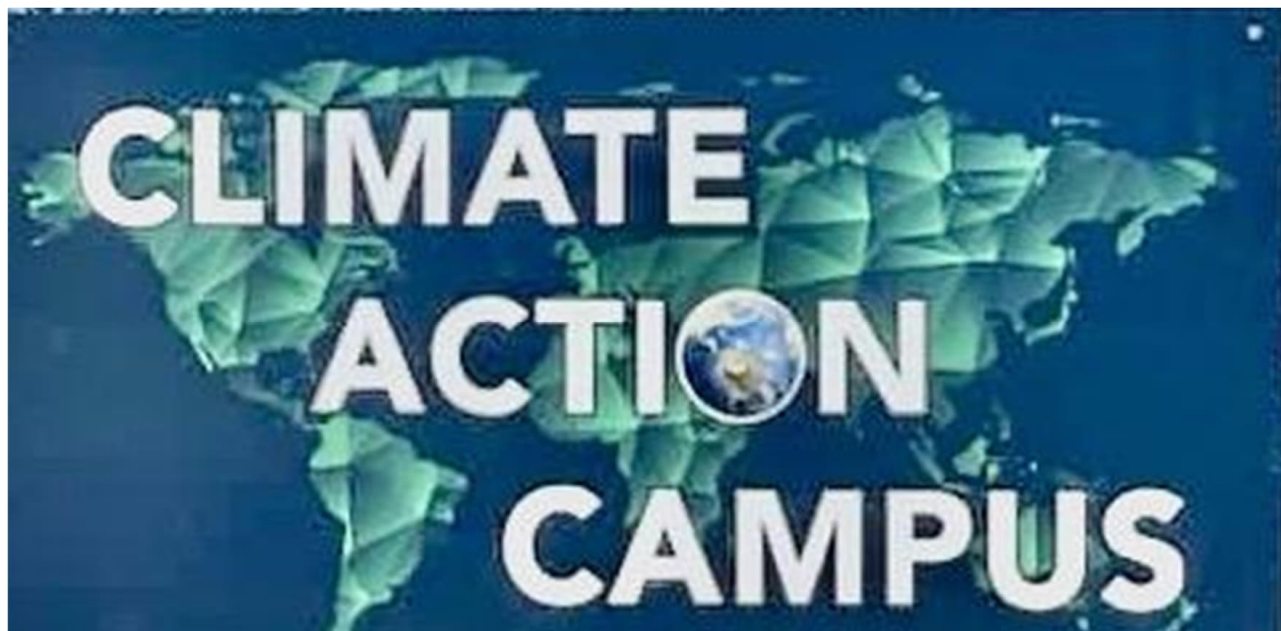


Waitai
Coastal-Burwood-Linwood Community Board
MINUTES ATTACHMENTS

Date: Monday 12 February 2024
Time: 4.31 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
5.1. Deputations by Appointment - Climate Action Campus	
A. Climate Action Campus Presentation.....	3
9. Bridge Street / Estuary Road Roundabout - Proposed Intersection Safety Improvements	
A. Bridge Street Estuary Road Roundabout Improvements Presentation.....	20
10. Travis/Bower/Rookwood Intersection Safety Improvements (#Part A#)	
A. Travis/Bower/Rookwood Intersection Presentation	32

Climate Action Campus Lease in the Red Zone



CLIMATE ACTION CAMPUS | BACKGROUND AND VISION

New Zealand's First Climate Action campus - here in Ōtautahi

Climate change places an incredible responsibility on all of us alive now as we are the last people who can ensure that the planet remains liveable. We need students, their families, and teachers and the wider community to be aware of possibilities and actions.

The generation now at school is faced with unprecedented changes in climate that will affect every aspect of their lives. That can induce a sense of hopelessness, and despair and a sense that there is no future- a sense of climate anxiety or angst. It's important that they understand what's happening, what can change, how it can change, what they can do themselves, the actions that need to be taken and see the opportunities that can be created. The science of climate change will be very important as will all aspects of environmental and ecological awareness. But we want to use the incredible creativity and innovation students have as well.

