

7.8 STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK – FOCUS ON ARANUI ROAD (QUEEN STREET AND CHAMPION ROAD INFORMATION – SEE FULL COUNCIL REPORT OF 2 MAY 2024

Report To:	Tasman District Council
Meeting Date:	2 May 2024
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Report Number:	RCN24-05-8

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is to summarise and present feedback and relevant data on the Aranui Road, Queen Street and Champion Road pilot cycleways that have been installed as part of the Streets for People (SfP) programme and request approval from the Council on the next steps.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 On 30 June 2022, staff presented a report (ROC22-06-3) to the Operations Committee introducing the Streets for People project.
- 2.2 The SfP project team has since completed pilot cycleway installations on Aranui Road (Māpua), Champion Road (between Salisbury Road and Hill Street) and Queen Street (between Salisbury Road and Hill Street).
- 2.3 This report does not include the remaining streets in the SfP Programme which are Salisbury Road, Hill Street (between Queen Street and Champion Road) and Wensley Road. These remaining pilots are either in the community feedback phase or are yet to be constructed. Staff will present feedback on these pilots at the Council meeting on 20 June 2024.
- 2.4 All these pilots deliver initiatives from the Walking and Cycling Strategy (adopted in 2022), which has overarching targets of increasing the proportion of trips made within our urban areas by walking or cycling.
- 2.5 Staff have undertaken pre and post implementation experience surveys to accompany the following datasets (**Attachment 1**):
- a) Pre and post implementation
 - 1) Vehicle counts
 - 2) Vehicle speeds
 - 3) Cycle counts
 - 4) Cycling routes (footpath and road)
 - b) Feedback from businesses
 - c) Feedback delivered through other formats (service requests, emails, meetings)
- 2.6 Understanding the performance of the fast, low-cost pilot projects will assist the Council in improving these projects in the short term, and in planning future permanent changes to street layouts to deliver against its strategic objectives in the long term.

- 2.7 Based on the full range of data in 2.5, staff recommend the following changes (if any) for the Māpua SfP pilot.

Aranui Road

- Staff recommend Option 2-retain with changes. Changes listed here:
 - Remove the arrows in opposing directions on the cycleway.
 - Remove planter boxes and replace with yellow lines.
 - Remove white plastic bollards.
 - Create defined space on the road section of shared path heading towards the wharf for one-way cycling.
 - Encourage cyclists to take the lane when heading away from the wharf.
 - Extend the corner footpath by the school for cyclists.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the Streets for People Implementation Feedback - Aranui Road. Queen Street and Champion Road report, RCN24-05-8; and**
2. **approves the following design changes**

2.1 Aranui Road

2.1.1 Remove the arrows in opposing directions on the cycleway.

2.1.2 Remove planter boxes and replace with yellow lines.

2.1.3 Remove white plastic bollards.

2.1.4 Create defined space on the road section of shared path heading towards the Māpua wharf for one-way cycling.

2.1.5 Encourage cyclists to take the traffic lane when heading away from the Māpua wharf.

2.1.6 Extend the corner footpath from Aranui Park to Māpua Fruit and Vege Shop.

2.2 Champion Road

2.2.1 Retain pilot with no changes.

2.3 Queen Street

2.3.1 Retain pilot with no changes.

4. Background / Horopaki

Walking and Cycling Strategy

- 4.1 In May 2022, the Council adopted its Walking and Cycling Strategy 2022-52. This strategy outlined goals as follows:
- Improving network capacity, by encouraging people to walk or cycle to relieve congestion from cars;
 - Looking after our environment, by reducing emissions;
 - Healthy communities, by encouraging more people to engage in physical activity; and
 - Vibrant urban communities, where better urban design helps reduce the need to travel by motor vehicle.

- 4.2 Among other things, the strategy outlined a network of new and improved cycle lanes in Tasman’s urban areas. Safer infrastructure was the number one action that the community said would make them more likely to walk or cycle,
- 4.3 The strategy set a target of increasing walking and cycling for short local journeys around the urban area to 40% by 2030 and 60% by 2050.

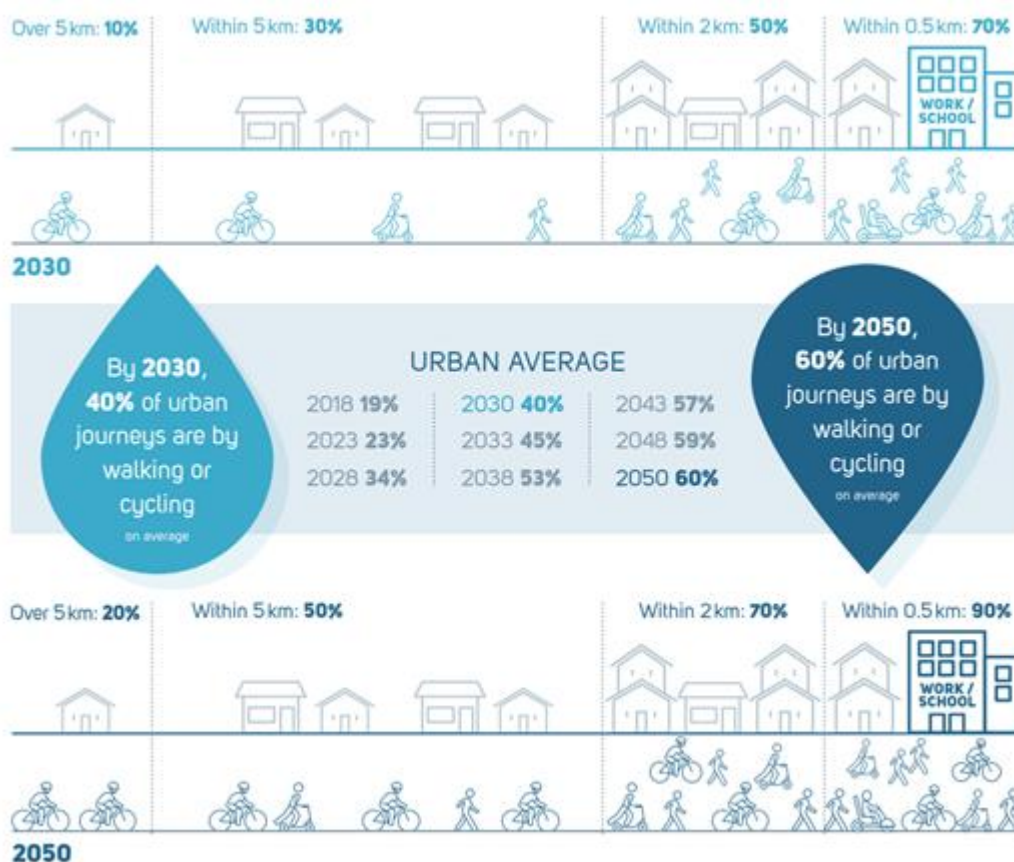


Figure 1: Targets set out in the Walking and Cycling Strategy 2022

- 4.4 The Walking and Cycling Strategy underwent extensive consultation and a full hearings process and received 79% approval from the community through the feedback analysed by staff.
- 4.5 The current Streets for People projects being decided on now are linked directly to the targets and network plans approved through the Walking and Cycling Strategy.
- 4.6 Crashes that affect cyclists and pedestrians are ongoing in the scope area — notably the cyclist fatality on Champion Road in 2022 (person knocked off bike by door being opened in parked car), and an injury-causing accident to a 14-year-old girl on Hill Street in 2023 (struck from behind by a vehicle when cycling past a parked car). These types of crashes, and many near misses that go undocumented, could be reduced with different road layouts and associated infrastructure, which is being piloted through the Streets for People programme.

Streets for People

- 4.17 In 2022, the New Zealand Transport Agency invited councils to apply to be part of the Streets for People programme, which offered 90% funding towards reshaping streets to expand low-carbon transport choices through rapid, adaptive projects during 2022-24.
- 4.18 Staff identified the SfP programme as an opportunity to deliver key elements of the Strategy at low cost to the Council.

- 4.19 Tasman was successful in obtaining funding for projects in Richmond and Māpua, and the Council has been delivering the various project elements during 2023 and 2024 to date.
- 4.20 On 30 June 2022, staff presented a report (ROC22-06-3) to the Operations Committee introducing the Streets for People project and requesting the development of the Streets for People Governance Panel (Panel). The scope of the panel is:
- a) Approve the scope of the Streets for People project.
 - b) Maintain oversight of the direction and decisions made by the project team.
 - c) Maintain oversight of the communications and engagement plan.
 - d) Make recommendations on any new or revised formal delegations to the project team.
 - e) Receive update/monitoring reports.

