



5 November 2025

David Tripp

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Tēnā koe David,

Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987

We refer to your official information request dated 7 October 2025, seeking information related to mode shift in Hutt City. Specifically, you requested:

- 1. All internal reports or assessments and any relevant reports commissioned from external parties, which assess options for, measurement of, or implementation of policies to achieve mode shift from vehicles to public or active transport within Hutt City, since 2020. You noted that you are not seeking information on individual projects, but reports broadly applicable to the city-wide transition signalled in the Integrated Transport Strategy (2022).*
- 2. With respect to Riverlink and its associated projects, all reports or assessments related to mode shift within or as a result of this project, including but not limited to the impact on mode shift of revisions to the design of Riverlink since the project was consented.*

Answer:

In response to part 1 of your request, please refer to **Appendix 1** below, which lists the documents identified as being within scope and Council's decision regarding their release.



Regarding part 2 of your request, Te Wai Takamori o Te Awa Kairangi (RiverLink) works are expected to cause significant disruption to the transport network over the coming years. To manage this, programme partners have developed a Disruption Response Plan and a Transitional Parking Plan.

These plans explore options to mitigate disruption and provide more travel choices for the community during construction. They outline a range of measures for Council's consideration and potential implementation.

Work is ongoing to assess the viability and affordability of these options. Relevant information from these draft plans relating to mode shift is included in **Appendix 1** (document 4).

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at: [Office of the Ombudsman - Complaints](#), or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website: [Proactive releases - Hutt City Council](#).

Ngā mihi nui



Rebekah van der Splinter
Senior Advisor, Official Information and Privacy

Appendix 1: Documents for release

Number	Date	Document Type	Title	Redaction Grounds
1	Not dated	Planning Document	Housing and Business Development Capacity Assessment (HBA) – Hutt City Council	Refused under 18(d). This report can be found online at: Housing and Business Capacity Assessment Chapter 3 with Appendices.
2	Not dated	Planning Document	Hutt City Council Long Term plan 2024 – 2034	Refused under 18(d). This report can be found online at: Hutt City Council – 10 Year Plan 2024–2034.
3	Not dated	Planning Document	Section 32 Evaluation – Transport Report (District Plan Review)	Refused under 18(d). This report can be found online at: Section 32 Evaluation – Transport.
4	Not dated	Planning Document	Draft Disruption Response Plan and Transitional Parking Plan (RiverLink Project)	Released to you in full.
5	9 December 2021	Internal Communication	Mode Shift Campaigns – Takeaways from Workshop	Some information has been withheld under section 7(2)(a) of the LGOIMA.
6	26 January 2023	Planning Document	Naenae Transport Improvements – List of Soft Interventions	Released to you in full.

AECOM has been commissioned by Hutt City Council (HCC) to prepare the Transitional Parking Plan (TPP)¹ as part of Te Wai Takamori o Awa Kairangi Programme (Te Awa Kairangi) partnership. The TPP responds to the consent compliance requirements set out in conditions 35 and 36, and forms part of the broader suite of management plans being developed by the Partners for their individual projects that form part of Te Awa Kairangi programme.

This TPP has been developed for, and has been informed by inputs from Greater Wellington Regional Council (GWRC) and NZ Transport Agency Waka Kotahi (NZTA). In addition to meeting consent obligations, the TPP will inform ongoing communications and engagement, and includes recommendations on next steps to support implementation.

It should be noted that this stage represents 'phase 1' of the TPP which provides the information necessary to meet consent requirements. Following the submission and approval of this report, 'phase 2' will be developed, which will include exploring the implementation of recommendations contained within this report.

The TPP has been developed to meet the requirements of the RiverLink Environment Court Decision designation and resource consent conditions dated 3 November 2022. It includes an analysis of existing parking provision and demand, a review of the construction staging and locations and proposed recommendations to accommodate local parking needs. It also details measures to encourage a transition to sustainable transport options, as well as a monitoring and evaluation plan which will monitor mode shift and travel behaviour change during the construction works.

1.2 Te Awa Kairangi Programme

The Programme area extends from the Ewen Bridge in the south to Kennedy Good Bridge in the north, and from SH2 in the west across Te Awa Kairangi / Hutt River to the interface with Lower Hutt city centre in the east.

Key components of the Programme are as follows:

- Upgrade and raising of existing and construction of new stopbanks on both sides of Te Awa Kairangi / Hutt River between Ewen Bridge and Mills Street.
- Instream works between the Kennedy Good and Ewen Bridges to re-align, deepen and widen the active river channel.
- The replacement of the two signalised at-grade intersections of SH2/Harbour View Road/Melling Link and SH2/Tirohanga Road with a new grade separated interchange.
- Construction of an approximately 215 m long and up to 7 span road bridge with a direct connection across Te Awa Kairangi / Hutt River from the new interchange to Queens Drive.
- Removal of the existing Melling Bridge.
- Changes to local roads.
- Changes to the Melling Line rail network and supporting infrastructure, including relocation or reconstruction of the Melling Station.
- Construction of an approximately 177 m long and 4 span pedestrian/cycle bridge over Te Awa Kairangi / Hutt River.
- Construction of a promenade located along the stopbank connecting with future development, running between Margaret Street and High Street. This includes new steps and ramps to facilitate access between the city centre and the promenade.

5.0 Transition to Sustainable Transport Options

5.1 Overview

This section provides an overview of options to support a transition to sustainable transport options including: active and public transport enhancements, travel demand management (TDM) measures, and complementary mobility solutions, in line with condition 36 f) which states “options to enable a transition from parking dependency to more sustainable and active transport modes”.

These recommendations are conveyed visually via a high-level map, as well as an accompanying intervention toolbox which provides an indication of the level of cost and benefit associated with each intervention. While these recommendations have been identified to support a transition to sustainable transport options *during* construction, many of these measures span both during and post construction.

5.2 Active and Public Transport Enhancements

The active and public transport enhancements include implementation of a Construction Traffic Management Plan (CTMP), temporary pedestrian crossings and footpaths, pop-up cycle lanes, additional bike parking, public transport service adjustments and temporary bus shelters and stops. The purpose of these proposed enhancements is to encourage a shift to sustainable transport modes during and post construction.

5.2.1 Implementation of the Construction Traffic Management Plan

The CTMP manages traffic and transport effects during the construction of the projects to manage safety, maintain connectivity for pedestrians and cyclists and minimise disruptions to road users. The CTMP requires mitigation for public transport including:

- Advance notice of any closures;
- Planning to reduce duration of works / considering block of line works where these impact PT;
- Regular engagement with PT providers; and
- Explore additional shuttle services.

The CTMP also addresses impacts on active modes by outlining temporary measures to encourage mode shift during construction. These include:

- Hutt River Trail: Localised detours, signage related to closure and detours, and communication with the public in advance of closures;
- Haul roads, public access areas, walking/cycle trails, no-go zones to all be clearly identified on the zones VMP, and have the locations of points where haul roads and public trails cross highlighted;
- Public access areas (e.g. walking/cycling trails) are to be isolated from the work area at all times. This may be in the form of temporary site fencing, concrete barriers with hoardings/sight screens, pedestrian barriers, or semi-permanent fencing; and
- All public trails to be signed with the appropriate pedestrian and/or cyclist directional signage to ensure that the trail is clear and easy to follow. Similarly, access restriction signage is to be installed as required to identify areas where public access is not permitted.