Students will be encouraged to take their own climate action. It might be in the field of research, food, any form of technology, energy, transport, a social enterprise, a new small business, actually pretty much anything!

The climate action campus would aim to be zero emissions and zero waste and that would include devising solutions in transport, energy, food and waste.

The campus includes the whole of the buildings and grounds of the former Avonside Girls High, currently occupied by Linwood College but which we get to take over early next year when Linwood moves into their new buildings. It will also use the 1.8 hectares of Red Zone land adjacent to the school in Cowlshaw Street, which it is already leasing, so it will have a lot of buildings, and space.

On the Red Zone space (which we have now) we intend to develop:

- gardens for growing food and methods of reusing or composting waste food and possibly growing new foods
- soil restoration of several sorts
- glasshouses, meeting places and play and pizza oven
- an orchard and native trees
- chickens for eggs (and also their wonderful manure)
- worm farms and composting
- bees
- research capability across the field of sustainability and regenerative agriculture
- Mahinga Kai































Bridge/Estuary roundabout safety improvements

Edwin Tiong & Samantha Smith

SSO

Why the Bridge/Estuary roundabout?

- One of the main access point to the South New Brighton area.
- Located close to Kidsfirst Kindergartens South Brighton, South New Brighton School, Estuary Road preschool, Brighton Street dairy, Dune cafe, local community shops, and The Common Ground.
- There are large numbers of people using active transport through this intersection (walking, cycling, scooting).
- The community has advocated for safety improvements at this intersection.
- Regardless of the mode, we want everyone to get to where they are going safely.



Slide 2

- SS0

[@Tiong, Edwin]

are you able to replace this picture with something relevant? 😊

Smith, Sam, 2024-02-07T22:44:09.521
- SS0 0

Done!

Smith, Sam, 2024-02-07T22:50:04.067

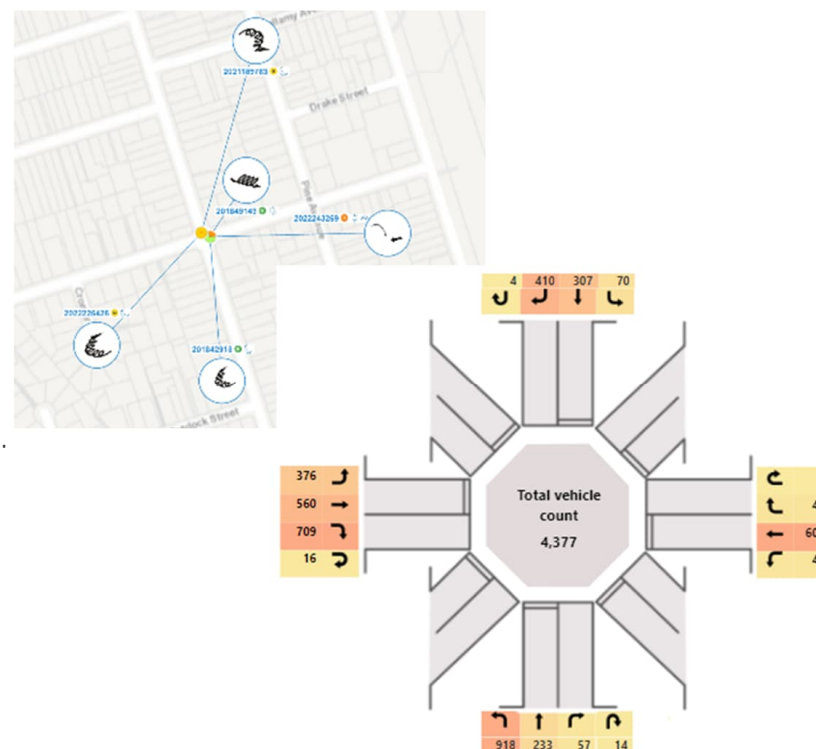
Current issues

- Pedestrian/cyclist crossing sight distance when crossing the roundabout is restricted by parked vehicles, boundary fences and buildings.
- Vehicles speed through the roundabout, especially left turn from south of Estuary Road into west of Bridge Street.



