

Submissions received on Selwyn Street safety and accessibility improvements, October – November 2024

Businesses / Organisations

ID	Support the plan	Submitter feedback	Name / Organisation
28653	Yes	What do you like about the plan for Selwyn Street and why? The use of speed humps and pedestrian islands to narrow roads and slow vehicles is a good use of funds. The plan for Selwyn Street will greatly improve safety for all Pedestrians using these areas and hopefully it will slow down vehicles in the area as well. Having drop off zones around Christchurch South Intermediate is a great idea as hopefully it will limit the need to park for longer periods of time. What don't you like about the plan for Selwyn Street and why? Loosing on street parking is not ideal pedestrian safety should be paramount at all times. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Reducing Selwyn Street to 30 km would also be beneficial for Pedestrian safety as well. We should not have to wait for someone to be injured or even killed for this reduction in speed to be considered.	Deb Clarke, Spreydon Neighbourhood Network
28659	Yes	*See attachment	Finn Jackson, Somerfield Residents Assocation
28672	Yes	*See attachment	Anne Scott, Spokes Canterbury
10002		*See attachment	Shelagh Powell, Courtyard Montessori Preschool

Individuals

ID	Support the plan	Submitter feedback	Name
27925	Yes	What do you like about the plan for Selwyn Street and why? Like that it slows down cars What don't you like about the plan for Selwyn Street and why? More bike lanes or infrastructure narrowing the road for the speed hump is good but it forces cyclists to come out into traffic, there could be cycle lanes or sharrows and white lines to guide cyclists Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Nothing, all is fine.	Thomas Blain
27926	Yes	What do you like about the plan for Selwyn Street and why? I am in favour of all changes that prioritise people on foot and on bikes in this area. The crossing at Roker St is vulnerable to people barrelling through the intersection with Milton. What don't you like about the plan for Selwyn Street and why? Doesn't do anything about the crazy situation around Coronation and Brougham Streets. Why stop here. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? The detection loop for bikes at the Roker St crossing doesn't work and as far as I can tell, hasn't worked for at least a couple of years. If it's a deliberate choice not to fix it, the diamonds should be removed.	Stephen Judd
27929	Somewhat	What do you like about the plan for Selwyn Street and why?	Tom Napier

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		Good to see you're doing something What don't you like about the plan for Selwyn Street and why? A lot of expensive and unnecessary traffic furniture that will make roads narrower and less safe for cyclists in the current format Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Why don't you just make all of Somerfield street 30-40kmph. People speed along there all the time and there are 2 early childhood centres and a school. The extra curb buildout will make the road narrower and more dangerous for cyclists	
27935	Yes	What do you like about the plan for Selwyn Street and why? Strongly support any changes that make it safer for active transport and slower for cars. What don't you like about the plan for Selwyn Street and why? Works need to be completed faster Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? We need more safety at the Simeon/Milton intersection that was at one stage to get lights. This is a massive problem area for kids crossing.	Richard Wesley
27937	Yes	What do you like about the plan for Selwyn Street and why? I like that it is making it safer for cyclists and pedestrians. Plan 1 outside of the primary school is the most needed. Anything to provide clear areas for pedestrians to stand and wait before crossing is needed and wanted. Love it all! What don't you like about the plan for Selwyn Street and why? Nothing, all is fine. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? NA	Katey Kessell
27938	Yes		Denis O'Connor
27947	No	What do you like about the plan for Selwyn Street and why? None of it I'm sick of the council carrying out night works and not catering about the health and well being of Christchurch residents What don't you like about the plan for Selwyn Street and why? The fact that you provide little to no detail or reasoning behind this. The fact that you don't state when the works will take place nor update your works arc GIS mapping so people know what's going on and when I'm sick one having no sleep! Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Peoples sleep health and well being	Ang M
27949	Yes	What do you like about the plan for Selwyn Street and why? Love it, I live on selwyn st right across the street from the school and when the bus is there and I'm trying to go in or out my driveway the visabilities are so poor, safer for everyone.	Jess Cooper
27951	Yes	What do you like about the plan for Selwyn Street and why? This is wonderful and so needed. It's great that so many kids bike and walk to school including my own kids there- but it can be extremely dangerous. I've seen some worrying situations. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? The priority should be on helping make the streets safe for kids. We are lucky so many walk and bike already but it's not safe at the moment. Even the narrow footpaths mean kids spill onto the streets.	Louise Shand
27961	Yes	What do you like about the plan for Selwyn Street and why?	Lisa Winchester

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		All of the suggestions!! They are long overdue. It's good to see that you've included multiple crossing points as it's a long street so this is more accessible to everyone. I like that you're making it safer by reducing the width of the road. What don't you like about the plan for Selwyn Street and why? It should include a painted cycle lane, this would be easy to do and a minimal cost. It's a high traffic route with it being the main access to South Intermediate from the suburbs around the foothills. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? It should include a painted cycle lane, this would be easy to do and a minimal cost. It's a high traffic route with it being the main access to South Intermediate from the suburbs around the foothills. Even if the cycle lane went from Somerfield/Selwyn intersection to the school and finished there that would be extremely beneficial. It would also teach children about staying in their lane and not riding 2/3/4 abreast. Selwyn St needs some significant maintenance particularly between Coronation Street and Milton Street. The road is in bad state with lots of potholes. It would benefit from being resurfaced.	
27963	No	What do you like about the plan for Selwyn Street and why? Nothing, I don't think it will make the street safer, and who will be maintaining the scrubs? What don't you like about the plan for Selwyn Street and why? I won't have any on-street parking outside my property [REDACTED] Can this kerb buildout be moved to in front of 102 Selwyn St as this property has been empty for at least 2 years. I think it would be more beneficial to install speed bumps to slow down the traffic as this street is a thoroughfare and vehicles often speed or do burn outs at night. I think speed signs need to be installed as well, possibly P50 or P30 like Cooke St. Though I don't understand why the signs in Cooke St and Penrith Ave are P30 on one side and P50 on the other. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? On-Street parking shouldn't be removed particularly when there are so many units being built in the area with no garages or off-street parking.	Denise Wade
27966	Yes	What do you like about the plan for Selwyn Street and why? I find it hard to cross the road with my son in his pram. Sometimes I'm waiting over 5 minutes just to cross safely on Selwyn Street over somerfield street.	Sahara Reid
27969	No	What do you like about the plan for Selwyn Street and why? The consideration for safer streets. What don't you like about the plan for Selwyn Street and why? The idea of raised street humps need to have concrete evidence based research, not anecdotal thoughts on the greater safety good of children. What are these measures going to achieve? How many children have been endangered by the current street design. How many children will be saved by any new upgrades. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Spending money like it was their own, not just because it seems like a nice idea.	Stephen Skinner
27971	Yes	What do you like about the plan for Selwyn Street and why? I like the improved safety for pedestrians and the consideration of safe walking routes to all schools/pre-schools in the area. What don't you like about the plan for Selwyn Street and why? The negative impact it could potentially have for the businesses on the corner of Milton and Selwyn Streets Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? The intersection of Selwyn St and Somerfield St would benefit more from traffic lights as there are many near misses at that intersection with poor traffic flow at peak times particularly with young cyclists. It would also be great to see a safe corridor for children on bicycles as they aren't particularly experienced on the road taking large risks or they ride on the footpath creating a hazard for pedestrians and cars coming out of driveways.	Karen Prisco
27978	No	What do you like about the plan for Selwyn Street and why? A zebra crossing What don't you like about the plan for Selwyn Street and why?	Gen Marshall

