# Mosgiel – Taieri Safer Schools Streets Project

## Stage 2 - Trials Engagement Report

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Table of Contents:

# Mosgiel - Taieri Safer School Streets Project:

## Stage 2: Trials Engagement Report

## Final Report on Findings from Community Consultation

This report has been prepared for the Dunedin City Council on the outcomes of the recent community consultation undertaken as part of the Mosgiel-Taieri Safer School Streets Project (Installation of Trial Infrastructure: Stage 2).

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Dated: 17 June 2021

# Background to Project

The Mosgiel -Taieri Safer School Streets project originated from the Mosgiel -Taieri Community Board Annual Plan (2017-2018) and was taken on by Council and local schools in Mosgiel and Outram as a joint project in October 2018.

The aim of this project is to increase road safety for children and their parents walking, cycling and scootering to and from school and to encourage them to walk, scooter and cycle to school more often.

Information on the perceived problems, opportunities and benefits to active travel and road safety to and from Mosgiel and Outram schools was gathered through a parent survey in November - December 2018. Information from disability groups and active transport groups was sought as well, but not provided. Survey findings and traffic data were analysed and three workstreams were identified:

- Education and information workstream: delivery of cycle skills training, bikes in schools, pedestrian crossing safety campaign, Silverstream walking time zone map and decals, Walk 'n Wheel week;
- Liaison workstream: liaising with Waka Kotahi New Zealand Transport Agency (Waka Kotahi) regarding State Highway crossing points and intersections;
- Infrastructure workstream: planning and funding of infrastructure improvements. Concepts to improve safety and ease of active transport were developed by the project partners using best-practice transport engineering and planning expertise.

Infrastructure implementation was to take place in stages, beginning with installing trial infrastructure before permanent work.

# Waka Kotahi Involvement

**Waka Kotahi, New Zealand Transport Agency (Waka Kotahi) – Innovating Streets For People Programme**

In March 2020, Waka Kotahi announced an Innovating Streets for People pilot fund for tactical urbanism projects with a financial assistance rate of 90%. The Council, with support from the Community Board, applied for funding of trials in Mosgiel and Outram which was approved in June 2020.

Waka Kotahi's Innovating Streets for People programme aims to make it faster and easier to transition our streets to safer and more liveable spaces. The approach is to test street designs with low-cost and adjustable materials in combination with gathering of data and community feedback. The benefit is that the trial infrastructure design options can be adjusted as feedback and data indicate it can be improved. The process of making changes and collecting and analysing information is repeated until the design has evolved into a form that is fit for permanent implementation.

This approach allows the community to test infrastructure, get a feel for what their street could be like and provide real time feedback based on their experiences. This approach also assists the Council in understanding the community's views on the proposed changes and to enable them to build a case for funding for permanent infrastructure from Waka Kotahi and its own funding streams.

# Timeline for Project

**2018**

- Mosgiel Community Board Annual Plan included project.
- **October:** Local Schools, Community Board and DCC form a project team.
- **November / December:** School parents surveyed on project.

**2019**

- **January / February:** Analyse findings of parent survey. Results show parents want more crossings and footpaths. They are concerned about driver behaviour and high vehicle speeds.
- **March - August:** Project team develops concepts.

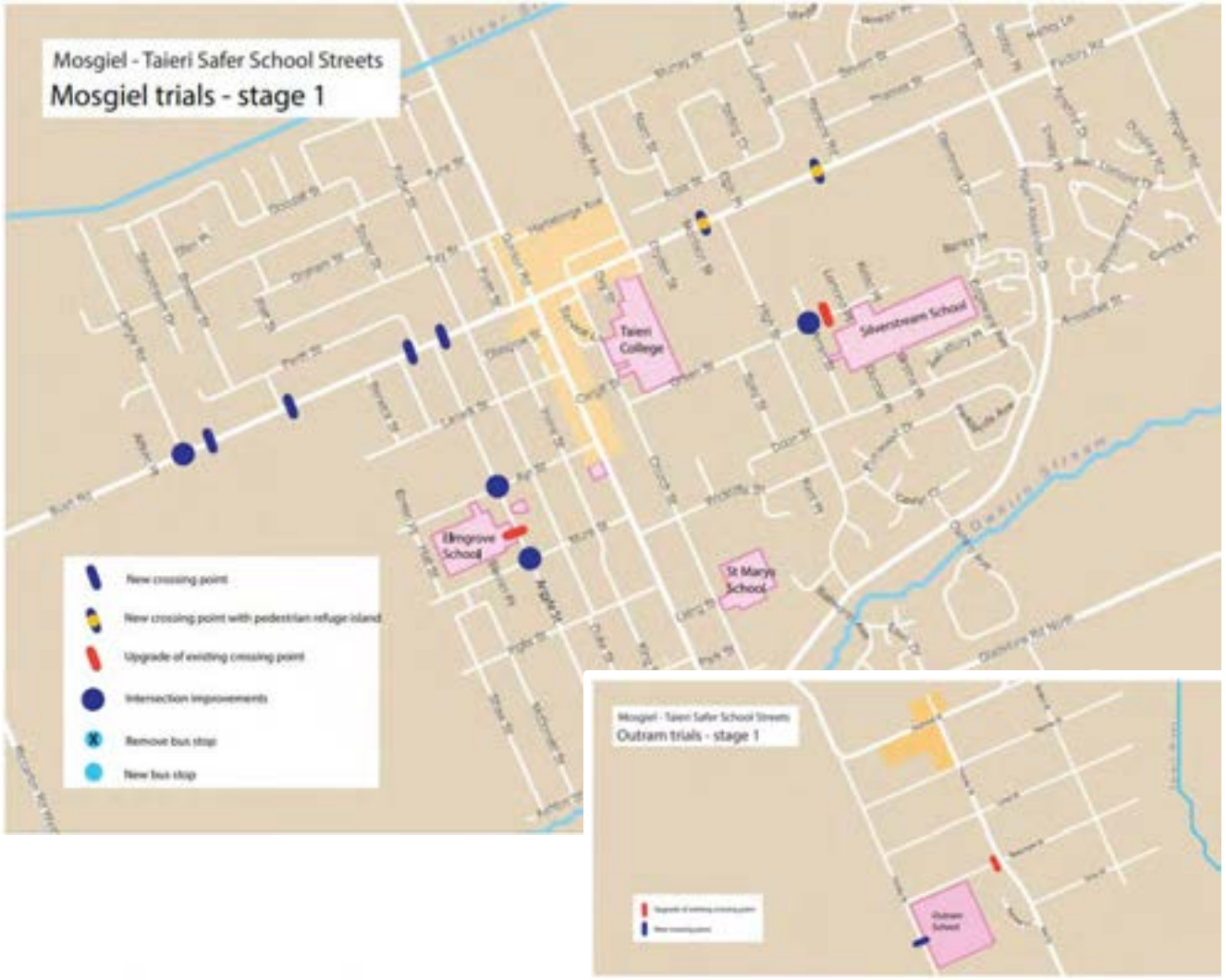
**2020**

- **June:** Waka Kotahi agrees to fund 90% of project costs.
- **October:** DCC installs trial infrastructure i.e. crossings and kerb build outs (**Stage 1**).
- **October / November:** Initial feedback collected and analysed.

