

## Streets for people

2 messages

Henk Vermeer <henk69vermeer@gmail.com>

Wed, May 31, 2023 at 12:15 PM

To: Paul McIntosh <pmcintosh64@yahoo.com>, "to: Marion Satherley" <marionawayfromhome@gmail.com>, Bruno Lemke <bruno.lemke@xtra.co.nz>, Anne-Marie Beeler <chris.gintrap@gmail.com>, Jim Vause <vauses@gmail.com>, Henk Vermeer <henk69vermeer@gmail.com>, Aileen Connell <aileen.connell@gmail.com>

Good morning all

Here is an update I received from Vincent re the cycle path Aranui drive.

Hi working group members.

Things are progressing well with our Māpua Streets for People project. He's an update to keep you in the loop.

### Baseline survey data

- As requested at the April Java Hut pop-up, we reopened the baseline survey for the month of May.
- In total we now have had 218 responses since the survey was put out last year. Please refer to the summary (**Attachment A**).

### Traffic speed counts

- As request in the last meeting we've now attached the summary of the speed measurement taken over a 7-day period in February this year. Please refer to the summary (**Attachment B**).

### Safety Audit

- The independent safe systems audit has been received, resulting in some tweaks to the design.
- The audit rated the proposed design as being safer for pedestrians and cyclists than the existing layout (status quo).
- Although a separated cycle lane either side of the road would be the safest option, given the project constraints, a shared path is still an improvement.
- TDC is undertaking the final review of the safety audit. Then the design will be confirmed.

### Fire Brigade

- A few discussions have been held and some concessions made to mitigate the impact on their response times.
- Pedestrian crossings will be made from asphalt raised tables as this is easier for the fire truck than plastic speed bumps.
- All plastic speed bumps have been removed.
- The 30km/h town centre signage has been removed for now. The raised tables however should keep speeds down in the town centre, but we will monitor this.

### Medical Centre

- Discussions have been held with the medical centre.
- Improvements will be made to the mobility parks on the opposite side of the road, to mitigate the lost carpark directly out front.

### School

- The Yr 7 & 8 working group walked the shared path this week and are excited to be involved in providing some artwork for the project.

### Missing footpath connection

- We have managed to convince Waka Kotahi to support the "missing link" path extension along Aranui Rd
- We are now getting pricing for a simple gravel path or similar here, to see if the costings work.

### Pedestrian crossings

- Unfortunately, we have had to remove the pedestrian crossings at Higgs Rd and Toru St for now:
  - Higgs Rd – the raised table for the pedestrian crossing would cause busses to bottom out at the tail when heading up Higgs Rd (due to the hill incline)
  - Toru St – the raised table would create an obstruction in flood events as it blocks an overland flow path.

Regards

Vincent

Vincent Revell


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Consultant

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3 attachments

 image002.png  
1K

 Attachment A - Mapua Survey.pdf  
91K

 Attachment B - Mapua speed count.pdf  
233K

Wed, May 31, 2023 at 2:23 PM

Jim Vause <vauses@gmail.com>

Reply-To: vauses@gmail.com

To: vincent@revelldevelopments.nz

Cc: Paul McIntosh <pmcintosh64@yahoo.com>, "to: Marion Satherley" <marionawayfromhome@gmail.com>, Bruno Lemke <bruno.lemke@xtra.co.nz>, Anne-Marie Beeler <chris.gintrap@gmail.com>, Aileen Connell <aileen.connell@gmail.com>, Henk Vermeer <henk69vermeer@gmail.com>

Dear Vincent

Thankyou for the updated Streets for People proposal for Aranui Road.

I am concerned about the withdrawal of the 30km/h speed limit from the Mapua CBD , moreso as this is contrary to our discussion at the last Java Hutt consultation session where you agreed that you would consider a 30km/h speed limit for the whole of Aranui road. The CBD area will become a shared road for vehicles and bicycles. It is also contrary to the Waka Kotahi Road space allocation toolbox which states:

"At low speeds (ie 30 km/h or less) it is more feasible for cyclists to share the same road space as motor vehicles and thus there is no need for dedicated space for cycling. Speed reductions can be achieved through traffic calming treatments and reinforced by lowering the legal speed limit."

I note the qualifier "AND" with respect to traffic calming AND lower speed limits.

Additionally the contraflow cycle lane on the 50km/h non speed tamed section from Java Hutt to the corner with Mapua Drive seems to fly in the face of the Waka Kotahi "Provision for contra-flow cycling", both in that the the design advice is for contraflow on One Way streets, not bidirectional 2 lane and should be for 30km/h zones as per the Contra-flow cycle facility decision-making table (CERTU 2012).

Thus could you provide the reasoning for this rejection of a 30km/h limit for not only the CBD but also the rest of Aranui Road.

Thanks

Jim Vause

[Quoted text hidden]