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		Raised zebra crossings. The one in Cashmere with Colombo st, Dyers pass is a mess. No more! Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? No more raised areas. It doesn't slow people down. It makes people more frustrated and angry	
27979	Yes	What do you like about the plan for Selwyn Street and why? Looks sensible. Looks safer for cyclists and pedestrians, and ultimately drivers too, as they'll likely be travelling a little slower. With the narrowings at junctions it's less likely drivers will exceed the speed limit. What don't you like about the plan for Selwyn Street and why? Nothing, I like it all Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Nah	Conor Keena
28006	Yes	What do you like about the plan for Selwyn Street and why? Brilliant. So many speeding drivers in the neighbourhood. Anything to slow people down. Especially on the main routes for kids going to/from school. What don't you like about the plan for Selwyn Street and why? Need more traffic calming ideas on the key routes to the local schools. Intersection of Cooke and McCombs could do with some attention too.	Peter Abbott
28030	Somewhat	What do you like about the plan for Selwyn Street and why? Narrowing the Dunn, Leitch intersections is going to make it much safer for people to cross. What don't you like about the plan for Selwyn Street and why? I believe adding islands and humps will be less effective in managing speed and safety on Somerfield Street than if a roundabout was placed at this intersection. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Are the raised humps placed down neighbouring Tennyson Street actually making a difference to the speed and safety on that street? Most seem to drive over them at the same speed they cruise down the street.	Hayley Ngan
28042	Yes	What do you like about the plan for Selwyn Street and why? Provides more safe crossing spaces for children. We have preschool and now school age children and it can be difficult to cross Somerfield St with them safely. As they get older and move to South Intermediate we worry about their safety along Selwyn St, as the street is very wide and many people seem to think they can drive very fast down it.	James Dann
28044	Yes	What do you like about the plan for Selwyn Street and why? I like the addition of pedestrian refuges on Somerfield Street, and the upgrades to Selwyn Street to improve the safety of pedestrians, particularly school children. These changes would improve public safety and support active transport.	Hannah Mulrine
28065	No	What do you like about the plan for Selwyn Street and why? Good to make the route safer for students. What don't you like about the plan for Selwyn Street and why? I don't like the speed bumps and raised crossings. I also don't like that this plan does not add a cycle lane. This street needs a complete renewal as the carriageway is buggered and bumpy. This plan fails to address the southern end of Selwyn St which is a key link to the ped lights on Colombo St for South Intermediate students. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Complete street renewal. Fix carriageway.	Mike Thorley

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		Add painted cycle lanes. Address the southern end of selwyn st too. Do not install speed bumps or raised crossing platforms.	
28108	Yes	What do you like about the plan for Selwyn Street and why? It's important for pedestrians to be able to cross the road safely, specially kids going to school, but also for all pedestrians on every day life to encourage walking/cycling, as well as mobility scooters, etc. What don't you like about the plan for Selwyn Street and why? I support it fully.	Eva Marshall
28135	Yes	What do you like about the plan for Selwyn Street and why? I am a parent of a student at South Chch. Plan 7 area is a high risk area. I am a car user and have to be very careful at this junction daily as its busy with bikes, cars and walkers. Also the day care on the corner adds to it being busy. Yellow lines on Somerfield st on the left turning to Selwyn would be useful as when i use this turning I find it hard to see the bikes as I am supportive of this plan 7. I support the raised crossing plan 1 as I think it will help with visibility that there might be people waiting to cross. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? How would parking for the day care be affected in plan 7? As where the yellow lines will be I always see it in use at peak time in the AM parents dropping off. I'd be concerned about how much this costs. In my opinion the narrow the intersections of Cooke Street, Leitch Street, Dunn Street and Stenness Avenue to shorten the distance for pedestrians crossing these roads would be less of a priority.	Lisa Williams
28138	Yes	What do you like about the plan for Selwyn Street and why? Yes make it as safe as possible. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Slowing down traffic along Dunn and Leithch etc as people do not travel 30km	Melissa Ruscoe
28139	Yes	What do you like about the plan for Selwyn Street and why? I love the idea of a Zebra crossing outside Christchurch South Intermediate. I have witnessed many students trying to cross here in the busy morning or afternoon, and they have difficulty (especially if the lollipop crew aren't there to help students cross the road). My daughter goes to this school, and part of the reason I take her to school (instead of allowing her to walk or bus) is because I worry about her ability to cross the road. These kids are not old enough to navigate this crossing without the assistance of a zebra crossing. What don't you like about the plan for Selwyn Street and why? I could complain from a driving perspective that many of these enhancements slow down the commute; however, the biggest, and only priority has to be safety for the children getting to and from school. Therefore, even as a driver, I like and support this plan 100%. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? I can't see any problems with the proposal.	Averil Woodbury
28140	Yes	What do you like about the plan for Selwyn Street and why? I fully support it. What don't you like about the plan for Selwyn Street and why? N/A Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? No, do it.	Adam Duchac
28141	Somewhat	What do you like about the plan for Selwyn Street and why?	Thomas Evans