Delivery of Streets for People Project

- 4.21 Since the June 2022 resolution, staff have held numerous Governance Panel meetings and workshops, and have had designs endorsed for all streets in the SfP programme.
- 4.22 These designs have also been approved and relevant elements including cycle lanes and zebra crossings incorporated into the Traffic Control Devices Bylaw register.
- 4.23 Projects which have been implemented, and had data and feedback received and analysed, are on Aranui Road, Champion Road and Queen Street.
- 4.24 The SfP programme does not follow the 'standard' project lifecycle where a detailed design is produced, consulted on, refined, approved, and constructed in permanent and relatively high-cost ways. Rather, it is implemented rapidly using lower-cost materials and refined over time based on feedback and ongoing engagement with users.
- 4.25 All three pilots have been delivered using relatively low-cost materials which can be refined with minimal investment.
- 4.26 The simplified steps for each sites feedback process were as follows (all post the bylaw approval from the Council):
- 4.26.1 Pre-construction experience survey.
 - 4.26.2 Construction.
 - 4.26.3 Post-construction experience survey (at least two weeks after construction completion) open for at least four weeks.
 - 4.26.4 Tube count data in February/March (annual tube count data).
 - 4.26.5 Collation of feedback received and theming/coding to feedback into multiple themes.
 - 4.26.6 Interpret and summarise themed feedback (undertaken externally).
- 4.27 Staff engaged an external consultant to collate and interpret the range of qualitative and quantitative data. The report summarising this data is included in **Attachment 1**.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 During the consultation period for the Walking and Cycling Strategy, staff hand-delivered engagement letters to every residence on the streets tagged for parking removal and cycling lane installation (including Champion Road, Queen Street and Aranui Road). From these responses, 57% were in favour of cycle lanes on the roads in front of their properties, 10% were generally supportive but concerned about parking, 12% were unsure, and 22% opposed the proposal. (Reports RSH22-05-1 and RSPC22-05-3).

- 5.2 Staff advised the Council that when works began for the installation of the cycleways, it was likely that more negative feedback would be received, as the reallocation of road space from space historically able to be used for parking, to cycleway, requires a significant change in habit from some residents and road users.
- 5.3 The current frustration expressed by some residents and business owners regarding the reallocation of road space is an expected reaction to this change. Human behaviour tends to be resistant to change and habits can take a long time to adapt. This does not mean that the project will not ultimately be successful or embraced by the wider community.
- 5.4 Staff advise that those who are satisfied with the pilot cycleways are less likely to provide feedback, as they are not seeking a change. The same people who submitted in favour of the installation of cycleways for the Walking and Cycling Strategy may not have submitted this for this round of feedback On Queen Street, Champion Road and Aranui Road.

Monitoring and Evaluation Indicators

- 5.5 Key measures for SfP projects were identified in the planning stages and are focused on user perceptions (customer surveys), and safety indicators (vehicle speeds).
- 5.6 While staff have collected cycle counts, these numbers are not considered a reliable indicator of success yet. It is early days in respect of delivery against the Walking and Cycling Strategy objectives and targets. A key foundation of the strategy is developing a more complete network of cycleways, which at the time of preparing this report is still not complete. Figure 2 below shows the status of Richmond SfP on-street cycleway projects physical works as at 31 March 2024.
- 5.7 The remaining works to be completed will mean that cyclists will be able to get from home to work, town or school in a fully linked network of cycleways. If there are significant gaps in the network, or areas where people feel unsafe, cyclist numbers are unlikely to rise significantly.
- 5.8 The SfP programme focused mainly on mid-block cycle way treatments (between major intersections) which are faster and cheaper to install. To achieve the goals set out in the Walking and Cycling Strategy, the full cycling network must be improved from a perceived safety perspective, including intersections.
- 5.11 Confident cyclists will continue to use cycle lanes for their commute, but the less confident cyclists, who some studies^[1] suggest make up 50–60% of commuting residents, are less likely to shift transport modes in the short term. Investment in further improvements will take time.
- 5.12 As a comparison to illustrate the expected timeframe, Christchurch City began their cycleways programme in 2013, and are making steady progress towards implementing their high-quality cycleway network. They are seeing growth in cyclist numbers over time, as illustrated in Figure 3.



Figure 3. Christchurch City Council example of cyclist numbers growing over time

- 5.13 If the pilot programmes remain in place, we will continue to carry out counts of cyclists. This is a performance measure in the Council's Long Term Plan.
- 5.14 Staff advise that the removal of the pilot cycleways at this stage would be premature for several reasons, including:
- the pilots have not been in place long enough to measure changes in behaviour;
 - The network is not yet complete;
 - feedback from schools is very positive and many people appreciate the improvements
 - the Walking and Cycling Strategy envisaged a long term commitment, and is not only focused on kids, but on short journeys for all (to work, services and school).

Monitoring and Evaluation Results to Date

Aranui Road

- 5.15 The Aranui Road pilot installation included a shared path, separated cycleways, planter boxes, parking removal and raised pedestrian crossings.
- 5.16 Since the installation, perceptions of safety have improved and vehicle speeds decreased, particularly at the pedestrian crossing near Māpua School where speeds have reduced from an average of 39.8 km/h to around 26 km/h.
- 5.17 Pedestrian movements have changed significantly along Aranui Road as well, with pedestrians choosing to cross at the raised crossings, rather than seemingly at random.
- 5.18 Key feedback themes centre around support for the new pedestrian infrastructure and opposition to the planter boxes. Residents have expressed a preference for yellow dotted lines rather than planter boxes. There was also significant feedback expressing confusion around the layout of the shared path/cycle lane layout.
- 5.19 As a result of this feedback, staff recommend maintaining the pilot but replacing the planter boxes with yellow lines and increasing clarity around cycle lane layout.

Engagement Feedback

General Comments

- 5.33 Staff advise that before the full network of cycle infrastructure identified in the Walking and Cycling Strategy is installed (at least as a pilot) it is unlikely to see major changes in active mode numbers. There have been increased active transport numbers (more on Champion Road due to the high percentage of school students), but a significant and lasting increase in numbers takes time for people to shift their habits and a full network to be installed without gaps that leave people feeling unsafe. If there is one intersection or section of road that feels dangerous, the 'interested but concerned' cyclists and their loved ones will still hesitate to use the rest of the network.
- 5.34 Each site received approximately 400-700 individual feedback submissions post construction. Staff acknowledge that the residents that filled in this survey were self-selecting and may therefore not be a statistically representative sample size.
- 5.35 Staff consider it likely that many residents that were supportive of the pilot installations may not have filled out the post-construction survey, as the pilots were satisfactory in their view, and they felt they were likely to remain.

Aranui Road, Māpua

- 5.36 The Summary of Findings report (page 20) identifies the five main positive themes, and the five main negative themes from the feedback data. The five main negative themes are as follows:
- Opposition to planter boxes
 - Concerns about impact to safety
 - Concern about car park removal

- Confusion about the new layout
- Opposition to material / bollard / fit-out

5.37 From these key themes, staff have drafted some design for alternative options. Staff also have the following comments about the themes.

Opposition to planter boxes (86% of respondents, Summary of Findings page 21)

5.38 The planter boxes served three purposes:

- Protect setbacks from vehicle crossings, so that vehicles don't park too close to them. Being low, the planters allow visibility of the footpath either side of the vehicle crossing. Drivers can more easily see if a pedestrian is approaching the vehicle crossing before the driver turns in, so the safety is improved.
- Provide a narrowing effect on the road, which encourages slower speeds for vehicles. (The Summary of Findings (page 8) indicates a speed reduction in this zone of 15-20% has been achieved. The raised tables will be contributing to this).
- Provide more greenery along Aranui Road in advance of any further permanent streetscape improvement project.

Table 1 – Brief options analysis and recommendation relevant to this theme. Designs in Attachment 2

Option	Description	Brief description	Recommended
1	Leave planter boxes as they are.	Status quo. No change. Vehicle speeds will not increase.	
2	Remove planter boxes and reinstate on-street parking as before.	Vehicle speeds may increase as the road may feel wider. Pedestrian safety at vehicle crossings will be compromised as vehicles can block sight lines.	
3	Remove planter boxes and replace with yellow lines.	Vehicle speeds may increase as the road may feel wider but pedestrian safety at vehicle crossings will be maintained. Outside the Four Square already has this arrangement.	X

Concerns about impact to safety and confusion about the layout (30-50% of respondents)

5.39 These two themes have been combined as the feedback is similar between them. Reviewing the feedback comments for these theme categories, some key sub-themes come through:

- Mixed-mode use on the footpath (pedestrians and cyclists). They should be separated.
- Cyclists unsure where to go. Too many options.
- The stop-start nature of the cycle lane (stops through town centre).
- Confusing for tourists.
- Children become complacent.

5.40 Note: The Summary of Findings (page 10) shows that even before the project, 45% of cyclists through the town centre use the footpath, so pedestrian cyclist conflicts were already present to an extent.

Table 2 – Brief options analysis and recommendation relevant to this theme. Designs in Attachment 3 and 4

Option	Description	Brief description	Recommended
1	Leave alignment as it is.	Status quo. No change. Confusion ongoing.	
2	Road section of shared path to convert to wharf-bound cycle lane only.	Cyclists heading away from the wharf will cycle in the road lane just like a car. Pedestrians will stick to footpath. Tasman's Great Taste Trail section remains a shared path.	X
3	Road section of shared path to convert to wharf-bound cycle lane only. Reroute GTT.	Cyclists heading away from the wharf will cycle in the road lane just like a car. Pedestrians will stick to footpath. Tasman's Great Taste Trail could be redirected down Iwa Street but would require further consultation.	

Opposition to materials / bollards / fit-out

5.41 Reviewing the feedback comments for these theme categories, some key sub-themes come through:

- Clutter of paint, signs, and poles. Too many obstacles. Hazardous.
- Negatively impacts the character of the village.

5.42 Note: Given the low-budget, interim nature of the project, there is limited ability to achieve a high-quality aesthetic. A review from a landscape architect has suggested some improvements that could be made:

- Consider more appealing paint treatments of cycle lane thresholds and signage.
- Remove planter boxes and concrete some at pedestrian crossings to create pause areas.
- Modify these planter boxes to create seating and make more visually appealing, using materials that connect with the wharf precinct aesthetic.

