
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: Friday 12 August 2022
Time: 10.30am
Venue: The Boardroom, Beckenham Service Centre, 66 Colombo Street

Membership

Members	Alexandra Davids
	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

8 August 2022

Arohanui Grace
Manager Community Governance, Linwood-Central-Heathcote
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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.

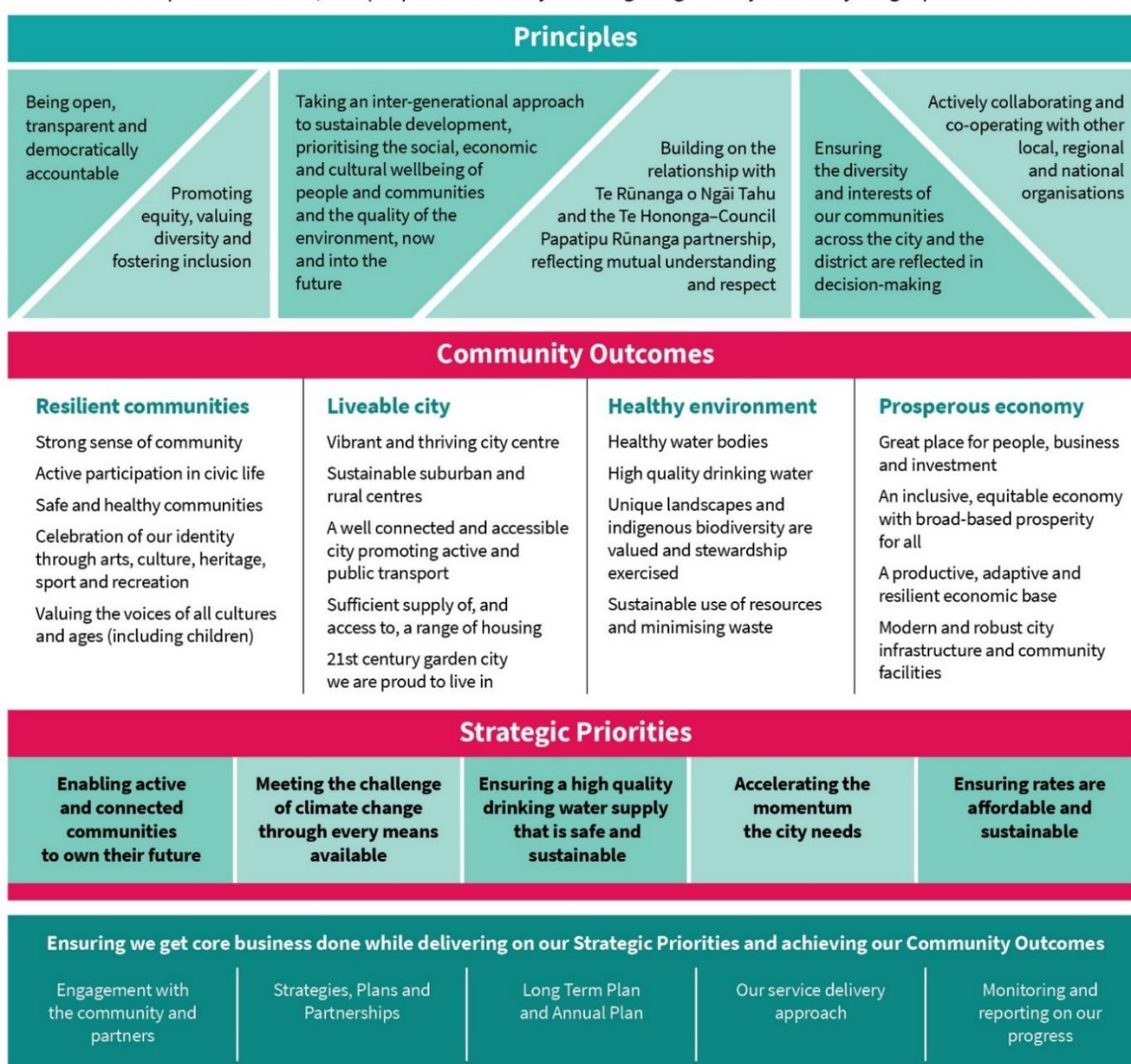
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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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: 22/960425

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. Secretarial Note

- 1.1 The Waikura Linwood-Central-Heathcote and Waihoru Spreydon-Cashmere Community Boards held a joint meeting on 13 April 2022 to consider the Tennyson Street Pedestrian Improvement Options.
- 1.2 The Boards requested:
 - 1.2.1 Lay the Tennyson Street Pedestrian Improvement Options report on the table.
 - 1.2.2 Request that staff investigate options for a raised zebra crossing across Tennyson Street near its intersection with Norwood Street.
 - 1.2.3 Request that staff investigate options to replace the two proposed raised platforms approaching the crossing point on Tennyson Street near its intersection with Norwood Street with other traffic calming measures, such as speed humps.
- 1.3 Staff have investigated the requested options and a memo is attached outlining the investigations completed for 1.2.2 and 1.2.3 above. This includes new resolutions for the revised plan.

2. Purpose of the Report Te Pūtake Pūrongo

- 2.1 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.
- 2.2 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.
- 2.3 The community engagement and consultation outlined in this report reflect the assessment.

3. 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).

4. Reason for Report Recommendations Ngā Take mō te Whakatau

- 4.1 The preferred option is Option two.
- 4.2 **Option Two:** Incorporate changes into the proposal to reflect comments and concerns from submitters, as shown in **Attachment A**.
- 4.3 This option includes:
 - 4.3.1 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).
 - 4.3.2 Increase space in the centre of the island to accommodate more crossing users.
 - 4.3.3 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.
 - 4.3.4 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.
- 4.4 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.
- 4.5 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.
- 4.6 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 whom 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.

- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 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.
- 4.11 Advantages of this option include:
 - 4.11.1 Addresses the concerns and reflects the majority of community views expressed through consultation.
 - 4.11.2 Creates a lower speed environment at the crossing point.
 - 4.11.3 Supports any future lower speed limits.
 - 4.11.4 Improves visibility for pedestrians by removal of parking.
- 4.12 Disadvantages of this option include:
 - 4.12.1 Increased cost.
 - 4.12.2 Vertical traffic calming may have negative amenity effects (eg. Noise) to surrounding properties.
 - 4.12.3 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.

5. Alternative Options Considered Ētahi atu Kōwhiringa

- 5.1 **Option One:** Proceed with the proposal as consulted on.
- 5.2 This option includes:
 - 5.2.1 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).
 - 5.2.2 Widening the existing island to increase its capacity to hold waiting pedestrians.

- 5.3 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.
- 5.4 Advantages of this option include:
 - 5.4.1 Provides a wider island, with more storage room for pedestrians.
 - 5.4.2 More separation between waiting pedestrians and live traffic speeds, resulting in more room for error if a pedestrian or driver makes a mistake.
 - 5.4.3 Improves visibility for pedestrians by removal of parking.
- 5.5 Disadvantages of this option include
 - 5.5.1 Is not consistent with the community views expressed through consultation.
 - 5.5.2 Cost.

6. Detail Te Whakamahuki

- 6.1 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
 - 6.1.1 “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. ...”
- 6.2 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 85%ile speed at this location is over the posted 50km/h speed limit.
- 6.3 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.
- 6.4 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.
- 6.5 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.

- 6.6 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**.
- 6.7 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**).
- 6.8 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.
- 6.9 The decision affects the following wards/Community Board areas:
 - 6.9.1 Heathcote Ward (Linwood-Central-Heathcote Community Board area)
 - 6.9.2 Cashmere Ward (Spreydon-Cashmere Community Board area)

7. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 7.1 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.
- 7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 7.2.1 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

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.6 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

- 7.7 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.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

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

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, traffic islands and traffic restraints, 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 a 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	Page
A ↓	Tennyson Street Pedestrian Improvements - Option Two (recommended option) Plan for Approval	14
B ↓	Tennyson Street Pedestrian Improvements - Option One (plan during consultation) Plan for information	15
C ↓	Consultation Summary - Tennyson Street	16
D ↓	Tennyson Street Pedestrian Improvements - additional information	17
E ↓	Tennyson Street Pedestrian Improvements - Vehicle tracking (Option Two, recommended option) for information	19
F ↓	Tennyson Street Crossing Improvements Memo	20
G ↓	Tennyson Street Crossing Improvements for Approval	24

Additional background information may be noted in the below table:

Document Name	Location / File Link

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

Author	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)



Memos



Memo

Date: 22 July 2022
From: Gemma Dioni, Senior Transportation Engineer
To: Waikura Linwood-Central-Heathcote Community Board and Waihoru
Spreydon-Cashmere Community Board
Cc:
Reference: 22/970525

Tennyson Street Crossing

1. Purpose of this Memo

- 1.1 This memorandum is in reply to the joint Waikura Linwood-Central-Heathcote and Waihoru Spreydon-Cashmere Community Board meeting of 13 April 2022 requests:
 - 1.1.1 That staff investigate options for a raised zebra crossing across Tennyson Street near its intersection with Norwood Street.
 - 1.1.2 That staff investigate options to replace the two proposed raised platforms approaching the crossing point on Tennyson Street near its intersection with Norwood Street with other traffic calming measures, such as speed humps.

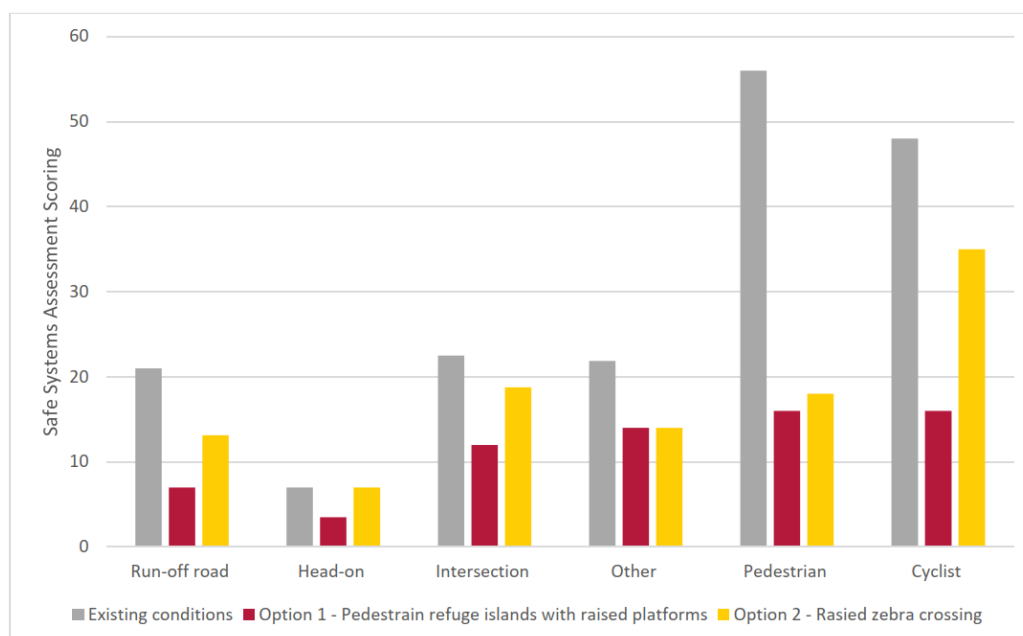
2. Raised zebra crossing

- 2.1 To complete this investigation, Council staff commissioned Abley Ltd to undertake an independent assessment of the two options. The scheme on the table (Option 1) and the raised zebra crossing (Option 2). The assessment focussed on the suitability of the proposed options, and a safe system assessment was completed of the improvements under consideration to determine the Safe Systems alignment and understand the relative merits of each option.
- 2.2 Tennyson Street is classified as an Urban Connector in the One Network Framework. The average daily traffic on Tennyson Street is 9,397 vehicles per day, with the morning and evening peak hour volumes recorded as 810 and 601 vehicles respectively. The street comprises residential properties, with a local dairy being located approximately 250 metres to the east and the Colombo Street shops approximately 575 metres to the west. Tennyson Street is not a bus route. As a result there is little pedestrian demand for crossing outside of school times.
- 2.3 Vehicle operating speeds have also been recorded in the same traffic count survey. The mean operating speed is recorded as 47.7km/h and the 85%ile speed as 52.9km/h. It should be noted that the 85%ile speed is consistently over 52km/h during all seven days that the speeds had been recorded.
- 2.4 Abley completed site visits to support the investigation. They reported that a total of 14 pedestrians crossed Tennyson Street during the morning site visit and 35 during the afternoon site visit.

Memos



- 2.5 Waka Kotahi Pedestrian Network Guidance (PNG) provides a process for determining appropriate mid-block crossing types. According to the above assessment, the proposed Option 2 (raised zebra crossing) is not considered appropriate as the 85thile vehicle operating speeds exceeds 50km/h. However, given the operating speed at 52.9km/h is only marginally above the threshold and the average operating speed is below 50km/h, Option 2 was carried forward to be considered in the Safe Systems Assessment to obtain a more detailed understanding of its suitability.
- 2.6 The PNG also provides a method of assessing pedestrian delay at pedestrian crossing facilities where pedestrians do not have priority. The average delay for pedestrians under Option 1 is minimal at less than 5 seconds. This is consistent with the observations made during the site visit. Therefore, from a Level of Service perspective, Option 1 which does not provide priority for pedestrians can be considered acceptable from a delay perspective.
- 2.7 The two proposed options are very similar in terms of Safe Systems alignment. Both options include introducing vertical deflection to achieve vehicle speed reductions and thereby influencing both crash likelihood and severity. The proposed improvements under both options can be considered primary safe system treatments. Accordingly, the Safe System assessment does not show one option being more strongly preferred than the other. The noticeable difference between the two options is that Option 1 creates a low-speed environment along the full length of the subject road section whereas Option 2 provides pedestrian priority for crossing and reduces vehicle speeds only at the point of conflict.
- 2.8 Under Option 2, if a crash was to occur, the desired speed reduction would not have been fully achieved at the conflict point. In comparison, under the Option 1 some level of speed reduction is achieved at the conflict point as the traffic calming is placed prior to the crossing point in both directions. On this basis, crash likelihood is expected to be marginally lower for Option 2 and crash severity is expected to be lower for Option 1.



Summary of the Safe System Assessment scoring (Lower is better)

- 2.9 The key findings of the Safe System Assessment are:
- Both the proposed options are highly effective at reducing the pedestrian crash risk.

Memos



- Option 1 scores marginally better than Option 2 (16/64 vs 18/64), primarily due to Option 1 being more effective in reducing crash severity.
 - Both the proposed options are expected to reduce the risk of other crash types as well. This is mainly as result of reducing vehicle operating speeds which lowers both crash likelihood and severity. Option 1 is comparatively more effective at reducing the risk of other crash types as it is expected to achieve a reduced speed along a longer stretch of road (though two raised platforms and other traffic calming measures such as kerb buildouts, road surface treatments) as opposed to just at the conflict point under Option 2.
- 2.10 Although not specifically considered in this assessment, it is understood that the direct east-west alignment of Tennyson Street can create issues of sunstrike during early morning and early evening hours. This may result in drivers not being able to see pedestrians stepping onto the road or fail to notice the crossing itself. Where the pedestrians have priority, this can noticeably elevate pedestrian crash likelihood.
- 2.11 The assessment completed by Abley was then followed up by a safety audit of the two options by Stantec.
- 2.12 The safety audit raised the management of vehicle speeds on this section of Tennyson Street as a significant issue. The audit states that, Option 1 creates a calmed area where vehicles are forced to reduce speed prior to reaching the main crossing point east of Norwood Street. While Option 2 converts the informal crossing point into a formal zebra crossing and places the crossing point on a raised platform there are no other vertical speed deflection devices in advance. This gives motorists no time to slow down and/or stop should a school child was to unexpectedly walk out in front of a vehicle. Where a formal zebra pedestrian crossing is provided, children generally expect that they have right of way and will walk directly out onto the crossing without checking first. This could lead to a collision between the pedestrian and a vehicle with serious consequences. The safety audit team concur that an area wide approach with a series of vertical speed deflection devices is more effective than a single treatment. There are other examples where zebra crossings have been located on a raised platform, but slower speeds are further managed through a suite of measures including locating speed humps on each approach to the zebra crossing. As a result of the two assessments it is concluded that if the raised zebra crossing is to be implemented, that given the out of context location, traffic calming is needed on the approaches to support the crossing.
- 2.13 Both independent reviews identified that drivers turning right from Norwood Street may not pay attention to the crossing (as their focus would be finding an appropriate gap on the major road traffic stream) and the pedestrians could also be focused on the major road traffic and may not notice the turning vehicle. Slowing speeds entering into Tennyson Street have been addressed for both options.