Bridge/Estuary – Data

- Crash history from 2018-2023:
 - 5 recorded crashes – 1 serious, 2 minor, 2 non-injury.
 - Serious crash involved a cyclist on Bridge St right turn into south of Estuary Road hit by vehicle entering from Bridge Street east approach.
 - 4 of 5 crashes involved loss of control, 2 travelling southbound and 2 travelling northbound.
 - All 4 crashes above are alcohol related crashes.
 - No reported pedestrian related crashes.
- Traffic counts Sept 2022
 - 4,377 vehicles travelling through the intersection per day.
 - 918 left turns from south of Estuary Road into west of Bridge Street.
 - 376 left turns from west of Bridge Street into north of Estuary Road.
- Speed counts
 - Average speed on Bridge Street is 56.7km/h (May 2019)
 - Average speed on Estuary Road is 49.7km/h (Sep 2020)



Options considered

Two traffic calming measure options considered:

- 1) Temporary rubber speed cushions pads on the approaches to the roundabout.
- 2) Permanent asphalt speed humps on the approaches to the roundabout.

Rough cost estimates for both options only differ by about \$3,000. Therefore, our recommendation is to go for a more permanent traffic calming solution rather than a temporary one.

Proposed improvements

Asphalt speed humps on each approach.

Eight yellow cycle holding rails on footpath sides.

Warning and directional tactiles on southeast side of roundabout.

Highlight the presence of cyclists using sharrows (shared cyclist – car lane).

No Stopping restrictions on the west side of Estuary Road south and south side of Bridge Street east.

Cyclist/Pedestrian warning signs on Bridge Street approaches.



Consultation & engagement

Tactics

- Staff attended Food Truck Friday, shared consultation documents and collected in person feedback.
- Local businesses were visited, provided with the consultation document, and asked if they wanted to have a poster available in their business. These documents were also available at New Brighton Library, The Bridge Hub and Civic Offices.
- Staff met with South New Brighton School to discuss the changes.
- The consultation was marketed via the Council and community Facebook channels, the school newsletter, and community organisations' channels.
- Emails were sent to all key transport stakeholders, including FENZ, NZ Police, St John, ECan and Spokes.








Consultation & engagement

- 60.6% felt the proposed changes would make the intersection safe or very safe, as opposed to 28.8% at the current intersection.
- The top three themes were that submitters support the use of speed humps/platforms in making it safer, support improving visibility, and would like further traffic calming to reduce speeds. The most controversial aspects of the plan were the speed humps/platforms and loss of parking.
- Please note that 27 submitters explicitly supported the speed humps/platforms, and 10 were opposed.





















Overall shift in safety perceptions

How people currently feel about the current intersection compared to how people would feel with the proposed changes

	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (66)	 -18, -27.3%	 -15, -22.7%	 +12, +18.2%	 +22, +33.3%	 -1, -1.5%





















Consultation & engagement

Shift in safety perceptions by travel method

Main method of travel	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (66)	 -18, -27.3%	 -15, -22.7%	 +12, +18.2%	 +22, +33.3%	 -1, -1.5%
Car – as a driver (40)	 -6, -15%	 -9, -22.5%	 +8, +20%	 +11, +27.5%	 -4, -10%
Walking (13)	 -9, -69.2%	 0, 0%	 +1, +7.69%	 +5, +38.5%	 +3, +23.1%
Bicycle (7)	 -1, -14.3%	 -6, -85.7%	 +1, +14.3%	 +5, +71.4%	 +1, +14.3%