Table 3 – Brief options analysis and recommendation relevant to this theme

Option	Description	Brief description	Recommended
1	Remove white plastic bollards.	With the planters already gone, and the cycle lane 1-way, also removing white bollards will result in a significant difference overall.	X
2	Remove white plastic bollards & concrete separators.	Seventeen percent (17%) of respondents did highlight objections to the concrete bollards. Note that these are likely contributing to slower traffic. They also add a layer of protection for kids so removing them may result in upsetting a different group of residents.	
3	Remove white plastic bollards and concrete separators. Implement landscaping improvements from	A pause area up by the school could be effective. However, there may already be so much opposition to planters that any remnant of them may be a legacy reminder.	

Concerns about carpark removal

- 5.43 The Summary of Findings (page 21) does show that 68% of respondents would like to see more on-street parking. However, in the same graph, 51% of respondents would like to see either the same amount or more cycle lanes.
- 5.44 The Summary of Findings (page 21) also notes that pre-project data indicated on-street parking demand outside the town centre on Aranui Road was less than 8%. This is not compelling data to reinstate parking. Particularly along the Java Hut to School end, on-street parking is still available on the opposite side of the road.
- 5.45 The on-street car-parking removal undertaken as part of this project is consistent with what has been outlined in the Walking & Cycling strategy.

Table 4 – Brief options analysis and recommendation relevant to this theme

Option	Description	Brief description	Recommended
1	Leave alignment as it is.	Status quo. No change.	X
2	Remove section of cycle lane between Higgs Road and the wharf.	This stretch of road was most impacted by the on street car-park removal. However, nearby side streets are still available for parking.	
3	Remove all sections of cycle lane (Higgs to wharf and Java Hut to School)	All cyclists would now share the road with cars.	

Staff received feedback through the Māpua Masterplan process, and SfP feedback supporting the extension of footpath from Aranui Park towards the Māpua Fruit and Vege Shop. Staff have drafted a concept in **Attachment 5** – Option 2. Should the Council approve this concept, staff will assess the feasibility in terms of budget and alignment.

6. Options / Kōwhiringa

6.1 The options for Aranui Road are outlined in the following table:

Option	Advantage	Disadvantage
1. Retain pilot project as is	<ul style="list-style-type: none"> • Maintains increased level of protection to cyclists and other active mode users. • Continues to build connection to the wider developing cycle network. • Takes steps to achieve the Council's climate action goals. • Follows through on policies and plans approved through the Walking and Cycling Strategy. • Allows for more time to see an increase in active mode user numbers as 	<ul style="list-style-type: none"> • Members of the community who do not like the project, or elements of the project, may not feel listened to. • There will continue to be confusion in the community around the layout of the cycle lanes, which may limit uptake of cycling in Māpua.

Option		Advantage	Disadvantage
		the network continues to grow.	
2.	<p>Retain pilot project with changes the following changes:</p> <p>a. Remove the arrows in opposing directions on cycleway.</p> <p>b. Remove planter boxes and replace with yellow lines.</p> <p>c. Remove white plastic bollards.</p> <p>d. Create defined space on the road section of shared path heading towards the wharf for one-way cycling.</p> <p>e. Encourage cyclists to take the lane when heading away from the wharf.</p> <p>f. Extend the corner footpath by the school for cyclists.</p>	<ul style="list-style-type: none"> • Will show the community their dislike of planter boxes to limit parking was listened to. • Will increase clarity around how to use the new cycle facilities provided. • Will increase safety by adding separation between cyclists and pedestrians heading to the wharf. 	<ul style="list-style-type: none"> • Cyclists will need to share the lane with vehicle traffic heading away from the wharf.
3.	Remove pilot installation entirely	<ul style="list-style-type: none"> • Satisfies community members who want on-road parking re-instated. 	<ul style="list-style-type: none"> • Increases risk for pedestrians and cyclists. • Fails to give the project a long enough chance to gain traction. • Fails to take steps to action the targets and policies in numerous approved Council strategies.

6.4 Option 2 (retain project with some changes) is recommended for Aranui Road.

7. Legal / Ngā ture

7.1 Any changes to traffic control devices will need to be reflected in the Traffic Control Devices Bylaw register.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

8.1 Staff held multiple hui with iwi during early concept design. Given that works included retrofitting areas already allocated as road reserve, iwi did not request to be actively engaged for the remainder of the project.

8.2 To note, this engagement was undertaken before the Whakawhitiwhiti Whakaaro (Iwi Engagement Space) was developed.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

9.1 This report is of high significance to residents that live on any of the SfP streets as the ability to utilise on-street parking has been removed to improve safety.

9.2 This report is of high significance to residents wanting to utilise cycle lanes.

9.3 Relative to many Council projects, the Walking & Cycling Strategy and SfP projects have had a high degree of engagement with our community.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	The responses to our experience surveys have been high, indicating that public interest is high. There is anecdotal evidence that the recommended option will be controversial.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	High	The recommended option may positively impact the wellbeing of the community in the future. This is due to safer cycle lanes giving residents freedom of transport choice and ultimately less people undertaking short trips by car. This will free up congestion for those that must drive and reduce emissions with less of the population driving. With active transport modes being promoted and being a safe option, it may lead to a healthier community with wider economic benefits.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The pilot projects demonstrate that road layouts can be modified relatively quickly and easily.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Roads are a strategic asset, but this decision relates to a small part of the network.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	A decision to remove the pilot installations would decrease the Councils ability to achieve performance measure targets for cycling.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	

	Issue	Level of Significance	Explanation of Assessment
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	No	

10. Communication / Whakawhitiwhiti Kōrero

10.1 Staff have run a significant feedback process both pre and post implementation of pilot projects on Queen Street, Champion Road and Aranui Road. A summary of this feedback process is included in **Attachment 1**.

10.2 The following communication has been undertaken with residents post the inception of the SfP programme:

- Direct consultation and discussions with all businesses on the streets and key stakeholders (FENZ, Police, St John, Schools).
- Multiple community “working group” design sessions for each street. These were open invites with active invites to key stakeholders (FENZ, Police, St John, Schools).
- All greater Richmond residents received a flyer with a map of all works taking place.
- All residents of the streets received both a pre-construction and post-construction survey which included a cover letter. The remainder of residents were encouraged to fill in these surveys via our website and social media channels, additionally paper copies of the survey were left in strategic locations.
- All residents of the streets received a letter at least four weeks before construction with a concept design and contact details – and again received a letter one week before construction with specific traffic management details. This information was also posted on our website and social media channels.
- Staff also held multiple drop-in sessions to provide information and allow people to give feedback at multiple stages, these included:
 - A community drop in pop-up which ran for two weeks in the Richmond Mall.
 - “Bikers brekkies” in Sundial Square, Aranui Road, and Woolworths Champion Road.
 - Two community drop in sessions pre-construction at Java Hut (Māpua) and two community drop in sessions post construction at the Community Hall (same session as the Māpua Masterplan Consultation)
 - Consultation sessions at Garin College and Māpua School.

- 10.3 To note, the Walking and Cycling Strategy undertook a full submissions and hearings process, with online information seminars and directly affected residents being actively invited to submit on the strategy.
- 10.4 A range of opinions have been expressed in the feedback. Staff are confident in the communication and engagement strategy undertaken for the SfP programme. Staff believe that there is a common misconception that “having your say” is the same as “having your way” with many residents believing that if the latter is not achieved then it is a failure of the engagement process.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 All options provided in this report are achievable within the existing budgets for the SfP projects.

12. Risks / Ngā Tūraru

- 12.1 Should the Council approve the recommended options, there may be a risk that the parts of the community may feel their voices weren't listen to.
- 12.2 There is a risk that residents who agreed with the pilots did not engage in the feedback process as they were satisfied that the pilots had addressed their prior concerns.
- 12.3 If the options to remove any or all of the pilot cycle lanes is adopted, there is a risk that significant numbers of the community will be unhappy that what was considered progress towards safer cycling, trips to school, and environmental benefits have been retracted.
- 12.4 If the options to remove any or all the pilot cycle lanes is adopted, there is a risk that the significant number of residents, schools and community groups that strongly supported the adoption of the Walking and Cycling Strategy will see this decision as Council not adhering to a high-profile plan that was recently consulted on and adopted.
- 12.5 If the pilot projects are removed, there is a risk that members of the community will perceive this as Tasman District Council failing to take action on climate change.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The matter requiring a decision in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024'.
- 13.2 The recommended options may reduce the greenhouse gas emissions associated with use of the Council's transport network, which is one of the goals of the Walking & Cycling Strategy.
- 13.3 The options for removing the pilot cycle lanes may increase or keep the greenhouse gas emissions associated with the Councils transport network the same. This is based on the existing cycle network staying the same and the proportion of commuters cycling staying the same. According to the Walking and Cycling Strategy, if the proportion of people undertaking their commute by car versus cycling or walking stays the same, there will be 16,600 more cars on the road by 2050 (accounting for census growth projections).
- 13.4 The Walking and Cycling Strategy identifies the need to take urgent action to reduce our transport emissions and present the network plans and strategy policies as crucial steps towards achieving those goals.
- 13.5 Tasman Climate Response Strategy and Action Plan 2023-2035 lists reducing reliance on cars by ‘substantially improving infrastructure for walking and cycling’ as a key action in support of the Emission Reduction Plan targets (reducing transport emission by 41% by 2035 and net zero by 2050).