**2021**

- **February:** Changes made to trial infrastructure as a result of feedback and further trials proposed (**Stage 2**).
- **March / April:** Consultation period providing opportunity for feedback on trial infrastructure.
- **June:** Findings from consultation period analysed. Trials Engagement Report prepared.

# Installation of Trial Infrastructure (Stage 1) in October 2020




- Installation of **four new crossings** at points along Bush Road between Carlyle Road & Gordon Road;
- Installation of **two new crossing points** along Factory Road near Morrison Street & Rentons Road;
- Installation of **one new crossing point** at Outram School on Formby Street;
- Installation of **four intersection improvements** at Carlyle Road & Bush Road; Mure Street & Argyle Street; Arran Street & Green Street and the intersection at Ayr Street & Argyle Street;
- Work with ORC to **rationalise bus stops** and align with crossings;
- The upgrade of existing crossings Argyle Street, Green Street and Beaumaris Street **were not installed**.

# Changes to Trial Infrastructure (Stage 2) in February 2021

**Changes to be made as a result of Stage 1 feedback**

**Paint crossing red***
To encourage slower speeds and awareness of crossing and walking activities.

**Painted road art***
To encourage slower speeds and awareness of crossing and walking activities.

**Install new crossing**
We received feedback that a crossing is needed in this location.

**Relocated crossing**
Feedback and observations of trial crossings have shown the crossing should be in this new location.

**Remove crossing**
This trial crossing has not been used much.

**Trial 'no entry' (for one month)**
To create quieter streets that are safer for walking and cycling. Only to be implemented if supported by directly affected residents.

**Cycle lane**
To connect to Factory Road cycle lanes, provide cycle access to local schools and slow vehicle speeds. Only to be implemented if supported by affected residents.

Areas that are not changing at the moment.

**All planter boxes will be removed**
Feedback showed that people don't like them and they are not necessary to achieve safety outcomes.

*to be installed in a few weeks time

Note:

- Painted Red Crossings and Painted Road Art was planned however **not installed**.
- Trial "No Entry" road closured Berwick / Montrose Streets and High Street Cycle Lane **not to proceed** following consultation outcome.

# Examples of Trial Infrastructure

Trial Crossing Point – Factory Road (Stage 1)

Kerb Build Outs – Argyle Street (Stage 1)

Trial Crossing Point - Formby Street (Stage 2)

Kerb Build Out – Bush Rd / Argyle Street (Stage 2)

# Community Engagement Outcomes (Trial Infrastructure – Stage 2)

An opportunity was provided during March - April 2021 for the community to give feedback on the changes to the trial infrastructure installed within Mosgiel and Outram as part of the project. The consultation was undertaken using a number of methods that included:

- Completing a questionnaire (363 questionnaires were returned)
- Responding with written submissions via email or post (44 submissions were received)
- Contacting the project team over the phone to discuss particular matters of interest (approx. 20 phone calls)
- Attending community drop-in sessions: five 2-hour long sessions were held at the Mosgiel Library (15 – 19 March 2021) where 5 – 40 people attended the sessions. Comments and discussions held at the drop-in sessions were recorded and catalogued by the project team
- Social media: Council's Facebook Page (126 Facebook conversations observed).

In addition, letters to directly affected residents were sent seeking their views on whether they supported or opposed additional trial options, in particular being:

- A proposed temporary road closures (one month) of Berwick and Montrose Streets to through traffic (67 responses returned); and
- A proposed cycle lane along High Street, Mosgiel (8 responses returned).

FEEDBACK FORM – MOSGIEL-TAIERI SAFER SCHOOL STREETS

Please complete this form and return it to your school and Mosgiel Library.

Please ✓ and fill in as appropriate below:

I am a

student parent teacher resident visitor other:

I usually get to school by

walking cycling scootering driving bus

Do you feel the latest changes we have made have improved your safety?

Yes No

Do you think the new crossings are in the best locations?

Yes No

Would you support:

A lower speed limit near schools

Yes No

New layouts on more intersections

Yes No

More infrastructure for scootering and cycling

Yes No

Do you have any other comments?

Your details

Please leave your details if you would like to receive emails about Mosgiel-Taieri Safer Schools Streets.

Name:

Email:

Disclaimer: Please note that your feedback is public. Your name and feedback may be included on papers available to the media and the public. Your feedback and contact details will only be used for the Mosgiel-Taieri Safer School Streets Project.

Feedback closes 5pm 31 March 2021

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# Questionnaire

The questionnaire was one method used to collect feedback on the implementation of the trial infrastructure (Stage 2).

The questionnaire was aimed at students and parents. A total of **363 questionnaires** were returned to the Council.

While the questionnaire provides valuable feedback, it is important to note that it provides a **snapshot in time** and reflects the views of only those that responded to the questionnaire.

The results need to be considered in the **wider context** of the other submissions and feedback that has been gathered during the community engagement period.

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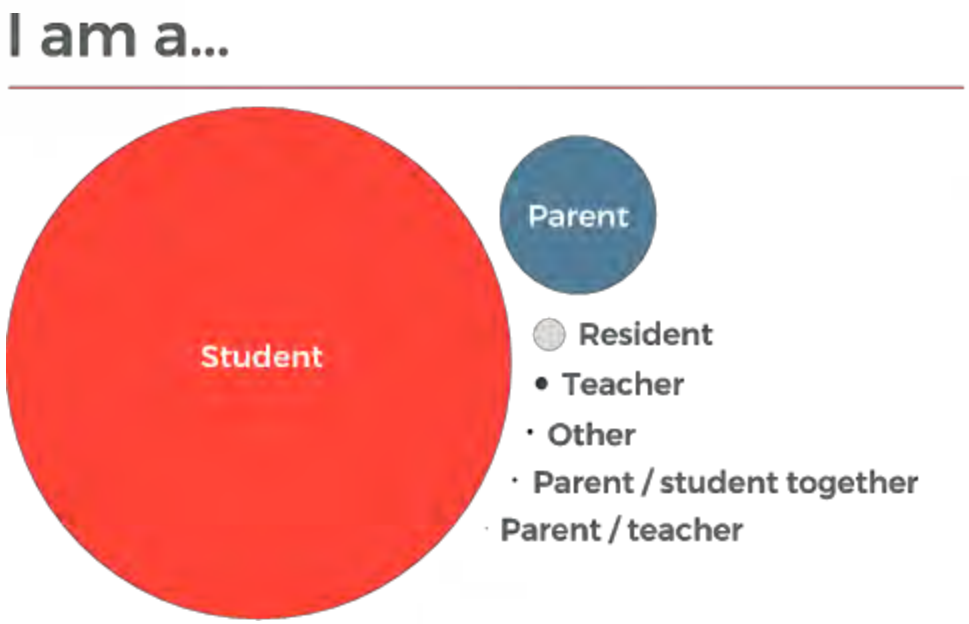
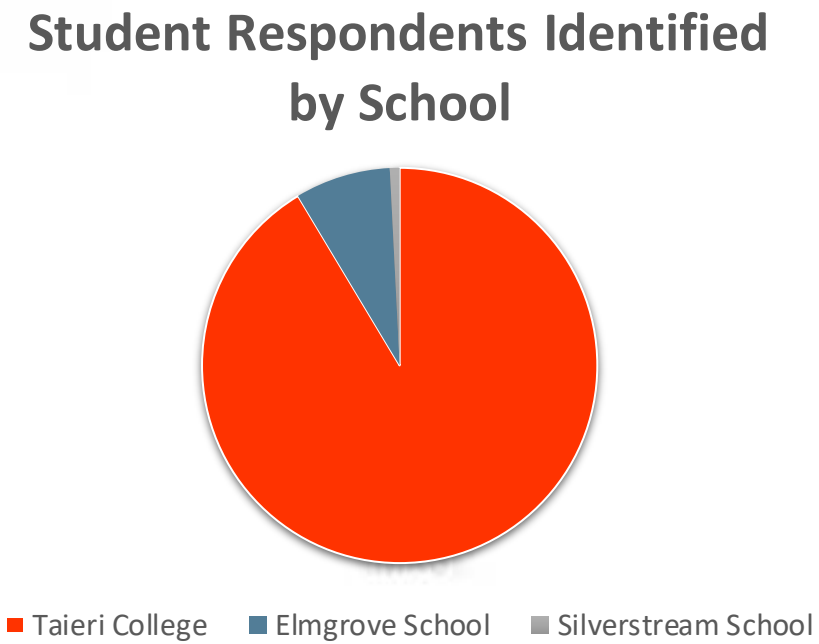