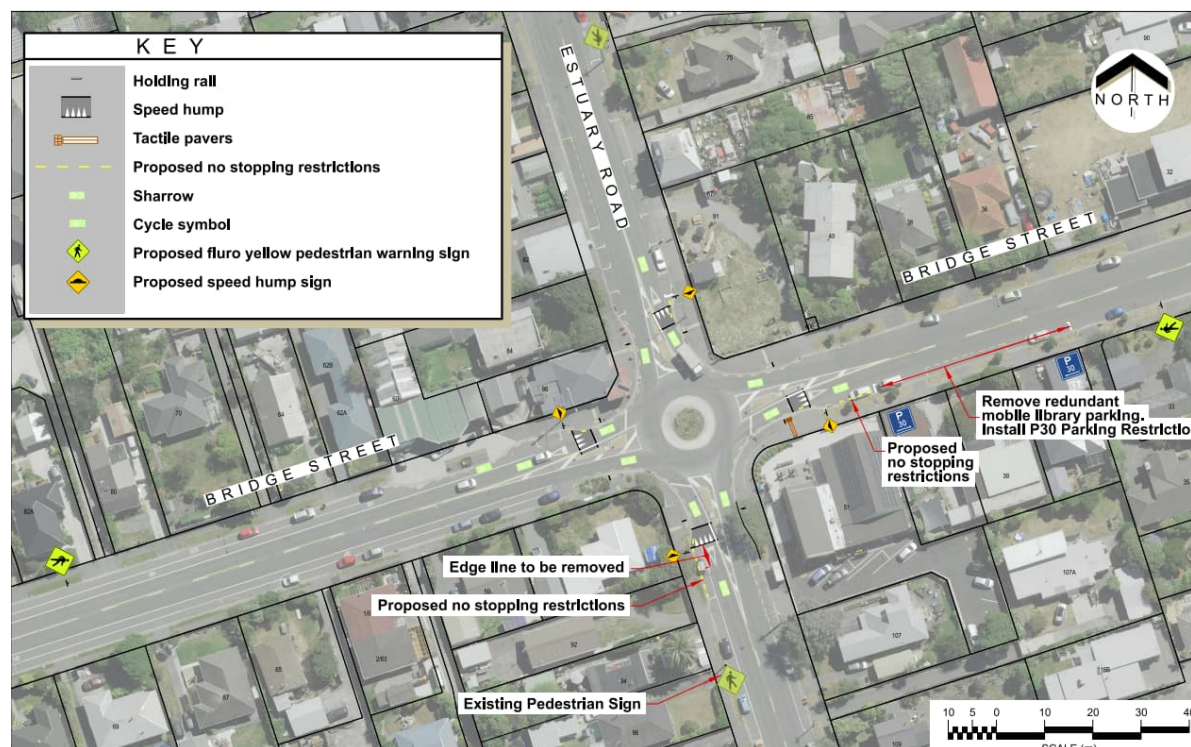
Consultation & engagement

Shift in safety perceptions by reason for travel

Reason for travel	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (66)	 -18, -27.3%	 -15, -22.7%	 +12, +18.2%	 +22, +33.3%	 -1, -1.5%
I live here (40)	 -13, -32.5%	 -9, -22.5%	 +8, +20%	 +14, +35%	 0, 0%
I visit here sometimes (12)	 -3, -25%	 -5, -41.7%	 +1, +8.3%	 +4, +33.3%	 +3, +25%
I commute through here (7)	 -1, -14.3%	 0, 0%	 +3, +42.9%	 +1, +14.3%	 -3, -42.9%

Changes following consultation

- Sharrows on entries and exits of the roundabout.
- Replacing the redundant mobile library parking with P30 parking to accommodate drop off and pick up for Kidsfirst Kindergarten and for Dune Café customers.
- Replacing the existing agapanthus on the south-west corner of roundabout with a lower vegetation plant.