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 14.1 There is significant strategy and policy in place, adopted and endorsed by Tasman District Council over the last several years that highly encourages the bold installation of cycling infrastructure to make these goals and targets achievable. The actions proposed come directly from the actions and networks that form part of the Walking and Cycling Strategy 2022.

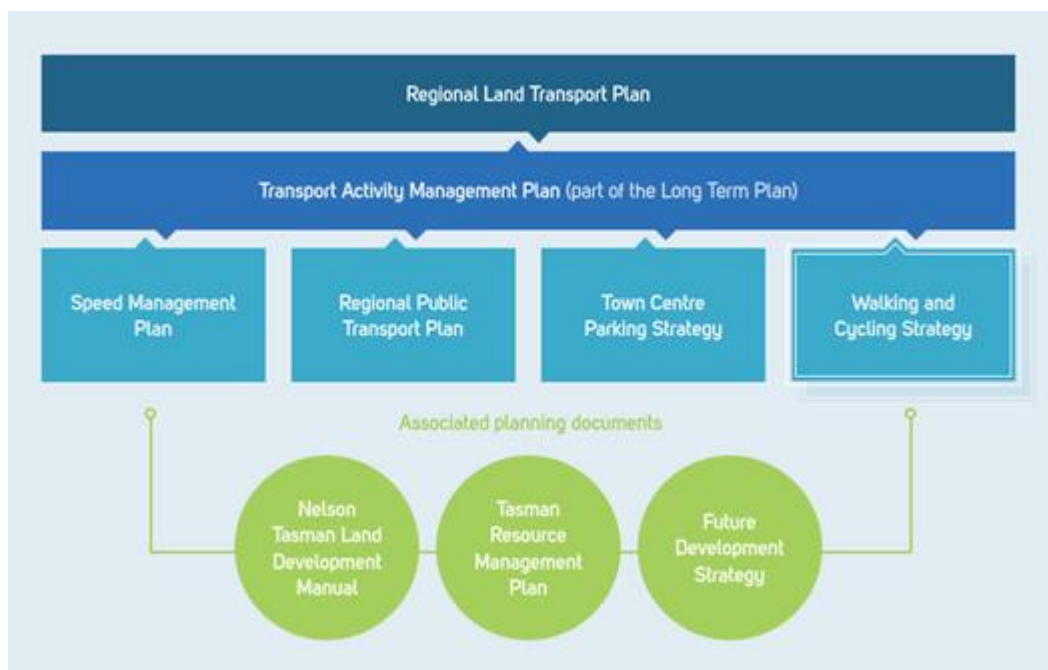


Figure 5: Strategic fit of the Walking and Cycling Strategy 2022

- 14.2 The pilot cycle lanes installed on Queen Street, Champion Road and Aranui Road align closely with the maps consulted on for the Walking and Cycling Strategy (2022) and support the principles, policies and targets identified in the strategy.
- 14.3 The pilots also are steps towards achieving the strategic targets in the Richmond Programme Business Case, aiming to significantly increase the number of people who choose to walk and cycle for local trips.
- 14.4 The pilots support the strategic aims of the Richmond and Motueka Car Parking Strategy 2018-2038, which states that "...walking and cycling...will be encouraged through prioritised infrastructure in prominent locations and investment of our network to provide safe and convenient routes to the town centres."
- 14.5 The pilots align with the targets set in the Regional Land Transport Plan 2021-2031, which has a headline target of doubling the amount of active mode use by 2030 (which also aligns with the Walking and Cycling Strategy).
- 14.6 The pilot cycleways are supported by Richmond on the Rise (2024) which identifies the length of upper Queen Street as an area for intensified residential housing. If cycleways are in place now, future developers have the option to provide off street parking for residents. If the pilot cycleways are removed now, developers will be less likely to provide parking off road for residents and rely on on-street parking. This will make it increasingly difficult to install cycleways along these routes in the future.
- 14.7 Richmond on the Rise also highlights upper Queen Street as a key transit corridor and target for active transport improvements, and states that "With a growing population, we need to make sure people choose types of transport that suit them best. Cycling, walking, e-mobility (electric skateboards, scooters etc) and public transport all have a role to play in Richmond, alongside private cars".

14.8 The pilot projects for SfP take steps to achieve the goals and targets of the Emissions Reduction Plan and the Tasman Climate Response Strategy and Action Plan 2023-35.

15. Conclusion / Kupu Whakatepe

15.1 The pilot projects including cycleways that make up the Queen Street, Champion Road and Aranui Road Streets for People projects are closely aligned to a wealth of strategy and policy decisions already endorsed by Tasman District Council.

15.2 The projects are the physical actions that have resulted from carrying out the plans and step changes identified in the Walking and Cycling Strategy 2022.

15.3 Robust consultation and engagement were undertaken for the prior strategies that form the genesis of the Streets for People projects, and for the pilot cycle ways themselves.

15.4 Despite the brief amount of time that they have been installed, staff have measured an increase in active mode use, and an increase in perception of safety.

15.5 Feedback was received that some members of the community are unhappy with the reallocation of road space to cycleway, but this feedback is expected and not unusual for this type of project. Feedback was also received confirming that the roads now feel safer for people walking or cycling.

15.6 Staff recommend that the Council retains the pilot projects on Queen Street and Champion Road as they are, and retain the pilot project on Aranui Road with several changes encouraged by the community.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 If the recommendations in this report are approved by the Council, staff will take action to make the identified changes as quickly as possible.

16.2 Staff will continue to collect information on vehicle speeds, cyclist numbers and perceptions of safety as the pilots continue.

16.3 Staff will continue to meet with the Walking and Cycling Governance Panel to update the Council on the project and gain feedback.

16.4 Staff will provide a summary of community feedback on the remaining Streets for People projects (Salisbury Road and Hill Street) at the next Council meeting in June 2024.

Tasman District Council.

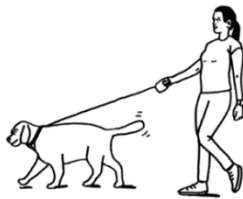
Streets for People. Richmond & Māpua.
Summary of Findings for Governance Panel Workshop.



Contents.

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Background and Project Objectives.



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Māpua.

- Background & Methodology. Māpua.
- Summary Māpua
- Behaviour
- Safety
- General Sentiment, Ideas and Considerations



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Richmond.

- Background & Methodology. Richmond.
- Summary Richmond
- Behaviour
- Safety
- General Sentiment, Ideas and Considerations



Background & Project Objectives.

In 2022 Tasman District Council was able to secure funding from the Waka Kotahi Streets for People programme, so that it could deliver elements of its Walking and Cycling Strategy sooner than first planned. The Streets for people programme aimed to support councils in evolving their streets and creating people friendly spaces in partnership with their communities.

The Richmond & Māpua Streets for People projects aim to create and improve spaces for safer cycling over the next two years, linking places where people live, schools, commercial centres and the wider existing network of cycle trails.

Richmond and Māpua will continue to grow in population and popularity in the coming years. It is important to find ways to ensure cycling and walking paths, roads, and public transport can deal with growth within the area, and ensure Richmond and Māpua are easy to live in and travel around.

The purpose of this report is to understand the impacts and changes in community perception and quantitative measures relative to the project objectives.



Project Objectives:

Aligning with national and regional transport strategies, Tasman District Council are seeking to:

1

Make Richmond and Māpua's roads safer for everyone.

2

Improve connections between streets, and build safe and attractive walking and cycling paths, helping make Richmond and Māpua even nicer places to live.

3

Help ensure journey times are more reliable for both people and freight, particularly during busy times of the day.

4

Make it easier for people to walk, bike or take different transport options to get to work and school.



Background & Methodology. Māpua.

The Māpua Streets for People project aims to improve Aranui Road by creating a safe and sustainable corridor through slower speed zones, shared paths, planter boxes and raised pedestrian crossings.

Methodology: Research and engagement was conducted over a 19-month period, beginning in September 2022 (pre construction) and ending in early March 2024 (post construction).



Survey



**Workshops/
Drop-in sessions**
(including meeting with key stakeholders such as business owners, community groups, and the Fire Service)



FOLK Vision



Supplementary data
Tube counters and TomTom and Strava Metro speed data

Summary. Māpua, Aranui Road.

The following project objectives are aligned with the Tasman District Council Walking & Cycling Strategy (May 2022), and were used when applying for the Streets for People project with Waka Kotahi, New Zealand Transport Agency.

The following vision statement was created with the Māpua working group, which included members of the Māpua community and various stakeholders:

“Creating a safe sustainable road corridor, where attractive and inviting streets encourage an engaged vibrant community life inclusive of everyone”



1 Project Objective 1

Making Māpua's roads safer for everyone.

Findings:
Since the changes, more people feel it is safer for those not in a vehicle.
Average motor vehicle speeds have dropped (especially near raised pedestrian crossings), by between 7% - 29% (page 8).

2 Project Objective 2

Improving Māpua's connectivity.

Findings:
The cycleway connects Māpua, schools to residential areas and amenities.
The three new raised pedestrian crossings are widely used, and have concentrated where pedestrian choose to cross the road (page 9 & 11).

