

Notice is given that an ordinary meeting of the Golden Bay Community Board will be held on:

Date: Tuesday 9 March 2021
Time: 9.30am
Meeting Room: Collingwood Fire Station, Elizabeth
Venue: Street, Collingwood

Golden Bay Community Board

LATE ITEMS AGENDA

LATE ITEMS

8 CORRESPONDENCE

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8 CORRESPONDENCE

8.2 LATE ITEMS REPORT

Information Only - No Decision Required

Report To: Golden Bay Community Board
Meeting Date: 9 March 2021
Report Author: Jess McAlinden, Team Leader Customer Services
Report Number: RGBCB21-03-6

1 Summary

1.1 Late Correspondence items receive after the creation of the Agenda are attached.

2 Draft Resolution

That the Golden Bay Community Board receives the Late Items Report GBCB21-03-4

Item 8.2

3 Attachments

1.	↓	Chris Bennett	7
2.	↓	Yulia Panfylova	13
3.	↓	John Lee	15

Technical Note

Topic: **Improving Road Safety for Golden Bay High School**

Prepared For: Mike van Enter, Tasman District Council

Version: Final. 16 November 2020

Author: Christopher R. Bennett¹, Golden Bay Cycle and Walkways Society Inc.

OVERVIEW

At the request of Tasman District Council, the Golden Bay Cycle and Walkways Society Inc. (GBCWS) agreed to participate in a road safety audit of proposed upgrades to the Meihanan Street – Rototai Road intersection in Takaka. During this process it became clear that there was a lack of community support for this proposal, and that an alternative design could potentially give better road safety benefits, and be more accepted by the community. This memo presents that alternative design. The road safety audit was not conducted in light of the major design changes.

PROCESS

Prior to the site visit a detailed review was made of the comments on the Takaka Noticeboard Facebook Group, and a number of persons who expressed strong opinions in opposition to the proposed changes were contacted for further discussions. The opposition was largely around:

- The proposed closure of the connector section of Rototai Road between Meihana Street and Commercial Street;
- The location of the proposed pedestrian crossing on Meihana Street just west of the Rototai Street intersection; and,
- The project not considering the upgrade of the Meihana Street – Commercial Street intersection with a roundabout. This was not part of the design brief for this project so not considered any further.

The site visit was conducted on 11/11/20 at 08:30 to view the morning movements. A second visit in the afternoon was cancelled when it became clear that the team considered that the current design would benefit from being revisited. The review team consisted of Christopher Bennett (road safety specialist), Wouter DeMaat (Chairperson of GBCWS), and two local residents: Robin Dawson and Alexis Bourgeois. During the survey mothers taking children to school were also spoken to.