The proactive implementation of these measures will play a role in retaining existing active mode and public transport users. In addition, by minimising disruption and continuing to provide high quality detours, individuals who would have previously driven / parked within Lower Hutt may be more inclined to adapt their mode to avoid parking disruption.

5.2.2 Temporary Pedestrian Crossings and Footpaths

The provision of temporary dedicated pedestrian crossings during construction will help promote a safe pedestrian environment in and surrounding Lower Hutt CBD. This will not only encourage those living within walkable distance to Lower Hutt to swap modes, but it will also create an improved first / last mile experience for those who may now be parking on quieter streets located further from their destination.

Dedicated crossings refer to zebra and signalised crossings with a dedicated pedestrian phase. These crossings assign priority to pedestrians and alert drivers to the presence of individuals crossing. Therefore, they are considered the safest and most attractive option for those using footpaths.

Analysis to understand where there is an absence of dedicated crossings within the primary access streets to the CBD has been conducted within buffers of 400m, 800m, and 1,200m. These distances have been chosen based on standard distances within research ⁷referring to how far individuals will walk to / from transit stops. These have been aligned with parking distances due to the following reasons;

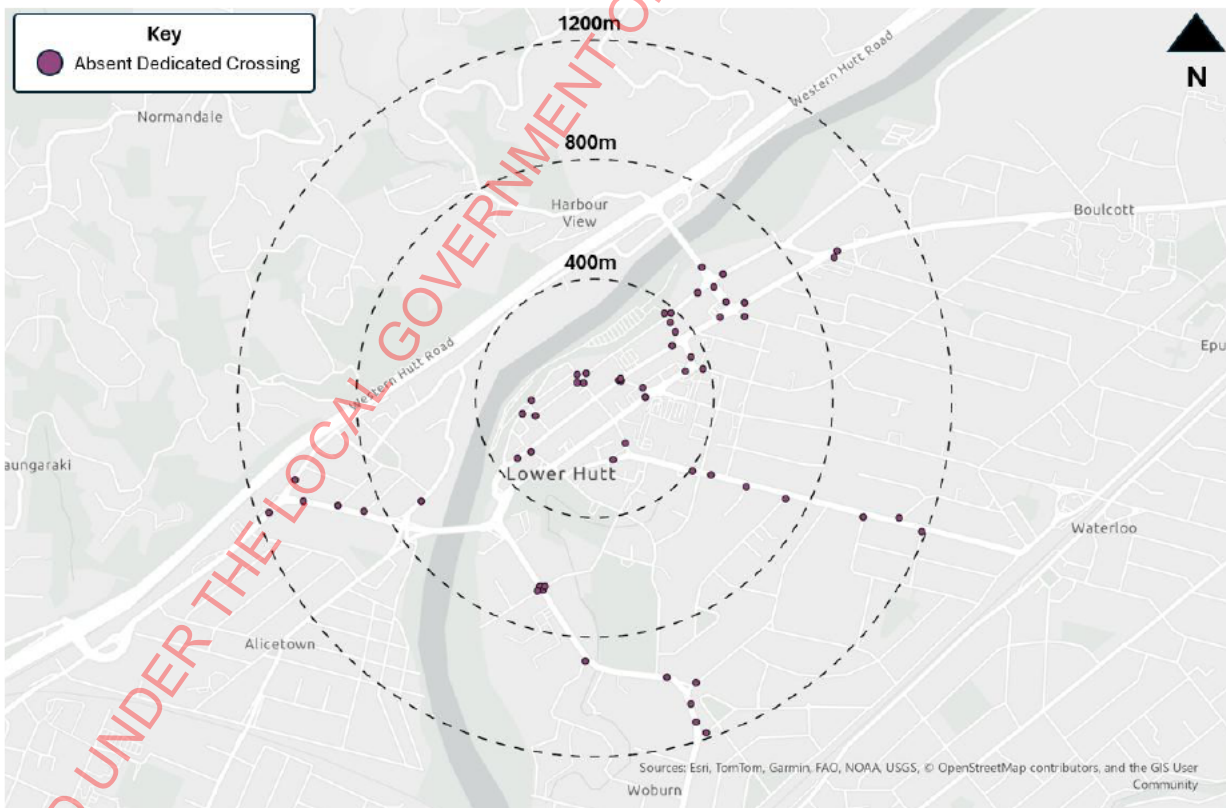
- 400m: Ideal maximum distance an individual would travel on foot post-parking for a short-term trip;
- 800m: Ideal maximum distance an individual would travel on foot post-parking for a long-term trip; and
- 1,200m: Ideal maximum distance an individual would travel on foot for an origin to destination trip (individuals living close to Lower Hutt CBD).

These distances extend outside of the TPP study area, however, as parking displacement is likely to result in individuals parking outside this area, options to improve connectivity to these areas have been considered.

It should be noted that these distances decrease in the absence of dedicated walking facilities, further emphasising the need for temporary crossings.

Figure 27 below details where there are pedestrian crossings absent on the main access roads surrounding Lower Hutt city centre area.

Figure 27 Absent Dedicated Pedestrian Crossings



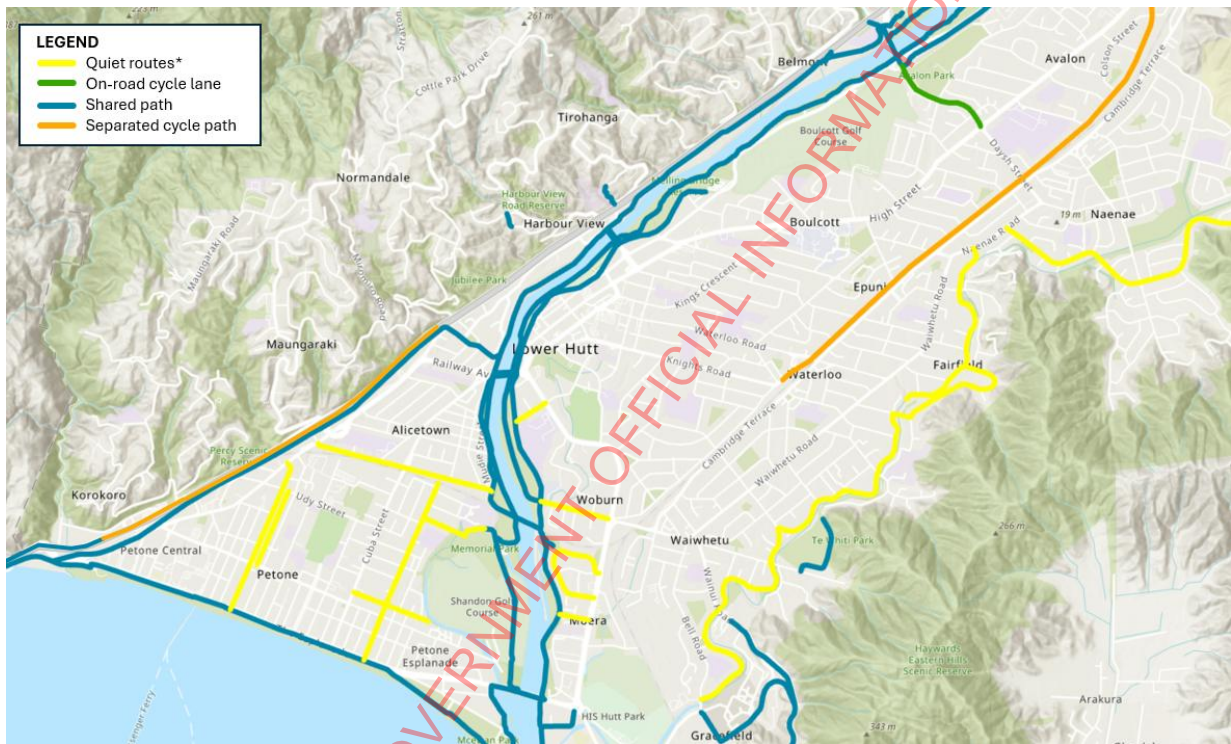
Depending on the anticipated location of temporary parking, as well as the key activity areas, opportunities to implement temporary (or permanent) pedestrian crossing facilities should be explored. These crossings will both improve the quality of pedestrian trips and first / last mile journeys and increase pedestrian safety, improving the experience for those walking and reducing the need to park in such proximity to key destinations.