3 Project Objective 3

Ensuring reliable journey times in Māpua.

Findings:
Average motor vehicle speeds have decreased and vehicle volumes have increased slightly.
Travel times on Aranui Road have increased by 20 seconds (SE bound) and 15 seconds (NW bound) (page 8).

4 Project Objective 4

Making active and alternative transportation easier for Māpua.

Findings:
Pedestrian crossings and extension of footpaths are well liked and used - by cyclists and pedestrians (page 18).

The key findings from engagement with the community, and via the various feedback channels and data sources include:

● In general participants felt that the changes had improved safety in the area, the raised crossings were cited as a key contributor to this.

● Average vehicle speeds in Aranui Road had decreased.



● Participants were keen to see the planter boxes removed due to perceived safety concerns.

● There was concern about the removal of on-street parking and that the new road layout is causing some confusion.



Behaviour.

This section shows the impact the changes to Māpua have had on motor vehicle and cyclist behaviour in the area.



Behaviour.

There are differences in how people use the cycleway and shared path on Aranui Road.

Cyclelane usage on Aranui Road near Higgs Road shows that 31% of cyclists are riding on the new cyclelane and 40% on the footpath. The remaining 29% were riding on the road.

The environment near Māpua School was observed for both morning drop-off and afternoon pick-up time over a three day period, pre and post project, to understand what modes people were using, and where they were choosing to travel. Analysis of this data uncovered the following:

- There was a +45% increase in walkers, cyclists and scooter riders in the area and when looking at cyclists and scooter riders only, this jumps to +112% between the two periods.
- On the school side, 79% of cyclists and scooter riders chose to ride on the footpath, 20% on the cycleway and the remaining 1% on the road.
- The number of people crossing the road between the existing crossing and the new raised pedestrian crossing has increased by +141%. This may be due to the lower motor vehicle speeds in the area, caused by the nearby raised pedestrian crossing, providing a perceived safer environment to cross the road.

Cyclepath Usage



Behaviour.

Average motor vehicle speeds have decreased at each segment on Aranui Road, most significantly at the new raised crossing near Māpua School.

Since the changes were made, average motor vehicle speeds have decreased in all segments of Aranui Road between Māpua school and Tahī Street. As expected, these speed reductions are most dramatic at the location of the three raised pedestrian crossings (indicated below by a yellow rectangle), where speeds reduced by between -22% and -28.9%. At other segments of the road speeds decreased by a lesser amount, between -2.8% and -7.4%. 30 km/h speeds are often a target when trying to create a shared space for motor vehicles, pedestrians and cyclists. At these speeds the risk of death and serious injury is significantly reduced.

Average motor vehicle travel times on this 1.24 kilometer section of Aranui Road have increased by 20 seconds (from 127 seconds to 147 seconds) for vehicles travelling south east. Those travelling north west have increased by 15 seconds (from 131 seconds to 146 seconds).

There was a concern that the street changes would see an increase in vehicles using Higgs Road or Iwa Road to avoid Aranui Road. There were only noticeable changes in vehicles travelling from the wharf. Before the changes, 77% of vehicles travelled via Higgs Road to the Higgs Road, Māpua Drive and Catherine Road roundabout and 20% travelled on Aranui Road and Māpua Drive (the remaining 3% use Iwa Road). Since the changes this has increased to 84% travelling on Higgs Road, and decreased to 16% on Aranui Road (the remaining 1% use Iwa Road). More information can be found on page 44.

Average Motor Vehicle Speeds

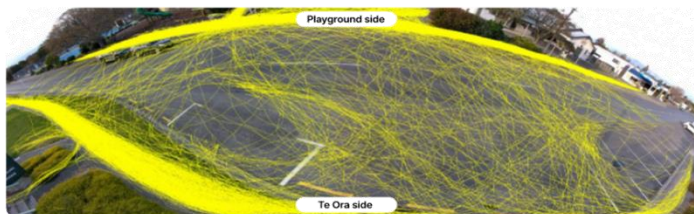


Behaviour. Pedestrians. Māpua Playground Site.

Pedestrian movements indicate that new pedestrian infrastructure is well used and crossing points are condensed into three areas, with the pedestrian crossing being the most used crossing point in the area. Footpath use has not significantly changed.



Disclaimer: The trajectories that look like pedestrians in the middle of the road are likely e-scooter or bike users, wrongfully identified as pedestrians by the software.



Pre change.

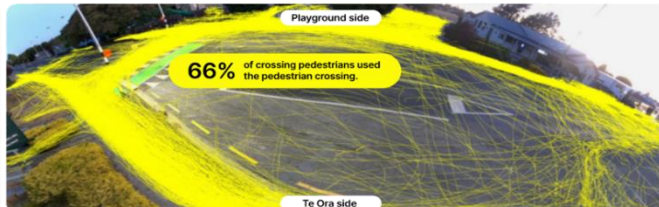
Pedestrian movements in the pre-change analysis showed no defined crossing preference with pedestrians crossing at various points along Aranui Road.



Post change.

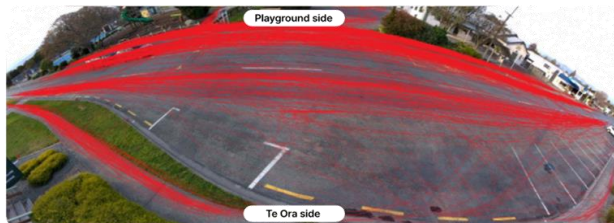
Pedestrian movements in the post-change analysis showed three main crossing points. The new pedestrian crossing was used by 2 out of 3 pedestrians that crossed Aranui Road in this area.

Behaviour of pedestrians crossing between the community hall and the car parks on the Te Ora side of the road is still present.



Behaviour. Cyclists. Māpua Playground Site.

Post-change analysis indicates cyclist movements on the road have slightly increased and trajectories show that cyclists are using the new crossing. The percentage of cyclists riding on the road has increased by 4 percentage points.



Pre change.

The pre-change analysis shows evidence of cyclists using both the footpath and road.

45% of the total cyclist movements used the footpath on the playground side. 11% of the total cyclist movements used the footpath on the Te Ora side, resulting in 56% of cyclists choosing to ride on the footpaths in this area.

Post change.

The post-change analysis shows evidence that cyclists are still using the road and footpath.

38% of the total cyclist movements use the footpath on the playground side, which is 7 percentage points less than in pre-change analysis. 14% of the total cyclist movements used the Te Ora side which is a 3 percentage point increase. This results in 52% of total cyclists riding on the footpaths in this area which is a decrease of 4 percentage points from the pre-change analysis.

The new pedestrian crossing is well used by cyclists.

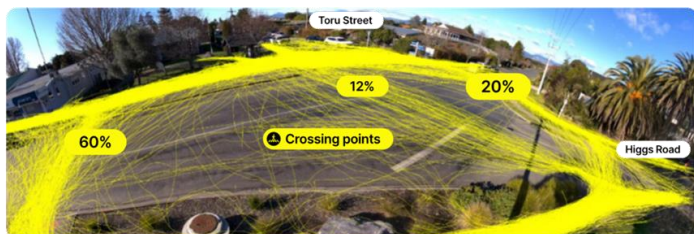


Behaviour. Pedestrians. Higgs Road Site.

Almost 9 out of 10 pedestrians are crossing Aranui Road on the new pedestrian crossing, increasing from 6 out of 10 before the crossing was installed.



Disclaimer: The trajectories that look like pedestrians in the middle of the road are likely e-scooter or bike users, wrongfully identified as pedestrians by the software.



Pre change.

The pedestrian movements in the pre-change analysis indicate three obvious crossing points.

The first crossing point, where the pedestrian crossing was introduced, experienced 60% of pedestrian crossing movements. The second between Toru Street and Higgs Road experienced 12% of pedestrian crossing movements. The third crossing point on the other side of the two roads experienced 20% of pedestrian crossing movements.

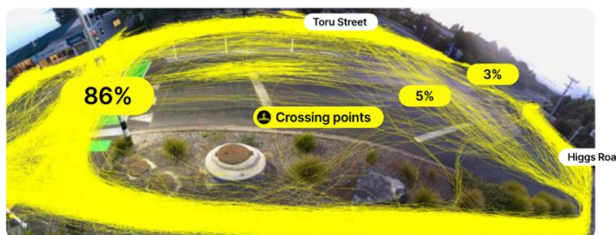
The remaining 8% of the pedestrian crossing movements were spread across other areas.

Post change.

86% of pedestrian crossing movements used the pedestrian crossing.

The other two crossing points are still being used, but by far less people. The second crossing point experienced 5% of pedestrian crossing movements and the third experienced 3%, the remaining 6% of pedestrians crossing movements were spread across other areas.

This evidence shows that the pedestrian crossing is located correctly, and confirms that when good-quality pedestrian infrastructure is installed, people will use it.



BEHAVIOUR. CYCLISTS.
Higgs Road Site.

Pre and Post-change analysis shows evidence of consistent use of both the footpath and road.

The number of cyclists riding on Aranui road has increased by 168% (from 612 to 1640) between the pre and post phase. It is important to note that the pre data collection phase was during August, and the post data collection phase was in February, so seasonality would be a contributing factor.



Pre change.

Pre-change analysis showed evidence of cyclists using both the footpaths and the road.

On the furthest side of Toru Street and Higgs Road majority of cyclist movements are on the north side (60%) and 40% are on the south side.