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		in general I am in support of measures to improve visibility for pedestrians and cyclists crossing Selwyn St What don't you like about the plan for Selwyn Street and why? I am concerned about the curb buildouts on to Selwyn St. these will push Cyclists further out into the traffic. This is a busy Cycle route with children riding to and from school at peak traffic times. Forcing children to weave into the traffic lane at each intersection doesn't seem like a good idea to me. A possible counter measure would be to mark out Cycle lanes along Selwyn St to ensure there is always space for cyclists on the road. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? yes there needs to be a pedestrian crossing where Simeon st crosses Milton st	
28158	Somewhat	What do you like about the plan for Selwyn Street and why? I like the raised crossing as this increases safety of kids. The area is outside a busy school, and many (I think probably most - but you could ask the school) kids walk, scooter or cycle to school. We want to make it as easy as possible for kids to use these options - it is healthier and fosters independence. What don't you like about the plan for Selwyn Street and why? I bike this route sometimes - and have done with my children (who have been or are currently at school at CKSI) and have seen several close calls with kids on bikes/scooters and cars turning at the Selwyn-Milton intersection. I'd strongly advocate for going further to make this safer for cyclists (and potentially reduce this route for car commuters who just want the fastest way north-south - I suggest encouraging them towards Barrington Street or Colombo Street as the main roads). My extra request is a cycle lane on Selwyn Street - ideally between Somerfield and Coronation - but even if it was Roker to Bletsoe that would be major progress.	Michael Maze
28169	Yes	What do you like about the plan for Selwyn Street and why? I love this plan!! Anything that makes it safer and easier for my children to get to school and increase their mobility in their neighbourhood is a win. I'm especially excited to see a zebra crossing installed on Selwyn Street outside of Karamata. What don't you like about the plan for Selwyn Street and why? I think it's a great plan. I do wish it included plans to improve safety / control traffic at the intersection of Simeon street and milton street.	Teresa Allpress
28193	Yes	What do you like about the plan for Selwyn Street and why? Selwyn Street and associated side roads currently have very wide carriageways, which means traffic travels down it at speed, and given width, crossing it as a pedestrian takes extra time. Reducing width will both shorten distance for pedestrians crossing the road and reduce traffic speed. Installing a pedestrian crossing outside the school is a no-brainer and well overdue. That one doesn't exist outside the school is considered an anomaly. What don't you like about the plan for Selwyn Street and why? Consideration should be given to constructing an additional pedestrian refuge on Selwyn Street, as the current plan only has them at either end of the area (Roker and Somerfield intersections) Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Clear communication about changes to the community. The speed limit changes in the area (which I support), have been poorly communicated, with many road users seemingly unaware of the reduced speed limits (including buses!)	Jeremy Finch
28281	No	What do you like about the plan for Selwyn Street and why? Over designed waste of money What don't you like about the plan for Selwyn Street and why? Simply is better - stop over designing the roading & wasting money	Krystal Bray
28499	Yes	What do you like about the plan for Selwyn Street and why? I love this - this is absolutely fantastic and a long time coming. The corners (and Selwyn St as a whole south of Milton St) of many of the streets along here are excessively wide, encouraging speed and making it unpleasant to walk along. These works are a big improvement and will help pedestrian safety immensely. Hopefully this project can be expanded in future by planting trees along Selwyn Street South of Milton St, to provide shade along the road and further narrow it.	Daniel Parkinson
28500	Yes	What do you like about the plan for Selwyn Street and why? I live on Rosebery Street and frequently run down, or cycle down Selwyn street. I like the proposed changes because they will make it safer for pedestrians and cyclists. It is particularly good to see the crossing at the intermediate school.	Tom Brennan

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		What don't you like about the plan for Selwyn Street and why? N/A Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? The road surface is very poor in parts of Selwyn St, will the road be repaired as part of this project? Thank you to CCC for continuing to make our streets safer for pedestrians and cyclists. The intersection at Simeon and Milton can be quite difficult to cross as a pedestrian / cyclists during busy times, perhaps CCC is also considering safety improvements at this intersection too.	
28512	Yes	What do you like about the plan for Selwyn Street and why? I really like the proposal to improve visibility at the Roker Street - Selwyn Street intersection. Roker Street is one of my main cycling routes, and I have had near misses at this crossing several times with cars travelling along Selwyn Street suddenly "appearing" from behind parked vehicles. It's especially problematic in the afternoons after school when there is a lot of extra traffic about - people driving, walking and biking. What don't you like about the plan for Selwyn Street and why? It doesn't do anything for the crossing at Brougham Street. I'm well aware that this is a Waka Kotahi responsibility, but they're very slow and you could give them a hurry-up.	David Hawke
28517	Yes	What do you like about the plan for Selwyn Street and why? It priorities pedestrians especially school kids . It will slow cars down on the corners into side streets which is a problem at this time. What don't you like about the plan for Selwyn Street and why? Nothing. It's worth giving up a few car parks for. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Go for it.	Anna Scheirlinck
28522	Yes	What do you like about the plan for Selwyn Street and why? Pedestrian crossings What don't you like about the plan for Selwyn Street and why? I would like a painted cycle lane. It's such a wide street and surely just a painted white line won't take any parking or space. No harm in throwing one down	Daniel Blinker
28540	Somewhat	What do you like about the plan for Selwyn Street and why? I like the the wider kerbs and the tactile payments for safer access. I really support the raised pedestrian crossing in front of Christchurch South Intermediate school What don't you like about the plan for Selwyn Street and why? Our child goes to montessori on the corner of Selwyn St and Sommerfield St. By yellowing all the car parking areas in front and around it; will make it very difficult for drop offs and pick ups.	Alisha Baddock
28574	Yes	What do you like about the plan for Selwyn Street and why? I like the plan for Selwyn St. I'm in favour of anything that makes our streets and crossings safer for pedestrians and cyclists, especially around schools	Katrina McCallum
28603	No	What don't you like about the plan for Selwyn Street and why? Homes along Selwyn Street already suffer from vibrations caused by busses and trucks traveling along the undulating poor road conditions. Have the planners/designers of this project conducted any testing of vibrations along Selwyn street? Are they able to verify that adding a raised crossing will not cause an increase in vibration events through a reduction of speed alone ? My experience from living on this street is that the vertical movement of vehicles impacting the raised crossing will shake and potentially damage my house. Who will be liable if this causes damage? Currently the school uses removable stop signs to control traffic at peak times. Is this not already the safest option?	Hamish Burnett
28647	Yes	What do you like about the plan for Selwyn Street and why? The plan for Selwyn Street will greatly improve safety for all Pedestrians using these areas and hopefully it will slow down vehicles in the area as well. Reducing Selwyn Street to 30 km would also be beneficial for Pedestrian safety as well. We should not have to wait for someone to be injured or even killed for this	Deb Clarke