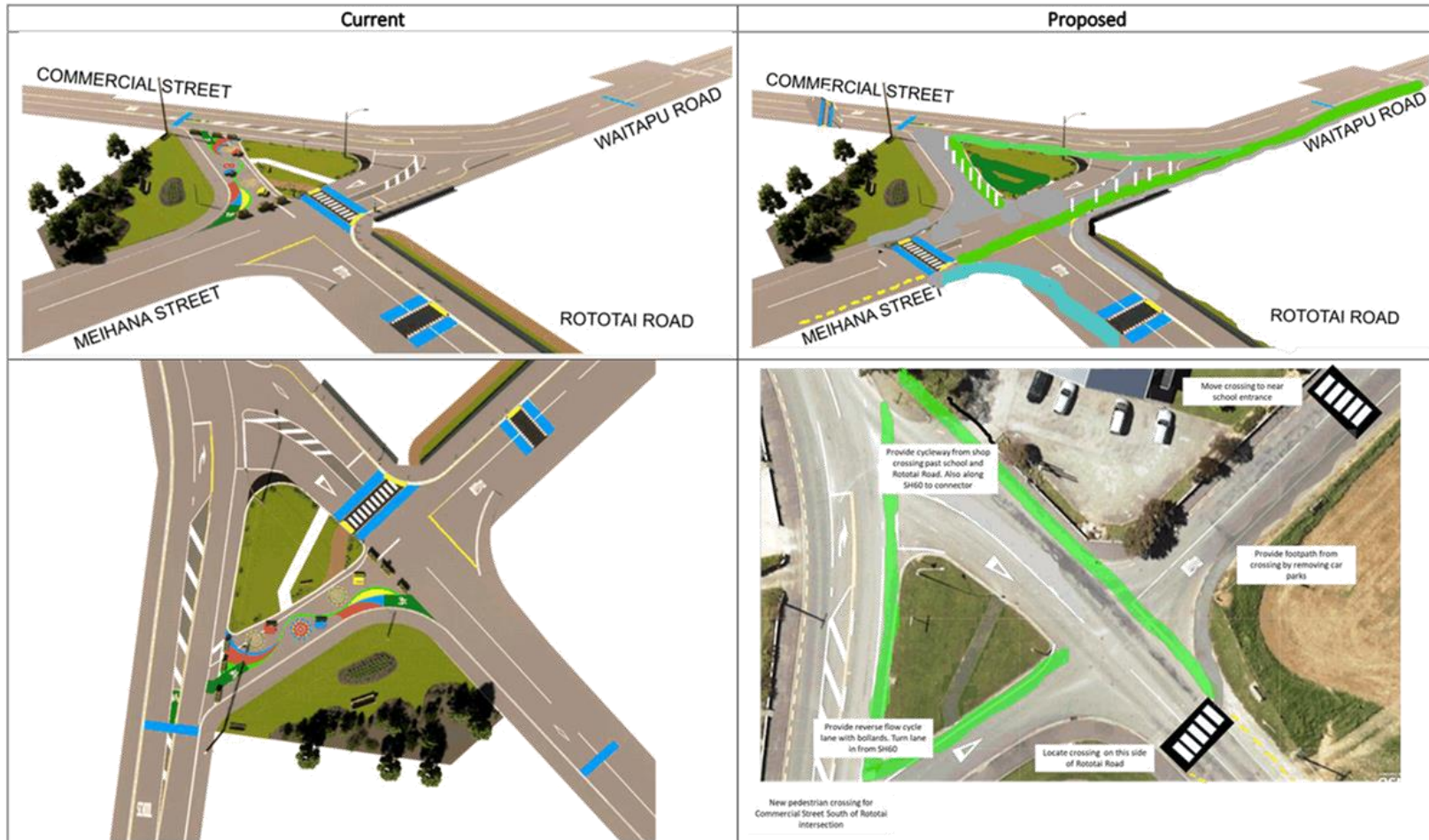
FINDINGS

It was clear from the site visit that the concerns expressed online had merit, and that the proposed solution had a number of issues and would benefit from a redesign. The following page shows the recommendations arising from the site visit. This proposed design also contains more safety improvements for cyclists. It prioritizes the safety of vulnerable users over vehicles, in particular with the Commercial Street cycle connector.²

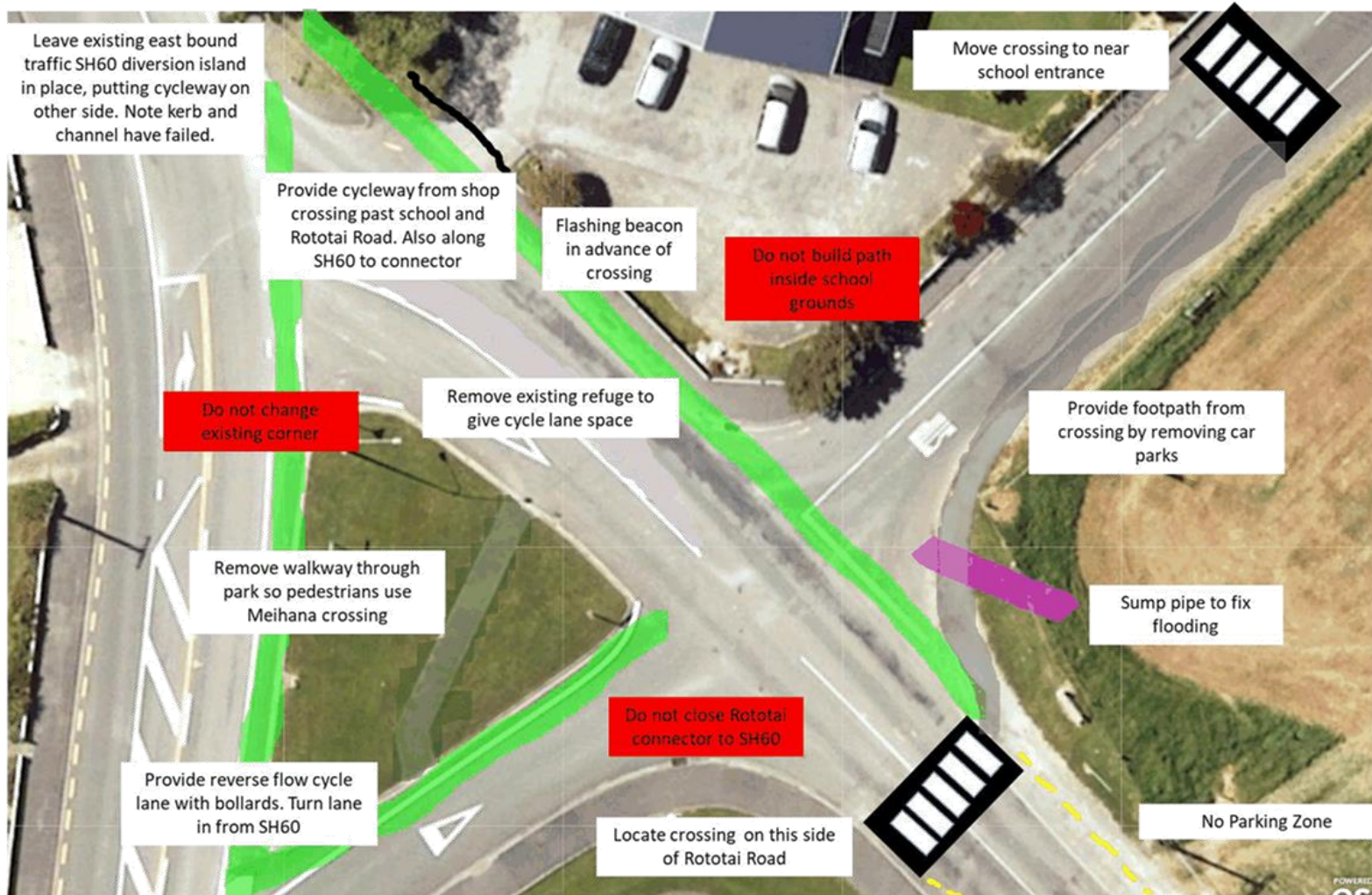
¹ Road safety specialist. B. Eng. (Civil), M. Eng. (Transportation), Ph.D. (Transportation). 92 Bay Visa Drive, RD1 Takaka, chris@lpcb.org.