3. Changing the raised platforms

- 3.1 Following further investigations, it is proposed to replace the two raised platforms with three sets of speed cushions.
- 3.2 Speed cushions are an effective speed control device, and the cushion sizes and spacing can vary to achieve the target speed. The advantage is that there is less potential for noise and vibration nuisance to the residential neighbours as commercial vehicles can straddle the cushions.

4. Costs

- 4.1 The two schemes have been costed. Option 1 is estimated to cost approximately \$128k and Option 2 is estimated to cost approximately \$152k.

Memos



5. Resolutions

5.1 Resolution 1 and 2 would need to be amended to state:

- 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 G** of the agenda for this meeting.
- Approve the road marking changes, kerb alignment changes, traffic calming devices and traffic island changes on Tennyson Street, from a point 12 metres west of its intersection with Norwood Street and extending east to a point 18 metres east of its intersection with Southampton Street as detailed on **Attachment G**.

6. Conclusion

6.1 As a result of the two assessments and the cost estimate, it is proposed to retain the refuge island crossing with a suite of traffic calming features.

7. Next steps

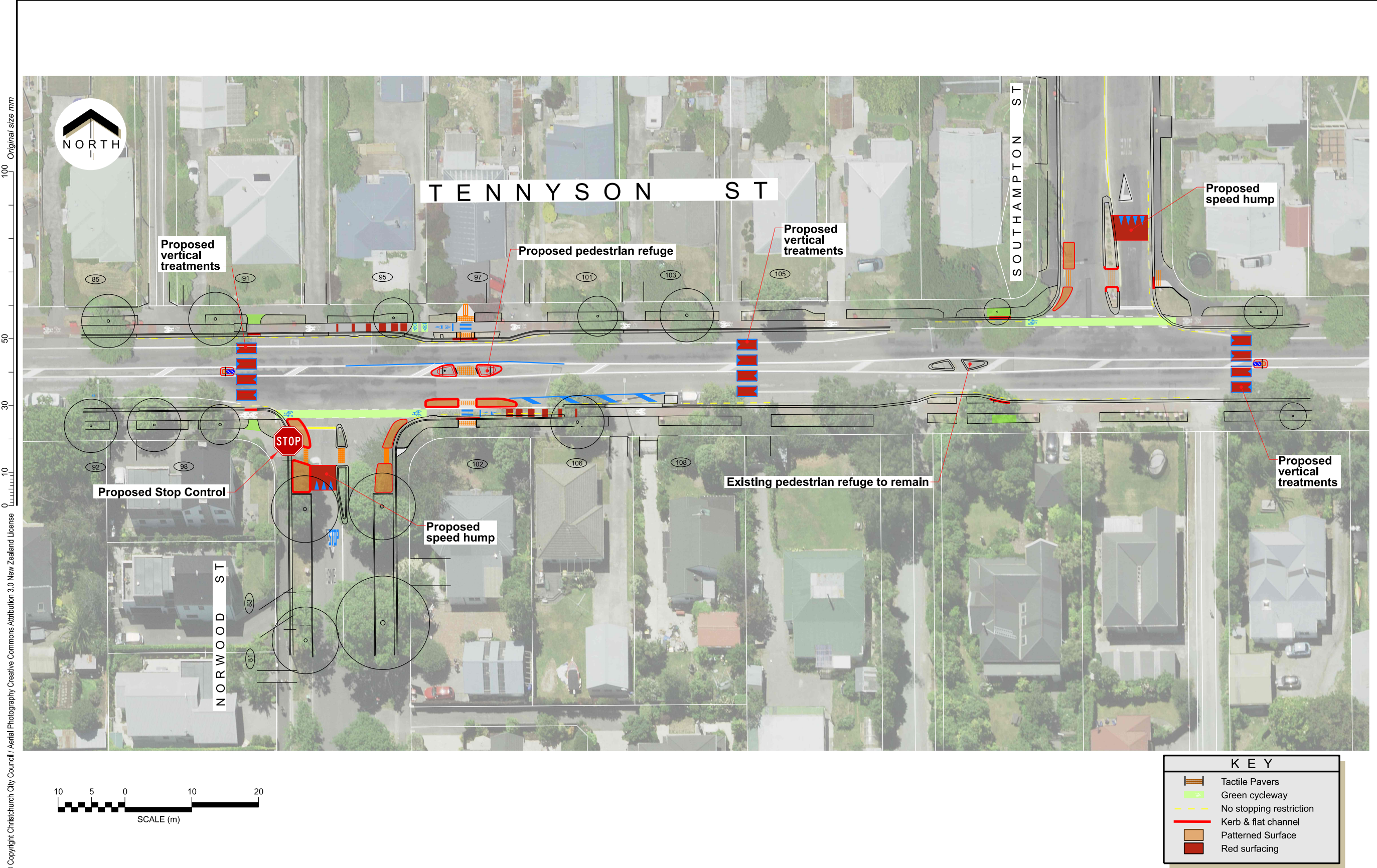
7.1 If the plan is approved by the Community Board, the project team would then move to detailed design and tender.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Tennyson Street Crossing For Approval	
B	Tennyson Street Crossing For Information	

Signatories / Ngā Kaiwaitohu

Author	Gemma Dioni - Senior Transportation Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)



5. Confirmation of Spreydon, Somerfield, Waltham and Beckenham Christchurch Regeneration Acceleration Facility (CRAF) programme

Reference / Te Tohutoro: 22/1016964

Report of / Te Pou Matua: Kelly Griffiths, Senior Project Manager, kelly.griffiths@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 Waihoru Spreydon-Cashmere Community Board and the Waikura Linwood-Central-Heathcote Community Board to reach a joint decision on the Christchurch Regeneration Acceleration Facility (CRAF) programme of work for the Spreydon, Somerfield, Waltham and Beckenham area. This report has been written by staff to inform the boards of the recommended programme for their approval.
- 1.2 The decision in this report is of low significance in relation to Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of affected parties, and the extent and impact of the work proposed.

2. Officer Recommendations Ngā Tūtohu

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

1. Jointly approve the following Christchurch Regeneration Acceleration Facility (CRAF) projects for the Spreydon, Somerfield, Waltham and Beckenham CRAF programme, for investigation and delivery by staff:
 - a. A package of approximately 20 cycle improvements, including new and improved cycle lanes, hook turn boxes, new cycle connections, new markings and green surfacing.
 - b. A package of approximately 30 pedestrian improvements including buildouts/refuge islands with tactile paving, and crossings.
 - c. A package of traffic calming on six streets and intersections.
 - d. A package of footpath widening and surface improvements in seven locations.
 - e. An intersection improvement at the Strickland Street, Somerfield Street and Colombo Street intersection.
 - f. An area wide speed restriction.
 - g. New line marking to provide marked car parks on Rosewarne Street.
 - h. The rebuild of Huxley Street from Burlington Street to Montrose Street.
 - i. The rebuild of the whole of Sefton Place.
 - j. The rebuild of Dominion Avenue from Milton Street to the entrance of Christchurch South Intermediate.

Note: Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the appropriate Board for approval, before detailed design and construction.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The officer recommendations have been made because the projects included in the recommendation will contribute to achieving the intended benefits of CRAF, which are; improve the liveability, connectivity, safety and road condition in Spreydon, Somerfield, Waltham and Beckenham.
- 3.2 The Waihoru Spreydon-Cashmere Community Board and the Waikura Linwood-Central-Heathcote Community Boards have been presented with information on the options available, and staff have prepared this recommendation on the Spreydon, Somerfield, Waltham and Beckenham CRAF programme for their consideration.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 There were 154 recommendations for work in Spreydon, Somerfield, Waltham and Beckenham, which included the rebuild, restoration or repair of 27 streets, and a large number of safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 4.2 The Boards have been provided with information about each of the 154 recommendations for work as potential alternative options to make up the Spreydon, Somerfield, Waltham and Beckenham CRAF programme.
- 4.3 The information provided on the recommendations included prioritisation, delivery timeframes, high-level cost estimates, advantages and disadvantages of each category of work, and impact on the Spreydon, Somerfield, Waltham and Beckenham communities.

5. Detail Te Whakamahuki

- 5.1 In the 2017 central government election campaign, the Christchurch Regeneration Acceleration Facility (CRAF) was announced, as part of the 'Plan for Canterbury' to accelerate Christchurch's recovery after the earthquakes.
- 5.2 After the election, CRAF was allocated \$300 million, \$40 million of this was allocated to transport projects.
- 5.3 To secure the \$40 million, Council worked with Treasury to develop an investment proposal, and then a more detailed investment case, which was approved by Council before being submitted.
- 5.4 Of the \$40 million, \$30 million has been allocated to roading and transport improvements in five areas in Christchurch that experienced significant damage and disruption, or increased travel use following the earthquakes – Spreydon, Somerfield, Waltham, and Beckenham, Riccarton and Fendalton, Linwood and Woolston, Richmond, and New Brighton. The intended benefits of the \$30 million is to improve the liveability, connectivity, safety and road condition in the five areas.
- 5.5 Of the \$30 million, \$6.5 million has been allocated to roading and transport improvements to safety and access, and condition in Spreydon, Somerfield, Waltham, and Beckenham, in the area shown in Attachment A.

- 5.6 Assessments of all the streets within the Spreydon, Somerfield, Waltham, and Beckenham CRAF area were undertaken, to identify all the safety and access faults (how safe and easy it is to access a location, street or property) and condition faults (what is the condition of the street).

Community Views and Preferences

- 5.7 To build on the list of faults identified in the assessments, community consultation was undertaken to gain local knowledge of the issues and faults in the Spreydon, Somerfield, Waltham, and Beckenham area.
- 5.8 The consultation was called 'Better Safer Roads' and was open from 18 February to 15 March 2021.
- 5.9 Leaflets were delivered to all the properties and businesses within the Spreydon, Somerfield, Waltham, and Beckenham CRAF area.
- 5.10 Staff also emailed key stakeholders, and had a 'Have Your Say' page which included an interactive map where people could leave their comments.
- 5.11 A drop-in session was held for people to talk to staff and provide feedback on the Spreydon, Somerfield, Waltham, and Beckenham CRAF programme at the Beckenham Service Centre during the consultation period.
- 5.12 213 submissions were received for the Spreydon, Somerfield, Waltham, and Beckenham area; these came from the 'Have Your Say' page, the interactive map, and emails. The submissions can be viewed in Attachment B.
- 5.13 Requests for pedestrian improvements, footpath repairs and cycle facility improvements were the most common submitters themes.
- 5.14 There were 154 recommendations for work in Spreydon, Somerfield, Waltham and Beckenham, which included the rebuild, restoration or repair of 27 streets, and a large number of safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 5.15 The Boards were given the following definitions for repair, rebuild, and restoration:
- Repair – Isolated damage requiring minimal construction to return the complete asset to a suitable condition. This would generally require no community engagement, no approvals, and minimal design. Work can generally be completed within 6 months.
 - Restoration – Multiple patches of damage greater than 20 metres. For the road carriageway, restoration is generally a reshaping of the top surface. This would generally require some community engagement, some approvals, and more detailed design. Work can generally be completed within 6 to 18 months.
 - Rebuild – Significant damage to a street requiring a full replacement of the damaged assets. This work will require community engagement, Community Board or Council approval, and full detailed design. This work can be completed within 18 to 36 months.
- 5.16 Each of the 154 recommendations were prioritised by staff on a scale of one to five – five being the highest priority, one being the lowest priority. The prioritisation of the safety and access issues takes into account proximity to key destinations, such as schools and commercial centres, and the impact of the work. The prioritisation of the condition work is based on the level of deterioration of the street.

- 5.17 The Boards were given the prioritisation, delivery timeframes, and high-level cost estimates for each of the 154 recommendations. They were informed the Spreydon, Somerfield, Waltham and Beckenham CRAF budget is not sufficient to complete all work identified, and that the Boards would need to work together to determine how to allocate the budget.
- 5.18 The Boards advised their preference for projects that generally improved safety and access in the area, including improving the condition of footpaths, provided new crossing facilities - including at the Somerfield Street and Selwyn Street intersection, and the Milton Street and Everard Street intersection - reducing speed, upgrading the Strickland Street, Somerfield Street and Colombo Street intersection, and providing car park line marking on Rosewarne Street.
- 5.19 The Boards also advised their preference to rebuild some of the most badly damaged streets in the area.
- 5.20 The Boards preferences have been incorporated into the Spreydon, Somerfield, Waltham and Beckenham CRAF programme.
- 5.21 The delivery of some of the projects will be coordinated with the delivery of a number of projects from the Area Engineer, to ensure efficiencies with construction and to minimise disruption to the residents.
- 5.22 Staff are recommending a phased delivery of the projects in the programme to ensure there is sufficient budget to deliver all the projects, in light of the recent increases in construction costs. Once the scheme stage cost estimates for the projects are completed, a review of the estimates will be undertaken prior to community consultation, to ensure there is sufficient budget.
- 5.23 The following programme of work is the staff recommendation for the Spreydon, Somerfield, Waltham and Beckenham CRAF programme which has been compiled from the Boards' feedback, for the Boards to consider:
- a. A package of approximately 20 cycle improvements, including new and improved cycle lanes, hook turn boxes, new cycle connections, new markings and green surfacing.
 - b. A package of approximately 30 pedestrian improvements including buildouts/refuge islands with tactile paving, and crossing, including at the Somerfield Street and Selwyn Street intersection, and the Milton Street and Everard Street intersection.
 - c. A package of traffic calming on six streets and intersections.
 - d. A package of footpath widening and surface improvements in seven locations.
 - e. An intersection upgrade at the Strickland Street, Somerfield Street and Colombo Street intersection.
 - f. An area wide speed restriction (Attachment C).
 - g. New line marking to provide marked car parks on Rosewarne Street.
 - h. The rebuild of Huxley Street from Burlington Street to Montrose Street.
 - i. The rebuild of the whole of Sefton Place.
 - j. The rebuild of Dominion Avenue from Milton Street to the entrance of Christchurch South Intermediate.
- 5.24 The anticipated delivery timeframes for the programme can be viewed in Attachment D. The timeframes have allowed for the 2022 Council elections.

- 5.25 The decision affects the Spreydon, Cashmere and Heathcote wards. The Waihoru Spreydon-Cashmere Community Board and the Waikura Linwood-Central-Heathcote Community Board jointly have the delegated authority to make this decision on the Spreydon, Somerfield, Waltham and Beckenham CRAF programme.
- 5.26 Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the appropriate Board for approval, before detailed design and construction.
- 5.27 Community consultation on the individual projects will take place once draft designs are completed, and this feedback will be presented to the appropriate Board.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The projects listed above will deliver on a range of benefits that align with Council's policies and strategies associated with providing a level of service for safety, accessibility and condition:
- The Safer Christchurch Strategy (2016)
 - 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.
 - The Equity and Access for People with Disabilities Policy (2001)
 - The Land Transport Rule: Setting of Speed Limits 2017: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
 - The Transport Management Plan and the Transport Activity Plan, which provide the foundations for Council's Long Term Plan.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2.1 Activity: Transport
- Level of Service: 16.0.1 Maintain roadway condition to an appropriate national standard, - ≥5% of the sealed local road network is resurfaced per year
 - 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
 - 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: 10.5.2 Improve the perception that Christchurch is a cycling friendly city) - ≥65% resident satisfaction
 - Level of Service: 10.5.3 More people are choosing to travel by cycling - ≥12,000 average daily cyclist detections
 - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - ≤1.10 million tonnes of CO2 equivalents

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 body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 The majority of the work in the recommended programme will include measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes of transport, which will result in reduced carbon emissions and have a positive effect on climate change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The majority of the work in the recommended programme 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 - \$6.5 million has been allocated for the Spreydon, Somerfield, Waltham and Beckenham programme, this includes all staff costs.
- 7.2 Maintenance/Ongoing costs - these will be calculated for each project, and detailed in the decision reports.
- 7.3 Funding Source - the \$40 million Christchurch Regeneration Acceleration Facility, provided by Treasury.

