

**Waikura Linwood-Central-Heathcote Community Board
and Waihoru Spreydon-Cashmere Community Board
MINUTES ATTACHMENTS**

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

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From: Richard Smith
Sent: Thursday, 11 August 2022 9:55 p.m.
To: Hart, Amy
Subject: Tennyson Street pedestrian improvements

Kia ora Amy,
I understand the Community Board will be discussing the proposals at tomorrow's meeting. I would just like to write in support of the changes. Can you please pass this on to the board.

As a frequent user of Tennyson St, both as a cyclist and car driver I appreciate the need for some traffic calming measures. I like that the proposed changes cover the Southampton St intersection with the vertical treatments to the east and the speed hump for traffic entered Tennyson St from Southampton St.

Kind regards,
Richard Smith



Tennyson Street Crossing

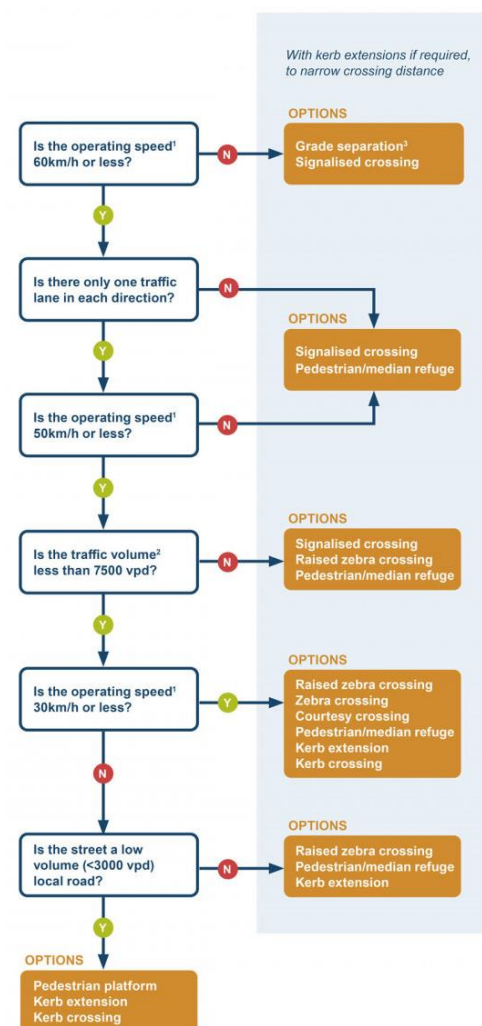
Joint Community Board Meeting

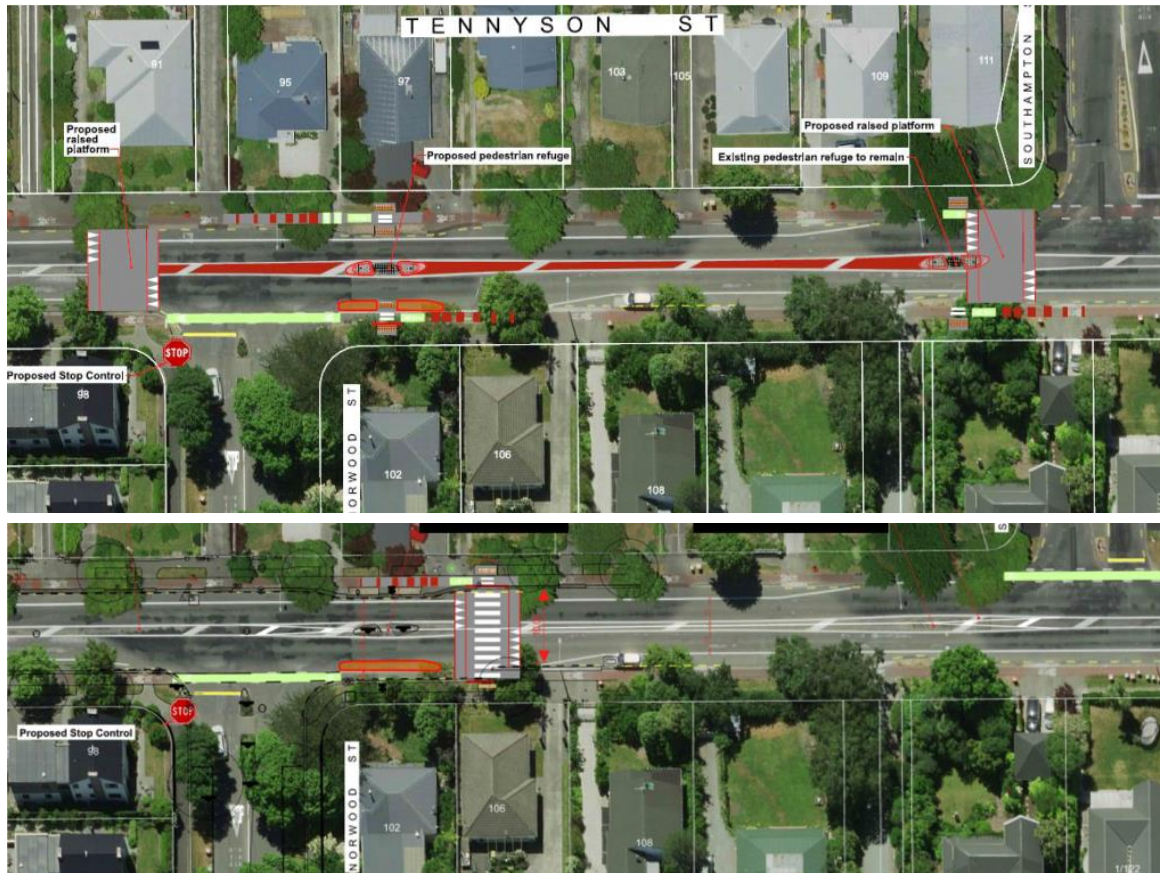
Gemma Dioni (CCC), Sam Sharland (CCC)