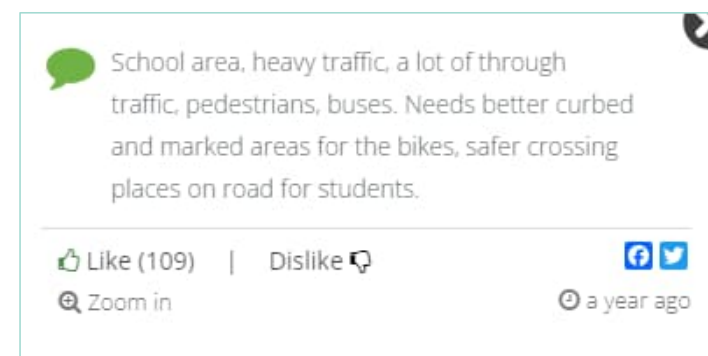


Travis/Bower/Rookwood safety improvements

Georgia Greene, Gemma Dioni, & Kiran
Skelton

Why Travis/Bower/Rookwood intersection?

- Located close to Shirley Boy's High School, Avonside Girls' High School, Rawhiti School, local shops, and facilities.
- This intersection received a large response for safety improvements through the Safe Speeds Neighbourhood consultation.
- Has also been raised through tickets
- Regardless of the mode, we want everyone to get to where they are going safely.

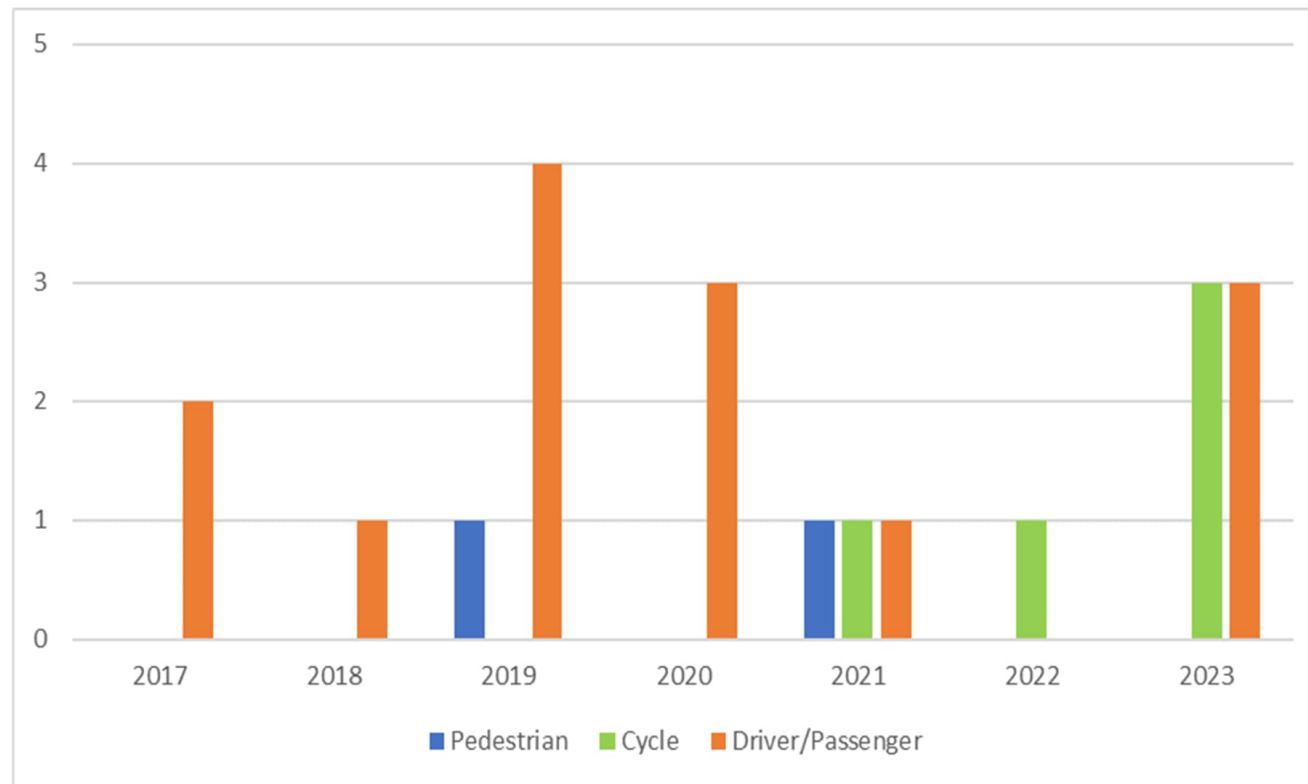


Current issues

- The current facilities can't accommodate the high volume of cyclists and pedestrians at peak hours.
- Pedestrian islands have limited room for people to wait.
- Pedestrians must cross two lanes on the Travis Road approach.
- Reports and feedback have highlighted that vehicles speed through the roundabout.