# Results

**Question 1: I am a...** shows that the majority of questionnaires were completed by **students** (70.5%) followed by parents (21.8%) and residents (4.4%). Teachers and parents / students together comprised (1.7%) of responses.

There was a good level of response from students. However, that still represented only a small proportion of all students in each of the project partner schools.




# Results

The **majority** of respondents were from **Taieri College,** 246 respondents (91.4%); followed by Elmgrove School, 20 respondents (7.8%) and Silverstream School, 12 respondents (0.8%). No responses were specifically identified from Outram School.

School Rolls:

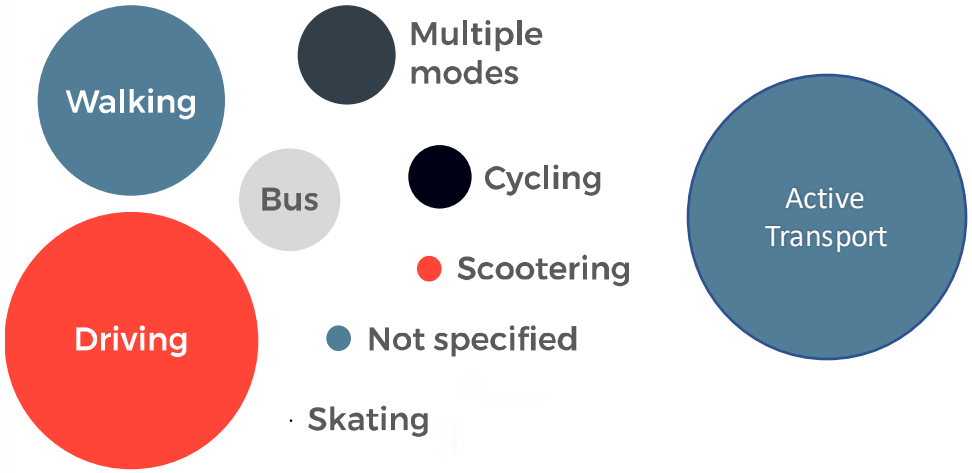
- Taieri College 1,128
- Elmgrove School 320
- Silverstream School 283
- Outram School 168

The overall response rate for the student population to the questionnaire was:

- Taieri College (Yr 7 – 13) approx. 22%;
- Elmgrove School (Yr 1 – 6) approx. 6.3%;
- Silverstream School (Yr 1 – 6) approx. 4.2%;
- Outram School (Yr 1 – 8) 0%.

More parents – than students – completed the questionnaires from Elmgrove and Silverstream Schools.

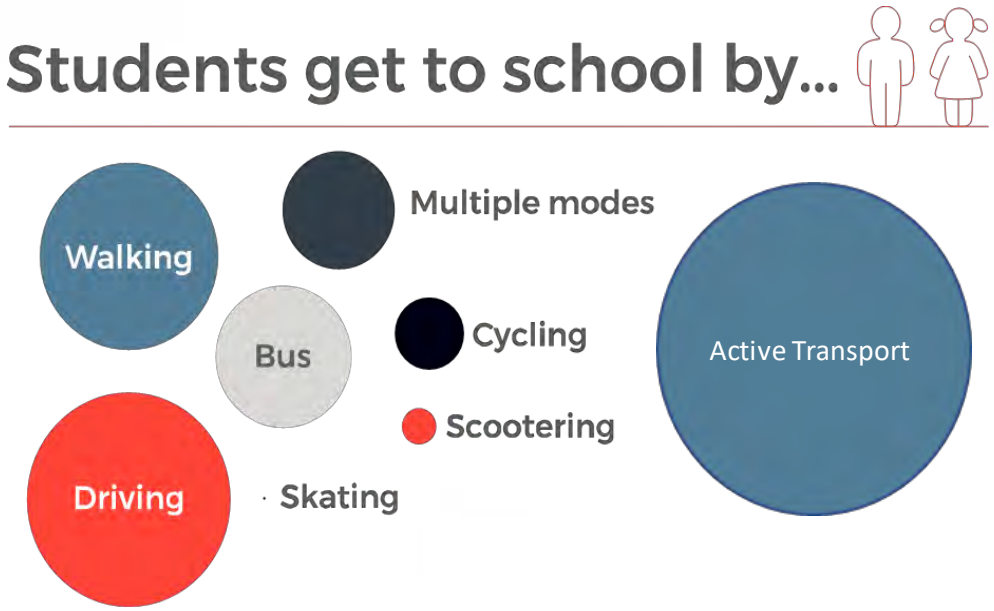
# I usually get to school by...




# Results

**Question 2: I usually get to school by...** shows that the most common way to travel to school by **all respondents** (363 respondents) is by **active transport** such as walking, cycling, scootering and skating (36.7%), followed by driving (33.6%), bus (13.5%) and multiple modes (12.9%).

Of note, only one-third (33.6%) of all travel to and from school was identified as being driven by a vehicle.