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 The Waihoru Spreydon-Cashmere Community Board and the Waikura Linwood-Central-Heathcote Community Board jointly have the delegated authority to make this decision on the Spreydon, Somerfield, Waltham and Beckenham CRAF programme.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no legal context, issue or implication relevant to this decision.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 If the Waihoru Spreydon-Cashmere Community Board and the Waikura Linwood-Central-Heathcote Community Board do not approve a CRAF programme for Spreydon, Somerfield, Waltham and Beckenham, there is a reputational risk with Treasury that Council is unable to deliver on the CRAF programme it committed to delivering in the Investment Case.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Area map	32
B ↓	Submissions	33
C ↓	Speed limit plan	74
D ↓	Delivery timeframes	75

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

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

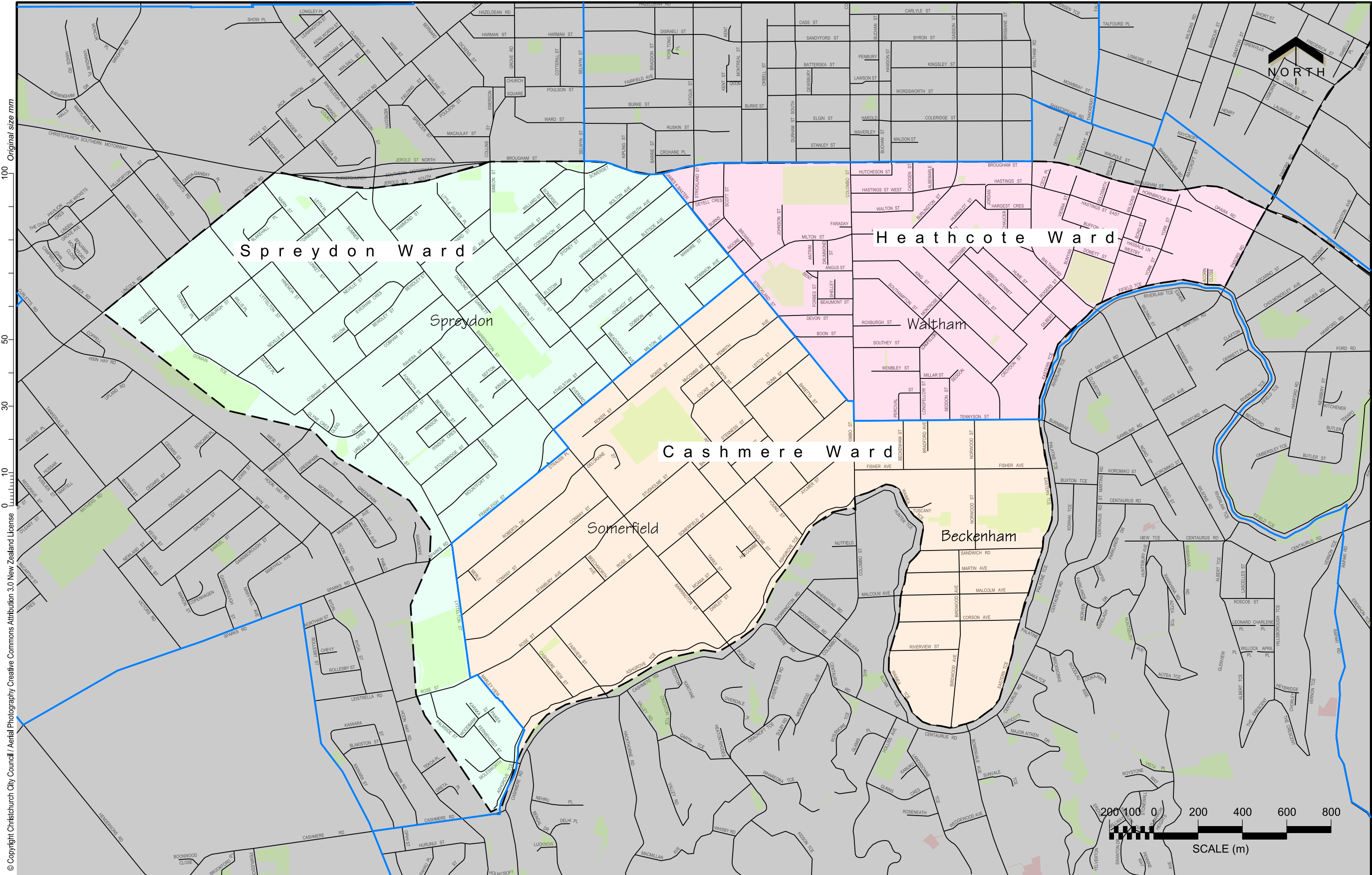
(a) This report contains:

- (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

Author	Kelly Griffiths - Senior Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management



What suburb do you live in?	Comments	Name	Category	Location Name
Beckenham	This intersection is hideously dangerous, which we have advised NZTA on also. Vehicles aren't parked far enough back from the corners, even though there are yellow lines. If there are larger vehicle parked on Birdwood ave, you can not see anything coming.	K	Crashes And Near Misses	Birdwood Avenue \ Malcolm Avenue, Beckenham
Riccarton	Footpath damaged near mall entrance and island in road damaged, this entrance is dangerous for pedestrians and vehicles	Bryan Jones	Crashes And Near Misses	Barrington, Stourbridge to Kinver
Sommerfield	Back entrance of Pioneer stadium is directly opposite Stanbury Avenue. Motorists leaving Pioneer driveway think they have the right of way over vehicles leaving Standbury Ave. People treat it like an intersection when it isnt	Matthew White	Crashes And Near Misses	4 Stanbury Avenue, Spreydon, Christchurch, 8024
Sommerfield	This intersection is rife with poor driving. Should be left turn only out of Somerfield St onto Strickland St.	Emma Lilley	Crashes And Near Misses	Somerfield Street \ Strickland Street, Somerfield
Spreydon	When sport is happening at Centennial Park and the roads are parked up either side, it can be impossible to see what traffic is coming when turning right out of Lyttelton Street.	Samantha Quigley	Crashes And Near Misses	Rose Street \ Lyttelton Street, Spreydon
Spreydon	The kink in the intersection makes it difficult to see if there is traffic coming when	Samantha Quigley	Crashes And Near Misses	Lyttelton Street \ Sparks Road, Spreydon
Spreydon	Entrance Barrington Mall, traffic island damaged, suspect this will be fixed with turning this into left in and left out only, but the crossing for pedestrians east/west and crossing the entrance to the parking lot needs work.	Norma Kloosterman	Crashes And Near Misses	Barrington, Stourbridge to Kinver
Spreydon	The parking line marking has reduced the road width to make it impossible for two cars to pass each other. Bit unsafe close to the intersection entrance with medial centre, parked cars reduces visibility. Could we have some parking removed please.	Norma Kloosterman	Crashes And Near Misses	Domain, Pony to Lincoln
Spreydon	Very dangerous and busy intersection for children heading to and from school, and other users on bikes and scooters.	Richard Wesley	Crashes And Near Misses	Simeon Street \ Milton Street, Spreydon
Spreydon	Cars turning from Milton Street continually cutting the corner. Enough width for an island in the middle. Have a dedicated lane for turning left onto Milton. Cars continually undercutting.	Glen	Crashes And Near Misses	Simeon Street \ Milton Street, Spreydon
Spreydon	Very busy intersection, especially so close you Somerfield school, needs traffic lights to help assist congestion. ALOT of near accidents happen daily	Tash	Crashes And Near Misses	Somerfield Street \ Selwyn Street, Somerfield
Spreydon	Horrendous entry/exit to Barrington mall for cars bikes pedestrians everyone involved	Tash	Crashes And Near Misses	Barrington, Stourbridge to Kinver
Spreydon	Extremely dangerous patch to cross in your vehicle. Speeds of those travelling down Milton St excessive. Have had several very close calls at this intersection.	Rebecca Dawson	Crashes And Near Misses	Milton Street \ Simeon Street, Spreydon
Spreydon	Dangerous entrance and exit to Barrington Mall!	Rebecca Dawson	Crashes And Near Misses	Barrington, Stourbridge to Kinver

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	This intersection Colombo - Strickland -Somerfield is complex, and crowded. It would be good to find a way to stop vehicles making an aditiional lane in Somerfield for left turns. And the 'Keep Clear' is often not clear: maybe paint in yellow grid.	Gordon Findlay	Crashes And Near Misses	Somerfield Street \ Strickland Street, Somerfield
<Null>	Difficult to do a right turn as there is the school, the pools a bustop and an island	Hannah Gannaway	Crashes And Near Misses	12 Conway Street, Spreydon, Christchurch, 8024
<Null>	Road needs widening where it meets rose st, cars turning into palmside st have to wait on rose as not wide enough to turn into safely	Sandra	Crashes And Near Misses	Rose Street \ Palmside Street, Spreydon
<Null>	Lack on enforcment of bus lane at peak times results ins everal near misses between cyclists and cars using the lane illegaly	Darren Moses	Crashes And Near Misses	Colombo, Hastings to Hutcheson
<Null>	There is NO safe place for Pedestrians or cyclists to cross this intersection in peak times. The only reason I cannot walk or bike with my children from our home on Selwyn St to their school and kindy on Fisher Ave is because of THIS intersection.	Claire Maetzig	Crashes And Near Misses	Selwyn Street \ Somerfield Street, Somerfield
<Null>	This intersection is a nightmare for motorists and pedestrians.	Claire Maetzig	Crashes And Near Misses	Strickland Street \ Somerfield Street, Somerfield
<Null>	Northbound traffic at Somefield St and Stricklan St intersection should only be allowed to turn left. Most days I see near misses between cyclists and cars trying to turn right.	Andrew Darrell	Crashes And Near Misses	Somerfield Street \ Strickland Street, Somerfield
<Null>	Dangerous intersection to navigate. The traffic flows around the corner, and is hard to get out when heading north. Southbound traffic moves at pace but it's hard to tell which way it will go	Kurt Maetzig	Crashes And Near Misses	Coronation Street \ Selwyn Street, Spreydon
<Null>	Very dangerous intersection. I have seen many near misses.	Eva Vives	Crashes And Near Misses	Strickland Street \ Somerfield Street, Somerfield
<Null>	Road surface is covered in gravel, causing vehicles and cyclists to skid frequently (could be contributing factor to accidents). Suggest paving to encourage slower vehicle speeds ad contribute to feel of suburban centre	L	Crashes And Near Misses	Selwyn Street \ Coronation Street, Spreydon
<Null>	There are many near misses with cars taking the corner too fast, with skidding on gravel, not seeing pedestrians crossing, or rushing to the lights at Brougham. Also causes near misses for vehicles misjudging speeds when entering Cor/Sel from Selwyn	L	Crashes And Near Misses	Selwyn Street \ Coronation Street, Spreydon
<Null>	The road is narrow for two way traffic and parked cars. You can't see pedestrians or cyclists.	Sarah Scurr	Crashes And Near Misses	74 Colombo Street, Beckenham, Christchurch, 8023

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	I see a near miss here nearly every time I pass. Recommend CCC put in a camera and get a traffic engineer and urban designer to watch the footage to get a deep understanding of the underlying issues	L	Crashes And Near Misses	Barrington, Stourbridge to Kinver
Other	This intersection is very dangerous for cyclists crossing Brougham St, both ways. Colombo St on both sides needs a cycle lane marked out between left-turning and straight ahead traffic so cyclists can get clear of waiting vehicles, especially large ones..	Elizabeth McDonald	Cycling	Colombo Street \ Brougham Street, Sydenham
Other	cycle path on north side of road in terrible condition, I try and ride on road when I can, only use the cycle path when traffic is busy	Bevan Pratt	Cycling	Tennyson, Bradford to Seddon
Other	cycle land between Wilsons Rd roundabout and bridge in poor condition - I ride in vehicle lane when I can to avoid it	Bevan Pratt	Cycling	Waltham Road \ Fifield Terrace, Waltham
Sommerfield	Part of the cycleway isnt finished. Still shingle	Matthew White	Cycling	219C Hoon Hay Road, Hoon Hay, Christchurch, 8025
Sommerfield	Crossing over Somerfield St when travelling along Selwyn St is very difficult. This route is used by many South Intermediate students before and after school. Somerfield St carries a lot of traffic and visibility is hampered by Montessori parking	Georgina Tulloch	Cycling	Somerfield Street \ Selwyn Street, Somerfield
Sommerfield	The new cycle islands force cyclists and cars travelling up/down Selwyn St into the same space when there are cars parked on Selwyn St. This would be easily fixed by extending the yellow lines 5-6m increasing safety a lot.	Daniel	Cycling	Selwyn Street \ Roker Street, Spreydon
Spreydon	Simeon st was recently redone, however it is already really rough when cycling, especially on a road bike (see the section outside barrington mall in particular)	Katie Skinner	Cycling	Simeon, Meadowville to Sugden
Spreydon	Cycle lane on north departure side of intersection ends abruptly	John Lieswyn	Cycling	Selwyn Street \ Brougham Street, Spreydon
Spreydon	wooden barriers too tight to navigate with cargo bike	John Lieswyn	Cycling	Bradford Park
Spreydon	New path link has a channel invert that is so steep my chain falls off riding over it	John Lieswyn	Cycling	2 Roker Street, Spreydon, Christchurch, 8024
Spreydon	this intersection is heavily used by people walking and cycling but very congested in morning peak, needs to be signalised	John Lieswyn	Cycling	Milton Street \ Simeon Street, Spreydon
Spreydon	I brought this up to community board, but nothing happened. The new seal is incredibly rough. The council engineer "drove it" but doesn't understand how bad it is for people on a bicycle.	John Lieswyn	Cycling	Simeon, Meadowville to Sugden
Spreydon	new cycleway has ramps that are too jarring - should have smooth channel inverts - my chain falls off unless I ride very slow here	John Lieswyn	Cycling	Frankleigh, Sparks to Alvarez
Spreydon	Is there a way to report ghost cyclists? This set of lights often has red right or left arrows with no cyclists or pedestrians present.	Samantha Quigley	Cycling	Milton, Strickland to Browning
Waltham	Kerb and channel, full reseal needed. Wide street that's a good cycling route from st Martins to Colombo st	Martin	Cycling	2/59 Southampton

What suburb do you live in?	Comments	Name	Category	Location Name
				Street, Sydenham, Christchurch, 8023
<Null>	A raised priority crossing should be placed here for walking and biking through to Simeon St	Glen Koorey	Cycling	Sugden, Simeon to Coronation
<Null>	Virtually impossible for bikes to get through these barriers too	Glen Koorey	Cycling	25C/183 Strickland Street, Sydenham, Christchurch, 8024
<Null>	Would be nice if the cyclepath re-entry points were as smooth as the exit points onto the road at each side road...	Glen Koorey	Cycling	Seddon Street \ Tennyson Street, Sydenham
<Null>	No cycle lane on the southern approach to Brougham St; you just have to fight your way through the traffic	Glen Koorey	Cycling	Waltham Road \ Brougham Street, Waltham
<Null>	Not one of teh four approaches to this intersection has a clear continuous cycle route	Glen Koorey	Cycling	Huxley Street \ Milton Street, Sydenham
<Null>	The southbound cycle lane through this section is particularly narrow and unpleasant; always wide vehicles parked here	Glen Koorey	Cycling	Colombo, King to Milton
<Null>	There is enough room for the cycle lanes on approach/departure here to be a bit buffered from the traffic lanes	Glen Koorey	Cycling	Tennyson, Colombo to Percival
<Null>	The cycle lane at the bottom of Strickland St never triggers the traffic signals when no cars are around - relocate and/or re-tune the detector loops (same for Tennyson St too?)	Glen Koorey	Cycling	Strickland Street \ Colombo Street, Sydenham
<Null>	Location of bollards (two sets) at this point are completely unnecessary; just put one at entrance to street rather than blocking the cycleway twice	Glen Koorey	Cycling	Edinburgh, Sumner to End
<Null>	Can we please get the green paint added to the cycle lane that runs through this busy intersection to increase driver awareness. It seems that Southern Lights wont be here for many years	Darren Moses	Cycling	Colombo Street \ Tennyson Street, Somerfield
<Null>	Please enforce the Bus Lane in this are, as it also serves as the cycle lane- most cars drive right throught the bus lane conflicting woth cyclists- at odds with CCC enforcement on other bus lane routes	Darren Moses	Cycling	Colombo, Hastings to Hutcheson
<Null>	Please provide a green cycle lane to get cyclists safely to the junction stop point	Darren moses	Cycling	Colombo Street \ Brougham Street, Sydenham
<Null>	Can there please be signage added so cyclist can understand the hook turns? At the moment most of them cut through the cars on the southern side of this intersection and ride down the wrong side of the road to reach the new cycle way on Frankleigh St.	Samantha Quigley	Cycling	Lyttelton Street \ Sparks Road, Spreydon
<Null>	Can there please be signage added so cyclist can understand the hook turns? I don't think I have seen a single right turning cyclist use the hook turn boxes.	Samantha Quigley	Cycling	Milton Street \ Strickland Street, Sydenham