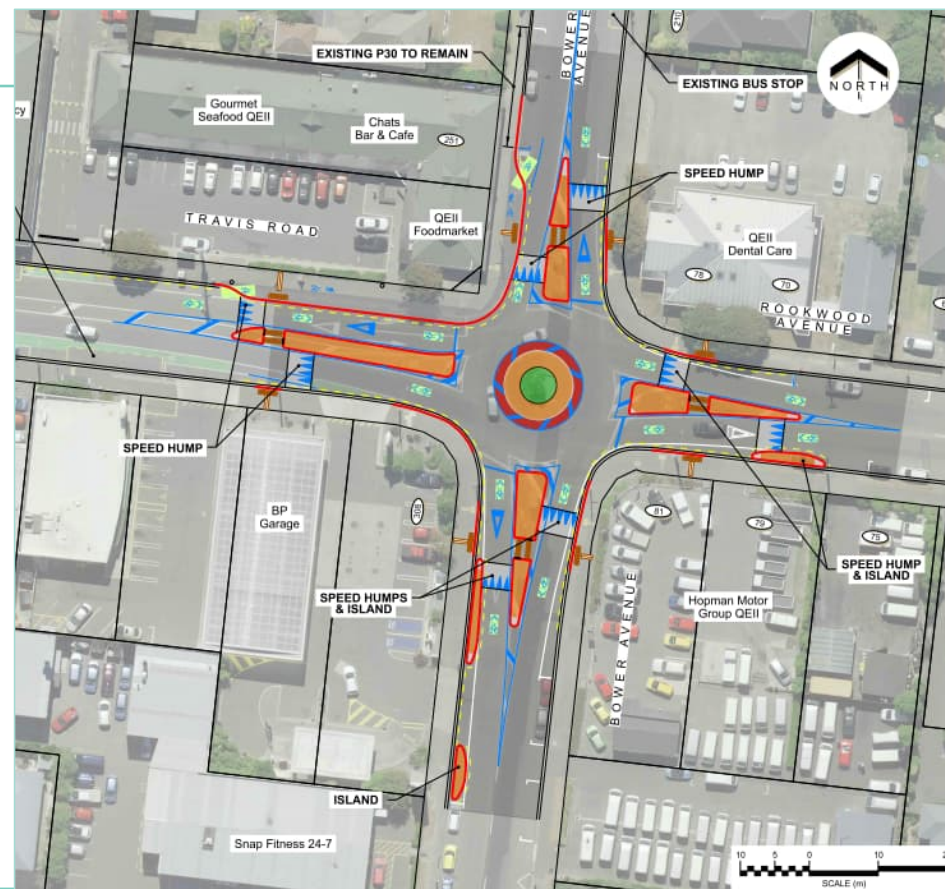


Travis/Bower/Rookwood – Crash history



Proposed improvements

- Speed humps on each approach and departure.
- Improved pedestrian crossing points.
- Larger pedestrian refuge islands.
- Widen and install a shared path on the north-west corner by removing the short-left turn lane.
- Highlight the presence of cyclists using sharrows (shared cyclist – car lane).
- Marking around the centre roundabout to encourage slower speeds.
- Additional kerb build outs.