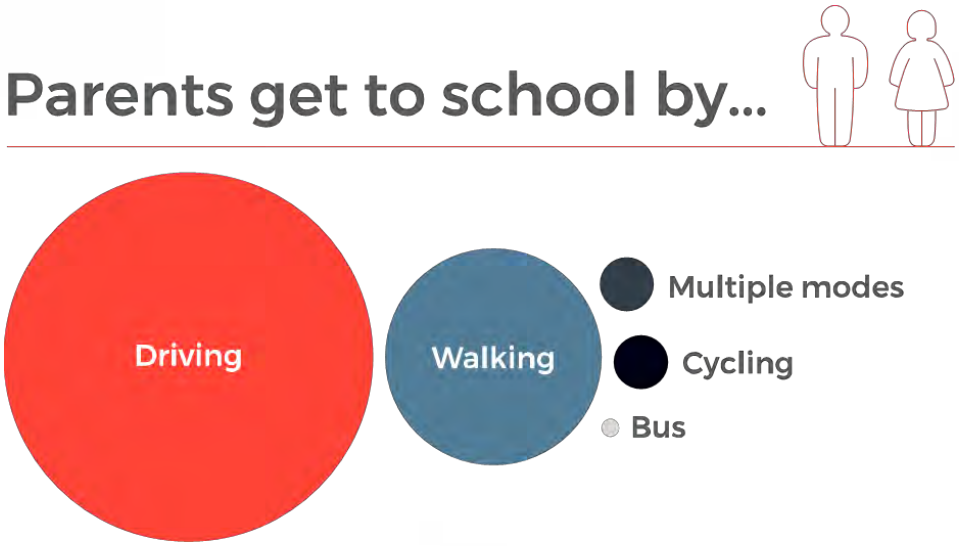



# Results

**Question 2: I get to school by…** A total of **256 respondents** identified themselves as students. Most of these students were from the Taieri College.

The majority of the students travel to and from school by **active transport** i.e. walking, cycling, scootering and skating (38.7%), followed by driving (27.7%), bus (18.4%) and multiple modes (15.2%).

This result can also be attributed to the fact that most of the responses came from the Taieri College, where-by older students can be more independent and are more likely to use active transport.



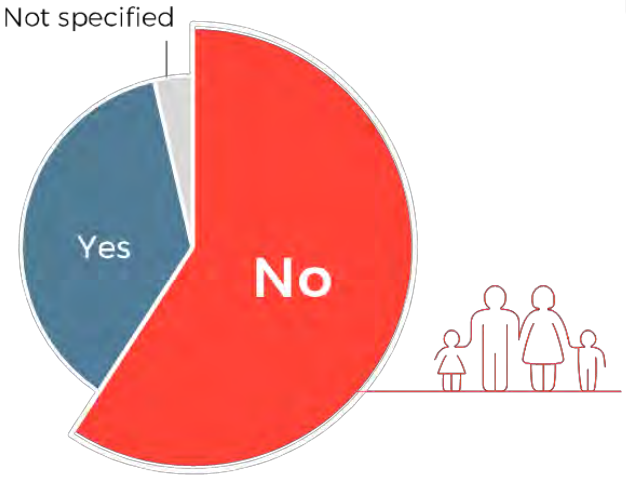

# Results

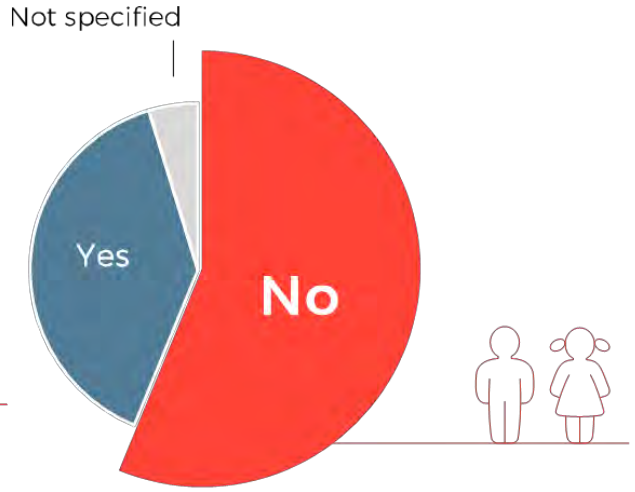
**Question 2:** A total of **79 respondents** identified as parents.

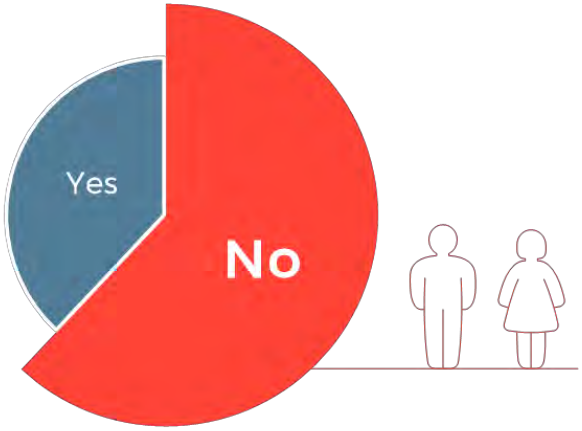
Approximately half of all the parents travel to and from school by vehicle (51.9%) followed by active transport i.e. walking and cycling (38%), multiple modes (7.6%) and by bus (2.5%).

Of those that responded to the questionnaire, more parents use a vehicle (51.9%) to travel to and from school than students (27.7%).

# Do you feel the latest changes have improved your safety?




**All Respondents:**
This graph shows over half (59.2%) of all respondents (363 respondents) **did not** feel that the latest changes (trial infrastructure) improved their safety travelling to and from school. A total of 37.2% of all respondents **did** feel that the changes had improved their safety while 3.6% did not respond to this question.

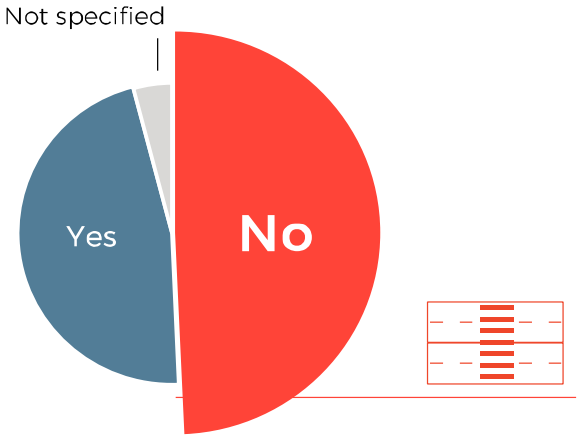
**Students:**
This graph shows that just over half (56.3%) of all the students (256 respondents) **did not** feel the latest changes improved their safety travelling to and from school. A total of 39.1% of students **did** feel that the changes had improved their safety while 4.7% did not respond to this question.

Result for surveyed students that only travel to school by **active transport** (102 respondents): Approximately half (54.2%) **did not** feel and 42.1% **did** feel the latest changes improved their safety. A total of 3.7% did not respond to this question.

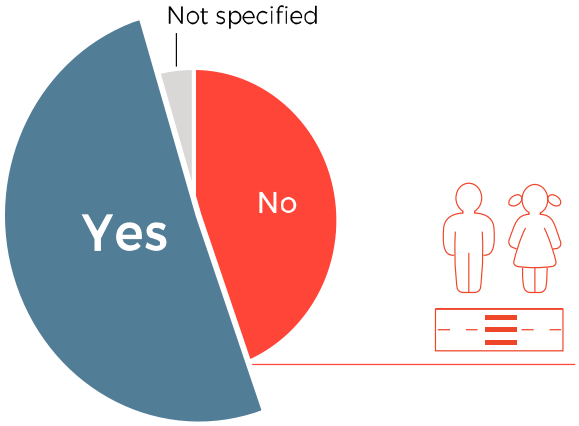
**Parents:**
This graph shows that 62% of the parents (79 respondents) **did not** feel that the latest changes improved their safety travelling to and from school. A total of 38% of parents **did** feel that the changes had improved their safety.