There is also evidence of some cyclists crossing at the location where the new pedestrian crossing was introduced.



Post change.

There is little change in cyclist behaviour at this site since the changes have been made.

On the furthest side of Toru Street and Higgs Road cyclist movements are more evenly distributed than in the pre-change analysis, with 57% on the north side and 43% on the south.

The new pedestrian crossing is well used by cyclists.

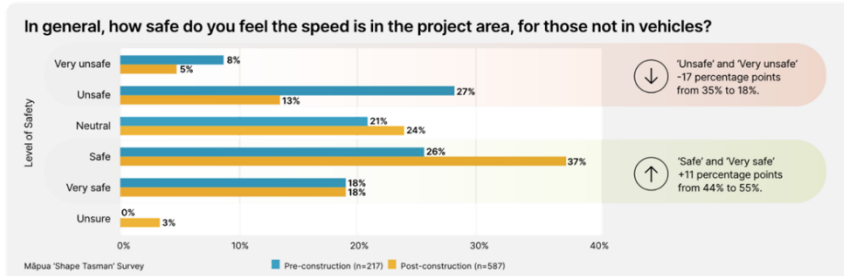


Safety.

This section shows the impact the changes to Māpua have had on safety perceptions in the area.

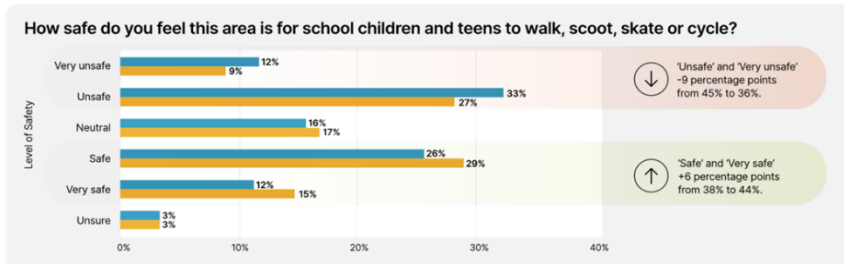


Safety. Participants generally felt the Māpua project has made the area safer.



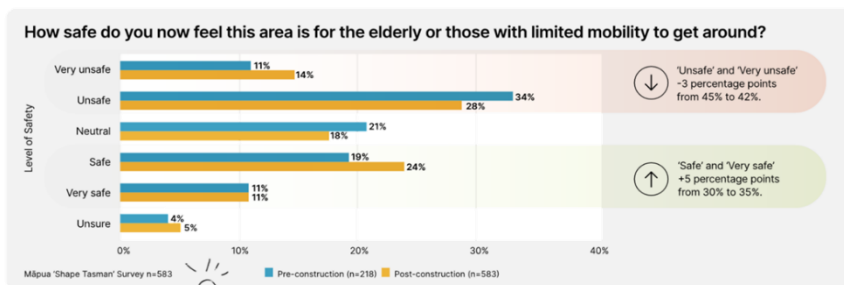
Additional context from safety responses.

- Some participants felt the cycle lane lacked consistency, causing confusion, notably where cyclist are required to merge back with vehicle traffic.
- Some thought the speed limit could be lowered directly around schools in the area to improve safety.



Please note: the pre-construction survey had a smaller sample size so any comparison needs to consider this. Refer to page 44 for the demographics of the survey respondents.

Safety. Participants felt that the changes had improved safety for the elderly and those with limited mobility; however, they expressed concern about the shared spaces and the confusing layout.



Additional context from safety responses.

- Safety concerns primarily stemmed from the usability of the new road layout, with confusion arising from contradictory signage, narrow pathways, and shared spaces between pedestrians and cyclists.
- Planter boxes, concrete barriers, and raised crossings are cited as hazards and obstacles for the elderly and people with limited mobility.
- Reduced parking availability causing increased distances to amenities were of concern.
- The new crossings were often viewed as contributing to safer environment for the elderly and those with limited mobility.

Please note: the pre-construction survey had a smaller sample size so any comparison needs to consider this. Refer to page 44 for the demographics of the survey respondents.



Safety. Soundbites.

When asked "how safe do you feel this area is for school children and teens to walk, scoot, skate or cycle since the changes have been made", respondents were encouraged to provide context to their answer. Those in green had selected 'safe' or 'very safe', and those in red has selected 'unsafe' or 'very unsafe'.



"The improvements of crossings in key areas has been vital. My daughter is able to bike/scooter independently or with friends to school at a far earlier age than my son was able to, due to being able to navigate the road crossings more safely"
— A resident of Aranui Road, aged 50-70

"[...] the boxes make it less likely for children and young adults to run into the street."
— A resident of Māpua/Ruby Bay not on Aranui Road, aged 30-50

"School children and teens have a clear, visible, well delineated place to walk, skate, cycle... and the signage etc all gives a clear message to drivers as they enter Māpua is: "Hey.... this is a people placewe care.....take care!!!!!"
— Resident outside Māpua/Ruby Bay, aged 50-70

Aranui Road

This is a selection of comments that reflect the common themes.

"[It feels unsafe] because the cycle lane is too narrow for 2 cycles going in different directions. Cars backing out of driveways can be hazard especially if they are silent electric vehicles. Some younger children may be difficult to see when reversing."
—A resident of Māpua/Ruby Bay not on Aranui Road, aged 70+

"The general speed limit for the area needs to be lowered. That would solve all present and past problems"
— A resident of Aranui Road, aged 70+

"Cars, cyclists, children, dogs are all mixed up together at times. Signage is very confusing, a blaze of paint colours."
— A resident of Māpua/Ruby Bay, not on Aranui Road, aged 50-70

Safety. Soundbites.

When asked "how safe do you feel this area is for the elderly or those with limited mobility to get around since the changes have been made", respondents were encouraged to provide context to their answer. Those in green had selected 'safe' or 'very safe', and those in red has selected 'unsafe' or 'very unsafe'.



"New markings and crossings have increased the safety"
—A resident of Aranui Road, aged 30-50

"[...] I do believe for the children and elderly that the raised zebra crossings were a great idea."
— A resident of Māpua/Ruby Bay, not on Aranui Road, aged 30-50

"Slowing vehicle traffic, people have more time to react"
— A resident of Māpua/Ruby Bay, not on Aranui Road, aged 30-50

Aranui Road

This is a selection of comments that reflect the common themes.

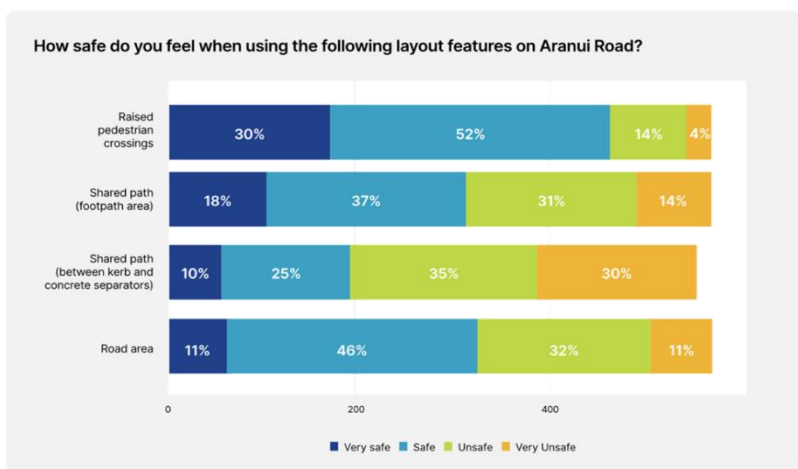
"I have elderly neighbours who need to drive to the village for groceries/pharmacy - they have had an accident already hitting one of the new barriers due to confusion and too much stimulus and change from one state to another. They struggle to park around the planter boxes and have hit them"
—A resident of Māpua/Ruby Bay, not on Aranui Road, aged 50-70

"Total confusion with road markings for elderly ...someone will get seriously hurt as no one can make sense of where to walk/bike ... only place that's safe is the road which we know we can drive on but it's not that safe for bikers"
— A resident of Māpua/Ruby Bay, not on Aranui Road, aged 50-70

"Can't see mobility scooters or small kids on bikes when coming up to the pedestrian crossings because of the planter boxes"
—A resident of Māpua/Ruby Bay, not on Aranui Road, aged 50-70

Safety.

The raised pedestrian crossings significantly contribute to a sense of safety, while on-street parking is viewed as an important consideration for the future.



Using the new layout on Aranui Road:

- The vast majority (82%) felt very safe or safe using raised pedestrian crossings
- 55% of participants felt very safe or safe using the footpath area of the shared path, compared to 45% feeling unsafe or very unsafe
- The majority of participants (65%) felt unsafe or very unsafe using the shared path between the kerb and the concrete separators



General Sentiment, Ideas and Considerations.

This section highlights the general community sentiment related to the changes in Māpua and summarises the most prevalent ideas and considerations from participants.