² Based on a review of accident history provided by TDC.

Current vs Proposed GBCWS Design



Details of Proposed GBCWS Design



New pedestrian crossing for Commercial Street South of Rototai intersection

Flashing beacon in advance of crossing

The specific proposed changes are:

- **Do not close the Rototai Street connector**
 - This connector was apparently installed in the 1950's, presumably to improve traffic flow. It is not shown in the 1949 aerial photo
 - This is used by a lot of vehicles, particularly in the morning, and there is an increased risk of road safety issues by channelling them all through the Y intersection with Commercial Street.
 - We acknowledge that there have been crashes here in the past, however, the general low speed environment means they are not serious
 - There is significant community push back for this
 - Significant cost savings will be made as this removes the need to shift the light post and do the corner widening to allow left turns
- **Move the Meihana Zebra crossing from west of Rototai Road to east of Rototai Road**
 - This will provide good sight distance for approaching traffic from the west as eastbound traffic may not expect a crossing so close to the intersection
 - It will eliminate any impact of vehicles queuing back from the SH60 intersection and affecting the crossing
 - It will eliminate the potential for vehicles to turn from Rototai to head west and then block the intersection due to pedestrians being present
 - It removes the need to construct the proposed path inside the school ground
 - It provides a more natural flow for pedestrians coming from Town wherein they turn right on the Rototai connector, cross the zebra crossing and continue to the Rototai crossing
 - With the Zebra crossing in the new location:
 - Provide a footpath along the area of the current car parks to a crossing on Rototai road located near the school entrance
 - Upgrade the existing mini sump on the corner of Meihana Street-Rototai Road to a standard sump with a possible upgrade of the opposite side of the road too and construct a soakpit
 - Have no parking to the east of the Zebra crossing
 - Flashing beacons are recommended
- **Move the proposed Rototai crossing further back** towards the new school entrance:
 - Left turning vehicles may have trouble seeing pedestrians when turning at speed with its current proposed location
 - Provide a footpath along the area of the current car parks to a crossing on Rototai road located near the school entrance
- **For cyclist safety:**
 - Shifting the pedestrian crossing to the east of Rototai Road allows us to remove the existing pedestrian refuge on Meihana Street
 - The 11.3 m width be reallocated with a minimum 1.8 m cycleway. This should be extended back through the gap in the channelization for eastbound traffic where there is a (largely unused) gap, potentially to the shop crossing
 - Since there are cyclists who turn right against traffic on the short Rototai Connector, install a cycleway there, with bollards to separate from traffic
 - Maintain the existing SH60 cycleway right turn proposal as per the current design
 - Repair kerb and channel to west of the Meihana Street-Commercial Street intersection
- **Others:**
 - Keep the existing "dog-leg" island from Commercial Street into Meihana Street to slow incoming traffic from SH60
 - A pedestrian crossing on Commercial Street to the west of the Rototai Road intersection should be considered
 - With this proposal the existing footpath across the 'triangle' becomes redundant and should be removed
 - Recommend active 40 km/h speed signs as at Motupipi School be installed