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	Bad pinch point for cyclists. Parked vehicles, cycles, vehicles turning right into Coronation St, and vehicles going straight through traffic all compete for lane. Suggest removing some car parking and mark in a cycle lane.	Bruce James	Cycling	Barrington Street \ Coronation Street, Spreydon
<Null>	Tennyson St cycle path is in a very poor state of repair and so very dangerous, especially when wet.	Andrew Darrell	Cycling	Tennyson, Bradford to Seddon
<Null>	Extremely dangerous intersection for cyclists, particularly when heading south. From here and down past the shops is an area I would cycle on if it was safer.	Andrew Darrell	Cycling	Selwyn Street \ Brougham Street, Spreydon
<Null>	Cycle lane abruptly disappears into bus stop and parking lane - confusing and dangerous for cyclists. Suggest marking cycle lane adjacent to parking lane, or repurposing the parking lane as a cycle lane.	Bruce James	Cycling	Barrington, Wychbury to Rahera
<Null>	Hard to cross road safely with children. We avoid this route even though it would be the best	Kurt Maetzig	Cycling	Somerfield Street \ Selwyn Street, Somerfield
<Null>	Heavily used connection for cyclists. Incorporating a safe crossing facility here and at Milton street will make connecting to little river cycleway so much safer	Riki cambridge	Cycling	Coronation Street \ Simeon Street, Spreydon
<Null>	Road surface is extremely rough with loose gravel, making it dangerous for cyclists	L	Cycling	Selwyn Street \ Rosewarne Street, Spreydon
<Null>	Norwood st is easily wide enough for bike lanes. All the houses have parking, there should be less parking and bike lanes instead all the parking on the edge of the street makes it harder to drive out of your drive safely as visibility is reduced	George York	Cycling	Norwood, Fisher to Tennyson
<Null>	Lots of cyclists use this route even though the major cycleways go up Simeon and Strickland. Suggest safer cycle facilities are provided, along with bicycle parking facilities in the shopping area.	L	Cycling	Selwyn, Rosewarne to Somerset
<Null>	Intersection is dangerous for cyclists and pedestrians at peak times. Similar treatment to cycleway crossing at Roker/Selwyn intersection would be great.	Matt Jackson	Cycling	Coronation Street \ Simeon Street, Spreydon
<Null>	Recent resealing between Bletsoe Ave and Milton St is of a terrible standard -really awful for cycling on - you can't see all the bumps and hollows (which weren't smoothed out during resealing) making it more dangerous than before resealing.	Matt Jackson	Cycling	Simeon, Meadowville to Sugden
<Null>	Really like the new island installed here as part of the cycleway - thanks! Road surface on eastbound part of Rose Street is really poor quality (top chip seal is partially gone) making it almost unusable though forcing cyclists further into road.	Matt Jackson	Cycling	Rose Street \ Palmside Street, Spreydon
<Null>	Cycle and pedestrian link adjacent to river beneath Cashmere Rd connecting Ashgornve Tce to reserve would make this much safer for crossing	Matt Jackson	Cycling	1 Ashgrove Terrace, Spreydon, Christchurch, 8024
<Null>	Refuge is not central which makes it narrow for cyclists on n/bound side. Lots of close passes by cars	Matt Jackson	Cycling	Lyttelton Street \ Stanbury Avenue, Spreydon
<Null>	Refuge is not central which makes it narrow for cyclists on n/bound side. Lots of close passes by cars	Matt Jackson	Cycling	Lyttelton Street \ Conway Street, Spreydon

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	Auto sensor on cycleway heading towards town appears to have been turned off making it less convenient for cycling.	Matt Jackson	Cycling	Lyttelton Street \ Sparks Road, Spreydon
Beckenham	Drains outside property can't cope with heavy rain, pipes too small to manage water quantity. Often flooding into garden or across road + Large willows trees lose big branches in wind, which land on the road and even on cars.	Anna Baker	Other Comments	Waimea Terrace \ Riverview Street, Beckenham
Beckenham	Since the streetlights were updated to LED there is not much light on the street the new lights are more directional pointing light down. It would be great to have some more lights installed as there are very far apart.	Ian Ainsworth	Other Comments	Huxley, Montrose to Rogers
Other	Footpaths on this corner are bumpy and could be improved. Many walkers and school children use this as a thoroughfare, so would be great to smoothen. Thank you :)	Sarah	Other Comments	Aylmer Street \ Colombo Street, Somerfield
Sommerfield	Crazy area along Ashgrove Tce (Between Barrington & Colombo Street. Cars going way too fast school kids everywhere - the roundabout at the top of Barrington is terrible. People shoot through Ashgrove Terrace at a 100mph and there is not enough speed humps.	Megan Denison	Other Comments	227 Ashgrove Terrace, Somerfield, Christchurch, 8024
Sommerfield	Bottom of Young and Ashgrove is far too wide - you get cars late at night doing donuts. Needs and upgrade or a speed hump or something.	Megan Denison	Other Comments	Young Street \ Ashgrove Terrace, Somerfield
Sommerfield	Dunn St is desperately in need of resurfacing and new drains. Surrounding streets have been upgraded but Dunn St simply gets patched up and it's a mess.	Eileen Kerr	Other Comments	27 Dunn Street, Somerfield, Christchurch, 8024
Spreydon	Trucks cause shakes in houses due to a slumped water main that crosses Harker St from east to west. Fixing this will improve the road. Also a speed calming measure near intersection with Neville Street would be lovely.	Norma Kloosterman	Other Comments	Harker, Neville to Edinburgh
Spreydon	So many pot holes along Dominion Ave - the repairs never last long!	Lauren Samuels	Other Comments	Dominion, Dominion to End
Spreydon	Road damaged by tree root. Nice tree. work around it.	John Lieswyn	Other Comments	Selwyn, Coronation to Rosewarne
Spreydon	Trees on the berm outside 6A Bayley Place have touched power lines	Elizabeth Sunarto	Other Comments	251B Lyttelton Street, Spreydon, Christchurch, 8024
Waltham	Has been in need of fixing for years, I travel down this road heading home from work or to Mum's which is just over in Hume Street and driving down this street is like going over to Diamond Harbour on the ferry on a choppy crossing up,down,up,down	Matthew Mein	Other Comments	Huxley, Montrose to Rogers
Waltham	There is quite a mjr bump at about this spot on the road that really needs fixing, the rest of the street isn't bad but this part really needs it	Matthew Mein	Other Comments	Domett, Wilsons to Bunyan
<Null>	Big potholes that have sunken again. Terrible to ride through on a motorhome or if one car when goes through them	Hannah Gannaway	Other Comments	Barrington, Conway to Roberta
<Null>	The road outside Christchurch South Intermediate gate is in terrible condition and needs to be resurfaced.	Emily van Montfort	Other Comments	Dominion, Dominion to Strickland

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	The stop line for traffic waiting for the cycle crossing encourages vehicles to stop blocking the intersection with Roker St. Suggest marking a "KEEP CLEAR" area.	Bruce James	Other Comments	Strickland Street \ Roker Street, Sydenham
<Null>	Make all riverside streets 30km/hr with sharrows for bikes and More speed humps to slow traffic. These streets should be all about people. Consider opportunities to one-way some sections and create cul de sacs for cars but open for people to make safer	Emily Cambridge	Other Comments	1/213 Waimea Terrace, Beckenham, Christchurch, 8023
<Null>	Old gutter street to be modernised - Dunn St & Aylmer St also	Drop In	Other Comments	Leitch, Selwyn to Strickland
Sommerfield	Insufficient spaces for safe on-street parking on eastern end of Rose Street (close to Cashmere High). Parking on street drastically narrows carriageway, particularly considering bus and cycle traffic	Jeremy Finch	Parking	152 Rose Street, Spreydon, Christchurch, 8024
Sommerfield	On-street parking on Barrington Street near intersections of Rose / Barrington / Sommerfield Streets seriously reduces visibility for traffic, increasing accident risk for both cars and cycles. Particularly the parking on Barrington Street outside Church	Jeremy Finch	Parking	Barrington, Sommerfield to Rose
Sommerfield	Reduce parking close to intersection to allow two lanes of traffic on Sommerfield Street prior to Strickland Street intersection. This would allow space for both left and right turning traffic.	Jeremy Finch	Parking	Sommerfield, Baretta to Strickland
<Null>	Local businesses (pre school and swim school) should have off street parking. This section of Fisher Ave get very congested with people regularly parking over driveways.	Andrew Darrell	Parking	Fisher, Norwood to Eastern
<Null>	This area floods in heavy rain, it appears that the drains come backward up the street. Water pools here but not in other areas of the street	Kurt Maetzig	Parking	Selwyn Street \ Dunn Street, Sommerfield
Beckenham	Safer pedestrian crossing needed	Tanya Robertson	Pedestrians	Tennyson, Norwood to Southampton
Beckenham	Traffic speeds past the gate to Beckenham Park from Norwood St can be quite high and a risk to pedestrians	Ian Ainsworth	Pedestrians	Beckenham Park
Beckenham	Footpaths are very damaged with cracks and uneven surfaces, trip hazard	Ian Ainsworth	Pedestrians	Huxley, Montrose to Rogers
Beckenham	305 Eastern Tce. A pedestrian hazard exists because the residents of a Kaianga Ora property containing multiple units leave their red, yellow and green bins permanantly on the street. There is ample room on the property for Housing NZ to build something.	John Rouch	Pedestrians	28A Croydon Street, Sydenham, Christchurch, 8023
Other	There is no sidewalk on the south side to connect to the Bowenvale bridge. Cars drive fast and I nearly get hit while running.	Annie Radecki	Pedestrians	Waimea Terrace \ Birdwood Avenue, Beckenham
Other	There should be a better pedestrian connection from Birdwood to Norwood	Annie Radecki	Pedestrians	Sandwich Road \ Birdwood Avenue, Beckenham
Sommerfield	Footpaths	Anne O'Brien	Pedestrians	Conway, Lyttelton to Nina

What suburb do you live in?	Comments	Name	Category	Location Name
Sommerfield	hard to cross here, especially when heavily parked up. Could use a refuge island and cutdowns	Peter	Pedestrians	Rose Street \ Lyttelton Street, Spreydon
Sommerfield	Crossing at this island is made unsafe by left-turning vehicles (Simeon -> Milton eastbound). People walking have to compete for rare gaps in traffic with vehicles, and the stop sign is often rolled through.	Justin Rogers	Pedestrians	Milton Street \ Simeon Street, Spreydon
Sommerfield	People on foot crossing to the island northbound have poor visibility of turning cars behind them. People walking straight should have right of way over drivers turning left. The stop sign is also often rolled through by drivers turning left onto Simeon.	Justin Rogers	Pedestrians	Athelstan Street \ Simeon Street, Spreydon
Sommerfield	Uneven footpaths	Charlotte	Pedestrians	Fisher, Beckenham to Norwood
Spreydon	missing footpath segment	John Lieswyn	Pedestrians	Cheviot Reserve
Spreydon	Accessway barrier prevents prams and mobility scooters	John Lieswyn	Pedestrians	Milton, Meadowville to Selwyn
Spreydon	Missing kerb ramp	John Lieswyn	Pedestrians	Bletsoe, Selwyn to Strickland
Spreydon	Accessway barrier prevents mobility scooters and prams	John Lieswyn	Pedestrians	James K Baxter, Redruth to Bletsoe
Spreydon	the path in this park is absolutely stuffed - surface is falling apart	John Lieswyn	Pedestrians	Sydenham Cemetery
Spreydon	pavement surface too rough for mobility devices at kerb ramps	John Lieswyn	Pedestrians	Simeon Street \ Meadowville Avenue, Spreydon
Waltham	Footpaths uneven, sprained my ankle	Misty	Pedestrians	Domett, Wilsons to Bunyan
<Null>	This intersection is absurdly wide, encouraging fast cornering and other behaviour involving tyre tracks. Can the space be used to make a 'normal' right angle intersection for vehicles, and increase footpath space for the many school-related pedestrians?	Justin Rogers	Pedestrians	Simeon Street \ Howard Street, Spreydon
<Null>	Poor footpaths	Charlotte	Pedestrians	Roker, Selwyn to Strickland
<Null>	Missing footpath connection here across Sandwich Rd, an obvious desire line	Glen Koorey	Pedestrians	Sandwich Road \ Norwood Street, Beckenham
<Null>	There is NO safe place for pedestrians or cyclists to cross this intersection in peak times. I cant let my children walk or bike to school on fisher ave because of this dangerous intersection. I cant even get across safely with them.	Claire Maetzig	Pedestrians	Somerfield Street \ Selwyn Street, Somerfield
<Null>	Selwyn street is used a lot by school-aged kids (walking, cycling, scootering). It has been great having the safety island by the cycleway, and it would be good to have another one somewhere between Roker and Somerfield streets	Nat	Pedestrians	106 Selwyn Street, Somerfield, Christchurch, 8024

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	Footpaths on Somerfield St are in extremely poo condition.	Gordon Findlay	Pedestrians	Somerfield Street \ Woodard Terrace, Somerfield
<Null>	It's a gamble crossing the road here. Poor visibility and fast flowing traffic who can't see around the corner are a real risk to pedestrians	Kurt Maetzig	Pedestrians	Somerfield Street \ Strickland Street, Somerfield
<Null>	Telegraph pole has lots of old rusty staples hanging out of it. Will cause injury if pass too close	Tanya	Pedestrians	38 Martin Avenue, Beckenham, Christchurch, 8023
<Null>	Very difficult to cross Tennyson St in the morning with children	Emily Simpson	Pedestrians	Tennyson, Norwood to Southampton
<Null>	Pedestrians don't use the zebra crossing, because it is not designed to meet the user needs. Vehicles needs to drive slowly due to the corners, numerous intersections, pedestrian movements and active transport folk. Suggest making the area a shared zone?	L	Pedestrians	Selwyn, Coronation to Rosewarne
<Null>	The crossing here is not safe - needs a proper traffic light crossing, or a pelican crossing	George york	Pedestrians	Tennyson, Norwood to Southampton
<Null>	Very difficult to cross the wide road here - pedestrian refuge and drop down kerb at the crossing would make it much safer (especially for prams, wheelchairs).	Matt Jackson	Pedestrians	Rose Street \ Lyttelton Street, Spreydon
<Null>	Dangerous to cross here when using shared path. Pedestrian refuge would make it safer	Matt Jackson	Pedestrians	Fairview Street \ Ashgrove Terrace, Spreydon
<Null>	Brougham St crossing very dangerous. Vehicles routinely stop across crossing. Needs an underpass.	Matt Jackson	Pedestrians	Simeon Street \ Brougham Street, Spreydon
Sommerfield	We no longer have a bus route through Somerfield into town/connecting with PMH. Reinstating a surburban route would be great.	Eileen Kerr	Public Transport	1 Leitch Street, Somerfield, Christchurch, 8024
<Null>	No buses, please. Niethr Selwyn St nor Somerfield st has the capacity for a regular bus service.	Gordon Findlay	Public Transport	Selwyn Street \ Saskia Lane, Somerfield
Beckenham	Footpath in desperate need of a re do.	Samantha WILKs	Streetscape	Bradford, End to Tennyson
Beckenham	Roadside plantings Inside the round-a-bout Ensors and Opawa Rd are all dead and just dry dirt and weeds. Would be really nice to have some new plants and bark put in here. Thanks for this great opportunity, keep up the great work.	Ian Ainsworth	Streetscape	Ensors Road \ Opawa Road, Opawa

What suburb do you live in?	Comments	Name	Category	Location Name
Beckenham	Tall weeds are always growing out of cracks in the gutters and footpaths	Ian Ainsworth	Streetscape	Huxley Street \ Montrose Street, Sydenham
Sommerfield	Grass sections between trees at eastern end of Rose Street get churned-up by cars parking on them in winter, making a serious mess.	Jeremy Finch	Streetscape	172 Rose Street, Spreydon, Christchurch, 8024
Spreydon	This intersection used to have nice street trees and berms but after a resident hacked at a tree, a driver crashed into another, and council paved over the berm, it is far less attractive than 2 years ago.	John Lieswyn	Streetscape	Selwyn Street \ Coronation Street, Spreydon
Spreydon	I like the narrow street, it helps slow traffic. If people would stop parking on the grass, then the road would be even narrower (and hence people would drive slower)	John Lieswyn	Streetscape	Aylmer, Selwyn to Colombo
<Null>	Broken kerbs and stormwater drain	Lucy Arnold	Streetscape	McCombs, Selwyn to Cooke
<Null>	There is a tree outside 5 Aylmer St that has become so large that its roots have broken the drain (which now floods whenever it rains). The roots also damage the footpath (which has had to be repaired multiple times over the past few years). Cut it down.	Karen Horgan	Streetscape	5 Aylmer Street, Somerfield, Christchurch, 8024
<Null>	It would be nice having some trees on young street	Eva Vives	Streetscape	Young, Aylmer to Somerfield
<Null>	Sydney street frequently floods after rain and the western side is very wide with dep drains, making crossing unsafe and encouraging high vehicle speeds. Suggest street is enhanced with grass berms and narrower road, matching Selwyn and Simeon	L	Streetscape	Sydney, Simeon to Selwyn
<Null>	The heritage Silvan Gallery is being developed into businesses including a wine bar. Suggest the streetscape is enhanced to complement and encourage the businesses.	L	Streetscape	Somerset Crescent \ Selwyn Street, Spreydon
<Null>	Numerous potholes and patch repairs in different styles makes for a dangerous uneven surface	L	Streetscape	Sydney, Simeon to Selwyn
<Null>	There are two now disused bus stops that could be used for traffic calming or planting	George York	Streetscape	Norwood, Fisher to Tennyson
<Null>	Kerbs along this street are disintegrating in numerous places. Drainage at Rose St end of street is poor - always floods during rain.	Matt Jackson	Streetscape	Marley View, Rose to End
<Null>	Rose St has aging curbs that are often misused for parking, or the footpath used for parking.	Tim	Streetscape	Rose, Marley View to Cashmere View
<Null>	Need more trees planted along many of the wide streets of Spreydon. The roads are very vast and empty. More trees cools the streets and makes them more attractive!	Daniel Parkinson	Streetscape	Rosebery, Simeon to Selwyn
Beckenham	Traffic speeds past the gate to Beckenham Park from Norwood St can be quite high and a risk to pedestrians	Ian Ainsworth	Traffic Speeds	Norwood, Sandwich to Fisher
Sommerfield	From Studholme Street thru to Colombo Street too many cars and kids on bikes and scooters at peak hours. Cars need to slow down.	Megan Denison	Traffic Speeds	143 Studholme Street, Somerfield, Christchurch, 8024