5.2.3 Pop-up Cycle Lanes

Temporary cycle facilities will help encourage individuals to cycle for short trips to Lower Hutt. By providing more formal facilities, less experienced cyclists may be more enticed to use this as a mode of transport. If these pop-up facilities prove popular, opportunities to upgrade to permanent fixtures may be explored.

Figure 28 below shows the cycling provision across Lower Hutt.

Figure 28 Lower Hutt Cycling Provision



*Quiet routes are streets or paths that have low traffic volumes and low vehicle speeds, creating a safer and more comfortable environment for cyclists.

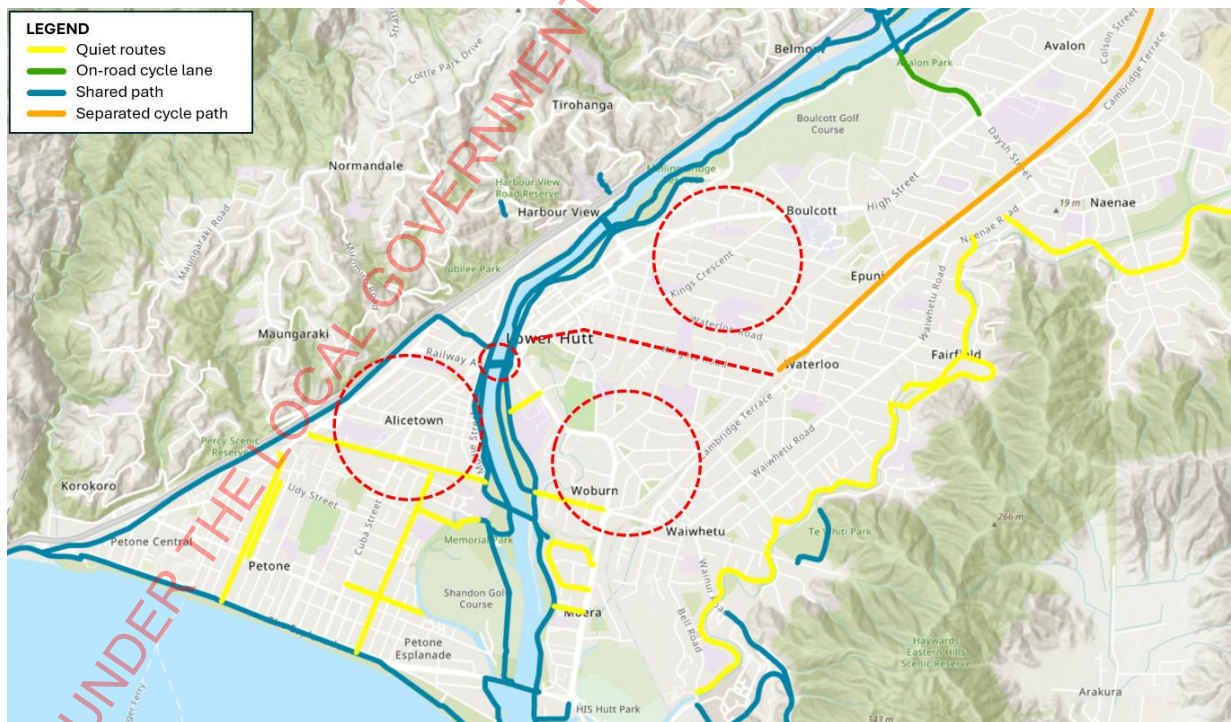
Following a high-level investigation of existing road space and provision, areas which may benefit the most from cycle facilities were identified. This includes:

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- **Ewen Bridge:** A pop-up cycle facility across Ewen Bridge would support cyclists travelling from Lower Hutt West to the Central suburbs throughout the construction period. This would create more of a direct connection between central Lower Hutt and Western Hutt station. There is a shoulder across the bridge on both sides of the carriageway which could be upgraded.
- **Knights Road:** A pop-up cycle facility connecting Lower Hutt to Waterloo Station would create another dedicated facility linking directly to a rail station, helping to encourage rail use during the construction period. In addition to this, it will also connect to the existing separated cycle path which runs north from Waterloo Station. This will increase the catchment of people able to connect directly to Lower Hutt via a dedicated cycle facility.
- **Quiet Routes:** Opportunities for the installation of speed calming measures should be explored to reduce through-traffic on quiet residential streets and create a safe low-traffic environment for cyclists. This would be particularly beneficial in areas such as Alicetown, Woburn and Boulcott. Woburn, in particular, presents a significant opportunity for connection via green spaces. Preparation of an online tool of these quiet routes which residents and workers could refer to when route planning would help promote the knowledge and use of these routes.
- **Lower Hutt CBD:** The carriageways on the main routes through Lower Hutt CBD (High Street, Queens Drive, Dudley Street, Rutherford Street) are quite constrained, and therefore there may be difficulty finding space without the further displacement of parking. During the HCC streetscape works, opportunities to implement temporary cycle facilities should be explored. As the edge of the programme footprint runs along the west of the CBD, opportunities to use the perimeter of the construction site as a dedicated cycle facility should be explored with the Coordinated Delivery Plan Working Group.

These potential options are shown at a high-level in red in Figure 29 below.

Figure 29 Potential Pop-up Cycle Infrastructure Locations



5.2.4 Additional Bike Parking and End-of-Trip Facilities

Additional bike parking would support the introduction of pop-up cycle lanes encouraging cycling during the construction period. Bike parks will be strategically placed near activity centres and public transport nodes (e.g. bus stops) to provide cyclists with convenient and secure places to park their bikes. Providing ample

bike parking helps integrate cycling with other forms of transport, making it easier for people to switch between cycling and public transport.