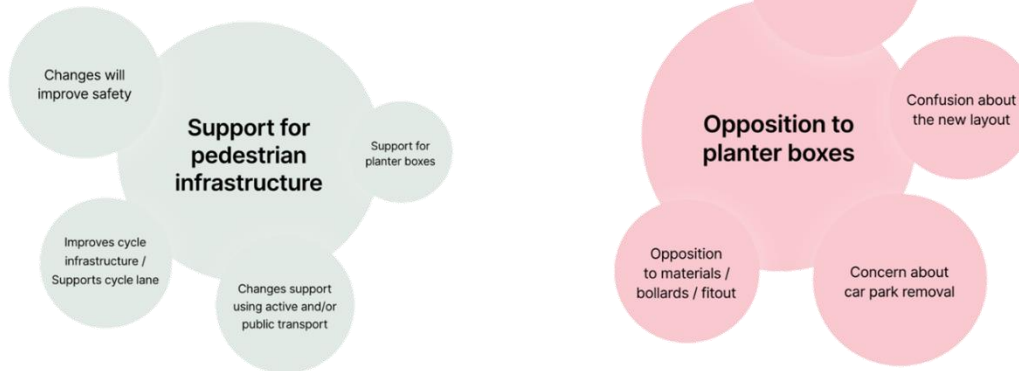
Sentiment.

There is a high level of support for the new pedestrian infrastructure, and also opposition to the planter boxes.

Participants appreciated the addition of pedestrian crossings and the extension of footpaths, noting that these improvements have helped slow traffic and enhanced safety, particularly for children and cyclists. However, concerns were raised regarding the potential hazards posed by the planter boxes, as well as the overall confusion resulting from the changes and the reduction in parking spaces.

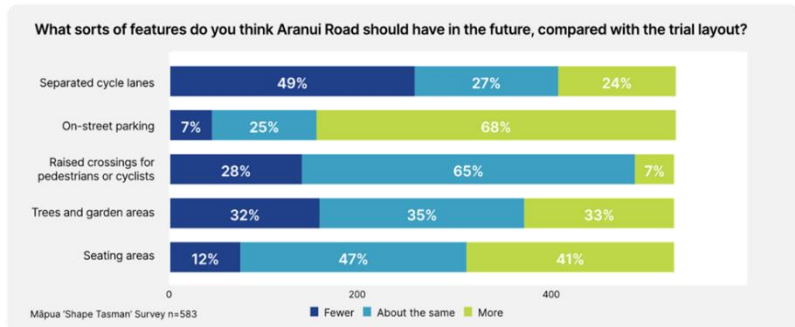
Please note: the council received a submission called Ban the Box, signed by 101 members of the public, asking to remove the planter boxes.

The most prevalent themes (when excluding 'general support' and 'general opposition') from an open field questions asking 'What do you like/dislike about the Māpua Aranui Road project?'. The bigger the bubble the more prevalent the theme.



Ideas and considerations.

There is a desire from participants to rethink how parking is managed and the design of separated cycle lanes.



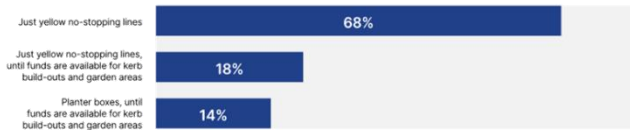
Thinking about the future layout of Aranui Road:

- 51% of people want more or about the same amount of separated cycle lanes, while 49% would like to see less
- The majority of participants would like to see more on-street parking (68%) (please note, a council parking survey conducted on Aranui Rd pre-change showed a utilisation/ parking occupation rate of 8% between Māpua Dr and Java Hut, 42% between Java Hut and Higgs Rd and 8% between Higgs Rd and #28 Aranui Rd.)
- 65% of participants felt that the number of raised crossings for pedestrians or cyclists is appropriate, while 28% would like to see less
- Equal parts of participants would like to see less, more and the same amount of trees and garden areas
- 47% felt that the number of seating areas on Aranui Road is appropriate, while 41% stated it could be increased



Participants would prefer yellow no-stopping lines adjacent to pedestrian crossings instead of the temporary planter boxes.

Adjacent to pedestrian crossing, we need to keep an area clear of parked vehicles to ensure visibility between drivers and users of the crossing. In these no-parking areas, would you rather have?





Appendix.



methodology.

Māpua:

Research and engagement was conducted over a 19-month period, beginning in September 2022 (pre construction) and ending in early March 2024 (post construction).



Survey:

An online survey of the general public ran from 14 November 2023 - 11 March 2024 and received 594 responses. Prior to the changes a survey ran from December 2022 - May 2023, which received 218 responses. Please note, the pre implementation survey had a smaller sample size so any comparison needs to consider this. The surveys were hosted on The Shape Tasman website and were promoted via social media, signage, leaflets and drop-in sessions.

Additional to the survey, there was a public petition called 'Ban the Box' which was signed by 101 people.

Please note: the pre-construction survey had a much smaller sample size so any comparison needs to consider this.



Workshops/Drop-in sessions:

The wider community had been engaged in a range of sessions, meetings and events such as Seniors group morning tea/SFP presentation, Kids n Koffee meeting, church meetings, meetings with key stakeholders like FENZ, Police and St John's, community Drop in session at Java Hut and micro business group coffee meetings. Engagement with Māpua School comprise termly engagement sessions with student leaders.

Travel Champions: Māpua launch - Māpua School



FOLKL Vision and manual observation:

Two sites were video recorded.



Supplementary data: tube counters and TomTom and Strava Metro speed data.

Tube counters, TomTom traffic statistic software and Strava Metro data was utilised to understand average speeds.



Survey:

An online survey of the general public ran from 16 January 2024 - 3 March 2024 (Champion Road) and 17 January - 11 March 2024 (Queen Street) and received 422 responses for Champion Road and 747 responses for Queen Street. Prior to the changes a survey ran from September 2023 - November 2023 (Queen Street) and January 2024 (Richmond Road), which received 78 and 100 responses. Please note, the pre implementation survey had a smaller sample size so any comparison needs to consider this. The surveys were hosted on The Shape Tasman website and were promoted via social media, signage, leaflets and drop-in sessions. All respondents had the opportunity to go into the draw to win a \$50 prezzy cards for each site.

Please note: the pre-construction survey had a much smaller sample size so any comparison needs to consider this.



Workshops/Drop-in sessions:

Both for the Champion Road and Queen Street projects 4 working group sessions have been conducted. Community drop-in sessions were organized as a two-week pop-up engagement in Richmond Mall during school holidays (display), along with three Bikers Brekkies, a gathering at Woolworths Salisbury Road, and two at Sundial Square. Additionally, student drop-in sessions took place at Garin College and the engagement team met with key business owners, student groups (including student interviews and cycling videos), enviroleaders and key stakeholders such as FENZ, the Police (Cops with Cakes stall) and St John's, and regular coffee meetings with principals from Garin College, Henley School, Waimea Intermediate, St Pauls, Waimea College, Salisbury School and Richmond School took place.



Supplementary data: tube counters and TomTom and Strava Metro speed data:

Tube counters, TomTom traffic statistic software and Strava Metro data was utilised to understand average speeds.



FOLKL VISION.



FOLKL Vision is a proprietary traffic analysis tool which combines digital processing with manual coding to produce a robust understanding of how people use space. The purpose of FOLKL Vision is to provide an indication of use rather than completely accurate traffic counts.

To effectively meet the research objectives, a descriptive use analysis of the area was conducted using FOLKL Vision. FOLKL Vision analysis took place at two Māpua sites; Māpua Playground site and the Higgs Road site. For this report, vehicle classifications are broken into three, defined as motor vehicle (car, van, bus, motorcycle, truck and heavy truck) cyclists, and pedestrians

A mounted camera at the intersection was used for video observation of vehicle and pedestrian traffic trajectories. Digital processing was utilised to analyse the footage.

Mounted camera presence and purpose of the project was clearly indicated and explained with adjacent signage.

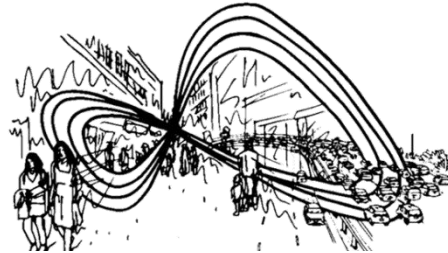
The schedule of video observation was purposefully designed to capture data across a range of days, peak and off-peak traffic times. Filming took place between 7:00 AM and 6:00 PM, from Thursday 3rd August to Wednesday 9th August 2023 (7 days) for the pre-change analysis. Filming took place between 6:00 AM and 8:00 PM, from Wednesday 21st February to Tuesday 27th February (7 days) for the post-change analysis. It is important to note that data analysed is a sample and is indicative of usage for the sample period only.

All FOLKL research is conducted in accordance with the Research Association New Zealand Code of Practice and is General Data Protection Regulation (GDPR) compliant.

Accuracy level of
95.5%
Pre-change analysis

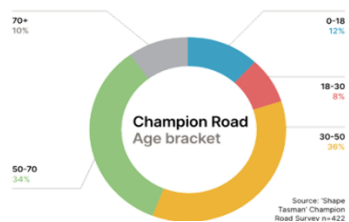
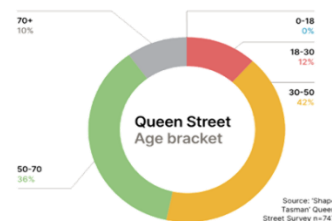
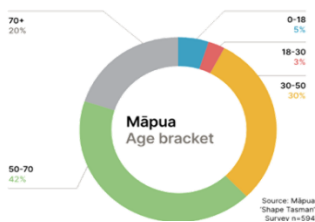
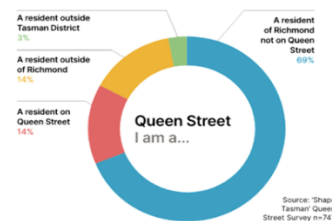
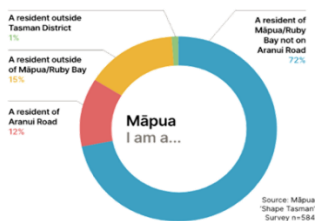
Accuracy level of
98.5%
Post-change analysis

Manual coding is used to inform digital processing strategy and determine margin of error within the sample. For this report, 15 minute windows of video observation footage were selected at random across each of the 5 days. Traffic counts determined through digital processing were cross-checked with manual counts. The result was an accuracy level of 95.5% across all classifications for the pre-change analysis and 98.5% for the post-change analysis.