What suburb do you live in?	Comments	Name	Category	Location Name
Sommerfield	Cars often travel around this corner extremely quickly. The grass verge and cars parking on either side make the road very narrow	Georgina Tulloch	Traffic Speeds	Aylmer, Selwyn to Colombo
Sommerfield	Speeds exceed 50 kph regularly	Tumanako	Traffic Speeds	Somerfield, Studholme to Kantara
Spreydon	ridiculously high traffic speeds - not the 85th percentile, but a few crazy drivers hitting 100 km/h. Traffic calming needed	John Lieswyn	Traffic Speeds	Stourbridge, Mountfort to Therese
Spreydon	I regularly hear and see cars being driven at excessive speeds due to straight wide street with widely spaced traffic controls	John Lieswyn	Traffic Speeds	Selwyn, Rosebery to Bletsoe
Spreydon	A few years ago I saw a council plan for calming Bletsoe, it included a faux cul-de-sac in the middle and street trees/narrowings. What happened to it?	John Lieswyn	Traffic Speeds	Bletsoe, Selwyn to Strickland
Spreydon	ALways people speeding down bletsoe Ave due to wide roads, have seen speed testing a before on the road but nothing has happened	Tash	Traffic Speeds	Bletsoe, Selwyn to Strickland
Spreydon	Boy racers often use this stretch of Bletsoe avenue to do races and burnouts on Friday and Saturday nights. Recommend some form of speed bump along Bletsoe.	Rebecca Dawson	Traffic Speeds	Bletsoe, Spring Grove to Selwyn
<Null>	Very fast traffic Ashgrove Tce from Barrington to Colombo despite speed humps. Includes Young St at times	Gordon Findlay	Traffic Speeds	Young, Ashgrove to Aylmer
<Null>	Traffic speeds - lots of kids biking & crossing @ footbridge to Various schools. Speed bumps are not controlling speed. It's a shortcut for people to avoid Cashmere roundabout	Charlotte	Traffic Speeds	Ashgrove, Studholme to Young
<Null>	Heavy vehicles travelling at speed between Milton Street and Somerfield Street cause excessive shaking through this block.	Lucy Arnold	Traffic Speeds	Selwyn Street \ Penrith Avenue, Somerfield
<Null>	Strickland St seems to be an area that's tempting for vehicles to travel at very high speeds later at night when it's outside of peak hours. Cars and motorbikes get up a lot of speed along here so some sort of traffic slowing measure would be good.	Nicki Williams	Traffic Speeds	Strickland, Milton to Dominion
<Null>	Cars use this road as a speed strip which is dangerous to pedestrians and very noisy for residents, a couple of small speed humps would help	Anna	Traffic Speeds	Leitch, Selwyn to Strickland
<Null>	Speeds regularly exceed 50kmh. Trucks travelling at speed cause excessive vibrations in this area	Nat	Traffic Speeds	Selwyn Street \ Roker Street, Spreydon
<Null>	Traffic turning left here is often very quick, and in the cycle lane.	Gordon Findlay	Traffic Speeds	Somerfield Street \ Strickland Street, Somerfield
<Null>	Selwyn Street has become a race strip in recent years. Some traffice calming measures would help a lot. Due to the fact that the street is very wide, it would be great to have some planting of vegetation and trees.	Sarah Kelland	Traffic Speeds	Selwyn, Dunn to Saskia
<Null>	Cars hoon up Selwyn street.	Kurt Maetzig	Traffic Speeds	Selwyn, Cardiff to Stenness
<Null>	Young street is used as a shortcut to avoid the Colombo/Strickland intersection and cars drive through that street really fast. It is really dangerous, specially during school runs in the morning and afternoon.	Eva Vives	Traffic Speeds	Young, Aylmer to Somerfield
<Null>	Cars use this road as a shortcut to avoid the colombo/Strickland intersection. They come at really high speeds. This is highly dangerous, specially during school drop offs and pick ups.	Eva Vives	Traffic Speeds	Young, Aylmer to Somerfield
<Null>	Vehicles frequently accelerate to dangerous speeds where the road widens	L	Traffic Speeds	Sydney, Simeon to Selwyn

What suburb do you live in?	Comments	Name	Category	Location Name
<Null>	Vehicles often speed down Selwyn Street making it unsafe for people coming out of intersections, pedestrians crossing and cyclists	L	Traffic Speeds	Selwyn, Bolton to Coronation
<Null>	Cars go too fast down Norwood st	George York	Traffic Speeds	1/74 Norwood Street, Beckenham, Christchurch, 8023
<Null>	Speeds down Rose St are often excessive, especially as it is used as an alternate to Cashmere Rd by commuters	Tim	Traffic Speeds	Rose, Cashmere View to Fairview

Have Your Say

ID	Which area are you making a comment on	Do you live in this area?	Feedback	Name	Name of organisation and your role within organisation
39019	Beckenham	Yes	See attachment	Sheila Brown	Beckenham Neighbourhood Association

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
39035	Beckenham	Yes		Traffic speeds	My name is Sheila Brown and I reside at my property at 66 Malcolm Ave, Beckenham, Christchurch. I have been here for 4 years. I chose this area for the closeness to the port hills and Heathcote river. We have problems with selfish, noisy, fast driving through this thoroughfare but with the speed limit being dropped to 40 kph, with traffic calming we should see an improvement. With other enhancements and road safety improvements in the pipeline, it's looking good. I still think we need some surveillance cameras in certain places. Definitely one on the corner of Malcolm and Birdwood Avenue, even if for six months! Would pay for itself. Many thanks and it's been great to read and hear about your plans and ideas.	Sheila Brown
38974	Spreydon	Yes		Other	Please see attachment	Mary O'Connor
38906	Beckenham	Yes		Traffic speeds	I strongly support the proposal to lower speed limits in the Beckenham Loop from 50 km/hr to 40 km/hr, as outlined in the recent CCC neighbourhood leaflet. There is a lot of pedestrian and cyclist usage of the roads and riverside berms here, along with narrow roadways, (especially Waimea Terrace). Many cars speed on the main avenues and the connecting streets, so personal safety is a real issue.	Adrian Field

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38845	Somerfield	Yes		Streetscape	<p>Eastern end of rose Street near Cashmere High entrance:</p> <ul style="list-style-type: none">- Unpaved onstreet parks not fit for purpose- High usage by parents dropping students @ school / picking up- Bays are rutted, pot holed. Turns to mud in rain and winter. Don't run-off. Does not reach concrete stormwater channel.- Excessive vehicle speeds along 'Rat Run' @ Day & Night with improved lighting. Traffic calming needed with presence of school & Rest Homes along the street.- Improvements needed as per on street parks & traffic calming on Studholme & Mathers Street near those schools. E.g. Domestic cats injured / killed regularly on this street. Wouldn't take much for pedestrian to be hit currently.	Drop In Session

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38729	Beckenham	Yes	Beckenham	Streetscape	<p>Prior to the earthquakes, there was an approved CCC plan to narrow Beckenham St, remove the deep gutters and add plantings to improve the streetscape, improve safety for street users and reduce traffic speed.</p> <p>The re-introduction of this plan would be beneficial for the community, St Peter's school and parish and the safety of local residents and users of the street as an entrance point to the Beckenham loop area. A narrowed street will signal a distinct entrance point to the Beckenham area and reduce the current use of Beckenham St as a fast (with speed) thoroughfare through to Fisher Avenue and Colombo St.</p>	Nicaela Davies

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38658	Somerfield	Yes		Streetscape	<p>I live in Ashgrove Terrace and I am concerned that the road humps in some of Ashgrove Terrace have not been put back after roadworks were completed in this road. This has resulted in a considerable increase in the number of cars driving at speed down Ashgrove Terrace to avoid the backlog of traffic at peak hours and also a return of the fast traffic on Friday and Saturday nights.</p> <p>These issues had noticeably reduced when the humps were put in quite a few years ago. Residents of the road were delighted at the time these were put in, to see the difference it made.</p> <p>I think that the return of humps in our road would be an ideal problem to improve at this time that you are asking for input to problems in the Somerfield area.</p> <p>I am away on holiday at the time of the Drop In session at the South Library, so I cannot contribute then. I hope this request will still be considered.</p> <p>Keep up the good work in improving our roads.</p>	Susan Buchan

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38653	Somerfield	Yes		Streetscape	<p>As a result of the earthquakes, the road surface and the stormwater and footpaths have deteriorated significantly on the southern side of Darley Street. There is also damage on the northern side, however to a lesser extent.</p> <p>If we could have the drainage repaired, road resurfaced and the footpaths resurfaced this would make a significant difference to our neighbourhood.</p> <p>Currently, the road surface is littered with potholes, in particular near the kerb and chanel as this is the area in which water pools and sits after rain events, large and small. There is a constant puddle outside of no 12. as a result of the slumping of the road and kerbing post- earthquake 2011. In addition to this, the footpaths also have been impacted following the earthquakes, there are humps and hollows which make this dangerous for all who use the street, young or old.</p> <p>A number of those that live in the street have used the snap sned and solve app to notify the council of these issues over the past six years. To date, we have had patch jobs applied to the potholes, however, the underlying cause remains, this being the slump in the road which is at its worst outside 14-12 Darley Street through to where Darley Street meets Barrington Street.</p> <p>As a neighbourhood, we would really appreciate this damage being fixed.</p>	John Ladley

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38592	Somerfield	Yes		Streetscape	<p>The footpath in Molesworth Place is continually littered with leaves but more importantly, with broken branches from the trees overhanging there. Those trees look as if they are getting near the end of their life or need some surgery. I have on occasions rolled my ankle on the smaller pieces, also there is one tree/shrub that drops a quite sizeable round head which is particularly dangerous. {Having rolled my ankle more than once I can vouch for this.} This is not always visible because of the amount of leaves covering it. The leaves block the drain at the corner meaning when it rains someone has to sweep them away, unfortunately they do not get removed so of course there can be quite a buildup over time.</p> <p>Further, is there a plan to reseed the grass in Ferniehurst St after the recent revamp around our area. It is just a patch of ugly weeds at present. Perhaps sealing it would be a better idea as grass does not grow there because of all the leaves and litter that fall on this area.</p> <p>Also, the strip of neglected grass on the left by the metal fence in Molesworth Place is letting our street down as it is also full of weeds with little grass. It would make a nice garden patch to go with the Ferniehurst St area!</p> <p>As an add on. The Rose/Palmside Sts corner is ridiculously narrow. If a car and truck happen to meet on this corner there is no way both can safely use this corner, Ask the rubbish truck drivers. Coming off Rose to turn left is dangerous, if there is traffic approaching up Palmside St most are over the centre line. I slow right down to negotiate this corner and then get tooted at from behind .</p> <p>While I, hopefully, still have your attention turning out of Ferniehurst St into Ashgrove Tce had some patchup sealing done but it is still very uneven and pretty tough on cars. I am wondering when the work, which was scheduled to be done sometime back, will now be done.</p>	Jill O'Malley

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38586	Spreydon	Yes		Other	<p>Further to our chat at the drop-in meeting held at Christchurch Sth library on Thurs 25th Feb, along with the recent article in the Press with regards to roading concerns/funding in the Spreydon & surrounding suburbs, I would like to reiterate what was discussed.</p> <p>This was in regard to the strong vibrations causing severe house shaking experienced by myself and neighbours on Simeon Street (specifically in the locality of Simeon/Elstow Place locality).</p> <p>I had complained to the Council about this initially way back in Nov 2019 and heard nothing apart from acknowledgement of my email and allocating a job number (188785). I followed up again in Feb 2020 (see attached letter) but come March realised that nothing would/could be done during lockdown.</p> <p>On 26 June 2020 council contacted me to say the issue had been resolved, which was news to me as nothing had been physically done or discussed but they stated that their contractor had visited the site that day (26 June 2020)and could not find any faults with the road surface so had signed off the ticket(188785). I had heard nothing of this so queried it in an email dated 29 June. Council then responded on same day (29/6/20) and said that my concerns would be forwarded to a Steve Masters the Road maintenance Team Leader. After hearing nothing further from the gentleman in question, I again followed up with another email on 27 July after which I was allocated a new job number 288922.</p> <p>Shortly after this I met with whom I believe was Steve Masters and an Anthony from Higgins who came to observe the road issues and who agreed there was an issue with slight undulations on the road which would be what was causing the vibrations, and at this time the situation was being exacerbated also by the buses being re-routed down Simeon St due to the closure of Selwyn St. I was not convinced it was purely surface as it felt much deeper and also knowing there had been considerable liquefaction in the area as well as a very large mound eruption on the junction of Elstow and Simeon Sts. I am no road engineer, but other neighbours & myself had concerns there may be some kind of void there that had not been remedied correctly post earthquake. To my mind it was not cars causing the issues but heavily laden trucks which gather momentum down Simeon St going past the houses. I subsequently received a call from Anthony from Higgins who stated that he had notified the Council with an update regarding repairs. Not long after that contractors came along and put some patchwork strips on the road in an attempt to even out the road which I think was late August 2020 but Council should have dates of this repair.</p> <p>I wish to raise here that this repair has not remedied the situation at all and we are all still experiencing shaking in our homes, at times as severe as some of the after shocks we have had. I have spoken with the fire station across the road to ask if they experience any shaking since this brand new building had been built to much more stringent earthquake specs. The gentleman I spoke to said only very occasionally and more so when the buses were using the route. His further comment was that if they were feeling it occasionally with the new specs, then we must be feeling it a lot more. While on the subject of the fire station, I would like to say that the fire engines do not cause any issues whatsoever as by the time they leave or reach the locality that I am referring to, they are barely underway and create no shaking at all. It is the heavily laden trucks that gather speed and the combination of the two is enough to create this disturbing shaking. I believe most of these heavily laden trucks are heading into the supermarket for delivery as they are often early morning.</p> <p>I understand you are going to check to see if this is the case as I was led to believe from you that there are consents in place for these trucks to use specific streets for delivery and Simeon Street is not one of them! I would certainly appreciate your looking into this and getting back to me as I feel this would certainly go a long way to reducing the issues we are experiencing. Perhaps also check in on the Warehouse as they will also have large heavy trucks delivering goods though I suspect they will possibly go down Barrington into Athelstan Street and I assume they too</p>	Patricia Currall

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
					will have consents in place regards the use of certain roads. I am hoping that these concerns I have raised will be further investigated into and reported back to me.	
38571	Spreydon	Yes		Other	<p>We have been living here since October last year.</p> <p>We have noticed that every time a large truck drives past, our entire house shakes and its very loud. Each time it happens it feels like a small earth quake. We spoke to our neighbour, who has lived there for 20 years, and she said she has the same issue at her house, and so do some other houses on our street.</p> <p>We recently found out that trucks are actually not allowed to drive down our street, as it is not built for it, but they often do very early in the morning or at night.</p> <p>We worry about the damage this will be causing to the foundations of our house over time.</p>	Shaan Bone & Brad Robinson
38528	Somerfield	Yes		Cycling	The cycle lane on Strickland street and Milton street is extremely dangerous due to the behaviour of cyclists. Cyclists will often move from the cycle lane to the main part of the road to avoid stopping at the red cycle signal. This has an impact on cars turning left as they are still unable to turn left which results in a backflow of traffic unable to cross the intersection on the green light. These cycle crossing signals appear to activate in the absence of any cyclists or pedestrians. Cyclists often activate the crossing over Strickland street to Roker St and cross before they have the correct signal. This results in traffic sitting at a red light for no reason.	Tina Bailey

