

## Notes of Council Workshop

<b>Group</b>	Council
<b>Date</b>	Tuesday 9 April 2024, 10.30am – 11.30am
<b>Venue</b>	Council Chamber
<b>Topic</b>	Accessibility & Pedestrian Improvements around the Network
<b>Facilitated by</b>	Team Leader – Transportation Operations (I Cruz), Asset Manager Transportation (C Sharland), Road Safety Engineer, Corridor Solutions NZ (A Green), Graduate Engineer, Blueline Consulting NZ (J Spackman)
<b>Elected Members present</b>	Mayor David Trewavas (in the Chair), Cr Duncan Campbell, Cr Karam Fletcher, Cr Sandra Greenslade (via MS Teams), Cr Kylie Leonard, Cr Danny Loughlin (via MS Teams), Cr Christine Rankin, Cr Rachel Shepherd, Cr Kevin Taylor, Cr Yvonne Westerman
<b>Officers present (in addition to facilitators)</b>	Chief Executive (J Gardyne), General Manager Organisation Performance (S Matthews), General Manager Strategy and Environment (W Zander), Acting General Manager Operations and Delivery (T Hale)  Executive Manager to the Mayor (J Later), Infrastructure Manager (R Stokes), Committee Advisor (N Turnbull)
<b>Public / media present</b>	One member of the public
<b>Documents either pre-circulated or tabled</b>	
<b>Public or closed<sup>1</sup></b>	Public

<b>Notes<sup>2</sup></b>
<p>The key focus of the workshop was for the Team Leader – Transportation Operations to seek feedback on intervention options to increase road safety around schools and high traffic areas.</p> <p>The Team Leader – Transportation Operations provided members with a map of each specified location that had been identified as requiring improvements in the Taupō area. The following key feedback points were noted:</p> <ul style="list-style-type: none"> <li>- The safe operating speed in school areas was 30km and there needed to be a solution that safely and consistently brought traffic down to that speed in those areas.</li> <li>- The potential use of zebra crossings in the specified area was discussed, with the point being made that raised crossings would be more suitable for pedestrians with baby strollers or wheelchairs as elevated entry and exit points that were level with footpath curbs assisted in crossing the roads more safely.</li> <li>- Putting obstacles such as a mid-block crossing in those areas could be a good visual cue to initiate drivers to slow down before approaching the crossing.</li> <li>- Each one of the crossings already had an application put forward with Unison to improve</li> </ul>

<sup>1</sup> Workshops are public (and are always advertised whether public or closed), unless there is a good reason(s) for information to be withheld and there is no overriding public interest in holding the workshop in public. Withholding grounds set out in the Local Government Official Information and Meetings Act 1987 (LGOIMA) are a guide. If closed, cite relevant LGOIMA section.

<sup>2</sup> Workshops are not decision-making forums, therefore this document contains notes of key points discussed only, not decisions.

the lighting as needed around the crossings for better vision of pedestrians and drivers during night times.

- There was a high demand from community members in the specified areas for improved crossing, particularly school zones where children cross without parental supervision.

In answer to a member question regarding concern about emergency services such as St Johns Ambulance vehicles driving over speed bumps that could cause disruption to vulnerable patients inside the vehicles, the Road Safety Engineer advised that there were appropriate raised pedestrian crossing options to account for that type of vehicle such as a raised crossing with a gradual incline and decline with a refuge island in the middle that would allow emergency service vehicles and also school buses to have a more gradual and shallow departure (approx. 2-3m) off the crossing.

The Team Leader – Transport Operations advised the group that there was an exercise carried out during the tender process to measure affordability of the possible options. The tender was for concrete raised platforms which was an effective method but would take longer to construct due to the concrete needing to go through a curing process.

The crossings that were near schools were very busy during peak hours and the teachers were unable to supervise those crossings consistently which is why they were requesting improvements to allow children to cross safely and confidently without supervision.

The group spoke about the fatality on the Rifle Range Road zebra crossing in 2018 and the risks that are still present with the high level of traffic going through that area. The shops in that area were within very close proximity, also children on bikes, elderly people, strong sunstrike in the evenings, and heavy tradesmen trucks heading to and from the industrial areas. Members encouraged the transport team to investigate further options to future proof that area such as raising the entire roundabout. The Team Leader – Transportation Operations advised it would be investigated and would be based largely on budget constraints when considering options.

In answer to a member question regarding concern around the pedestrian crossing on Rifle Range Road being so close to the roundabout, causing drivers giving way to the right and looking in that same direction to fail to look at who is on the crossing in time to slow down enough, the Team Leader – Transport Operations explained that in New Zealand the environment of roundabouts and crossings does not give the opportunity for pedestrians and cyclists to be safer navigating the roundabouts, which required behaviour changes from users as well as a physical roading change.

Members thanked the facilitators for their presentation and encouraged a future update.

The workshop closed at 11.29am