

18 March 2024

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REF: OIA-14720

Dear ██████

Request made under the Official Information Act 1982

Thank you for your email of 19 February 2024 requesting the following information under the Official Information Act 1982 (the Act):

1. *What is the distance in a straight line from the beginning of the proposed bridge on Collins Street to the beginning of the proposed bridge on Simeon Street (what would be the distance a pedestrian would walk between these two points if they could go uninterrupted between these two points at ground level)?*
2. *What will be the distance a pedestrian will travel if the proposed bridge is built from the beginning of the proposed bridge on Collins Street to the beginning of the proposed bridge on Simeon Street (what is the distance a pedestrian would walk on the proposed bridge to get from one side of Brougham Street to the other side)?*
3. *What height will a pedestrian have to climb and descend to cross Brougham Street if the proposed bridge is built? Will the ramps have handrails on both sides of each ramp? Will the gradient vary going up and down the ramps?*
4. *What will the air quality be expected to be on the proposed bridge above the morning and afternoon rush hour traffic?*
5. *Will cyclists and pedestrians be separated on the bridge? If so, what will the separation barrier consist of?*
6. *Will those on e-bikes and e-scooters be permitted to use the proposed bridge?*
7. *Depending on your replies to Questions 5 and 6, how do you propose to address safety concerns with regard to the speed and agility of different users of the proposed bridge?*
8. *My understanding is that the proposed bridge will be a cage-like structure, resulting in a confined space that is not very visible. With regard to personal safety it would appear to be less safe than streets in the local area. Do you agree? If so, what enhancements will be made to match personal safety to be the same as a street in the local area? Or, please state if that will not be possible.*

I will address your questions in order.

- 1. What is the distance in a straight line from the beginning of the proposed bridge on Collins Street to the beginning of the proposed bridge on Simeon Street (what would be the distance a pedestrian would walk between these two points if they could go uninterrupted between these two points at ground level)?**

The distance in a straight line between the base of the bridge ramp at Collins Street and Simeon Street is roughly 49 metres.

- 2. What will be the distance a pedestrian will travel if the proposed bridge is built from the beginning of the proposed bridge on Collins Street to the beginning of the proposed bridge on Simeon Street (what is the distance a pedestrian would walk on the proposed bridge to get from one side of Brougham Street to the other side)?**

The distance a pedestrian will travel up and over the bridge using the bridge ramps, between the base of the bridge ramp at Collins Street and Simeon Street points, is roughly 205 metres.

- 3. What height will a pedestrian have to climb and descend to cross Brougham Street if the proposed bridge is built? Will the ramps have handrails on both sides of each ramp? Will the gradient vary going up and down the ramps?**

A pedestrian will need to climb approximately 6.7 metres. There will be two rails on each side of the bridge and bridge ramp. One will be a pedestrian handrail at 900mm above the bridge deck and the other a cycle rail at 1400mm above deck. The gradient of both the northern and southern ramps is 8.3 percent (1:12), measured from the ramp centreline. This is the same gradient as the ramps located at the Earthquake Memorial in the central city. Both northern and southern ramps include flat 1.8 metres landings spaced every 9 metres.

- 4. What will the air quality be expected to be on the proposed bridge above the morning and afternoon rush hour traffic?**

The proposed overbridge will remove the traffic lights at Simeon/Collins Streets which means there will be less braking and acceleration from vehicles. This will result in a more efficient state highway and reduced emissions in that location.

- 5. Will cyclists and pedestrians be separated on the bridge? If so, what will the separation barrier consist of?**

There will not be physical barriers to separate pedestrians from other users, however coloured painted markings will designate a "pedestrian lane" on either side of the bridge deck to help to reduce conflicting movements.

6. Will those on e-bikes and e-scooters be permitted to use the proposed bridge?

The bridge will be designed to accommodate use by all types of users, including pedestrians, self-propelled modes, e-bikes/scooters, and mobility scooters.

7. Depending on your replies to Questions 5 and 6, how do you propose to address safety concerns with regard to the speed and agility of different users of the proposed bridge?

The design mitigates safety risks through:

- coloured markings on the bridge deck to designate a “pedestrian lane”
- line marking symbols and pedestrian signage
- a 5m wide deck which allows ample space for users travelling both directions
- a balustrade design that considers visibility of other oncoming pedestrians and cyclists.

8. My understanding is that the proposed bridge will be a cage-like structure, resulting in a confined space that is not very visible. With regard to personal safety it would appear to be less safe than streets in the local area. Do you agree? If so, what enhancements will be made to match personal safety to be the same as a street in the local area? Or, please state if that will not be possible.

The bridge design has been developed in consultation with the community to maximise visibility and will be subject to a safety audit and a Crime Prevention Through Environmental Design (CPTED) review before the design is finalised. The bridge has a canopy which will stop throwing of rubbish and objects and will also prevent climbing.

If you would like to discuss this reply with NZ Transport Agency Waka Kotahi (NZTA), please contact Derek McDermott, Principal Project Manager, by email to Derek.McDermott@nzta.govt.nz.

Yours sincerely



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