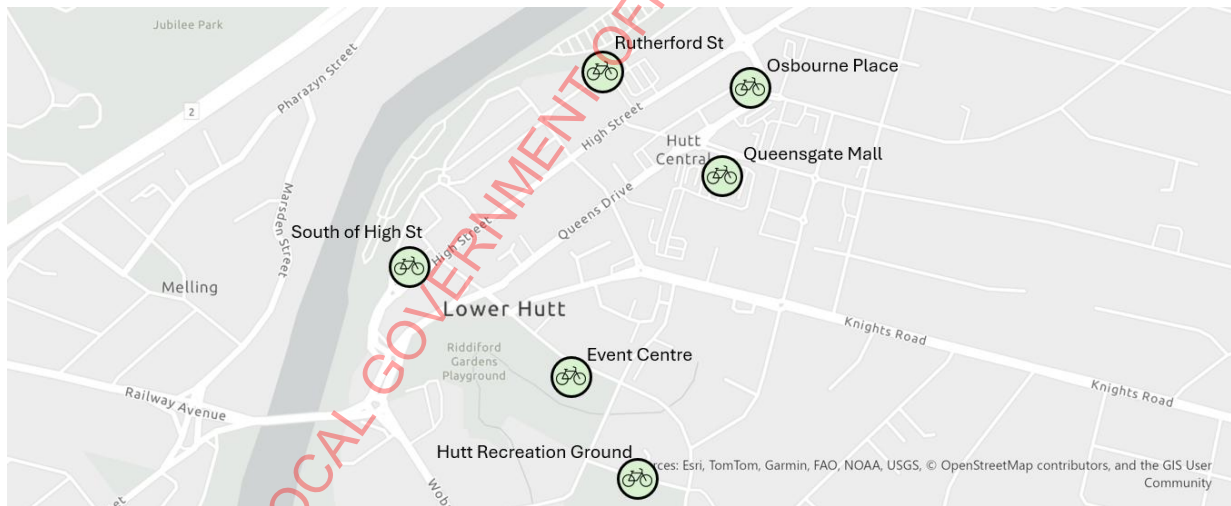
Possible locations for additional bike parking within the scope area include:

- **Queensgate Mall:** Trip attractor with existing off-street carpark;
- **Osbourne Place:** Existing off-street carpark in proximity to businesses;
- **Southern end of High Street:** A convenient location to have small bike racks on the footpath encouraging people to bike to local businesses;
- **Hutt Recreation Ground:** Trip attractor with existing off-street carpark;
- **Events Centre:** Trip attractor with existing off-street carpark; and

Rutherford Street: A convenient location to have small bike racks on the footpath encouraging people to bike to local businesses. It should be noted that Locky Docky is being introduced outside Queensgate Mall and along Laings Road, providing free and secure bike parking.

The location of these is shown in Figure 30 below.

Figure 30 Potential Location of New Bike Parks



5.2.5 Public Transport Service Adjustments

There is a lack of bus services serving Rutherford Street and High Street within Lower Hutt CBD. By altering / extending bus services to cater to these streets, first and last mile journey length will be reduced, which will improve the level of service bus travel provides and help encourage mode shift.

The potential service adjustments, such as route alterations or extensions, are shown in red in Figure 31 below. It should be noted that the responsibility for public transport planning in the area lies with Metlink / GWRC. These changes should be considered in the context on current planning for service adjustments on the back of the Melling Station closure.

Figure 31 Potential Bus Service Adjustments



Additionally, increasing the existing bus service frequency and improving the quality of bus stop infrastructure should be explored. This is particularly important for Metlink/GWRC to consider while train services are disrupted, as it will be critical to retain existing public transport users and provide a viable alternative. By improving the overall bus service quality and experience during this period, the community will have more reliable access to work, education, and essential services.

5.3 Travel Demand Management Measures

TDM encompasses strategies designed to influence how, when, and why people travel. These measures aim to optimise transportation resources, alleviate congestion, and encourage sustainable travel behaviours. TDM strategies include offering discounted public transport fares, developing workplace travel planning initiatives, community carpooling initiatives and expanding car sharing services. The measures that are discussed in this section are incentivisation options that are designed to bring about real change without too much strain on local employers or HCC.

5.3.1 Discounted Public Transport Fares

Partnerships could be established with public transport providers like Metlink/GWRC to negotiate discounted fare schemes for specific user groups, such as employees of local businesses, students, or low-income residents. The fare reductions can incentivise the use of public transit, especially during peak congestion periods or in areas with limited parking availability. Collaboration with transport providers could also explore off-peak fare incentives and subsidised transit passes. These reduced fares will entice new individuals to explore using public transport as a mode of travel, reducing car mode share and thus reducing parking dependency.

5.3.2 Workplace Travel Planning

Local employers should be engaged to communicate the benefit of workplace travel plans aimed at reducing single-occupancy car journeys. This should focus on big retailers who have large workforces that may be using public parking facilities. Big retailers which this may benefit include:

- Queensgate Mall;
- Woolworths;
- Pak'nSave; and

- New World.

The travel plan will include targets and initiatives to develop more sustainable travel patterns amongst the workforces. While the specific elements are subject to the employers priorities and preferences, common recommended actions arising from travel plans include:

- Promoting car sharing through internal systems or regional ride-matching services.
- Offering flexible working hours to help staff avoid peak travel times.
- Supporting remote or hybrid working arrangements, if employers deem it appropriate.
- Providing incentives for public transport use, such as subsidised fares or salary sacrifice schemes.

5.3.3 Carpooling Initiatives

Community groups such as those travelling in and around Central Lower Hutt could create carpooling initiatives such as members at Hutt Bowling Club, Hutt Old Boys Marist Rugby Club, Hutt City Church, Victory Christian Centre and Hope Centre.

This would benefit these communities and foster relationships within the community whilst reducing travel congestion and parking demand. This would also ensure these clubs and churches are minimally impacted by the construction period. The schools situated towards the edge of the scope and just outside of the scope area would be minimally impacted by the construction period if there were carpooling initiatives for pick up and drop offs. This includes Eastern Hutt School, Chilton Saint James School, BestStart Cornwall Street and St Peter & Paul School.

5.4 Complimentary Mobility Solutions

5.4.1 Localised Park and Ride Strategy

As previously mentioned, there are no opportunities to develop temporal parking sites within the programme footprint. Additionally, there is limited underutilised space in proximity to Lower Hutt CBD where new carparks could be developed.

However, as many individuals travel to Lower Hutt from the wider Hutt region, there are opportunities to develop Park and Ride services in these areas (such as Wainuiomata). Existing under-utilised carparks, as well as vacant, publicly owned land parcels should be explored. While this is outside the scope of the TPP, an approach for this work would include site investigations, stakeholder engagement, funding assessments, and detailed design.

Additionally, the expansion of the Park and Ride facility at Petone Station, providing approximately 200 additional spaces, is underway to help offset the loss of Park and Ride capacity resulting from the temporary closure of the Melling Line. This development should be acknowledged as part of the broader parking response in the TPP. Options for these facilities should be explored along existing routes in the first instance, which will allow individuals to make use of the existing bus services.

Additionally, if there are viable options outside of existing bus routes, there is the potential to develop a shuttle bus service to and from these satellite carparks, reducing congestion and the demand on parking. This option will need to be explored jointly by Metlink/GWRC and HCC.

5.4.2 Micro-mobility Integration

Micro-mobility services in Lower Hutt were provided by JOLT and Lime. However, micromobility services have been removed since 2024.