Update

- Following meeting, engaged independent advice.
- Abley undertook a crossing assessment using data and site observations
- Count identified 14 pedestrians crossing in the morning, 35 in the afternoon
- At current operating speeds using the flowchart from Waka Kotahi guidelines a raised zebra is not considered appropriate
- As recorded speed is just over 50km/h (52.9km/h) it was taken through to the Safe System Assessment stage

2





3

- Two options carried forward for Safe System Assessment

Safe System Assessment

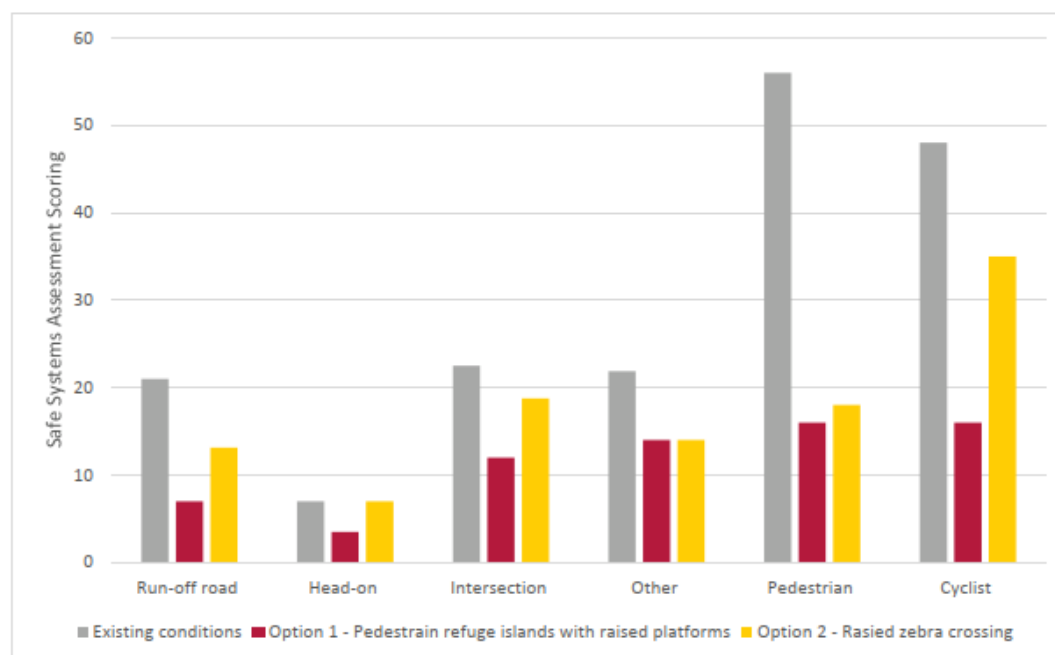


Figure 5-1 - Summary of the Safe Systems Assessment scoring (a lower score is better score)

- Formal safety examination of a road related program, project or initiative
- 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.
- 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 as opposed to just at the conflict point under Option 2.

Safety Audit

- Completed by Stantec
- Safety concerns raised in Option 1 have been addressed and changes made to the plan. This included changes to the raised platforms that was requested by the Boards.
- Safety concerns raised in Option 2 have been addressed with one exception.
Consider location of the pedestrian hold points to reduce the likelihood of pedestrians congregating in the cycleway.
- Holding pedestrians back further from the road will reduce the ability for drivers to see children waiting.
- Would need to accommodate traffic calming on the approaches to the zebra