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		reduction in speed to be considered. The use of speed humps and pedestrian islands to narrow roads and slow vehicles is a good use of funds. Having drop off zones around Christchurch South Intermediate is a great idea as hopefully it will limit the need to park for longer periods of time. What don't you like about the plan for Selwyn Street and why? Loosing on street parking is not ideal pedestrian safety should be paramount at all times. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Thank you for improving road safety in our area	
28649	Somewhat	*See attachment	Chris McGill
28652	Yes	What do you like about the plan for Selwyn Street and why? Good improvements for people using the street corridor, especially kids What don't you like about the plan for Selwyn Street and why? Some tactile pavers would be helpful at the Milton/Selwyn intersection as well Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? It would be nice if the Milton St approaches to the Selwyn St intersection had sharrow markings in the lefthand lanes (and maybe even advance stop boxes at the front). It's a bit disconcerting to go from a cycle lane to nothing when approaching the intersection.	Glen Koorey
28661	Yes	What do you like about the plan for Selwyn Street and why? The narrower intersections will be good for children's sight lines and safer crossings. What don't you like about the plan for Selwyn Street and why? Selwyn between Milton and south intermediate should have painted bike lanes so school kids can be properly positioned in the lane. Preferably the rest of Selwyn too. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Good to see this coming around again.	Justin Rogers
28673	Yes	What do you like about the plan for Selwyn Street and why? - I like how it will be safer due to slowing down people. - I like how you are improving visibility at the roker street intersection, I regularly use the quarryman's trail so this will be nice. - I support the buildouts on the streets proposed. - Somerfield Street I support the green paint through the intersection to improve visibility and the speed bumps to slow down vehicles. What don't you like about the plan for Selwyn Street and why? - Somerfield Street possibly could do with some sharrows as I have cycled down here a few times on recreational ride with friends to get to moon under water on Colombo St and having sharrows I think would be good to tell drivers that it's ok to see a bike claiming the lane to turn left safely. - It seems very sketchy that there is not cycle lanes going to be painted on the road, I cycled down here today and it is a very wide street so there is plenty of space. while paint is not protection it does improve driver awareness of where bikes should be and anecdotally seems to reduce the number of close passes I get when riding. If not down the whole street then at least at the crossing where the road becomes narrower to help with driver awareness. Thank you! Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? - The curb cuts on Roker Street are quite bumpy, and it would be great to upgrade them while you're working in the area. I frequently ride through here to visit my friend in Spreydon, and I often have to slow down at these spots. Interestingly, one side has nice, smooth transitions, so it would be great if you could upgrade the others to ensure all of them have smooth transitions as well. Thank you!	George Laxton
28674	Yes	What do you like about the plan for Selwyn Street and why? These changes will make it a lot safer for cyclists and pedestrians. The crossing at the school and the Somerfield Street changes, including the refuges will make it much easier and safer getting across the street.	Anne Scott

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		What don't you like about the plan for Selwyn Street and why? Would like smoother crossing at Roker Street for the Quarryman's Trail, it is quite rough in places especially the west side. Yellow lines and the removal of a carpark outside 110 Selwyn St as it is hard to bike through this intersection. Cars cut into this carpark and when they open their door can easily collect a cyclist who has no other place to go. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Great job making Selwyn St safer.	
28677	Yes	What do you like about the plan for Selwyn Street and why? Many of the items withing this project help with traffic calming - they make the road feel like it should be driven at a safe speed, and they also encourage drivers to be alert. I especially like the improvements to allow people to cross Selwyn Street safely. With improvements like this the road will feel safer and as a result will also be supportive of people cycling. This project goes some way to helping support all forms of transport. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Every day we read about collisions occurring on the roads, very often these collisions result in people losing their lives. However, often what we are not aware of is the people that receive life changing injuries from these collisions. New Zealand has a reputation for poor behaviour on the roads. People think they are better drivers than they really are, people often don't consider what if (e.g. what if there is a child obscured by a vehicle). Fact is people make mistakes; we are human, and this should not be unexpected. By way of example: I often bike and on more than one occasion, I've seen the face of a person that has made a mistake that could have had a very bad outcome. Their face is white, mouth is open, and their eyes have a look of realising what could have happened. A moment like that will play through someone mind quite a few times. On the plus side, they will be a better driver from that and very likely pass on awareness to others. What we can control is designing our transport systems such that should a mistake occur, the consequence of that mistake is reduced. We can do this by ensuring we have people travelling at safe speeds. This is why projects like this are so important for a community. Traffic calming like in this project have been proven to save lives and reduce life changing injuries (see report from Waka Kotahi on this). I urge the Community Board to support this project work.	Allan Taunt
28679	Yes	What do you like about the plan for Selwyn Street and why? Improvements for pedestrian safety What don't you like about the plan for Selwyn Street and why? More could be done for cyclists - refer to the Spokes Canterbury's submission Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans? Better options for cyclists - refer to Spokes Canterbury's submission	Fiona Bennetts
28764	Yes	What do you like about the plan for Selwyn Street and why? My child attends [REDACTED] and bikes to school nearly every day (turning on and off Roker St). Very happy to see the improved safety for cyclists at Milton St lights and upgrade to the pedestrian crossing outside the school!	Philippa Finn
28769	Yes	What do you like about the plan for Selwyn Street and why? This street is close to multiple schools and preschools and making it easier for kids to cross, and safer for both kids and adults on bikes, is a good thing. I support these upgrades.	Simon Love
28770	Somewhat	What do you like about the plan for Selwyn Street and why? As a cyclist and parent to two young kids, I generally like initiatives to make streets safer for pedestrians and cyclists. What don't you like about the plan for Selwyn Street and why? How it will impact on-street parking. Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans?	Carolyn Grise

Submissions received on Selwyn Street safety and accessibility improvements, October – November 2024

ID	Support the plan	Submitter feedback	Name
		Hi there, I am the owner-occupier of [REDACTED] on the corner with Selwyn Street. The extension of the yellow lines along Selwyn Street will mean that we can't park on this side of the house. We do have a garage but it is old and very narrow, we struggle to load the kids into the car seats as we can't open the doors fully inside the garage, so we always park on the street. WE don't really have a driveway either, the garage comes almost right up to the footpath so we can't park in front of it. There is a rolling gate and a concrete slab for parking on our property parallel to Selwyn Street, but it's very difficult to drive up onto here from the position of the existing kerb cutdown. I'm wondering if it's possible to liaise with CCC for an approval (and potential supply of contractors while they're doing nearby works) to extend the kerb cutdown by a few meters to facilitate easier parking on our property. I've attached a markup of the property showing the garage, existing kerb cutdown and proposed extension, as well as a few photos. *See attachment	
10001		I like the speed humps especially for the often speeding cars turning left into Selwyn street from Somerfield street and safety islands especially for all the school children crossing such a busy intersection where many accidents have occurred over the years. In regard to the extension of yellow lines outside our home: I don't like the threat of losing more car parking spaces outside my house especially now with all the next door neighbours in the new multi homes build and their visitors. It is very hard to see when going down our drive and navigating cars parked outside our home and very close to our driveway at times. As we only have a one car garage and one car driveway we have to park outside to swop cars around depending on work finishing times etc and this will mean no where to park for us from what I can see from the plan nor our family / visitors nor workmen ... Not happy at all. I also raise concerns in regard to the impact this will likely have on selling my home.	Barbara Neave
10003		Hi there I saw a post re: safety/accessibility improvements. My only comment was, I was hoping I'd see something on there about taking the on-street parking spaces closest to a side street/intersection back a little. Selwyn St is a busy road, people don't stick to the 50km/h limit and when cars are parked super close to the turning for a side street, it makes it really hard when turning right from one of the side streets onto Selwyn St. E.g. turning right out of Redruth eastern side, onto Selwyn. When the cars are often utes or large vehicles, it's particularly hard. Just one metre or so extra of yellow line would make a big difference to the visibility when pulling out. I think there's a rule about not parking within 6m of an intersection. This is generally ignored, so a yellow line would be useful at such intersections. Thanks	Marcus Daff

Kia ora

The Somerfield Residents Association (SRA) appreciate the opportunity to make a submission on the Selwyn Street safety and accessibility improvements.