E-scooters and bike-share schemes offer convenient, low-emission alternatives for short-distance journeys and first-/last-mile connections. When effectively integrated into the wider transport network, these services can help reduce reliance on private cars, ease local congestion, and support more sustainable and active travel behaviours.

Parking hubs where there is low occupancy such as Alicetown, Waterloo and Woburn would benefit from e-micromobility parking docks. The parking docks would provide a connected transport network across the suburbs of Lower Hutt creating more alternative ways of travelling to busier hubs or transport connections

acting as feeder zones. This would encourage responsible parking whilst improving accessibility without cluttering higher-demand areas.

The reintroduction of e-micromobility devices and schemes would further enhance and expand micro-mobility uptake, the city could introduce improved wayfinding and signage to assist users in navigating between micro-mobility hubs and other transport modes. In addition, the implementation of temporary pedestrian crossings, enhanced footpaths, and pop-up cycle lanes would improve connectivity and create further opportunities for safe, convenient, and multi-modal travel.

HCC published the Integrated Transport Strategy in 2022, a document to guide the Council’s decision making about changes to the transport system to address the challenges the community is facing. There is a focus in this document on driving mode shift and improving sustainable mode options. This document mentions micro-mobility at a high-level and should be consulted when determining the strategy for the reintegration of micro-mobility devices.

5.5 Intervention Toolbox

Table 22 below is a summary of the proposed interventions to enhance the transition to active and public transport modes within Lower Hutt. The interventions are categorised based on the intended outcome, implementation complexity and their dependency on external parties.

The interventions have been divided into three cost categories:

- Low - does not require capital expenditure;
- Moderate - requires minor capital expenditure; and
- High - requires capital expenditure for infrastructure upgrade).

The two benefit categories can be defined as:

- Moderate - likely to facilitate a small uplift in alternative travel (rather than driving a private vehicle); and
- High - likely to facilitate mode shifts that will reduce private vehicle travel.

While these enhancements are intended to be temporary measures supporting active modes during construction, they have the potential to become permanent if proven effective. For example, the pop-up cycle lanes serve as trial installations that could be formalised into permanent infrastructure if they demonstrate strong use and community support. Table 22 Intervention Toolbox

Intervention	Intended Outcome	Cost	Benefit	Owner
Active and Public Transport Enhancements				
Proactive Management of the Construction Traffic Management Plan	Proactively managing construction and general traffic during Construction Works to manage safety, maintain connectivity for pedestrians and cyclists and minimise disruptions to all road users.	Low	High	Respective Te Awa Kairangi CTMP Owners
Temporary Pedestrian Crossings	Ensure accessibility during the construction period whilst promoting active transport modes.	High	Moderate	Te Awa Kairangi Programme
Pop-up Cycle Lanes	Improve accessibility during the construction period whilst providing other active transport mode options.	High	High	Te Awa Kairangi Programme
Additional Bike Parking	Encourage the use of bikes supporting the pop-up cycle lanes during the construction and after. This will increase the uptake of cyclists.	Moderate	Moderate	Te Awa Kairangi Programme

Public Transport Service Adjustments	The replacement of personal vehicles with increased uptake of public transport services through additional routes and increased frequency of these routes throughout Central Lower Hutt.	Moderate	High	Metlink / GWRC
Travel Demand Management Measures				
Discounted Public Transport Fares	Encourage public transport ridership by making it affordable.	High	High	Metlink / GWRC
Workplace Travel Planning	Reduce the number of vehicles travelling in and around Central Lower Hutt minimising congestion and the effects of the construction period.	Low	Moderate	Te Awa Kairangi Programme
Carpooling Initiatives	Reduce the number of vehicles travelling in and around Central Lower Hutt minimising congestion and the effects of the construction period.	Low	High	Te Awa Kairangi Programme

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Key indicators include:

- Perceived accessibility and convenience of transport options
- Feedback on the adequacy of parking provision
- Community satisfaction.

6.3 Quantitative Methods

Quantitative methods will provide measurable indicators of change in travel behaviour, network performance, and parking demand for HCC and the programme partners.

6.3.1 Resident Travel Surveys

Resident surveys will provide valuable insight into how and why Lower Hutt residents travel to the CBD and surrounding areas. The following parameters are recommended:

- **Audience:** Residents of Lower Hutt and surrounding areas
- **Timeline:** Prior to commencement of construction, 6 months post commencement, then annually until the end of the construction period. Opportunities for additional post-construction surveys (e.g. 1 year after) should be explored.
- **Method:** Questionnaire
- **Outputs:** Residential mode share and trip purpose

Pre-construction surveys establish a baseline, early construction surveys detect emerging trends, and further annual surveys assess how patterns are changing as a result of behaviour change initiatives and construction impacts.

6.3.2 Parking Surveys

Parking surveys are recommended for both on-street and off-street locations using sensor technology, mobile survey vehicles or manual surveys to determine demand patterns and identify stress points. The following parameters are recommended:

- **Audience:** Individuals parking in Lower Hutt
- **Timeline:** 6 months post commencement of construction, then annually until the end of the construction period
- **Method:** Survey company
- **Outputs:** Parking occupancy, turnover, capacity, and hotspots.

Patterns of occupancy and turnover will help pinpoint areas under pressure, as well as those that are underutilised. This will support targeted changes such as pricing, time restrictions, or reallocating parking space for other users.

6.3.3 Workplace Travel Audits

There is an opportunity for HCC and the programme partners to engage with large employers in proximity to the construction zone to track staff commuting habits and parking use. These audits would help assess broader trends in mode shift and inform employer-focused initiatives. The following parameters are recommended:

- **Audience:** Individuals working in Lower Hutt
- **Timeline:** Prior to commencement of construction, 6 months post commencement, then annually until the end of the construction period
- **Method:** Questionnaire
- **Outputs:** Employee mode share and parking patterns

These audits would highlight shifts in employee commuting behaviour and workplace parking patterns to understand how long-stay parking needs have changed.

6.3.4 Bus Patronage

Liaise with Metlink/GWRC to understand bus patronage numbers to determine if there has been an increase in uptake from temporary measures, incentives, or as a result of parking removal.

- **Audience:** Bus users
- **Timeline:** As available
- **Method:** Boarding / alighting data obtained from service providers
- **Outputs:** Bus patronage numbers (by hour).

Trends in patronage will indicate whether temporary measures are encouraging mode shift. This will help evaluate the effectiveness of interventions and adjust them if needed.

6.3.5 Pedestrian and Cycle Counts

By collecting pedestrian and cycle counts at key areas across Lower Hutt (Melling Link Bridge, Ewen Bridge, High Street, Queens Drive, Rutherford Street), changes in active modes as a mode of transport can be quantified.

- **Audience:** Active mode users
- **Timeline:** Prior to commencement of construction, 6 months post commencement, then annually until the end of the construction period
- **Method:** Cycle and pedestrian counters at key areas
- **Outputs:** Active mode counts (by hour).

Changes in cycle and pedestrian counts will provide a clear picture of how construction and supporting infrastructure are influencing active mode use.

6.4 Qualitative Methods

6.4.1 Intercept Interviews

Short, informal interviews with people in and around the construction zone to understand current parking experience.

