

Streets for People Māpua

Information update for MDCA meeting: 09.10.23

Recapping the origin of the project

- The project has its origin in the TDC Walking and Cycling Strategy, which sets out a plan for Mapua. Mapua is to have a slow speed town centre and repurposed on street parking along the rest of Aranui Rd for walking/cycling. See image below:



KEY

- Shared path
- Separate cycle lane
- Slow speed town centre
- 50km/h road
- Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- State highway
- 30km/h road

- We are using limited funding made available by Waka Kotahi to make these changes earlier than planned by way of a pilot project, which can adapt to feedback. TDC can then make these changes more permanent later this decade in line with TDC's Long Term Plan.
- Results from the baseline survey undertaken late 2022 to early 2023 in Mapua showed that people wanted to see:
 - Safe pedestrian crossing points
 - Less congestion on the footpath
 - Slower vehicle speeds along Aranui Rd
 - Completion of the 'missing link' footpath at Aranui Park
 - More greenery



Design/Treatment features

- The ‘missing link’ - This path was asphalted, as TDC recognised feedback that this would make it much for usable for those less stable and wheeled devices like scooters.
- Town centre – A portion of people already choose to cycle on the footpath. Likely because this feels safer than on the road. This creates a conflict point with vehicles at driveways. The planter box placement either side of driveways will prevent vehicles parking too close to driveways, protecting site lines up and down the footpath for vehicles turning in and out of driveways. Site lines also need to be protected next to pedestrian crossings, which is why there are planter boxes here too. Additionally, raised pedestrian crossings and planter boxes encourage slower vehicle speeds. This might help more people feel confident cycling along the road, freeing up space on the footpath. The selection of plants is those that are durable and likely to survive with minimal maintenance.
- Aranui Rd – the footpath widening using the concrete separators creates more space for walking and cycling. This is called the shared path. It allows people to walk or cycle in either direction, much the same as they currently do, but with more space to do so which makes it safer. We welcome public feedback and could configure it differently e.g. sign the road part as cycle lane only, but this would only be one direction as it is not wide enough to be bidirectional. The concrete separators also make the road feel slightly narrower, which encourages slower vehicle speeds.
- Bus stops – these are a separate project. However, there are plans to move the one opposite the playground to create more space for the pedestrian crossing there.

Lookahead

- There are less than two weeks left in the construction programme.
- A launch event is planned with the local school for Friday 20th October.
- An online survey will then be posted from mid-November to allow people to provide feedback on the new layout.
- A community drop-in event is being planned for late November/early December to provide feedback in person
- There will also be further information gathered through things like vehicle and speed counts.
- This information will be reviewed as it comes in and over the coming months into early 2024. Appropriate changes will be implemented. The timing of these changes will depend on the nature of the feedback and how significant the changes are.
- Final recommendations will be provided to Council decision makers prior to the conclusion of the nationwide Streets for People programme in June 2024 so that the final layout can be confirmed.