Key points:

- The SRA supports the proposed safety and accessibility improvements
- We would like to see similar treatments at the intersections of Selwyn/Cooke and Selwyn/Penrith
- We would like to see a painted cycle lane added between Roker Street and Bletsoe Avenue
- We would like to see curb cut downs added to the raised crossing to allow people on bikes to use it to cross Selwyn Street
- We would like to see street trees planted as part of the project.

About the Somerfield Residents Association

The Somerfield Residents Association is the residents association for the suburb of Somerfield. We represent and act as the collective voice for residents in the area between the Ōpāwaho-Heathcote River and Strickland, Milton and Frankleigh Streets, except for the area south of Rose Street and west of Barrington Street which is represented by the Lower Cashmere Residents Association.

We are currently in the process of developing a vision for the future of Somerfield, based on what our residents love about the area and what they think it needs more of. While this is still underway, early indications are that our residents value their natural environment, the family-friendly nature of the suburb, and how easy it is to get around by foot or by bike. However, some residents still have concerns about road safety and accessibility, particularly for people on bikes.

Comments on the proposed safety and accessibility improvements

The SRA broadly supports the improvements that have been proposed, particularly those within our area between Somerfield and Milton Streets. We note that the proposals for the area outside Christchurch South Intermediate largely reflect design work done previously as part of a streets for people/innovating streets project that did not proceed. We do ask however that if local residents raise concerns about proposals outside their homes, these concerns be appropriately addressed.

We would particularly like to express our support for the new pedestrian crossing islands at the Somerfield/Selwyn intersection. Despite the current lack of crossing facilities, this is a popular crossing point for people walking to/from Somerfield School and Christchurch South Intermediate or along Selwyn Street to the river. At the moment it feels unsafe and can be difficult to cross, particularly for children and older people, while people in cars often rush through at relatively high speeds. The kerb cut downs and pedestrian islands would make a meaningful and significant difference to the accessibility of this intersection, while the road humps will improve safety by encouraging vehicles to control their speeds.

We support the kerb build outs at the Stennes/Selwyn, Dunn/Selwyn, Leitch/Selwyn, and Cooke/Selwyn intersections. These intersections are quite wide, making it difficult to cross them quickly. These build outs and kerb cutdowns will make crossing these intersections and Selwyn Street safer and easier.

We are concerned that similar build outs have not been proposed at the Selwyn/McCombs and Selwyn/Penrith intersections. There is a risk that adding build outs to all intersections between Somerfield and Roker Streets except for these two will direct rat-runners down these two streets. We would like to see similar treatments added to these intersections.

We support the proposed treatment at the Selwyn/Roker intersection. Often it can be difficult for people cycling across Selwyn Street to see whether vehicles are coming. This will make crossing easier and improve safety for people on bikes using the Quarryman's Trail MCR.

While not in our area, we also support the proposed road treatments outside Christchurch South Intermediate, including the raised pedestrian crossing. The SRA submitted in support of lowering speed limits outside of schools, and were disappointed to see that these will now be made variable. Schoolchildren are not always inside school grounds during school hours, meaning that the street outside Christchurch South Intermediate now requires some physical changes to make up for the higher speed limit between school dropoff and pickup.

We were surprised to note that the proposed treatment between Roker Street and Christchurch South Intermediate does not include a painted cycle lane. This area gets very busy during school pickup and dropoff times, and the Selwyn/Milton intersection is quite unsafe for people on bikes. We would like to see a painted lane added on each side of the road between Roker Street and Bletsoe Avenue, along with curb cut downs at the raised crossing so that kids on bikes are able to easily use the crossing to cross the street, rather than turning right across a busy lane of traffic. This would give kids on bikes a bit more space in what can currently be quite a hectic area.

In the future, it would be ideal if this painted lane could be converted into a fully-separated, MCR level of service cycle connection in order to recognise how busy the route is, and how vulnerable its primary users are. It could also eventually be extended up Selwyn Street to connect to the cycle lane proposed as part of the Selwyn Street shops masterplan. We suggest that this could be timed to align with the construction of the Somerfield pump station and associated pipeline over the next few years, which as we understand it will involve digging up and resurfacing this part of Selwyn Street anyway.

Finally, we note with some disappointment that the proposal does not appear to include planting any street trees along Selwyn Street. While Somerfield has a tree canopy cover of 20%, this is largely due to the presence of the river corridor and Somerfield Park/Sydenham Cemetery. Selwyn Street between Somerfield and Milton Streets has low street tree coverage and can get very hot, dry and windy during summer. The Urban Forest Plan includes a target of 20% tree canopy cover for our streets by 2080, around which time Ministry for the Environment's recent downscaled climate change projections state we can expect around 29 additional hot days (above 25 degrees celsius) per year based on a mid-level SSP2-4.5 warming scenario, alongside heavier, more intermittent rainfall which raises the risk of flash flooding. Street trees reduce the urban heat island effect, and capture and store rainwater reducing the risk of flooding. Adding tree planting to these plans would be a prudent, future-focused move.

Thank you again for the opportunity to make this submission. We would appreciate the opportunity to speak to it.

Ngā mihi

Finn Jackson, SRA Chairperson



Selwyn Street Improvements Submission from Spokes Canterbury

Reference: <https://letstalk.ccc.govt.nz/SelwynStreet>

Tēnā koutou katoa

Thank you for the opportunity to comment on the Selwyn Street safety and accessibility improvements.

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80. Spokes also supports all forms of active transport, public transport, and has an interest in environmental matters.

Proposal

Overall Spokes support the proposed changes which will make Selwyn Street safer for pedestrians, particularly around the school and child care centres, however more could be done for cyclists.

Christchurch South Karamata Intermediate

Spokes supports:

- Upgrading and raise the existing zebra crossing 100mm to slow vehicles approaching the crossing
- Extending the bus bay to allow for a second bus

Spokes Comments:

- Would prefer the crossing was made a joint pedestrian/cycle crossing
- Add curb cut downs to the raised crossing to allow children on bikes to use it to cross Selwyn Street, and add painted cycle lanes.