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38463	Beckenham	Yes	Beckenham	Cycling	<p>I want to be able to bike to bike to St Martins supermarket and Pioneer Pool safely from Beckenham. At the moment it is not too bad biking in Beckenham, but it is really hard to in and get out of the suburb. This is mostly because we ringed by really busy roads. Centaurus, Colombo, Tennyson and St Martins road are difficult to get on to on a bike. They can be really busy in the mornings are really difficult to cross and we often see accidents.</p> <p>I think the proposed bike paths like Southern Lights (while great for recreational cyclists) are stopping us making changes to allow for safer everyday community biking i.e. to school or to the supermarket. I want to see safe crossing and exits on the roads in St Martins School, Beckenham School and Cashmere High zones to support and encourage families to bike and walk to school.</p> <p>We need a safe crossings on key bigger roads between the hill suburbs like St Martins road, Centaurus and Tennyson and on Colombo street at the South Library.</p> <p>I personally often drive my children around locally because I get anxious about how we are cross the bigger roads. We walk or bike in Beckenham but tend to drive to the surrounding suburbs.</p>	Marise Richards
38437	Beckenham	No	Cashmere	Other	<p>Two things... My kids bike to school almost everyday they start on Bowenvale Ave, cross the safety route crossing... across Centaurus road, which is very busy... it'd be good to get some "slow kids crossing" warning signs out there as the safety route is not very visible which means lots of kids get stuck in the centre of the road waiting for a car to stop (which rarely happens) so if there was some fluorescent signs to indicate to drivers to be more considerate that would be really good. The next thing is the walkway that leads from the safety route towards the plunket rooms is quite narrow at the corner which means if children are on scooters and meet another scooter or bike heading in their direction - there could be a nasty collision as lots of kids/adults use this walkway on their scooters/bikes to get to school .</p>	Pieta Durrant
38431	Beckenham	Yes	Christchurch	Pedestrains	<p>We live on Colombo Street opposite the South Library. My children have to cross the street at the bridge to be able to get to school, and often have to wait for ages until someone in a car is kind enough to slow down to let them cross onto the middle island. We also often see other children, elderly people, parents with prams etc trying to cross there to go to the library. Without some form of controlled crossing there they are either waiting for a long time, or making dangerous attempts to get across between cars. I am aware that there are controlled crossings further down at Fisher Ave and Thorrlington School, but none of these service the library/service centre. This side of Colombo Street has no safe place to cross the road without having to cross many other dangerous roads (i.e. Ashgrove Tce/Colombo St) to get to the crossing. I urge the council to consider putting some form of crossing at this location to allow for safe access to the library and service centre. Even a pedestrian crossing would help.</p>	Davina McNickel

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38425	Beckenham	Yes		Pedestrains	There is a foot bridge over the heathcote river which leads you into Huxley street. This then leads you to St Martin's road, which is fast and busy and has no safe crossing to cross. St Martin's school kids and Beckenham school kids have to cross here daily x2, a central Island in St Martin's road would be very helpful	Kate Downer
38414	Beckenham	Yes	Christchurch	Traffic speeds	It is very difficult to cross Tennyson St in the morning when taking children to school-there are a couple of traffic islands but they are very small and difficult to fit multiple children, scooters, prams etc on them. Usually the only way we get across is by cars stopping and waving us across which is very nice of them but can create a confusing message for children who might always expect this to happen. I feel this street has very strong potential for an accident involving a child.	Emily Simpson
38267	Somerfield	Yes	Cashmere	Other	<p>I love the idea of slowing residential streets. 40km/hr is good but 30km/hr would be better. 30km/hr is the threshold between life and death in many collisions.</p> <p>I would also really love to see some low cost interventions to slow the entire river corridor down to make safer for pedestrians and cyclists. I think 30k/hr, road humps, sharrows would go a long way. Looking at areas to one way traffic would also be awesome and give two way priority to cyclists to encourage less driving.</p> <p>Tennyson cycleway could benefit from improvements - the current low quality lane is pushing cyclists onto the road and creating safety issues and angry drivers. Also slow Tennyson street down</p> <p>We endorse slow streets entirely but don't do a half effort. Be bold and minimal compromise please. Streets should be for the people that live on them not people in cars Or people wanting to store their cars</p>	Emily and Riki Cambridge
38068	Spreydon	No	Somerfield	Other	<p>The lights at the corner of Strickland/Antigua Streets & Brougham Street need some urgent attention.</p> <p>In the morning at peak times the majority of traffic north bound is turning right off Strickland onto Brougham into the city. The opposite is true in the evening with the majority of traffic south bound turning right onto brougham off Antigua to access the southern motorway.</p> <p>In both scenarios the combination of red light arrows to allow for thoroughfare of cyclists and the road being too skinny to allow for effective multiple lanes of traffic, results in 0-5 cars getting through the intersection per light change.</p> <p>Most days in either direction it takes up to 20min to travel the distance of a block, that if functioning well should take less than 2. Traffic at peak times is backed up to either Milton street or Morehouse ave in the am and pm respectively.</p> <p>Green arrow lights or wider lanes would effectively manage this problem that is increasingly frustrating for drivers, who are beginning to get aggressive and impatient with the current system.</p>	Tess Maitland
38064	Somerfield	Yes	Sydenham/ Somerfield	Traffic speeds	The intersection at Strickland Street/ Brougham Street at busy periods is terrible. This morning at peak traffic only 4 cars got through south to north due to the amount of cars turning right (and being a red arrow even though no cyclists were coming that way). The traffic backs up and the road is too skinny for cars going straight or left to get around the right turning cars. This is 100% down to the cycle lanes which are diabolical and an absolute nuisance for 98% of road users. Don't get me started on the near misses I have seen and the amount of cyclists running red lights. I would love a councilor/police to go an watch that intersection from 7.45am - 8.30 am and see for themselves what a mess it is.	Alan

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
38049	Somerfield	Yes		Crashes and near misses	The Somerfield street, Strickland street intersection is horrible because it's so close to the Strickland street and Colombo street intersection. Have seen many near misses. Not sure what you could do about that other than making it one way left turn out of Somerfield or one way coming into Somerfield street and only left turning traffic to reduce the traffic flow problem and people almost crashing as you can't see clearly who is coming onto Strickland from Colombo.	Lisa Napier
38030	Beckenham	Yes		Other	<p>The condition of the footpaths, road surface, shoulder and driveway crossings are generally very poor. The maintenance contractor resurfaced Martin Ave recently and it looks worse than before they did it. I spoke to the contractor who said they aren't funded sufficiently to fix things properly. We should have our road, footpaths and driveway crossings maintenance better funded and completed to a higher standard than we are receiving.</p> <p>We want smooth footpaths, roads and driveway crossing without bumps and that aren't falling to pieces.</p> <p>The Malcom Ave/Colombo St and Norwood St/Tennyson St are very dangerous especially for peds and kids. Need traffic lights sooner rather than later.</p> <p>More Street trees should be planted.</p> <p>The road should be narrowed and there should be a footpath and bollard alongside the river as per the Heathcote Linear Park Masterplan.</p> <p>Remove the closed road next to the south library and develop the park as per the masterplan.</p>	Mike Thorley
38010	Somerfield	Yes	Somerfield, Christchurch	Traffic speeds	Traffic Speeds on Ashgrove Terrace from Colombo to Barrington - terrible needs be slowed down further.	Megan Denison
37922	Spreydon	Yes	Hoon Hay	Pedestrains	Please add a proper crossing or traffic lights at the intersection of Mathers and Hoon Hay Road! Too many little ones going to and from school, and vehicles coming around that corner trying to beat the traffic. Same scenario at Mathers and tankerville roads by the exit to the park.	Sarah
37917	Spreydon	No	Hoon Hay	Pedestrains	I requested that trees overhanging from Spreydon Domain onto the footpath on Domain Terrace be pruned in mid December. These trees are near the Bahai entrance. In January, after the date allocated, I re-contacted the city council and was told they were bushes not trees! These trees are still overhanging badly such that my short 9 year old has to duck under them. One branch of the same tree is nearly up to the power lines.	Lynette Brown
37866	Somerfield	Yes			A pedestrian island on Hoon Hay road at the top of Rose street by the dairy would be a huge help crossing Hoon Hay road	Keryn James
37777	Somerfield	Yes		Streetscape,Other	<p>Turning right from Somerfield on to Strickland - people use the left lane to turn right if they want to go left onto Colombo. Very dangerous.</p> <p>Selwyn street and lower Barrington street need speed restrictions - speed bumps</p>	Amy
37770	Beckenham	Yes	Beckenham/Sydenham		We are fed up with the lumpy bumpy road on Southampton street. Footpaths were done a few months ago, thank you!! However when part of the road was resealed it has not fixed the rollercoaster up and downs, It should have been done properly and leveled out as we will be back to pot holes again very shortly. We have lived here 16 years and the road has only been resealed once in that time. We have no road markings on the road and people travel at high speeds and use it like a race track. I am surprised someone hasn't killed themselves on the bend by Croyden street heading to Tennyson! Lots of near misses. We would love to see a middle island planting along the length of Southampton and some speed humps to slow the traffic down? Then the road would be safer and would not end up	Katherine King

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
					in the state it is today. Thoroughly fed up, and haven't complained before because of the EQ but it is really not good enough. I do get the feeling that if we were a street in Fendalton we would not be having the same issues! Thank you for looking at this, I hope that the money is found.	
37745	Somerfield	Yes		Parking	The road surface of Rose St is terrible. Many potholes and bare areas. Cycling along it is horrific. On a positive, the cycleway extension along Palmside st and through behind pioneer is a blessing. Its a great alternative to taking lyttelton St to connect to the quarrymans trail.	Alyse
37732	Spreydon	Yes			Lyttelton street outside the Baptist church there is a hump in the road that is dangerous , domain terrace, parking on both sides from Edinburgh to Lincoln road leaves almost no room for cars to drive , also cars racing up and down lyttelton street, whytchberry st is very bumpy , the big dip on lyttelton st at the corner of stourbridge .	Cassidy
37729	Spreydon	Yes	Spreydon		Road Quality or lack of! The bumps and undulations in Neville Street between Barrington St and Lyttelton St is ridiculous for a main branch road. What makes this worse is that you are spending millions on cycle and foot traffic while the road, which gets >95% of usage get's worse. The rest of Neville St has severe pitting and crumbling gutters not to mention Lichen Moss covering the road.	Graham Gaskell
37718	Waltham	Yes		Other	Walpole Street. The road is covered with potholes that have only temporarily been filled. We need a proper fix	Atama
37712	Spreydon	Yes	Spreydon	Crashes and near misses,Cycling,Parking	There is a 90 degree bend on Sugden Street where there are many near miss incidents due in my view to two issues. 1. Drivers cutting the corner and 2. An increase in the number of cars parking on the road effectively turning it into a single lane and parking too close to the bend . Parking restrictions (yellow lines) and a centre line on the bend would be simple fixes. Reducing the speed limit to 40Km/hr could also help.	Owen Wilson

ID	Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name
37690	Beckenham	No	Southshore	Crashes and near misses,Other	<p>It is frustrating to see that we have changed our road rules for right turning traffic and not changing our street lights to allow traffic to cross over.</p> <p>A bad example is all down Brougham st. If you are travelling south there are no green arrows on the street lights to let the traffic get across to Moorhouse Ave. A significant example is Brougham onto Durham St.</p> <p>This is promoting red light running and not allowing traffic to get across where they need to with out having to give way to the left North travelling traffic. It blocks roads up as people need to turn and can't as there is a red light to stop them but then when the red light disappears they still cant get across because there are cars wanting to turn in from South bound traffic turning into Durham St!!</p> <p>It is the same on a lot of roads on Blenheim rd too. Certainly needs to be looked at by an expert not a plonker who has not used the foresight to see this when the road rules changed YEARS AGO!!!!</p>	Craig Bennett

Submission # 39019

29th OCTOBER 2020 - TO THE TRAFFIC DEPARTMENT- CONTD..

I have recently joined the Beckenham Neighbourhood Association.
The chairman also has copies of my communications.

I have enclosed a copy for perusal of the flyer put out to all the Beckenham residents earlier this year advising of a substantial grant to help fund deterrents for racers and unsafe driving within the Beckenham Loop. Inviting ideas from the locals.

Of late, I have noticed a lot of residential neighbourhoods with similar problems with Racers and speeding drivers have made strategic changes such as chicanes, central road islands etc.

The Malcolm Ave/Birdwood Ave crossroad is busy with pedestrians visiting the Birdwood cafe and children walking or biking to the several schools in the area. Mums with pushchairs, little kids on trikes and scooters with their Mums, trying to cross the road safely. The corner of Colombo St and Malcolm Ave is about to have a Campus style Community Church rebuilt adding to the footprint. I am aware that the deep older style gutters and straight, wide roads here are to be considered.

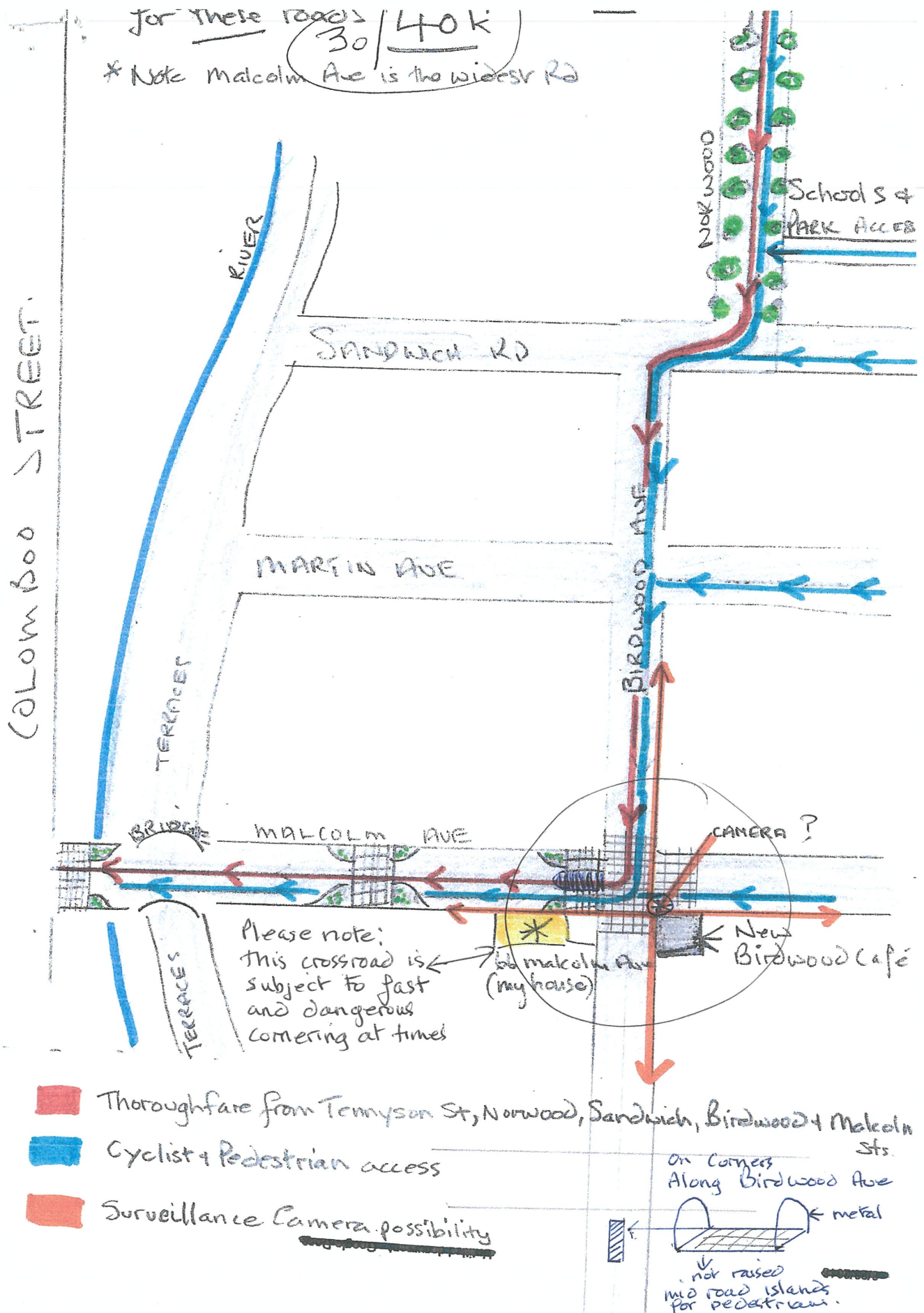
Dropping the speed limit to 40 along Tennyson and Norwood Streets, Birdwood and Malcolm Avenues would make a difference plus cycle lanes and designated pedestrian walkways and mid road island crossings along Malcolm and Birdwood Ave could all add to the **calming down of traffic** as I have noted elsewhere around Christchurch. A strategically placed surveillance camera for a year might be possible to see if it does make a difference.

The Racers are not just young drivers but all ages, some with expensive 2 and 3 litre modified cars tested here on the wide straight roads due to the lack of surveillance. A lot of speeding by most drivers through this thoroughfare in general. It is difficult reversing from my drive as drivers charge around the corner.

Many thanks, Sheila Brown.