Demographics.

There were three separate surveys, one for each project. Below is the demographic information of the survey respondents, showing age and relationship to the project area.



Impacts the changes may have had on displacing traffic to other routes.

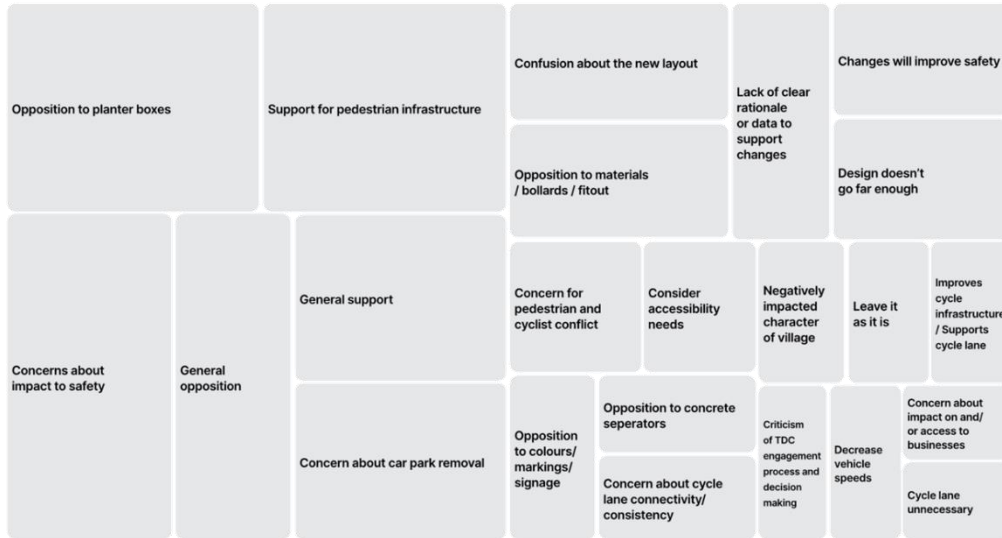
One concern was that slowing traffic on Aranui Road may cause rat running on Iwa Road and Higgs Road i.e. increase proportion of traffic there. Tomtom Traffic Stats data was used to analyse March 2023 data (pre change) with March 2024 data (post change), and the changes are below:

Towards wharf					
Via:	Volume - Pre	% of Total	Volume - Post	% of Total	Change in percentage points
Higgs Road	970	70%	1044	71%	1%
Iwa Road	26	2%	3	0%	-2%
Māpua Drive/Aranui Road	386	28%	423	29%	1%
Total	1382		1470		

Away from wharf					
Via:	Volume - Pre	% of Total	Volume - Post	% of Total	Change in percentage points
Higgs Road	957	77%	1264	84%	7%
Iwa Road	41	3%	3	1%	-2%
Māpua Drive/Aranui Road	245	20%	235	16%	4%
Total	1243		1512		



Overall theme weightings from all open-ended feedback.
Māpua.

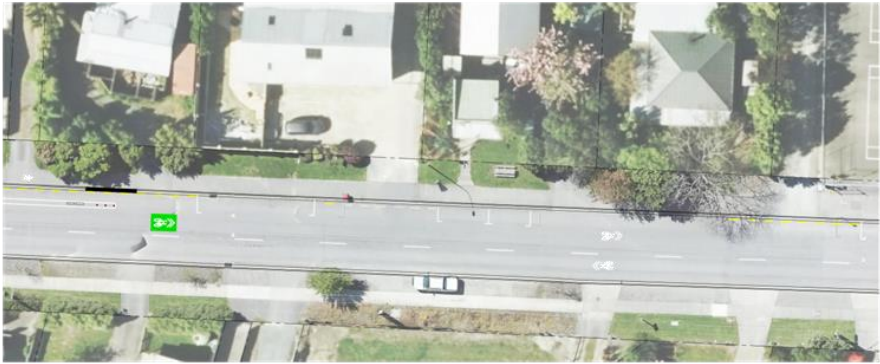


Open ended (or free-field) text responses to the surveys are read and themed according to the content. Only themes with a count greater than 50 included in the diagram.



ARANUI ROAD JAVA HUT OPTION 1 - STREETS FOR PEOPLE LAYOUT

SCALE 1 : 250 (A1)



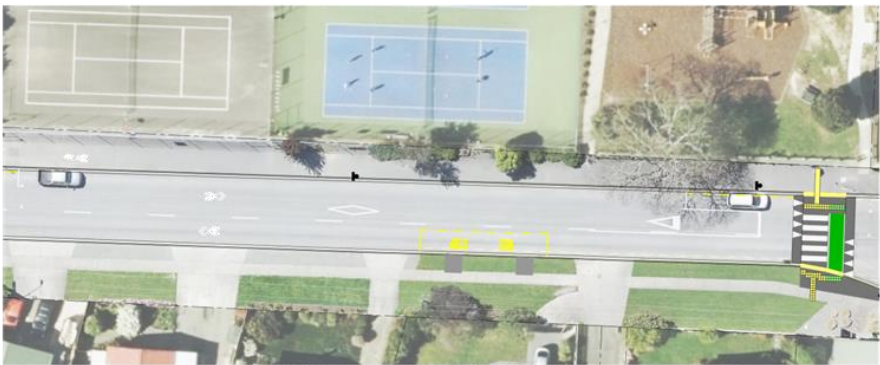
ARANUI ROAD, JAVA HUT OPTION 2 - ALTERNATE LAYOUT

SCALE 1 : 250 (A1)



ARANUI ROAD TENNIS COURTS OPTION 1 - STREETS FOR PEOPLE LAYOUT

SCALE 1 : 250 (A1)



ARANUI ROAD TENNIS COURTS OPTION 2 - ALTERNATE LAYOUT

SCALE 1 : 250 (A1)



ARANUI ROAD BEND OPTION 1 - STREETS FOR PEOPLE LAYOUT

SCALE 1 : 250 (A1)



ARANUI ROAD BEND OPTION 2 - SPLIT SHARED PATH LAYOUT

SCALE 1 : 250 (A1)

- Gives users more guidance and certainty about where cyclists should position themselves.

- Still provides separated space for cyclists from vehicles who do not feel safe in the live lane (interested but concerned).

- Potential conflict between pedestrians and cyclists and driveways still remains.



ARANUI ROAD BEND OPTION 3 - SPLIT SHARED PATH LAYOUT

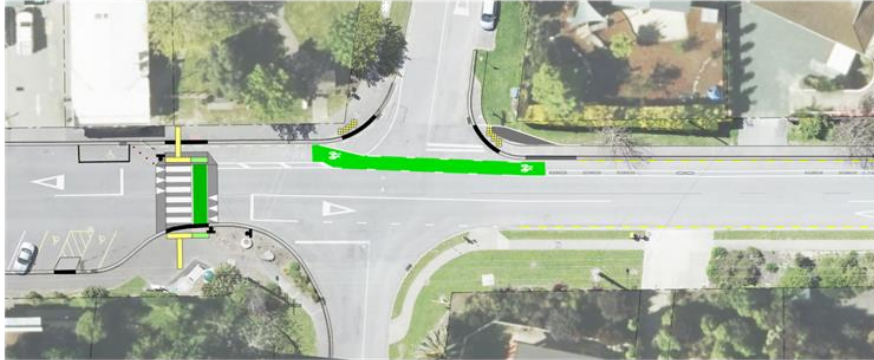
SCALE 1 : 250 (A1)

- No separated space for cyclists from vehicles who do not feel safe in the live lane (interested but concerned).

- Removes potential conflict between pedestrians and cyclists and driveways



ARANUI ROAD, TORU STREET OPTION 1 - STREETS FOR PEOPLE LAYOUT
SCALE 1: 250 (A1)



ARANUI ROAD, TORU STREET OPTION 2 - RETAINED TIGHT CORNER LAYOUT
SCALE 1: 250 (A1)

- Cycle lane provided in single direction only.

- Northbound cyclists in traffic lane



ARANUI ROAD, TORU STREET OPTION 3 - REMOVED TIGHT CORNER LAYOUT
SCALE 1: 250 (A1)

- Cycle lane provided in single direction only.

- Northbound cyclists in traffic lane

- Unusual alignment of cycle lane across intersection



ARANUI ROAD, TORU STREET OPTION 2 - DIGITAL MOCK UP



ARANUI ROAD, ARANUI PARK CROSSING OPTION 1 - STREETS FOR PEOPLE LAYOUT

SCALE 1 : 250 (A1)



ARANUI ROAD, ARANUI PARK CROSSING OPTION 2 - FOOTPATH EXTENSION LAYOUT

SCALE 1 : 250 (A1)