- We prefer that the speed reductions be made permanent outside the school. Variable speeds do not take into account the wide range of hours children are accessing outside the school.

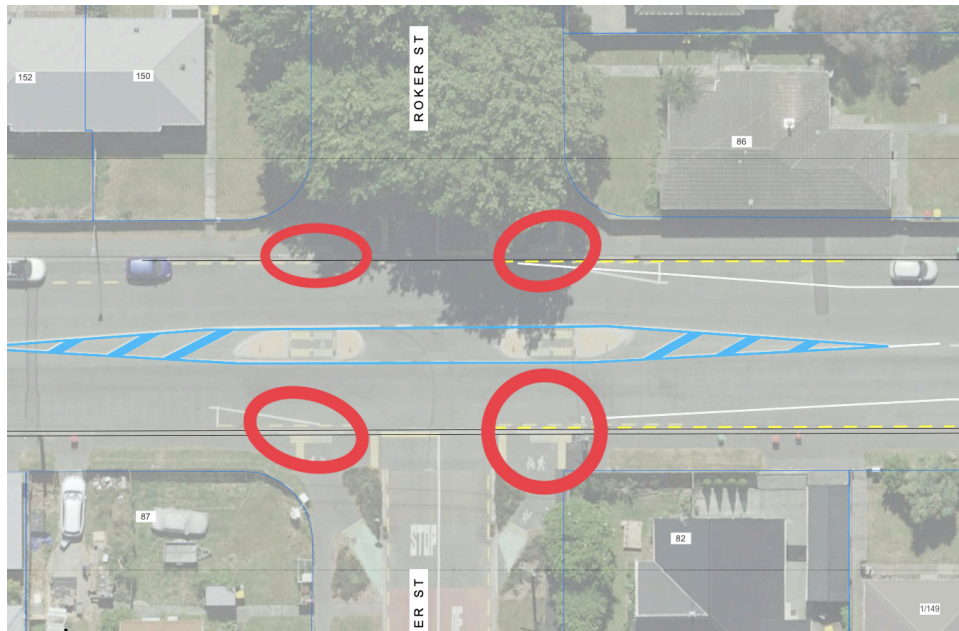
South of Milton Street

Spokes supports:

- Extending the yellow no stopping lines for the pedestrian refuge island at the Roker Street / Selwyn Street intersection and removing the carparks to improve visibility at the crossing point
- Narrowing the intersections of Cooke Street, Leitch Street, Dunn Street and Stenness Avenue to shorten the distance for pedestrians crossing these roads, including adding yellow lines and removing car-parks.
- Upgrading the pedestrian refuge island at the Somerfield Street end of Selwyn Street, adding 75mm speed humps on the approaches, adding yellow lines and removing car-parks to increase safety. This intersection is well used by children getting to school and can feel unsafe and be difficult to cross at busy times. Improving this intersection will encourage less confident cyclists and pedestrians to use active transport.
- Installing pedestrian refuge islands on Somerfield Street, on either side of Selwyn Street. These will make it easier for those walking to and from Courtyard Montessori Preschool and Waka Huia Childcare, adding yellow lines and removing car-parks to make it safer.
- The advanced stop boxes and cycle lane at the Milton St intersection.

Spokes Comments

- There should be a cycle lane from Bletsloe Street to Roker Street for school children and others to connect to the Quarryman's Trail and school.
- Install Yellow lines and remove one park outside 110 Selwyn Street at the Milton Street intersection on the north east corner to make it easier for cyclists to safely exit the intersection. A white line pushing the vehicles over more towards the centre would also help.
- Provide cycle lanes along Selwyn Street. At the very least cycle lanes should be added where the build-outs have been added to provide some protection for cyclists.
- Uncontrolled intersections should be converted to a give-way, e.g. Cooke Street.
- Improvements to Cooke Street and Penrith Street intersections to make them safer for cyclists.
- This is an opportunity to redo the curbing at Roker Street to make a smoother transition to the Quarryman's Trail. There are significant bumps, particularly if you have children aboard a long-tail bike. The transitions on the west side and the roadway are really bad.



I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arise.

Submissions Coordinator
Spokes Canterbury
submissions@spokes.org.nz



Thursday 31 October 2024

Samantha Smith
Engagement Advisor
Christchurch City Council
Email: letstalk@ccc.govt.nz

Dear Samantha

FEEDBACK ON THE SELWYN STREET SAFETY AND ACCESSIBILITY IMPROVEMENTS

The Courtyard Montessori Preschool is a community-based preschool which has been situated at 99a Somerfield Street, on the corner with Selwyn Street, since 1990.

The preschool has a total of nine staff, eight of whom do not live on a bus route or within walking distance. The preschool has a total of six car parking spaces which, due to Christchurch City Council resource consent, are designated for use by staff only.

The preschool is licensed for 70 children. As an authentic Montessori preschool, our families are not just local, with some families travelling distances from Halswell, Heathcote, Huntsbury, Riccarton, Tai Tapu and Yaldhurst. Just 16% are able to cycle/walk to preschool, but also drive in inclement weather.

We note from the Waihoru Spreydon-Cashmere-Heathcote Community Board Open Briefing Notes for the meeting held on Thursday 22 February 2024 that the 'Team met with Cashmere High, Somerfield and South Intermediate schools'.

As our preschool is immediately adjacent to the proposed changes, we will clearly be hugely impacted by the **Selwyn Street safety and accessibility improvements**, and are extremely disappointed that the Christchurch City Council has chosen not to meet and consult with our management.

In June 2021 we were visited in person and informed of proposed changes to the seven Selwyn Street intersections in question and were invited along to a meeting of the Waihoru/Spreydon-Cashmere Community Board in order to give feedback. This was in line with the Innovating Streets Project. Two of our then parents attended that meeting to provide feedback. Our Julian Gudsell '... was concerned with the proposal for the Somerfield/Selwyn Streets intersection. He noted that the proposal to reduce on-street parking will force parents to park on the opposite side of Somerfield Street and walk across the busy street with preschool children. He also explained that the proposed plan could cause traffic congestion as parents queue while trying to obtain the closest parking space.'

On 2 June 2021 we were informed that the plans had been 'amended based on feedback'. The additional no stopping lines on Selwyn Street would not be proceeded with, so the

For the love of learning

current/existing situation would stand. We were also informed that the no stopping lines in front of our preschool would only be six metres and not the proposed 12 additional metres.