Item 5

Attachment B





Ministry of Transport
TE MANATŪ WAKA



info@transport.govt.nz

20 September 2018

New Zealand Household Travel Survey Invitation
Malcolm Avenue
Beckenham
Christchurch 8023

Invitation to participate in the New Zealand Household Travel Survey

I am writing to invite your household to take part in the New Zealand Household Travel Survey. This important survey collects information about how New Zealanders travel in their daily lives. Understanding travel patterns helps to plan and improve:

- ▶ roads
- ▶ cycleways
- ▶ pedestrian networks
- ▶ public transport systems

New Zealand is implementing an exciting new method for this type of survey. Its success depends on the goodwill and voluntary co-operation of those invited to take part.

Your household has been randomly chosen to participate. In the next few weeks, Ian, a surveyor from CBG Public Sector Surveying, will visit to invite your household to take part. They will be wearing an identification badge.

The surveyor can answer any questions you might have about the survey. If they visit at a time that does not suit you, please let them know and they will come back at a better time.

The enclosed pamphlet provides further information about the survey. If you have questions in the meantime, or would prefer to arrange a time for the surveyor to visit you, please do not hesitate to call the survey helpline between 8.30am and 9pm seven days a week on 0800 478 783, or email info@cbg.co.nz. Alternatively, txt 'SURVEY' + your name + address to 875 and a representative will call you to arrange a time (txts cost 20c).

The results of the survey will be used to make decisions about our transport system in order to help New Zealand thrive. Thank you in advance for your help with this important work.

Peter Mersi
Secretary for Transport and Chief Executive
Ministry of Transport

www.transport.govt.nz

HEAD OFFICE: PO BOX 3175, Wellington 6140, New Zealand. TEL: +64 4 439 9000, FAX: +64 4 439 9001

AUCKLAND OFFICE: NZ Government Auckland Policy Office, PO Box 106 238, Auckland City 1143, New Zealand. TEL: +64 9 985 4827, FAX: +64 9 985 4849

CHRISTCHURCH OFFICE: PO Box 3014, Christchurch 8140, New Zealand. TEL: +64 3 366 9304, FAX: +64 3 366 9317

12/8



copy

Sheila E Brown
Malcolm Ave
Beckenham 8023
Christchurch

04/02/2019

To Peter Mersi
Secretary for Transport and Chief Executive
Ministry of Transport

Dear Mr Mersi

I am writing to you as a homeowner and resident of Beckenham. This end of Malcolm Ave is busy at times with traffic heading from St Martins and Sydenham and using the access through Norwood Street and Birdwood Ave to Malcolm Ave through to Colombo Street. It saves time for them stopping at the Tennyson Street traffic lights. This end of Colombo Street is very busy and concentrated with businesses, schools and pre-schools, especially at peak times. We have the New Life Church on the corner of Colombo and Malcolm Ave which is undergoing a re-build shortly being replaced by campus style buildings as they are expanding their congregation and business aspect eg. Creche, Cafe, Office etc. Not much off street parking is in the plan. Malcolm Ave is also a passage for school children biking, scootering and walking to various schools in cashmere. Malcolm Ave is one of the wider older roads in Christchurch with the deep gutters. It is straight and has a bridge over Waimea Terrace. Nice older style homes here, well maintained with families and residents enjoying the charm of the Heathcote river winding through. (Brilliant for a short fast drive through to Colombo Street with no surveillance)

This brings me to touch on the subject of high speed driving through here to Colombo Street. Well over the speed limits and not just Boy and Girl Racers. When the roadworks are completed at the end of Colombo St, which has curtailed a lot of speedster driving, it will increase again. Drivers fly around this corner of Birdwood Ave and Malcolm Ave then accelerate full on with noisy mufflers and often screeching tyres. Ordinary drivers push the limits too and a lot of the big council trucks hammering through here from the Council Depot next door to the Cashmere club. My house has been severely rattled at times.

I am hoping to see some traffic management here which is practical for all. Speed Cameras somewhere and a few reminder signs would be good. One night a racer came roaring around this corner and I was waiting for it to come hurtling through my lounge window, screeching tyres etc. Not good.

Thank you so much for your time and I look forward to a favourable response.

Yours sincerely

Sheila Brown

Item 5

Attachment B

11/30/2019 Mail - Sheila Brown - Outlook

Outlook Search

New message Reply Delete Archive Spam Sweep Move to ...

Favourites 171677 - request for more road signage

① You replied on Fri 29/11/2019 22:06 + copies ⑥

GW Gallot, Wayne <Wayne.Gallot@ccc.govt.nz> Tue 26/11/2019 22:25 You

Hi Sheila

It was nice to talk to you earlier.

As discussed, I have forwarded your ticket / enquiry on to the Area Traffic Engineer responsible for the Cashmere-Spreydon wards. If you can forward me copies of your previous letters, I will pass them on to him. After he has had a chance to review your letters, and any other relevant background information, he will make contact with you to discuss the matter further and perhaps arrange a site meeting with you.

Kind regards

Wayne Gallot
Senior Transportation Engineer
Traffic Operations

DDI 03 941 5924 —
Mobile 027 560 9635 —
Email wayne.gallot@ccc.govt.nz
Web ccc.govt.nz

Christchurch City Council
Civic Offices, 53 Hereford Street, Christchurch
PO Box 73014, Christchurch, 8154

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Christchurch City Council

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Christchurch City Council

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Christchurch City Council
<http://www.ccc.govt.nz>

2019 Summer Meeting with
Area Traffic Engineer/Pravin Mwene
Visited Sheila Brown to discuss
options financially available
for 'calming traffic'.
No money for planted chicane
areas or camera's maybe
speed levels dropped to 30/40 mph
so far have heard nothing?
*talked about 30/40 speed limit

To the Christchurch Traffic Department
Police Traffic Department
Christchurch City Council

Sheila Brown (Property owner)
31st March 2018
[REDACTED] Malcolm Ave
Beckenham
Christchurch 8023

Email: [REDACTED]

Good Morning

In April 2017 I purchased this small property at [REDACTED] Malcolm Ave. It is very nice here, close to the Cashmere Hub and the Heathcote river. As I live [REDACTED] I figured it would be pretty safe families and retired people enjoying the atmosphere of this area. Lots of schools, river walks and a nice park and community library nearby. We have the 'Birdwood Pizzeria' opening soon on the corner of Birdwood and Malcolm Avenue which looks very befitting for this location.

However, at times, I am extremely concerned at the hair raising driving antics that I experience living here especially the Boy/Girl racers who come out at night through to the early hours. I have resided in Wilson's Rd St Martins before moving here, which is a similar busy area close by with schools and the busy New World supermarket, but did not experience the like whilst living there. At night the antics start. The speeding drivers head for Birdwood Ave via Norwood (which is a narrow street) cruise into Birdwood ave then accelerate around the corner into Malcolm Ave then ramp up their speed in order to lift off from the road at the bridge across the Heathcote river then turn into Colombo St to do it all again! I call it the Beckenham Race Track Circuit. At 3.30 am this morning a car came racing around the corner screeching brakes etc and I thought it would end up in my lounge which is located at the front of the house. The noise of it woke and is no joke!

Norwood Ave, Birdwood Ave and Malcolm Ave is a thoroughfare for traffic leaving Tennyson Ave who want to avoid Colombo street and traffic lights. At times, heavy articulated trucks carrying huge containers use this thoroughfare throughout the day and night. No amount of road repairs can keep up with the damage caused to the surface of these older style roads especially on the corners. I have to say many drivers whizz through here regardless of the 50K Max speed. During the school term this is an access area for kids on bikes and pedestrians linking up to Thorrington School and Cashmere High and I would say it should be a family friendly area! The speed limit here should be dropped to 40Ks. Cycle paths painted on the road as in other busy locations and it would make a difference with elevated flagstone pedestrian walkways across Malcolm Ave with planted areas, maximum speed signs at the corner of the road and halfway down so drivers don't miss them! A speed camera would be good. I hope this communication is taken seriously so there can be an improvement in the above mentioned dangerous problems that exist in our area. I look forward to some communication about these issues and what can be positively done about something that has been in the too hard basket for too long.

Yours sincerely

Sheila Brown.



Thoughts on innovating streets

A number of people are wanting to avoid the Colombo/dyers pass road roundabout or the Colombo Tennyson street traffic lights by rat running through the Beckenham loop. If people are given a significant enough time penalty using traffic calming infrastructure, it will cut down on the traffic volumes and make the loop area safer for all road users.

The negative result from this is that it will result in heavy engine reeving on the exit from traffic calming obstacles from some people due to the way they drive.

Jonathan Watson
22.02.21

'corner of ' Birdwood/malcolm Ave
107 Birdwood Ave

107 Birdwood Ave

Item 5

Attachment B

Better Beckenham Project: Safety, Sociability, Sustainability

Dear Beckenham residents, you may have noticed in the news in May 2020 that the Christchurch City Council (CCC) put forward a proposal to the NZ Transport Agency Innovating Streets Fund, for Beckenham Neighbourhood Improvements. Approved projects are 90% funded by the NZTA and 10% by CCC. Beckenham was one of nine projects put forward by CCC, and on 22 June it was announced **that Beckenham has been one of the four Christchurch projects confirmed for NZTA funding.**

Although the proposal was put forward to the NZTA by the CCC (as required by the fund), it was based on a proposal put to the Council by some members of the community, and supported by the Beckenham Neighbourhood Association. Overall the concept is to enhance our neighbourhood and create people-friendly streets and places through a series of pilot initiatives. The result should be safer streets, a more pleasant living neighbourhood, and stronger community links. These types of project are sometimes referred to as tactical urbanism and aim to roll out temporary projects that are designed to quickly improve the area and test opportunities. If they work they can become permanent. The projects would be evaluated by the community and the Council once installed to see how they work.

The project areas that were identified in the proposal included key intersections and streets in

the Beckenham Loop where these pilot projects could enhance the neighbourhood, create unique places and slow traffic to make our neighbourhood a safer and a more pleasant environment. **None of the details or designs of the projects have been decided as this is something that should be led by our community with input from Council specialists.** Among likely locations for some attention are the Birdwood-Malcolm Ave and Norwood-Tennyson intersections. This is all going to happen quickly as the trials are meant to be in place before the end of June 2021 – which is much faster than normal (permanent) traffic engineering projects.

Now we have been successful at getting the project funded, we would love to host a community party to get things started (as planning for what to do is intended to start soon) to gather ideas, highlight some case studies from other places, and work on the designs with the council. Whether you're a carpenter, artist, poet, baker, student, landscaper or engineer your skills will be needed to help bring the projects to life. If you are interested, drop an email to the BNA (to email address on back page) or the email for this project (**betterbeckenham@gmail.com**), and we will keep you up to date with what's on and ways to be involved!

For a little inspiration, you could check out the work of Focus Paihia (focuspaihia.org.nz) in Northland. They started out doing some tactical projects, and now have a community trust, and even their own Op Shop that funds a range of projects, including a mountain bike park and new green spaces. Attached are also a couple of photos from other tactical street projects

from around the world, that give a little flavour of what could be possible.

Link to the story about funding confirmed for Beckenham: <https://www.odt.co.nz/star-news/star-christchurch/christchurch-secures-innovating-streets-people-funding>

Information on the NZTA fund: <https://www.nzta.govt.nz/roads-and-rail/innovating-streets/about/pilot-fund/>

We include some images of urban projects overseas:



5 Item B Attachment

More urban redesign projects overseas:



2019/2020 BNA Committee

Chairperson: Greg Miller, email:

gjm2504@gmail.com

Vice-Chair: Peter Tuffley

Secretary: Dave Kelly

Treasurer: Phil Grey

Committee: Erin Callanan, Paul Dudson,
Sue Grant, Lesley Kissell, Una O'Grady,
Diane Peterson, Ritchie Wilson.

You are most welcome to become a BNA member and come to committee meetings held on the 3rd Tuesday of the month at 7.30 pm. Contact the Chairperson for the venue of the next meeting.

✂ 2020-2021 BNA membership

Please email treasurer Phil Grey to check your membership status (phil.grey@wan.co.nz).

Name(s):.....

I/we live in Beckenham at:

Phone:.....

Date:.....

I/we would like to receive the occasional email about events or consultations that affect Beckenham residents: Yes/No.

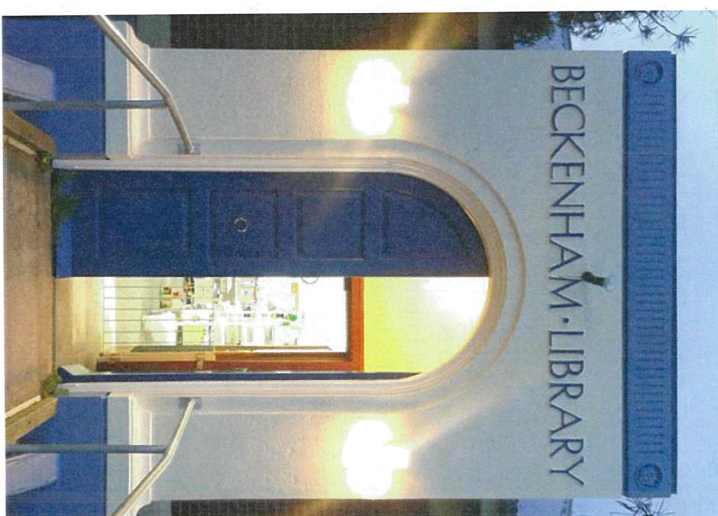
Email address:.....

I/we enclose:

\$5.00 for one year (1 July 2020 to 30 June 2021);

Or \$20.00 for 5 years (1 July 2020 to 30 June 2025).

Please post to Beckenham Neighbourhood Association, PO Box 73021, Christchurch
OR to c/- 66 Colombo Street, Christchurch 8023.



Beckenham

News

Newsletter of the

Beckenham Neighbourhood Association

Issue 137, June 2020

In this issue: Information about a newly approved Beckenham neighbourhood enhancement project which is about to get under way: your input welcomed.

Paddy Currall

From: Paddy Currall [REDACTED]
Sent: Monday, 17 February 2020 5:00 p.m.
To: 'Christchurch City Council'
Subject: RE: [Ticket: 188785] - Your job has been assigned.

Submission # 38586

I would like to come back to you re job reference #188785 wherein I notified the Council re what appears to be increasing problems with the road outside my property. Over the past 6 months the amount of vibration to my house has become noticeably stronger. It was bad following the earthquakes then gradually as road repairs were done, it seemed to improve. However more recently the shaking has substantially deteriorated. Almost every morning there is a heavily laden truck goes past anywhere between 6.30am and 7.15am to where I understand is to the Barrington Mall. Since I am still usually asleep the vibration that this causes wakes me up due to the bad shaking of the house. In fact I have had visitors who wondered if they were experiencing an earthquake, it was so bad. The truck does not appear to be speeding in any way but I can feel the vibrations from when it must be about opposite [REDACTED] Simeon St gradually getting worse as it passes my property. The occupant of [REDACTED] Simeon Street has also noticed an increase in vibration. There are other occasions also during the day when a heavy truck goes past and shaking can be felt but the morning one is pretty well every day.

Several parts of Simeon St have had some roadworks done but I am convinced there is a deteriorating problem in the immediate vicinity of my property where there was substantial damage to the road post earthquake. Long term, this shaking cannot be good for properties being affected and I am wondering if there has been anything looked into re my comments from November and if any kind of report has been done.

Please can you update me as I am happy to speak to anybody about this matter.

Kind regards

Patricia Currall

From: Christchurch City Council
Sent: Monday, 25 November 2019 2:33 p.m.
To: [REDACTED]
Subject: [Ticket: 188785] - Your job has been assigned.

Christchurch
City Council 

We've received your request

Re: Road Asset (e.g. footpath, road, furniture)

Kia ora Patricia Agnes Currall,

Submission # 38974

Better, Safer Roads – Beckenham, Somerfield, Spreydon and Waltham

March 2021

While I live in Spreydon, my main focus is on the Spreydon and Somerfield area, but all the areas above could be enhanced for pedestrians by having one side of the Heathcote River (in Somerfield the Cashmere Road, Ernle Clark Reserve side) a path exclusively for pedestrians, that is free of asphalt, concrete, and shingle. If need be, the other side could be marked for cycling.