- **Audience:** Residents, workers, visitors
- **Timeline:** Every 6 months throughout the construction period
- **Method:** Face-to-face interviews at key parking locations
- **Outputs:** Observed sentiment, behavioural feedback, and emerging issues.

These quick conversations will provide on-the-ground experiences and frustrations that may not be captured through formal channels. This will enable more agile responses to emerging issues.

6.4.2 Targeted Feedback Sessions

Facilitated discussions with local residents, business owners, and institutions to gather location-specific insights and concerns.

- **Audience:** Residents, businesses, stakeholders, community groups
- **Timeline:** Annually throughout the construction period
- **Method:** In-person or virtual workshops
- **Outputs:** Community priorities, constructive suggestions, and perceptions of change.

These sessions will provide concerns and aspirations. This will support more nuanced decisions and build stronger community buy-in.

6.4.3 Feedback Channels

An online portal, helpdesk, and mobile tools will be available for the public to provide feedback, suggestions, or report issues throughout construction.

- **Audience:** General public
- **Timeline:** Open continuously throughout construction
- **Method:** Online portal, email, and mobile feedback forms
- **Outputs:** Logged issues, queries, and suggestions.

Direct feedback will highlight recurring pain points and perceptions, enabling responsive communication and timely fixes to minor issues where possible.

6.4.4 Social Media Monitoring

Passive collection of public sentiment via social platforms to identify trends, concerns, and recurring issues.

- **Audience:** General public
- **Timeline:** Ongoing throughout construction
- **Method:** Passive monitoring using sentiment analysis and keyword tracking tools
- **Outputs:** Public sentiment trends and thematic concerns.

Monitoring sentiment and themes across platforms will help identify emerging trends or concerns early, allowing the Council to adjust messaging or address misunderstandings proactively.

6.5 Summary of Monitoring Methodology

Table 23 below summarises the monitoring methods to be considered by HCC and the programme partners as well as identifying the associated benefit and cost at a high-level. It is acknowledged that consistent monitoring and evaluation may be compromised during construction due to every-changing temporary traffic management conditions.

Table 23 Summary of Monitoring and Evaluation Framework

Method	Category	Timeline	Benefit	Cost
Resident Travel Surveys	Behaviour Change & Parking Utilisation	Pre & during construction (annually)	Moderate	High
Parking Surveys	Behaviour Change & Parking Utilisation	During construction (annually)	High	High
Workplace Travel Audits	Behaviour Change & Parking Utilisation	Pre & during construction (annually)	Moderate	Moderate
Bus Patronage	Behaviour Change	As available	Low	Low
Pedestrian / Cycle Counts	Behaviour Change	Pre & during construction (annually)	Low	Moderate
Intercept Interviews	Community Feedback	During construction (bi-annually)	Moderate	Low
Targeted Feedback Sessions	Community Feedback	During construction (annually)	High	Moderate
Feedback Channels	Community Feedback	Throughout construction	High	Moderate
Social Media Monitoring	Community Feedback	Throughout construction	Moderate	Moderate

Principles for travel behaviour change

Why travel behaviour change is urgent?

Modelling for the Disruption Response Plan shows that without a shift away from car travel, Lower Hutt's transport network will face severe congestion—especially during peak times. In worst-case scenarios, traffic volumes could double on key routes, and even with some trip reductions, delays of 5–15 minutes are expected.

Without action, Level of Service (LoS) will drop, risking gridlock, public frustration, and missed opportunities for long-term mode shift.

Why this matters

Public trust: Poor travel experiences erode confidence in Council's disruption management

Economic impact: Delays affect business, freight and access to services

Strategic alignment: Missed chance to embed sustainable transport aligned with the Integrated Transport Strategy

What needs to happen

Travel Behaviour Change is not just about offering alternatives—it's about making them easy, attractive, and habitual. Using the COM-B model, we know people need:

- Capability – knowledge and skills
- Opportunity – access and infrastructure
- Motivation – incentives and social norms

The Travel Behaviour Change activities identified in this Disruption Response Plan will:

- Keep people informed – with timely, clear communication about disruptions and travel options
- Keep the city moving – by reducing car dependency and easing pressure on the network
- Support long-term mode shift – embedding sustainable travel habits beyond the disruption period
- Leverage the online disruption hub – as a central platform for tools, updates, and engagement
- Be delivered through a tailored hierarchy of interventions – designed for Lower Hutt's unique context (focused on keeping people moving and minimising impacts on businesses).

Acknowledging Trade-offs

As disruption unfolds, there will be increasing competition for limited road space in the CBD—between cars, buses, service and delivery vehicles, people on bikes and on foot. This will require tough trade-offs. A balanced and transparent approach will be essential to ensure the network remains functional, fair, and aligned with the city's long-term transport vision.

Hierarchy of interventions

- 1. Re-time:** travel outside of busy periods
 - Travel outside busy times
 - Hold meetings between 10am and 3pm to maximise flexibility during peak times
- 2. Reduce:** avoid unnecessary travel
 - Consolidate deliveries
 - Use technology: tele/video conference
- 3. Re-mode:** encourage a shift away from car driving
 - Walk or cycle for short trips
 - Walk/cycle or take the bus to work
 - Encourage kids to travel to school independently
 - Consider car share/ride share
- 4. Re-route:** avoid areas of construction
 - Use alternative routes where possible



Figure 8.3: Relevant strategies for the Travel Behaviour Change program (Source: Let's Get Wellington Moving Business Case). Note: Te Reo translations will need to be checked with mana whenua.

Key insights: Active Travel and Mode Shift Potential in Lower Hutt

This section provides key insights for the potential for active travel from the 2020 Cycling and Micromobility Business Case (2020) and the Hutt City Integrated Transport Strategy that have informed travel behaviour activities:

Community Attitudes and Demand

Strong support for cycling:

- 67% believe investing in cycle lanes is important to expand travel options
- 66% agree cycling is an easy and efficient way to get around
- 52% see cycling as a growing trend for commuting and errands
- Safety drives uptake: 56% of residents say they'd walk or cycle more for short trips if they felt safer doing so
- Perceived benefits for all: 40% agree that more people cycling benefits drivers too

Infrastructure Gaps and Opportunities

Infrastructure gaps remain:

- Only 28% feel the cycle network is well-connected
- Just 11% believe cyclists are sufficiently separated from traffic
- 30% are satisfied with current cycle path availability
- Only 18% perceive improvements in local cycling infrastructure
- Design for safety and access: Minimising conflicts with other transport modes is critical to making active travel safe and appealing
- Micromobility gap: While private devices are in use, public e-scooter rentals are not yet available in Lower Hutt

Geographic and Demographic Insights

- **High-density suburbs = high potential:** Petone, Waterloo, Naenae,

Taita, Stokes Valley, and Wainuiomata have the highest population density—making them prime candidates for cycleway investment and uptake

- **Youth-focused opportunity:** These same areas also have a higher proportion of young people, offering strong potential to shift school trips to active modes
- **Valley floor advantage:** The flat terrain and proximity of destinations make the Valley floor especially well-suited for cycling and micromobility
- **Uneven uptake:** Northern Hutt City and Wainuiomata currently have lower cycling rates than southern and western areas—but e-bikes and e-scooters can help overcome distance and gradient barriers