Our feedback from families is that the new Safer Street proposed plan would have the opposite effect as follows:

- Extending the no stopping yellow lines on the southern and eastern boundaries of the preschool, along with extending the no stopping yellow lines on Somerfield Street across the road from the preschool "will be very impactful as it will result in having to bring a young (preschooler) with no road sense significantly further from the car into the preschool creating a significantly higher safety risk than we currently deal with".
- Parents who travel north-west along Somerfield Street and find nowhere to park close to the preschool on the same side of the street or around the corner in Selwyn Street are most likely to attempt u-turns, in busy traffic at peak times, to the other side of the street (both Somerfield and Selwyn Streets). They have indicated that under such circumstances they are most likely to attempt to cross the busy Somerfield Street opposite where they have parked and not utilize a traffic refuge by Selwyn Street.
- There will likely be congestion (as referenced by Julian Gudsell above) as parents queue while trying to obtain the closest parking space.
- "At peak drop off time it can be difficult to find a park as close as I'd ideally like from the perspective of safely transferring from the car to the preschool, although at non-peak times it is usually OK getting a park near the gate. The proposed changes are likely to make this significantly worse."
- "It will have a significant negative impact on drop-off and pickup. Finding a park is difficult at peak pickup times and reducing the parking spaces even further would be frustrating."
- "At present when there are limited parks we often have to circle the block until one becomes clear. This is primarily due to the fact that two of the boys are very impulsive (which is very age appropriate behaviour) and it becomes very difficult to manage them around the roads especially with morning traffic unless we can park close to the school gate. Likewise due to this I often leave them in the car when I run in to grab (third child) so having them right outside the gate is paramount as I would not leave them in the car up the street."
- "Having to take all three boys in and out for every pick up and drop off on a daily basis while parking way down the street will be an absolute nightmare and not possible for one adult to manage alone."
- "I'm already struggling with that as I have two dropping off and picking up. Especially with (child) tendency of running to the road ...".

We vehemently oppose the **Selwyn Street safety and accessibility improvements** as they are proposed, with the intersection with Somerfield Street. We firmly believe that no plans should be undertaken on this intersection in isolation without the traffic situation on the whole of Somerfield Street being taken into consideration. For example, are you able to show us evidence that increasing the no stopping yellow lines around our preschool would be necessary if other traffic calming/safety measures were put in place? In June 2021 we were advised the then proposed plans had been 'amended based on feedback'. Our feedback remains the same as in June 2021. Considering the huge impact this intersection has on our

preschool, the parents and the very young, vulnerable children who attend, we are extremely concerned that we have not been consulted in person and request that those who have drawn up the proposed plans make urgent contact with us.

Yours sincerely



SHELAGH POWELL

Principal



Lets Talk – Selwyn St, Christchurch

Chris McGill & Mark Scambary

We somewhat agree with the proposed plan for Selwyn St, but have **strong reservations** about other aspects of this proposal. We would like the opportunity to discuss this with the Community Board.

What do you like about the plan for Selwyn Street and why?

As a street that has several educational facilities for young people then it is important to have safe points to cross Selwyn St as a pedestrian.

The plan has 3 controlled points:

- South Intermediate – raised crossing and presumably also controlled pre and post school
- Milton St/Selwyn St – controlled pedestrian crossings – dedicated pedestrian timing via lights
- Selwyn St/Sommerfield St – raised crossings and enhanced pedestrian safety and egress

With a 4th enhanced crossing point – Roker St/Selwyn St – this has very high usage as part of the Quarryman cycle way and as access to the cycle way on Strickland St, as well as pedestrians.

We would agree with the suggested upgrades to this safety and accessibility proposal in these areas.

What don't you like about the plan for Selwyn Street and why?

We **strongly disagree** with the portion of the plan re narrowing Selwyn St opposite Cooke St and Stenness Avenue.

Selwyn St has historically had the larger sections infilled with low-rise housing in the late 1980's, especially on the eastern side of Selwyn Street between Penrith and Somerfield St. This directly impacting on availability of on-street parking and pavement to place bins for waste management, as well as increased traffic movements, compared to outside a single dwelling property. This infill has created single leg-in driveways with several houses accessing each driveway eg #110 & 112 Selwyn has 6-7 vehicles accessing the one driveway. On leaving the properties cars may back down the driveway onto Selwyn St.

While in the 2020's Somerfield suburb like others is rapidly changing as infill housing creating a higher density of housing, these new homes have minimal parking facility often only 1 parking space/house, hence increasing the requirement for on-street parking.

The proposal to instal two low planted barriers opposite Cooke St and Stennes Avenue on the eastern side of Selwyn St further impacts on on-street parking and visibility of drivers when leaving their multi-dwelling properties. Both areas are further compromised by the proximity to Leitch St and Dunn St a short distance away, it is a complicated road traffic pattern currently without the addition of this proposal to narrow Selwyn St either side of Cooke St and Stenness Ave and so direct foot traffic to cross this already less safe street pattern.

The streets mentioned in the proposal for narrowing are Cooke St, Leitch St, Dunn St and Stenness Ave because: [“These intersections are particularly popular for students at the local schools getting to and from school.”](#)

The consultation document states:

- [Narrow the intersections of Cooke Street, Leitch Street, Dunn Street and Stenness Avenue to **shorten the distance for pedestrians** crossing these roads.](#)
 - These intersections are [particularly popular](#) for students getting to and from school.
 - This requires the removal of 11 on-street carparks, shown as yellow lines on the plan.

Leitch and Dunn Sts are wide streets and do link Selwyn and Strickland streets – major arterial roads into the CBD, so the addition of low plantings would “shorten the distance for pedestrians crossing these roads.” In comparison Cooke and Stenness are already relatively narrow and are not through roads. Plus it does NOT state to shorten distance across Selwyn St – which this plan definitely does at Cooke and Stenness.

The questions we have are:

- Is there recorded data of how these intersections are used by students?
- Is there recorded data of how often students cross Selwyn St from east to west and vice versa?
- Have there been any incidents where pedestrian safety is compromised?
- What is the traffic movement along Selwyn St at pre and post school times when students are using this road, is it busy, in what direction are the cars going, north or south
- Was there any consideration for the closeness to Leitch St turning onto Selwyn St going north with 2 pedestrian egress areas immediately narrowing Selwyn St?
- Why are there 2 pedestrian egress at both Cooke and Stenness?
- Has there been any consideration of the already multiple homes accessing single driveways on the eastern side of Selwyn St opposite these two identified streets?

We have surveyed student movements over a period of two days as to how they use Cooke, Penrith St's and Selwyn St prior to school and after school and this simple survey showed us that:

- Morning movements mostly towards South Intermediate – bulk of students walked/scooter on either side of Selwyn, while many of those choosing to cross Selwyn St at Penrith or Cooke were accompanied by adults/parents, presumably going to Somerfield Primary.
- Afternoon movement bulk reverse direction – again bulk of students walked on either side of Selwyn, not across Selwyn St.