Result for surveyed parents that only drive to / from school (41 respondents): Two-thirds (67.5%) **did not** feel and a third (32.5%) **did** feel the latest changes improved their safety.

# Do you think the new crossings are in the best locations?

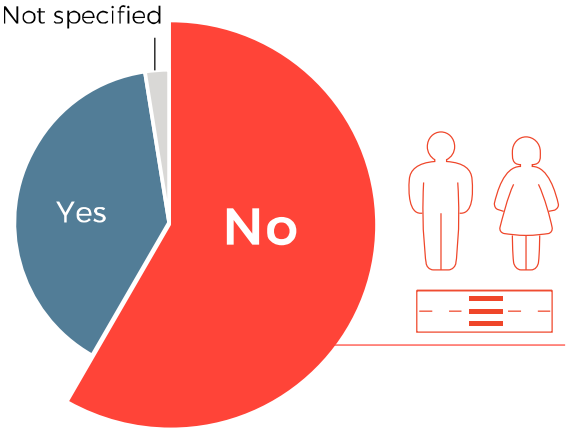



**All Respondents:**
The response to this question from all respondents (363 respondents) is **equally divided** between yes (46.6%) and no (49.3%).




**Students:**
This graph shows that approximately half (50.8%) of students (256 respondents) **did feel** and 44.5% **did not** feel that the new crossings were in the best locations. A total of 4.7% did not respond to this question.

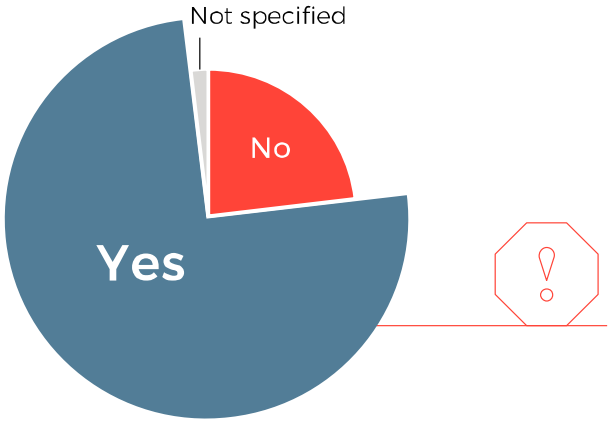
Result for surveyed students that travel to / from school by **active transport** (102 respondents): Approximately half (51%) **did feel** and 44.1% **did not** feel that the new crossings were in the best locations. A total of 4.9% did not respond to this question.

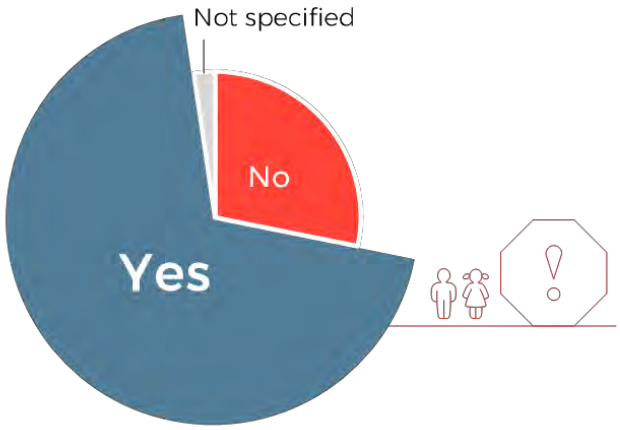


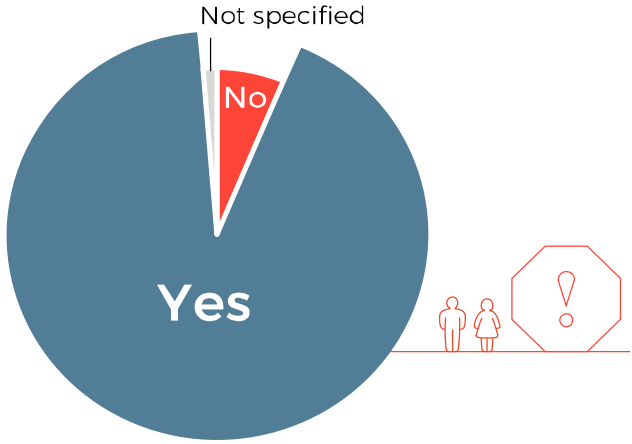

**Parents:**
This graph shows that more than half (58.2%) of the parent group (79 respondents) **did not** feel and 39.2% **did** feel that the new crossings were in the best locations. A total of 2.5% did not respond to this question.

Result for surveyed parents that drive to / from school (41 respondents): Over half (61%) **did not feel** and 36.6% **did** feel that the new crossings were in the best locations. A total of 2.4% did not respond to this question.

# Would you support a lower speed limit near schools?




**All Respondents:**
This graph shows that the majority (74.9%) of the all respondents (363 respondents) would **support** lower speed limits near schools. Approximately one quarter (23.1%) of respondents **oppose** lower speed limits near schools while 1.9% did not respond to this question.

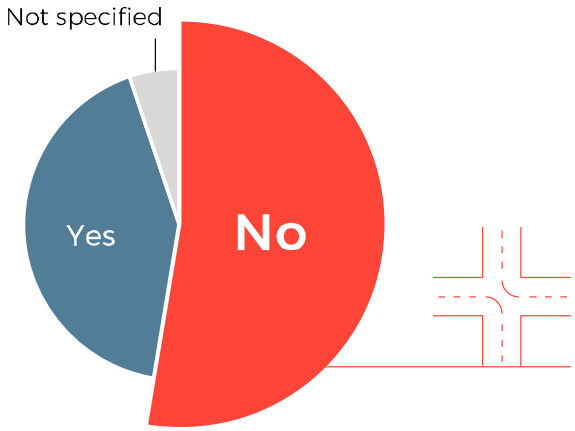
**Students:**
This graph shows the majority (69.5%) of students (256 respondents) would **support** lowering speed limits near schools. Approximately one quarter (28.1%) of students **oppose** lower speed limits near schools while 2.3% did not respond to this question.

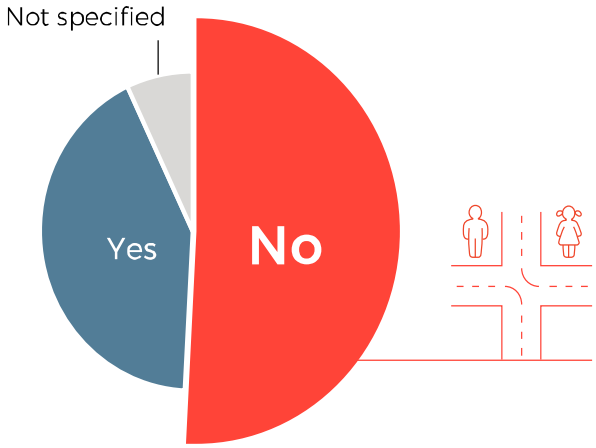
Result for surveyed students that travel to / from school by **active transport** (102 respondents): Majority (70.6%) **did support** lowering speed limits near schools while only 28.4% **opposed** this. A total of 1% did not respond to this question.