- A sign 'To Town Centre' should be installed on Meihana Street as tourists are often confused

Jess McAlinden

From: Yulia Panfylova
Sent: Wednesday, 3 March 2021 11:28 am
Subject: Streets for People Meihana/Commercial intersection update

Kia ora koutou,

Update on Streets for People trial project

The next step in this trial project will be the closure of the link road between Meihana and Commercial Streets using wooden planter boxes. This work is expected to happen on Thursday 11 March, weather permitting. Access will remain for pedestrians and cyclists. Once this closure is in place, the Golden Bay High School students will install some artwork on the road to create a more inviting and people-friendly area. Some street furniture will also follow.

With the support for the school community, the aim is to shape this intersection and the surrounding area in a way that allows more people to move around safely and creates a space for people to enjoy.

As this is a trial project, we'll be seeking feedback on how effective the community feels it is once it has been in place for a while.

Yulia Panfylova | [Community Development](#)
[Community Partnerships Officer](#)
Extension 803 | DDI +64 3 543 8403

Jess McAlinden

From: Abbie Langford <abbie.langford22@gmail.com>
Sent: Monday, 1 March 2021 5:24 pm
To: Reception Richmond
Cc: John Lee; Golden Bay Community Board; Jess McAlinden
Subject: Re: attention; Chair Golden Bay Community Board.
Attachments: image687464.jpg

Hi John

Many thanks for your email. Firstly, I am sorry that you had to have an ambulance call out, and I hope the person in question is feeling better.

I am pleased that a service request has been lodged for you, and I will also ensure that the issue is discussed at our next board meeting.

In response to your questions, it is the owners responsibility to maintain clear access on private driveways for emergency services, and council responsibility to ensure that public roads and access ways are clear.

I will be following up with emergency services to get a better idea of areas that are causing issues, as it is extremely important that emergency services are not delayed in reaching people.

I will be in touch with the outcomes after our meeting.

Kind Regards
Abbie Langford

On Mon, 1 Mar 2021, 4:59 pm Reception Richmond, <Reception.Richmond@tasman.govt.nz> wrote:

Good afternoon John,

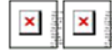
Our Engineering department is required to be notified of any roading issues such as the below, and therefore a service request has been logged to investigate the issues you have noted.

Your email has also been forwarded to the Golden Bay Community Board as requested, as well as our GB Community Board secretary Jess McAlinden in Takaka. Their contact email addresses can be found copied into this email for future reference.

Kind regards,

Lou

Reception Richmond
Customer Services Team
Reception.Richmond@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



This e-mail message and any attached files may contain confidential information, and may be subject to legal professional privilege. If you are not the intended recipient, please delete

From: John Lee <zazamanc73@gmail.com>
Sent: Monday, 1 March 2021 4:06 pm
To: Reception Richmond <Reception.Richmond@tasman.govt.nz>
Subject: Re: attention; Chair Golden Bay Community Board.

BUT my email was SENT EXPLICITLY to the Chair of the GB Community Board !

John Lee

On Mon, Mar 1, 2021 at 12:21 PM Reception Richmond <Reception.Richmond@tasman.govt.nz> wrote:

Good afternoon John,

I have sent a service request to our roading team to investigate and get in contact with you please allow 5-7 working days.

Regards

Reception Richmond
Customer Services Team
Reception.Richmond@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



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From: John Lee <zazamanc73@gmail.com>
Sent: Monday, 1 March 2021 10:27 am
To: Reception Richmond <Reception.Richmond@tasman.govt.nz>
Subject: attention; Chair Golden Bay Community Board.

A St John's ambulance had to visit us recently at 59c Selwyn Street, Pohara and the driver commented that he had been unable to come to the front door because low hanging or over-bushy trees and shrubs along the driveway inhibited direct access; he made the point too that fire engines are even larger than ambulances!

We live at the end of a driveway part of which is PUBLIC road, the rest being privately owned.

The St John driver inferred that this was a problem elsewhere in rural Golden Bay.

I wish to bring this to your attention, as I am sure that it is a problem for Emergency Services elsewhere in the Bay.

So I am asking whether - and if so, what - accountability lies with the Council to ensure speedy access for Emergency Services vehicles and staff to properties down private driveway.

Does the Council also have a duty to ensure that trees and shrubs alongside public roads do not in any way inhibit access for Emergency Services vehicles? I refer above to such a possibility on our driveway,

Sincerely

John Lee

59c Selwyn Street. Pohara