Commuting and Mode Shift Potential

- **Short commutes, big impact:** 62% of residents work within Hutt Central, and many trips are short—ideal for cycling and micromobility
- **Rail mode shift potential:**
 - Over 300 people within a 10-minute walk of a rail station currently drive to Wellington CBD—highlighting an opportunity to shift from car to rail
 - Around 400 people live within 1 km of their origin station but drive there—indicating potential to shift access mode to walking or cycling
- **Bus access advantage:** 50% of Hutt Valley residents live within a 10-minute walk of a frequent bus service connecting to train stations—offering strong potential for mode shift from car to public transport
- **Network connectivity matters:** Linking existing and planned cycleways to key destinations and residential areas will boost uptake across the network

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From: [Aileen Campbell](#)
To: [Callum McKenzie](#); [Julie Fairfield](#); [Jarred Griffiths](#); [Bob Hu](#)
Subject: RE: [EXTERNAL] Re: Draft Share the Space brief design brief - updated from meeting 7 Dec 21
Date: Thursday, 9 December 2021 5:02:26 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Was writing some other stuff, and wanted to get this to you all as well as my takeaways from yesterday:

Key things that came out of yesterday's workshop that was on comms and mode shift were:

- Reinforced the 'need to see yourself' aspect in the comms, and to me that we really have to weave this into everything that we do related to this space
- People were pretty negative and barrier focussed about any movement away from cars as soon as it got down to '4 people' ...and that was in a group you would expect to be more positive
- How successful car campaigns are – and why. We need to be learning from campaigns like these
<https://digitalmarketinginstitute.com/blog/5-outstanding-examples-of-automotive-marketing-campaigns>
<https://www.bannerflow.com/blog/the-7-most-effective-car-advertising-campaigns-of-all-time/>

Need to ground some of the modeshift comms in common human goals/ambitions like:

- Healthy, independent kids
- Connected families
- Access to public goods especially to water and recreation
- Value for \$\$

And also sell the experience

- Freedom, fun, independence
- Fitness, health
- Social opportunity
- Relaxation and enjoying the journey

The experiences you miss out on being in a car or always being driven like not being:

- Free to explore and go off roads
- Able to go and play in the river, the playgrounds
- Able to go straight to your destination without worry about finding parking
- Take shortcuts
- Get to know your neighbours and neighborhoods

Here's a short on-theme video that 100% encapsulates all of the above for your Friday https://www.youtube.com/watch?v=K_7k3fnxPg0

From: Callum McKenzie <Callum.McKenzie@huttcity.govt.nz>
Sent: Thursday, 9 December 2021 3:46 PM
To: Aileen Campbell <Aileen.Campbell@huttcity.govt.nz>
Cc: Julie Fairfield <Julie.Fairfield@huttcity.govt.nz>
Subject: RE: [EXTERNAL] Re: Draft Share the Space brief design brief - updated from meeting 7 Dec 21

Kia ora Aileen,

I agree with you that photography would be more effective in breaking down the 'not for people like me' barriers, but to do this it needs to be genuinely from the Hutt community. The photos you included in your earlier email are great at this for the youth and north-east suburb communities. Also important will be mothers, older people, basically anyone that isn't a lycra wearing white male

Crowdsourcing is an option, but it's risky in that you might not get what you're looking for. It's also often a lot more admin in practice. Do you think we have enough contacts that we could shoulder-tap and offer a koha for their contribution where we don't have photos already?

Also, for photos of kids I'm assuming we have permissions to use these for campaigns?

Is there a reason we went straight to Studio C? Are there plans to get pitches from other agencies as well? Also, if there's interest from GWRC and WCC in partnering on this, will they need to be involved in the brief formulation/procurement?

Ngā mihi,
Callum

From: Aileen Campbell <Aileen.Campbell@huttcity.govt.nz>
Sent: Thursday, 9 December 2021 3:26 pm
To: Callum McKenzie <Callum.McKenzie@huttcity.govt.nz>; Julie Fairfield <Julie.Fairfield@huttcity.govt.nz>
Subject: RE: [EXTERNAL] Re: Draft Share the Space brief design brief - updated from meeting 7 Dec 21

Hi team,

Here is Celeste's email re illustration.

This is what gold standard looked like - <https://www.fietsberaad.nl/CROWFietsberaad/media/Kennis/Bestanden/Wigand.pdf?ext=.pdf> – page 23 on – Munich's Cycling Star

Crowdsourcing actual peoples and making it fun...there's definitely something there.

From: Celeste Skachill <celeste@studiocdesign.nz>
Sent: Tuesday, 7 December 2021 7:06 PM
To: Aileen Campbell <Aileen.Campbell@huttcity.govt.nz>
Cc: Jamie Dobson <Jamie.Dobson@huttcity.govt.nz>
Subject: [EXTERNAL] Re: Draft Share the Space brief design brief - updated from meeting 7 Dec 21

Hi Both,

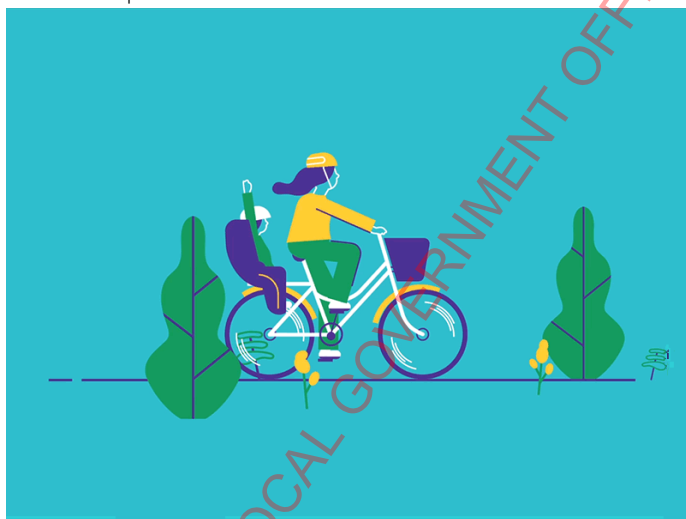
Thanks for your time today and for the email with updates and lovely to meet you, Jamie - looking forward to working together. I will aim to get the estimates to you tomorrow to help keep things moving for you.

In terms of the brief, I will leave it to Jamie to layer things in, and then if you would like to go ahead with the estimate what I'd plan to do is tee up a time next week to have a bit of a planning session together maybe a couple of hours, we can confirm the messages/CTA's, have a quick look at the look and feel and solidify that thinking into one final StudioC brief that you can share with stakeholders. That way we'll have what we need to both head on break ready to hit the ground running in the new year.

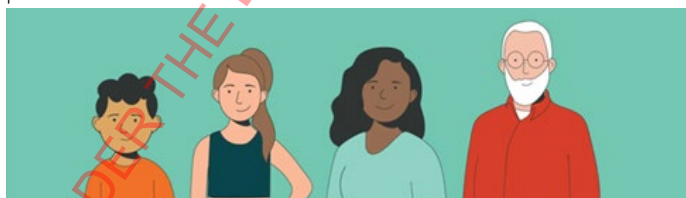
Here's an example of illustration and animated GIFs that can communicate the scenario of what you'd like people to do using an illustration that comes to life... bearing in mind the example linked below is not of our subject matter but is provided to give an idea of how much we can do with illustration and animation. You can convert these into a couple of sec google adverts too so that they stand out more than static imagery does.