- Pedestrian footpaths require consideration of all pedestrians – from children just able to walk to elderly persons using walkers. While the universal disabled sign is a stylised wheelchair, many disabled can be pedestrians and their disabilities need to be considered in footpath design. Similarly, those that run and jog must be considered. Inactivity is a health concern and pedestrian activities are the most available activity, being possible on a footpath close one's front door and requiring no equipment – hence no storage or maintenance and available regardless of socioeconomic group. With no requirement to travel to a venue, those time-poor have access to pedestrian exercise for health and well-being. Sadly, the lack of pedestrian infrastructure built for and maintained for pedestrian comfort and enjoyment is lacking.
- There is also a need to recognise that pedestrians require a different set of criteria from the usual road structure, as they are not on wheels. Christchurch City Council and the like often refer to the group of "cyclists and walkers", without considering the different requirements of these and that those who jog and run are ignored. Terminology should encompass all pedestrians – footpath, rather than walkway. The requirement of pedestrians is vastly different from those who travel on wheels, whether they are cyclists, on scooters, on skateboards and in cars and trucks, regardless of how these are powered - human energy, electric, petrol or diesel. While wheels roll over the surface, pedestrians interact with a surface by foot-strike. An additional consideration is that those in vehicles can remain warm and dry and out of the wind and rain, regardless of the usual to be expected weather in a typical year in Christchurch. But pedestrians can be forced to wait the longest at intersections controlled by traffic lights as the cross phase for pedestrians is so short. With technology now, can lights change quicker for pedestrians to cross particularly in unpleasant weather?
- In nearly all paths, footpaths are not designed for pedestrians. More thought is required by engineers, designers and those who make decisions. Giving priority to pedestrians in footpath and road crossing design has been ignored for years, and as other forms of transport have funding awarded to them, pedestrians are expected to put up with what has been done for years or worse. With improved technology and materials available the provision for pedestrians could be greatly improved. Agreed, there is likely to be an additional cost, but much below cycleways and roads, and there may be an inconvenience to other road users, but not as much as other road users have inconvenienced pedestrians.
- Many pedestrian journeys are for health and well-being. They may be a journey to start and finish at the same point, and not to go from point A to B, as most journeys by other means have some reason to travel to point B. Being a pedestrian for health and well-being is also the most available exercise for the greatest proportion of the population. Inactivity is a major health concern, but the infrastructure has not been built for pedestrian comfort.
- Many footpaths have a camber. There appears to be no consideration given to the fact that a sideways camber will place additional strain on ankles, knees, and hips, plus the muscles that have to adjust for the camber. Priority is given to vehicles exiting driveways over pedestrians using footpaths. Yet there is likely to be many more pedestrians crossing that driveway than vehicles crossing. And while damage to vehicles is best avoided, there is less pain and cost in repairing a vehicle than replacing body joints damaged from excessive damage over time caused from camber on footpaths and hard surfaces. Fortunately, on most footpaths it is still possible to run on grass beside them between driveways. In some areas of Christchurch there remains some streets that have the channel and bridge system of road drainage, which is more pedestrian-friendly than the more modern kerb systems that require greater footpath camber, especially for driveways.

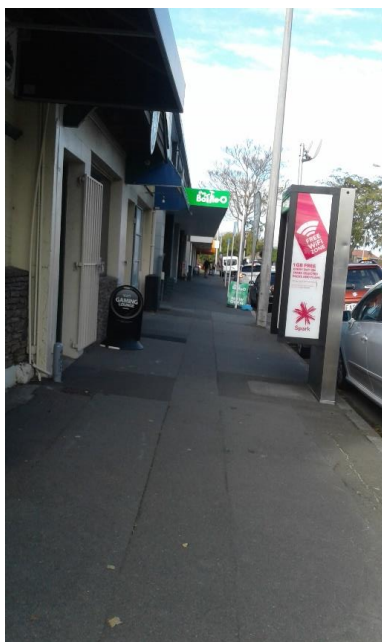
Item 5

Attachment B

- With regard to footpath surfaces, no consideration seems to be given to the materials used. Asphalt and concrete are much harder than natural surfaces, resulting on more forces generated through one's body from a foot-strike on asphalt and concrete, than natural grass or dirt surfaces. There are now modern materials that have many benefits for pedestrians.
 - Made using materials consisting mainly of recycled rubber from vehicle tyres, so environmentally friendly. No need for more tyre piles to burn like Amberley.
 - A softer surface, hence less forces through the body from foot-strike. Additionally, if a pedestrian were to fall a much softer surface, resulting in less injury.
 - Porous, so no need for a camber
 - More flexible than asphalt and concrete, so tree roots are less likely to break the material, thereby reducing trip hazards.
 - Porous, reducing runoff as water drains through the footpath into the ground. In wet weather, no puddles. In winter, no black ice.
- Surfaces in parks and along the Heathcote Riverbank are best to be left as natural as possible. Why does Christchurch City Council consider it necessary to 'build' a footpath with wooden edges to sprain your ankle on and to hold in water in winter, and shingle to be noisy and shift under your feet, or get into your shoes. Why is it not okay to have a worn path in the grass? Amongst trees, why is it not okay to let leaf litter form a soft, natural path surface? There is evidence that spending time in natural surroundings is beneficial for our well-being.
- There is a need for a pedestrian network, similar, but not the same as the cycling network. While it would be ideal to have all footpaths designed with the main priority being pedestrians, this is not a financial option. The alternative is a network of streets and off-road spaces where pedestrians are top priority – pedestrian-friendly surfaces, no camber footpaths, traffic lights that reduce pedestrian wait times, no "shared paths" with cyclists, provision for toilets, seating and shelter, pedestrian lights at crossings to enable pedestrians to cross the street completely, and no pedestrian cages in the middle of busy roads.

Identified concerns in this area:

1. Why does the footpath at Selwyn Street shops have so great a sideways camber? Then at the corner of Selwyn and Coronation Street on the shops side, it becomes too great the opposite way.



2. In Somerfield Street recently this improvement (previous page photo) was made to reduce the sideways camber on the footpath for a driveway.
3. The traditional kerb and channel still used on many streets in the area. This design keeps the footpath free of sideways camber at every driveway. Pedestrian-friendly.
4. Selwyn Street / Roker Street intersection is a crossing point for the cycleway. The cycling logo on the footpath needs to be removed as cycling is not permitted on the Selwyn Street footpath. Nearly all cyclists cross Selwyn Street at the road entrance, ignoring the Stop signs. It makes for a wide intersection for pedestrians, as unsure where the cyclists will choose to go. There are six green pavers for the cyclists and only five for pedestrians. Why do cyclists have more width than pedestrians and can the cycle crossing point be made closer to the carriageway and only four pavers wide, like the cycle path is? Where the car is parked there is a yellow parking bay, but no indication as to why it is painted yellow, rather than white like others.
5. In Studholme Street there are these cycling signs which are unnecessary and obsolete. This is a quiet street and cyclists use the road. However, this length of Studholme Street would be ideal as part of the pedestrian network (on later pages).



6. Bletsoe Ave intersection with Selwyn Street has broken curbing at every corner. Bletsoe also has broken tarmac halfway between Selwyn and Strickland.



7. Heathcote River edge. Last year there were major works on the corner of Colombo Street and Ernlea Terrace. Recently Ernlea Terrace has been patched. But when the works were finished inadequate consideration has been given to the grass verge. The ground is uneven and bare in places after both works. Shingle has been deposited there by those doing the patching. The concrete surround for the drain is broken and raised. While some soil and grass seed were sown at the edge of the tarmac, no temporary fencing is in place, so vehicles have driven over it. The only person trying to ensure the grass grows is the groundsman for Lotus Day Spa as he has watered and raked it. Please improve this verge for pedestrian use on the natural surface of grass.

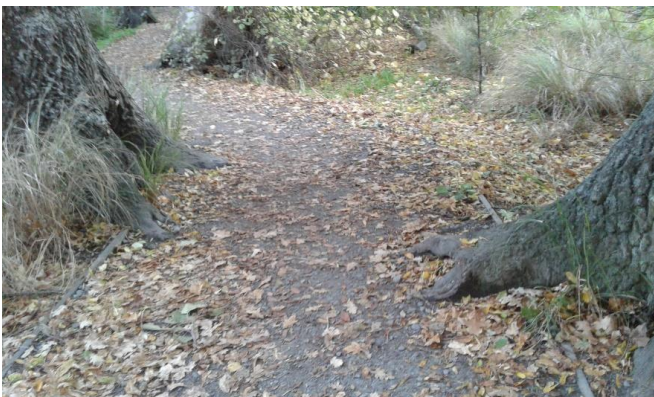
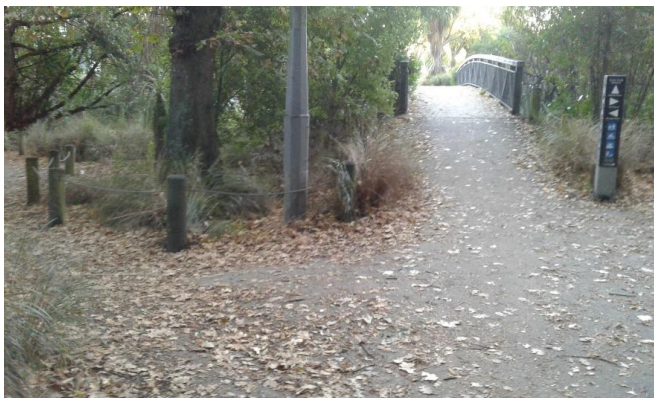




8. Toilets at Somerfield Park. Thank you for padlocking the gate open, following the drop-in session on 25 February, as well as the Stop sign in Redruth Avenue. However, there are still safety issues for users of this toilet. For a minimal cost, this toilet could be made much safer, and possibly disabled-friendly. There is only one toilet behind a cubicle door, and a hand-basin facing this wall with very little width between two walls. Removing the internal walls and placing a solid outward opening door at the position of

this gate, would remove the internal passageways and make this user-safe. At present someone else could come in while you are in the toilet cubicle and block your exit. Or come behind you when using the hand-basin in a very confined space. This entrance is not sufficient width to be disabled-friendly. Could it be widened, or sealed and another entrance made from the mural wall? Then a small slope entrance. I have noticed that Hoon Hay Park has had alterations to the toilets to make them single cubicle with handbasin, in a building similar to this. While it is outside the areas being considered, if this adaption is possible here, can consideration be done to achieve similar for the toilets at the Rapaki Road / Vernon Terrace / Centaurus Road intersection?

9. Ernle Clark Reserve and footbridge

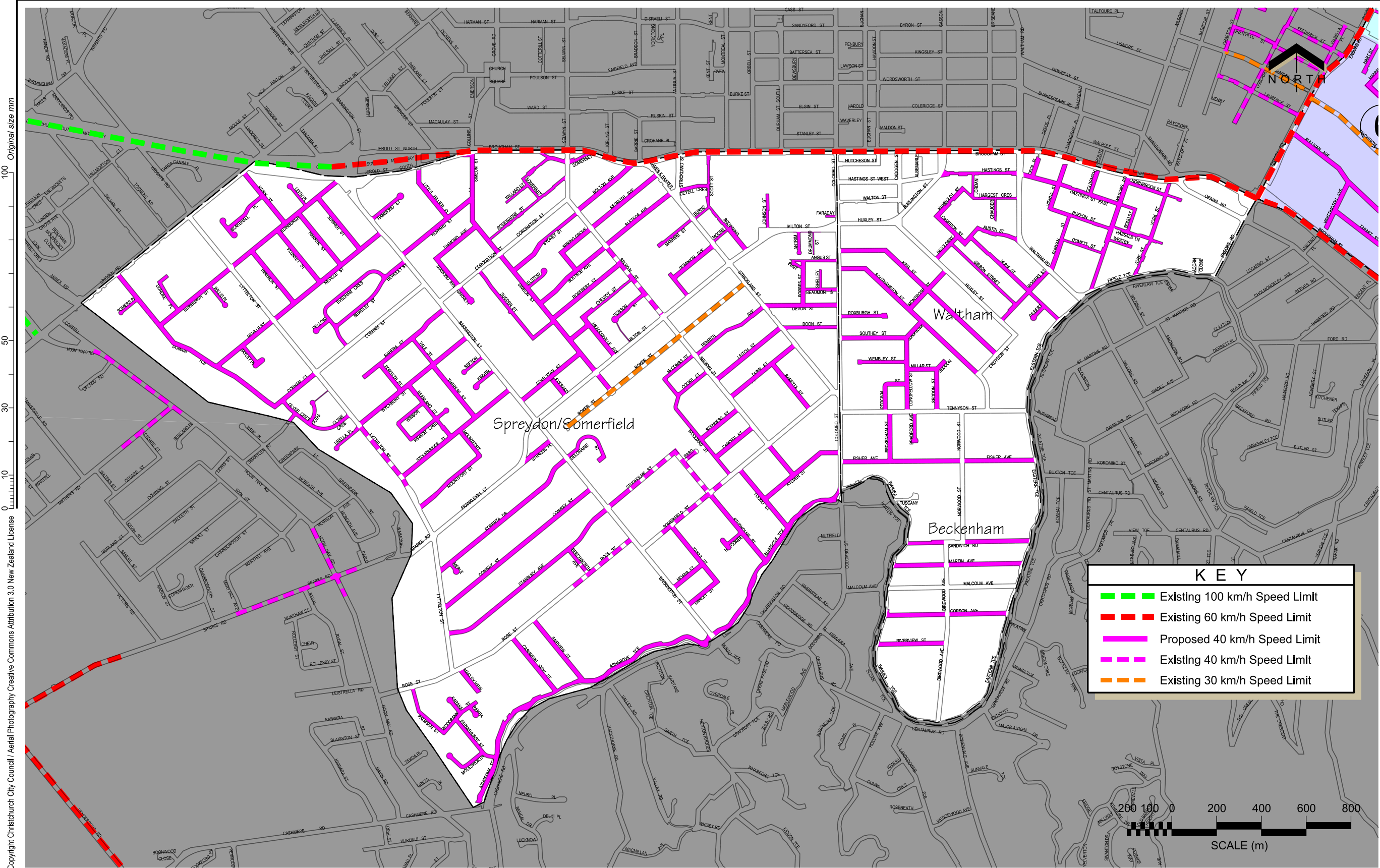


The footbridge is not wide enough for cyclists to pass comfortably. The approach to the footbridge from Ashgrove Terrace is a tight turn, requiring cyclists to use the full width of the bridge. The path does not have sufficient width for cycling. It is not necessary for cyclists to use this path as they have Cashmere Road and Ashgrove Terrace to use as alternatives, whereas for pedestrians it is the only non-asphalt option of these. Pedestrians also spend longer on this path enjoying the surroundings. In Summer, the trees give shade from the sun on hot days. In winter, it is sheltered from the cold winds and partial shelter from rain. There is also seating available for those who need a rest. Removing cycling would encourage children to wander and explore and elderly to come without fear of being in the way of fast cyclists. The shingle could also be removed.

10. Possible pedestrian networks. While it is unlikely that there will be funding at this time to implement these, it would be desirable to plan in more detail the possibilities and where they would go and perhaps make some improvements to the pedestrian infrastructure.

- a. Hagley Park, Selwyn Street, Cooke Street, Somerfield Park, Studholme Street, over footbridge, Ernle Clark Reserve, along Heathcote River in either direction. Improve the streets for pedestrians. Advantage of Selwyn Street is partly a bus route so bus option along with seating and shelters. Plus, toilets at Brougham Street intersection.
- b. Four Parks Loop – Barrington Park, Sydenham Park, Bradford Park, Somerfield Park, and Sydenham Cemetery, with connecting streets between. All parks have toilets, often a necessary consideration.
- c. Heathcote Riverbank on Ernle Clark Reserve side, exclusively for pedestrians. When paths are changed to 'shared' with cyclists, some pedestrians are displaced and left with no suitable alternative to exercise for well-being. Cycling option could be provided on opposite side of the Heathcote River if considered necessary.

Thank-you for this opportunity to make comments.



Spreydon, Somerfield, Waltham & Beckenham													
CRAF Category	Projects chosen by Community Boards	Tasks required to complete project											
		Survey & base plot	Options assessment	Lighting assessment	Safety audit	Cost estimate	Drainage assessment	Community consultation	Board or Council approval	Environmental Management Plan	Detailed design	Expected construction	
Safety & access	Package of approximately 20 cycle improvements, including new and improved cycle lanes, hook turn boxes, new cycle connections, new markings and green surfacing	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓ limited	mid 2023	
Safety & access	Package of approximately 30 pedestrian improvements including buildouts/refuge islands with tactile paving, and crossings	✓	✗	✓	✓	✓	✓	✓ limited	✓	✓	✓ limited	end 2023	
Safety & access	Package of traffic calming on six streets and intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓ limited	end 2023	
Safety & access	Package of footpath widening and surface improvements in seven locations	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓ limited	start 2023	
Safety & access	An intersection upgrade at the Strickland Street, Somerfield Street and Colombo Street intersection	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2023	
Safety & access	An area wide speed restriction	✗	✗	✓	✓	✓	✗	✓	✓	✓	✓ limited	start 2023	
Safety & access	New line marking to provide marked car parks on Rosewarne Street	✗	✗	✗	✗	✓	✗	✓ limited	✓	✗	✓ limited	end 2022	
Condition	Rebuild of Huxley Street from Burlington Street to Montrose Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2024	
Condition	Rebuild of the whole of Sefton Place	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2024	
Condition	Rebuild of Dominion Avenue from Milton Street to the entrance of Christchurch South Intermediate	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2024	