Direction of pedestrians	Morning – on way to school	Afternoon – on way home from school
Walking on Selwyn St footpath	75%	91%
Crossing Selwyn St to/from Cooke St	12% mostly with parents	6% one parent
Crossing Selwyn St from Penrith St	14% mostly with parents	3% -1 student & 1 adult

As seen by our very simple two-day survey the bulk of the students use Selwyn St footpaths to get to and from school and those crossing Selwyn often are accompanied by parents.

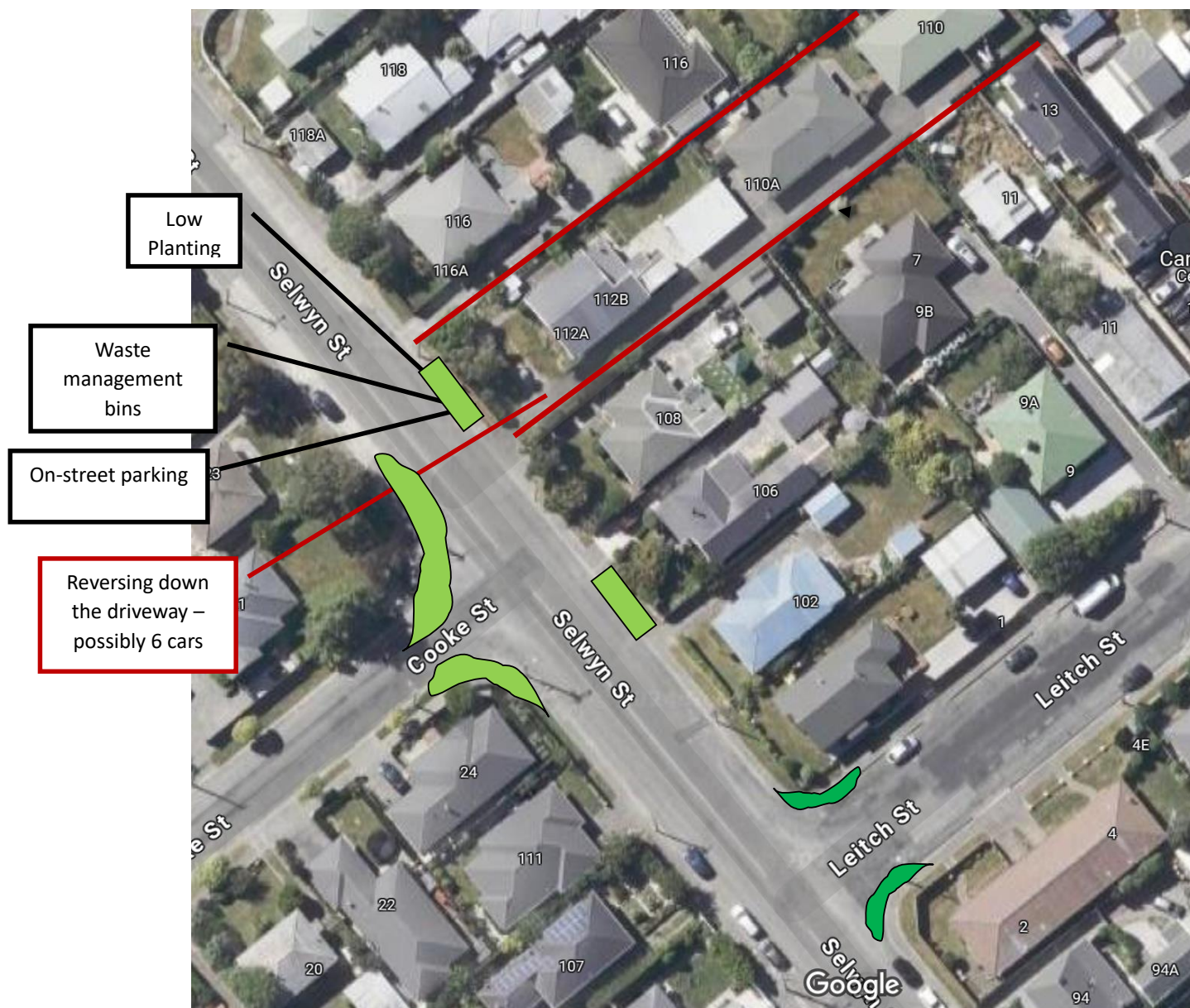
From our research and our use of the eastern side of Selwyn St that would be directly impacted by adding road furniture (low planted barriers) across Selwyn St to Cooke St, will complicate road safety for all users - pedestrians and drivers alike. We have not carried out the same research at the Stenness Ave area so cannot comment on student movement there.

We **object** to the proposal of plantings and pedestrian egress north and south of 110 and 112 Selwyn across to north of Cooke St as residents of [REDACTED]. In our particular situation there are four different houses along a single driveway and can have up to 7 vehicles accessing these properties including overnight on-street parking. By adding these two berms backing out onto Selwyn St, visibility and space to back into will both be compromised. While on waste management days there can be up to 8 bins on the foot path, from these 4 properties.

From Cooke St to Penrith St on the eastern side of Selwyn St (#108 – 122) there are 10 different residences compared to 5, half that of the western side of Selwyn St (#121 – 129). So parking, visibility and waste management issues are halved on the western side of Selwyn St.

This plan may have considered foot traffic and enhancing their safety, but it is at odds with the rapidly increasing infill housing adding to the already considerable multiple housing along private laneways that usually involve vehicles backing out onto Selwyn St.

See photo of the area proposed below.



Is there anything else that the Waihoru Spreydon-Cashmere-Heathcote Community Board should consider before making a decision about these plans?

We would like to see the Community Boards vision/plan for Selwyn St and surrounding feeder streets in 50 years' time. Currently this suburb is subjected to rapid infill housing which is increasing the possible volume of pedestrian, cyclist and motor vehicles both accessing the foot paths, parking areas and the roads.

With our objection to the proposal around Cooke St and the eastern side of Selwyn St a better proposal could be to put the low plantings and shortening the distance across Selwyn St around the corners of McCombs and Penrith as parking, waste management is not allowed in these areas anyway. Plus, our research showed the bulk of students coming out of or going into Penrith Ave. However, with the enhanced area at Roker St is this needed.

We would like to think that money could be redirected towards student/parent education as to how to:

- Take a route of 'safe' and/or controlled intersections to cross Selwyn St, at:
 - South Intermediate,
 - Milton St traffic lights
 - Roker St with median safety barriers
 - Somerfield St with road hump, stop sign, road edge plantings and mid block pedestrian island.
- safely interact with vehicles on Selwyn St,