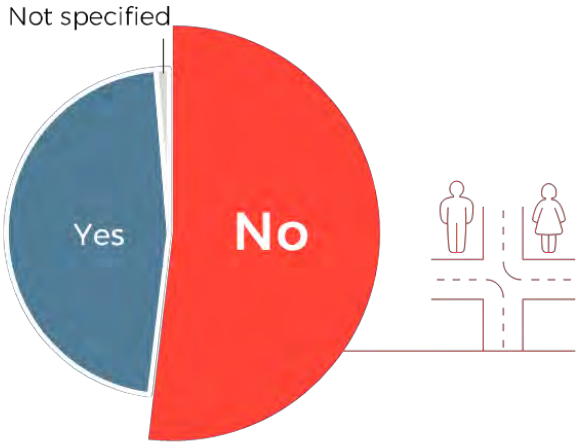
**Parents:**
Nearly all (92.4%) of the parent respondents (79 respondents) would **support** lowering speed limits near schools. The minority of surveyed parents (6.3%) **oppose** lower speed limits near schools, while 1.3% did not respond to this question.

Result for surveyed parents that drive to / from school (41 respondents): Nearly all (90.2%) **did support** lowering speed limits near schools while only 9.8% **opposed** this.

# Would you support new layouts on more intersections?




**All Respondents:**
This graph shows a **divided** result for all respondents (363 respondents) on new layouts being installed at more intersections. A total of 52.6% **oppose** and 42.1% **support** new layouts being installed on more intersections. A total of 5.2% did not respond to this question.

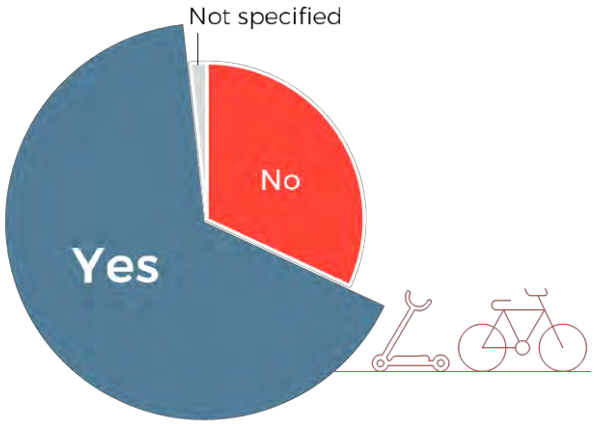
**Students:**
This graph shows a **divided** response between **support and opposition** for new layouts on more intersections for student respondents (256 respondents). A total of 50.8% **oppose** and 42.2% **support** new layouts being installed on more intersections. A total of 7% did not respond to this question.

Result for surveyed students that travel to / from school by **active transport** (102 respondents): More than half (55.1%) **opposed** and 39.3% **supported** new layouts at more intersections. A total of 5.6% did not respond to this question.

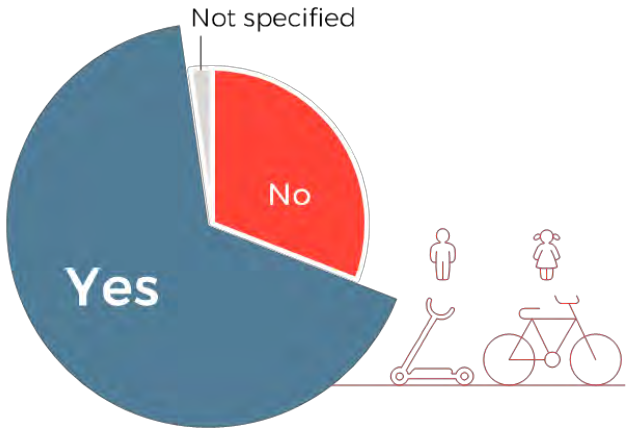
**Parents:**
This graph also shows that the result is relatively **evenly split** between **support and opposition** for new layouts on more intersections for parent respondents (79 respondents). ). A total of 51.9% **oppose** and 46.8% **support** new layouts being installed on more intersections. A total of 1.3% did not respond to this question.

Result for surveyed parents that drive to / from school (41 respondents): Approximately half (53.7%) **opposed** and 46.3% **supported** new layouts at more intersections.

# Would you support more infrastructure for scootering and cycling?

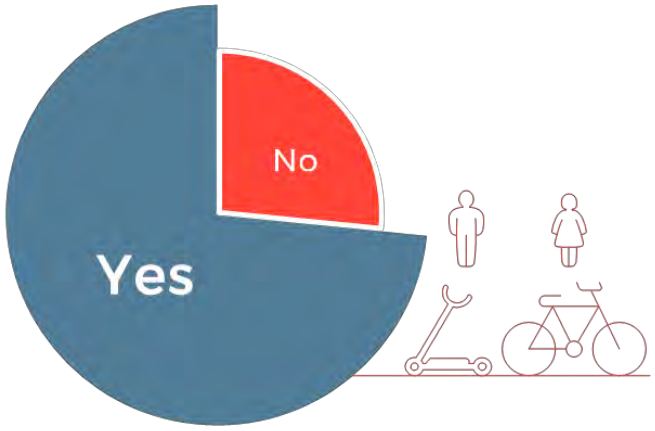



**All Respondents:**
This graph shows that the **majority** (66.4%) of all respondents (363 respondents) would **support** more infrastructure for scootering and cycling. Approximately one third (32%) of all respondents **oppose** more infrastructure for scootering and cycling. A total of 1.7% did not respond to this question.




**Students:**
Two-thirds of students (256 respondents) would **support** (66.8%) more infrastructure being provided for scootering and cycling. A total of 30.9% of students **oppose** more infrastructure for scootering and cycling. A total of 2.3% did not respond to this question.

Result for surveyed students that travel to / from school by **active transport** (102 respondents): Majority 65.4% **support** more infrastructure being provided for scootering and cycling. Approximately a third (33.6%) **opposed** this . A total of 0.9% did not respond to this question.




**Parents:**
This graph shows that the majority of parents (79 respondents) would **support** (73.4%) more infrastructure being provided for scootering and cycling. A total of 26.6% of parents **oppose** more infrastructure for scootering and cycling.

Result for surveyed parents that drive to / from school (41 respondents): Two-thirds (68.3%) **support** more infrastructure being provided for scootering and cycling. Approximately a third (31.7%) **opposed** this.

# Do You Have Any Other Comments? (Students)

A number of student respondents made comments about the project. The key comments and observations are stated below:

- Suggest more pedestrian crossings to make it safer crossing the road. The trial crossing points had allowed them to cross busy roads.
- That its safer cycling on the footpath than on the road and that there should be more space on footpaths for bikes.
- That the footpaths are not up to standard for scooter and skateboarding to school. That more infrastructure is needed to scooter and e-scooter so they can be more healthy.
- That cars drive too fast and lower speed limits are needed around schools.
- Some did not like the planter boxes.
- That the trial infrastructure did slow cars down.
- That the new intersections place them closer to oncoming cars and that the trial infrastructure was confusing and distracting.
- That the street art around Mosgiel was ugly and needed improving.
- Suggest more infrastructure is needed around Taieri College.
- Some did not like the bollards and kerb build outs as they were considered ugly and a few students noted that they had almost fallen off their bikes navigating between them.
- Some noted that the changes had not affected them.

