



# St Peter's School Crossing Improvements

## Submission from Spokes Canterbury

Reference: <https://letstalk.ccc.govt.nz/st-peters-crossing>

Tēnā koutou katoa

Thank you for the opportunity to comment on the proposed St Peter's School Crossing 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

Spokes fully supports the proposed changes on Beckenham Street, including the traffic calming and improved safety for the children going to school. It has been useful to trial these changes in advance of the proposal.

### Crossing at St Peter's School Entrance (17/18 Beckenham St)

Spokes Supports:

- the raised crossing.
- the yellow no-stopping lines. The flexi-posts have been effective in preventing illegal parking, so please consider retaining these beyond the paved area.
- the tactile pavers.
- paved area (please clarify height).

Spokes would prefer:

- a joint cycle/pedestrian zebra crossing which would give priority to those using active transport rather than motor vehicles.
- red on-street paint on approach to the raised crossing to raise awareness
- sharrow markings to encourage cyclists to claim the "lane" and not get squeezed at the raised crossing
- repeat 30 km/h speed limit signs to remind people of the speed.

- A wider covering over the deep curb and channel. It is not clear from the plan if it is wider than the 3.0m crossing which could be problematic if a child cuts the corner.

## Tennyson Street /Beckenham Street Intersection

### Spokes supports:

- the speed hump.
- the no stopping lines.

### Spokes would prefer:

- moving the speed hump back further from the limit line. When the speed hump is too close to the intersection, drivers tend to roll over into the cycle lane.
- the now standard treatment of stripped green paint in the Tennyson Street cycle lane at the intersection to remind drivers to give way to cyclists, and remind cyclists that they are sharing the space. The Tennyson Street cycleway, while dated in design, is an important and popular connector across the city.
- a clearer indication of where pedestrians can safely cross the street here, with tactile pavers.
- I have taken out the sharrows on the road.

### In addition, Spokes would like to see on Beckenham Street

- trees in place of some on-street "parking" space.
- wider footpaths with new kerb and channel.
- improved street lighting (if this currently meets the standard, then the standard needs changing).

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.

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