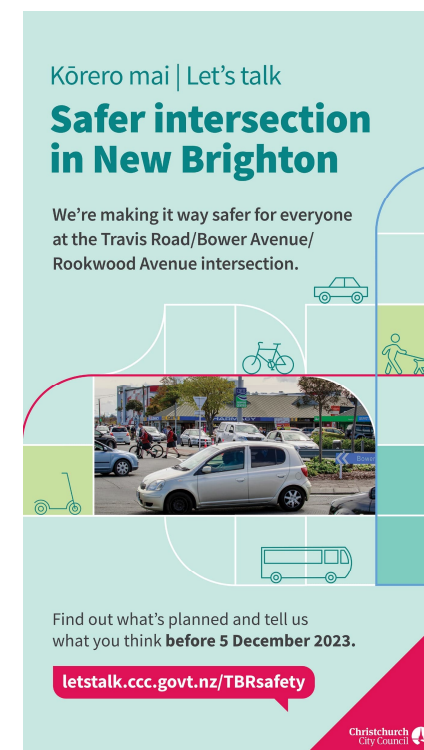
Consultation & engagement

Tactics

- Leaflets to all local businesses for customers and locals to pick up and read.
- Information communicated through Council and community Facebook channels and school newsletters.
- Emails sent to key transport stakeholders.
- Signage put up around the intersection.

Key points

- All local businesses who responded, schools and key transport stakeholders that responded were supportive of the proposal and the issues it sets out to address.
- Feedback from QEII Food Market was taken into consideration and resulted in changes to the yellow line markings.








Consultation & engagement

- 44% felt the proposed changes would make the intersection safe or very safe, as opposed to 29.7% who felt the same about the current intersection.
- The top three themes were that submitters felt traffic lights would be a safer improvement for the intersection, support for speed humps and their effectiveness to slow traffic down, and concern that the proposal would cause more congestion by removing the left turn lane and narrowing traffic.





Overall shift in safety perceptions

How people currently feel about the current intersection compared to how people would feel with the proposed changes

	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Overall (163)	 -1, -0.6%	 -29, -17.8%	 +7, +4.3%	 +30, +18.4%	 -7, -4.3%

Consultation & engagement

Shift in safety perceptions by travel method

Main method of travel	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Car (as a driver and passenger) (132)	 +3, +2.3%	 -18, -14%	 +7, +5.4%	 +18, +14%	 -10, -8.5%
Bike (21)	 -4, -19%	 -6, -28.6%	 -1, -4.8%	 +9, +42.9%	 +2, +9.5%
Walk (5)	No change 0, 0%	 -3, -60%	 +1, +20%	 +2, +40%	No change 0, 0%

Three submitters stated their main mode of travel was by bus, however this group was too small to analyse meaningfully.

Consultation & engagement

Shift in safety perceptions by reason for travel

Reason for travel	Very unsafe	Somewhat unsafe	Neutral	Somewhat safe	Very safe
Local resident (106)	<div><div></div></div> <div>+3, +2.8%</div>	<div><div></div></div> <div>-11, -10.4%</div>	<div><div></div></div> <div>+8, +7.5%</div>	<div><div></div></div> <div>+7, +6.6%</div>	<div><div></div></div> <div>-7, -6.6%</div>
Parent of student (26)	<div><div></div></div> <div>-6, -23.1%</div>	<div><div></div></div> <div>-7, -26.9%</div>	<div><div></div></div> <div>+1, +3.8%</div>	<div><div></div></div> <div>+11, +42.3%</div>	<div><div></div></div> <div>+1, +3.8%</div>
Other (22)	<div><div></div></div> <div>+1, +4.5%</div>	<div><div></div></div> <div>-7, -31.8%</div>	<div><div></div></div> <div>-2, -9.1%</div>	<div><div></div></div> <div>+9, +40.9%</div>	<div><div></div></div> <div>-1, -4.5%</div>

Eight submitters stated their use of the intersection was as a Taiora QEII user (4) and student (4), however these groups were too small to analyse meaningfully.

Changes following consultation

- Re-instate the parking on the east side of Bower Ave (north)
- An additional crossing point in between the high schools and the roundabout. This will be presented to the Board next month.