# Do You Have Any Other Comments? (Parents)

A number of parent respondents made comments about the project. The key comments and observations are stated below:

- Concerns about the speed of cars and heavy vehicles travelling around schools. Requests from some parents for lower speed limits around schools.
- Support for more formalised pedestrian crossings to make it safer crossing the road.
- Opposition to the bollards, kerb build outs and planter boxes due to safety hazards for cyclists.
- Concern that the bollards / kerb build outs Increased the risk of collisions due to the narrower roads, increased traffic congestion at intersections and the damage to the infrastructure during the trial made it unsafe. Requests that the kerb build outs be reduced in size to make it easier to manoeuvre at these intersections.
- Support for the bollards and kerb build outs as they have noticeably reduced the speed of cars around schools.
- Recommend more parking options such as drop off zones around schools to make it less congested and safer for picking up students.
- Concern that the removal of carparks around schools has increased the number of students requiring to cross the roads to get into schools.
- Issues around road patrols to ensure that students are crossing the roads safely.
- Issues around catering for physically disabled to ensure that they are provided for.
- Concerns about the safety of cycle lanes next to parked cars.

# Summary of Questionnaire Results

The results of the questionnaire can be summarised as follows:

- ***Question: I am a ….***
  The majority (70.5%) of respondents identified themselves as students (256 respondents), with parents (21.8%) comprising 79 of all 363 respondents. Most of the students respondents were from Taieri College.

- ***Question: I usually get to school by….***
  Students are choosing a variety of ways to travel to and from school, of which active transport (38.7%) is the most common i.e. walking, cycling, scootering and skating, followed by driving (27.7%), bus (18.4%) and multiple modes (15.2%). Parents are more likely to travel to and from school by vehicle (51.9%) to drop off and pick up school aged children.

- ***Question: Do you feel the latest changes we have made have improved your safety?***
  The overall responses were slightly more opposition (59.2%) on the question about whether the latest changes had improved their overall safety travelling to and from school. Of note, parents (62%) were less likely than students (56.3%) to feel that the latest changes had improved their safety, though most of the surveyed parents generally drive to school.

- ***Question: Do you think the new crossings are in the best locations?***
  The overall responses were fairly equally divided between support and opposition on the question about whether the new crossings were in the best locations. Approximately half (50.8%) of the students who provided their feedback did think that the new crossings were in the best locations. Of note, parents (58.2%) were less likely than students (44.5%) to feel that the location of the new crossings were in the right places.

# Summary of Questionnaire Results

- ***Question: Would you support a lower speed limit near schools?***
  This question received the most support for lowering speed limits near schools (74.9%) with more parents in support of this proposal (92.4%) than students (69.5%).

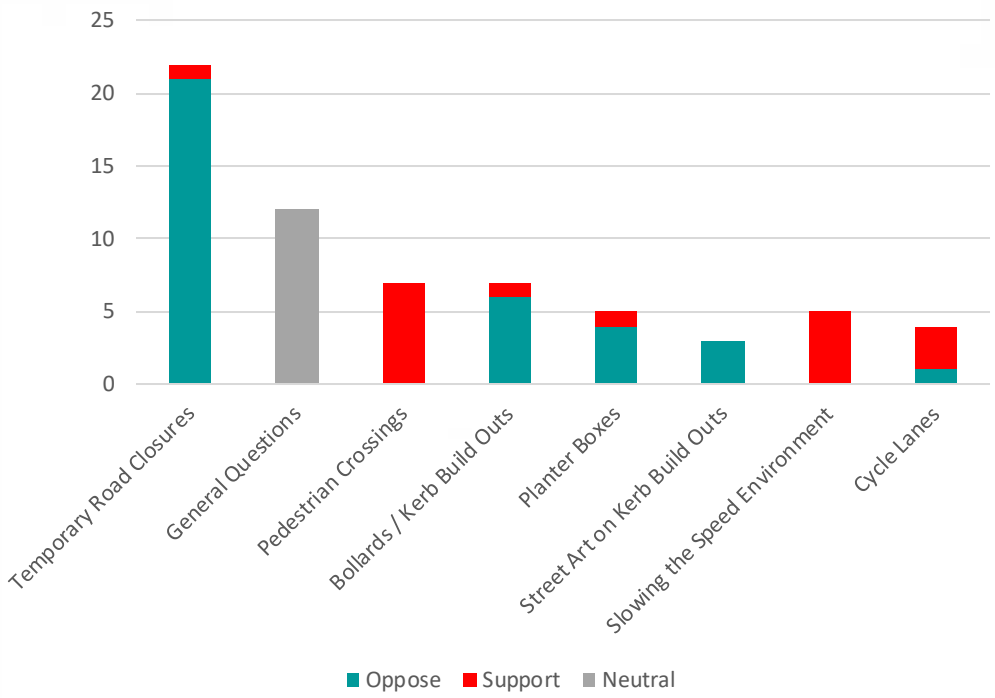
- ***Question: Would you support new layouts on more intersections?***
  The respondents were fairly equally divided in support and opposition to new layouts being installed at more intersections.

- ***Question: Would you support more infrastructure for scootering and cycling?***
  Approximately two-thirds of all respondents (66.4%) and students (66.8%) were in support of more cycling and scootering infrastructure being installed. This may reflect the proportion of students that are currently using these modes of travel or may be interested in these travel options if the infrastructure was improved.

The purpose of the trial infrastructure has been to test various options to improve the safety and accessibility of students travelling to and from school. Overall the response from the student and parent community has been mixed about the success of new layouts at intersections, the crossings being in the best locations, and whether the latest changes had improved their overall safety travelling to and from school.

There was considerable support for looking further at options to lowering traffic speed around schools and improving cycling and scootering infrastructure as part of this project.

## Total Number of Submissions By Topic




# Other Submissions

The opportunity was given to email / post or phone in **submissions** to provide feedback on the project during the engagement period. This was an **alternative method** to the **questionnaire**. The feedback through these channels is summarised as follows:

- 44 submissions received.
- Approximately half (21 submissions) opposed the proposed month long temporary road closures at Berwick and Montrose Streets to through traffic.
- 12 general questions raised.
- Main topics identified: pedestrian crossings, cycle lanes and speed bumps, signage and speed limits to reduce the speed environment around schools.
- Noted opposition to bollards and kerb built outs, installation of planter boxes, street art proposals at intersections.

# Comments in Other Submissions

The 44 submissions that were received were grouped into the following key topics and are summarised below:

Opposition to proposed month long **temporary road closures** at Berwick and Montrose Streets to through traffic on the basis that:

- the road closures were not needed;
- would add to congestion; and
- would not be used by students walking, cycling and scootering to and from school.

Opposition to **bollards, kerb build outs and planter boxes** on the basis that:

- they narrowed the streets;
- made it more difficult to manoeuvre around the intersections;
- queried the maintenance of these;
- that they were visually obtrusive and unattractive;
- they made it difficult for heavy vehicles to use these streets;
- they added to congestion at intersections and made it more unsafe for cyclists merging with traffic;
- children crossing the street using the bollards and kerb build outs were too close to traffic at these intersections and whether these could be reduced in size in order to distance them away from on-coming vehicles.

There was concern about the safety of the **raised surface infrastructure** in terms of being potential trip hazard for cyclist and pedestrians.

Overall support for **pedestrian crossings** with suggestions on location and roads requiring pedestrian crossings. Concerns that the motorists and pedestrians were confused about who had right of way at trial crossings.

Overall support for **lower speed zones around schools** and the use of speed bumps, reduced speed limits, signage and formal pedestrian crossings (zebra crossings) outside schools.

Opposition to **street art** proposal as this was seen to be distracting for pedestrian and motorists and would get worn and dirty.

# Comments in Other Submissions

A submission was received from the **Board of Trustees of Elmgrove School**. The content of this submission is summarised below:

**Overall support** for making our local Mosgiel streets safer for children getting to and from school in a healthier way**:**

- They noted they are a bike friendly school, providing their students with cycling education in conjunction with Bike School. They identified that the current trial seems to be more focused on pedestrians that those biking on roads to school.
- The narrowing of the busier roads at the crossing points could make it more dangerous for a young cyclist trying to navigate their way amongst cars. They support a cycle lane but note the narrow streets of Mosgiel may not allow for this. Therefore, they support any solutions that make it safer for our students to bike to and from school and welcome any discussion in relation to this.
- Request a raised pedestrian crossing out the front of Elmgrove School (Argyle Street) with school zone signage and speed restrictions in place.
- They have expressed concern that there has been miscommunication on the project as to what is trying to be achieved in that the extended Mosgiel community has now become heavily involved and appear to have lost sight of and misunderstood the intent of the project.

# Conversations on Social Media

Many residents engaged in conversations about aspects of the project on Council's facebook page.

- A total of 126 facebook conversations were observed;
- The majority of conversations were of a general nature or discussion based;
- Where conversations were applicable to the project this information has been incorporated into the summary section of this report.

# Trial Road Closure (Month Long) & Proposed Cycle Lane

The Council sought feedback from affected residents on whether to implement a trial cycle lane along sections of High Street and a month long closure of Montrose and Berwick Street to through traffic as part of the project.

Letters were sent to directly affected residents about whether they would support or oppose a proposed **cycle lane route along High Street** between Factory Road and Green Street.

- A total of **8 responses** were returned of which 4 were in support and 4 were against the proposal.

Letters were also sent to directly affected residents about the option of a **month-long trial road closure of Berwick and Montrose Streets** at Bush Road to through traffic as part of this project.

- A total of **67 responses** were returned, of which 56 were in opposition, 7 were in support and 4 neutral over the consultation period.

In light of these responses and the feedback from the wider community (email, post and phone submissions), the Council decided **not to proceed** with the **trial road closures** and **cycle lanes** at this stage.

# Community Drop In Sessions

As part of the community consultation for this project, community drop in sessions were held at the Mosgiel Library. These sessions were attended by Council staff and gave an opportunity to ask questions and to provide feedback on the project.

There were five x 2 hour sessions held during 15 – 19 April 2021. These were attended by around 5 to 40 people per session. The topics raised in these sessions have been summarised as follows:

**General Topics Discussed:**

- Growth in Mosgiel resulting in increased traffic / heavy vehicle traffic;
- Role of education to improve knowledge and safety of road environment;
- Need to consider aged / retired demographic rather than focusing on school children;
- Purpose / role / effectiveness of trial infrastructure and what information was used to determine where it was installed and what monitoring has been undertaken since it was installed;
- What was the role of Waka Kotahi in the project.

# Community Drop In Sessions

**Bollards / Kerb Build Outs:**

- Concerns that the narrowed traffic lanes are making it more difficult to manoeuvre at these intersections.
- Concerns about the safety of intersections i.e. cars and trucks crossing the centreline in order to navigate the intersections.
- Concern that the narrowed traffic lane is forcing cyclists into the main flow of traffic creating a safety hazard.
- Concern that narrowed traffic lane is increasing congestion with vehicles less able to turn left and right at intersections.
- Concern around how the kerb build outs were to be kept clean and maintained.
- Concerns that the kerb build outs extend too far into the traffic lane resulting in children standing close to the oncoming traffic. Requests to reduce the size of the kerb build outs to provide the opportunity for children to stand out to view oncoming traffic at these intersections but not be too close to oncoming vehicles.
- Comments that they were visually unappealing, distracting and not durable enough i.e. had been damaged during the course of the trial.
- Queried why the trial infrastructure had been used instead of the more permanent infrastructure used in other places involved signage, speed zones, formalised pedestrian crossings and speed bumps etc.
- Concerns that fewer heavy vehicles were using Argyle Street as a result of the kerb build outs.

# Community Drop In Sessions

**Pedestrian Crossings / Street Art Proposals / Cycle Lanes:**

- Support for appropriately designed and located pedestrian crossings to improve the safety of children crossing busy roads.
- Comments that the trial crossings were confusing in terms of who was to give way and the general lack of understanding about how they work.
- Concerns about the safety of cyclists using the roads and concerns around the proposed cycle lane at High Street in that it did not connect to Silverstream School and the end point was unclear. The kerb build outs, bollards and bumps were seen as creating safety hazards for cyclists.
- Queries on the purpose and role of the street art, how it is to be designed and maintained. Concerns were raised that the street art maybe distracting to school children and visually unattractive.
- Concerns about the parking of cars around schools and education of parents about driver behaviour to improve the safety of school children.
- Parking of cars arounds schools and the provision of drop off zones.
- Queries / misunderstanding about why the trial infrastructure has been installed instead of permanent infrastructure.

# Key Findings:

**The key findings derived from the Community Engagement Process (Trial Infrastructure Stage 2) are outlined as follows:**

- The community is noticing an increase in the volume of traffic over recent years in Mosgiel and Outram and the speed of traffic is identified as a particular safety concern around schools. There are wider safety concerns about the amount and speed of heavy vehicles on streets / roads near schools.

- Of those who responded to the survey, active transport (i.e. walking, cycling and scootering) is the most popular way to travel to and from school (38.7%) followed by driving (27.7%), bus (18.4%) and multiple modes (15.2%). This is an encouraging result, in that students are currently choosing to walk, cycle, scooter and bus to school over travelling by vehicle.

- There is overall support for introducing speed zones, signage, lowering speed limits around schools as well as installing more pedestrian crossings and walking, cycling and scootering infrastructure.

# Key Findings cont.:

- There were mixed views about the trial changes to intersection layouts (narrowing of the intersections with planter boxes, bollards, kerb build outs) with a number of safety concerns identified by pedestrian, cyclists and drivers about navigating the narrowed intersections, manoeuvring and congestion concerns as well as issues about the suitability of the design, maintenance and construction of the trial infrastructure.

- In addition, there were mixed responses to the street art proposal in terms of its role and purpose, the physical design, ongoing maintenance and whether it would be confusing and distracting to road users.

- While there was overall support for improving cycling infrastructure, there was limited feedback from affected residents on proposed High Street cycle lane (only 8 responses). Issues around the design of cycle lanes to create safe spaces for cyclists, the need for greater linkages to / from residential areas to schools and the safety of cyclists at intersections are noted.

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