<https://pin.it/6Rv40LH>

And this example...



And you can use illustration to reflect the diversity of the public without having to try to wrangle all the different ages and ethnicities for a photoshoot.



Example of WCC campaign that used illustration and bold type messaging, it's not exactly what we'd do but sharing to show it can create quite a friendly visual look for the audience illustration and when we can then apply the look to back to school as it's friendly enough that kids would respond well to the visual aesthetic too.

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Anyway, I'll stop pushing illustration now!

I can confirm after looking at your photography we could go with a primarily photography approach too, if an illustration doesn't feel quite right. Either way, I think we can have some fun with it and create fun collateral using photography or illustration or both! If you can still download and pop some of your favourites from Mark into a folder that would be really helpful and because we will be delivering both posters and billboards it would be good to have a mix of Landscape and portrait favourites.

Great work on pulling things together can already get a good feel for things.

Back to you soon & have a lovely evening.
Celeste

On Tue, Dec 7, 2021 at 5:36 PM Aileen Campbell <Aileen.Campbell@huttcity.govt.nz> wrote:

Good evening team,

Today's conversation was really helpful for me in clarifying how we weave these different messages into one consistent campaign. Celeste, I think you were 100% in having a more generic look and feel where logos can be switched out.

Definitely want these to be able to be used for the next 2.5 years

I've edited the design brief – it's still in draft pending Jamie's input and your comments, but I think I captured most things we discussed. Could you please take a look and add any comments, I can collate and re-send. I've included a couple of example photos that we have from Bike the Trail, Bike the Hutt and the MovinMarch photo shoot. I've added specs for channels where I can too, and I will draft a media release before I go to help with the first phase launch.

From the Road Safety workshop, Greater Wellington and WCC are very interested in possibly joining with us in this campaign. I've said I'll share the brief and purpose once final, and have a discussion with them about costs. Celeste, if you can get me that estimate I think I can make a really good case for scaling up and them joining in.

General directions

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Aim is for this campaign to be used by the road safety role for at least the next 2.5 years, til June 2024.

Subliminal/subtle cues to normalise public, active and e-person powered devices like e-scooters:

- Make sure people using other modes of transport are featured taking up at least the same space in the visuals as cars/more often than cars. If there are a lot of cars in the image, we want them to be clearly stuck in traffic while the train/bike/pedestrian passes them
- Use people who are diverse in size, age, shape, gender, clothing, disability and ethnicity in images. We want to see people who look like us and like people in our community in these images, and ideally for them to be doing everyday tasks like shopping, going to school or work – not primarily in ‘sports clothes’ and flash bikes
- Use diverse modes of transport – wheelchairs, mobility scooters, e-longboards, scooters, bikes, e-tricycles, people on foot, balance bikes, cargo bikes, buses, trains....
- Use images that are clearly Lower Hutt/NZ images, with Pacifica, Maori, Indian and European people
- Consider weaving some bike path green into the imagery – message green transport, also bike path colour
- If we can, try to show images for active/public/e-mobility travel where there are people in beautiful space, or more than one person – implicitly selling the different experience of moving differently. People in cars look angry/neutral/upset/stressed/lonely. People on public transport or active and e-modes look relaxed, happy, enjoying the view and connection. Basically the opposite of car ads.
- Message is we’re all different with different lives, these modes of transport are for everyone.

For Share the Space, back to school, Movin'March and Switch On! Be Safe, Be Seen these are implicit messages built into the imagery and possibly into a bit of the text. For ‘Go Low Carbon’ they may be more explicit – if we do get to that.

It’s NOT anti-car – goal is more people, doing more of their journeys in other ways more often. Fewer one person, one car, one journey movements. E.g. if every car going into Wellington in the morning had 2 people in it, we’d likely almost half the congestion.

But it is making other ways of travel in Lower Hutt be seen as normal and desirable for regular people.

< 2021-09-21 Movin'March 2022

< 65 of 179 > Less Info <



Movin'March 2022 photo-shoot September 21, 2021

WELLINGTON, NEW ZEALAND - September 21: Movin'March 2022 photo-shoot September 21, 2021 in Wellington, New Zealand. (Photo by Mark Tantrum/<http://marktantrum.com>)

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Image Size
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Movin'March 2022 photo-shoot September 21, 2021

WELLINGTON, NEW ZEALAND -
September 21: Movin'March 2022
photo-shoot September 21, 2021 in
Wellington, New Zealand. (Photo by
Mark Tantrum/
<http://marktantrum.com/>)

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2021 Mark Tantrum

Image Size
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Web Statement URL
marktantrum.com

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< 138 179 > Less Info <



Movin'March 2022 photo-shoot September 21, 2021

WELLINGTON, NEW ZEALAND -
September 21: Movin'March 2022
photo-shoot September 21, 2021 in
Wellington, New Zealand. (Photo by
Mark Tantrum/
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Traffic Inducing Traffic
The AA on Auckland Congestio...
greaterackland.org.nz

Aileen Campbell
Road Safety Coordinator

Hutt City Council, 30 Laings Road, 5040, Lower Hutt 5040, New Zealand

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List of soft interventions

Naenae Transport Improvements

26-Jan-2023
Supporting modal shift

AECOM

Supporting modal shift
List of soft interventions

List of soft interventions

Naenae Transport Improvements

Client: Hutt City Council

ABN: N/A

Prepared by

AECOM Consulting Services (NZ) Ltd

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26-Jan-2023

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Quality Information

Document List of soft interventions

Ref

https://aecomaus-my.sharepoint.com/personal/tyler_ross2_aecom_com/documents/documents/naenae_improvements/mode_shift_soft_measure_package.docx

Date 26-Jan-2023

Originator Jack Chu

Checker/s Tyler Ross

Verifier/s

Revision History

Rev	Revision Date	Details	Approved	
			Name/Position	Signature
	26-Jan-2023	For issue	Tyler Ross Team Lead	

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1.0 Introduction

1.1 Scope

The Naenae linkage improvements package is targeted at providing mode shift in the Naenae area. Core goals include connecting Rata St school, St Bernadette's, Naenae Primary to town centre facilities through active mode infrastructure. This project integrates with the various community facility upgrades in the area, including the new Pool+Fitness centre, new community centre, and Naenae underpass upgrades. Transport improvements will unlock the active mode potential in the area and improve access for both students and residents to such facilities.

1.2 Soft List of packages

We recognise the range of support needed to unlock mode shift is beyond providing immediate infrastructure. Instead, providing end of trip facilities, recreational tracks, and community initiatives are among the methods needed to secure community support. Therefore, the range of soft actions recommended is vital to ensuring all active mode users have equal access to active mode options to enhance the overall health and wellbeing in the Naenae area.

2.0 Initial list of Measures

2.1 Attractive Bike Facilities

2.1.1 Secure Micromobility Parking

We recommend secure bike and scooter parking be installed in the schools which will have active mode links. This includes Rata St School, St Bernadette's School, and Naenae School. There is also a need to cater for users in the Naenae town centre as a destination, where parking could be placed in the town centre, pool area. Public transport users may also require secure parking which could be placed near the bus stop, or on the train platforms in the transport hub.

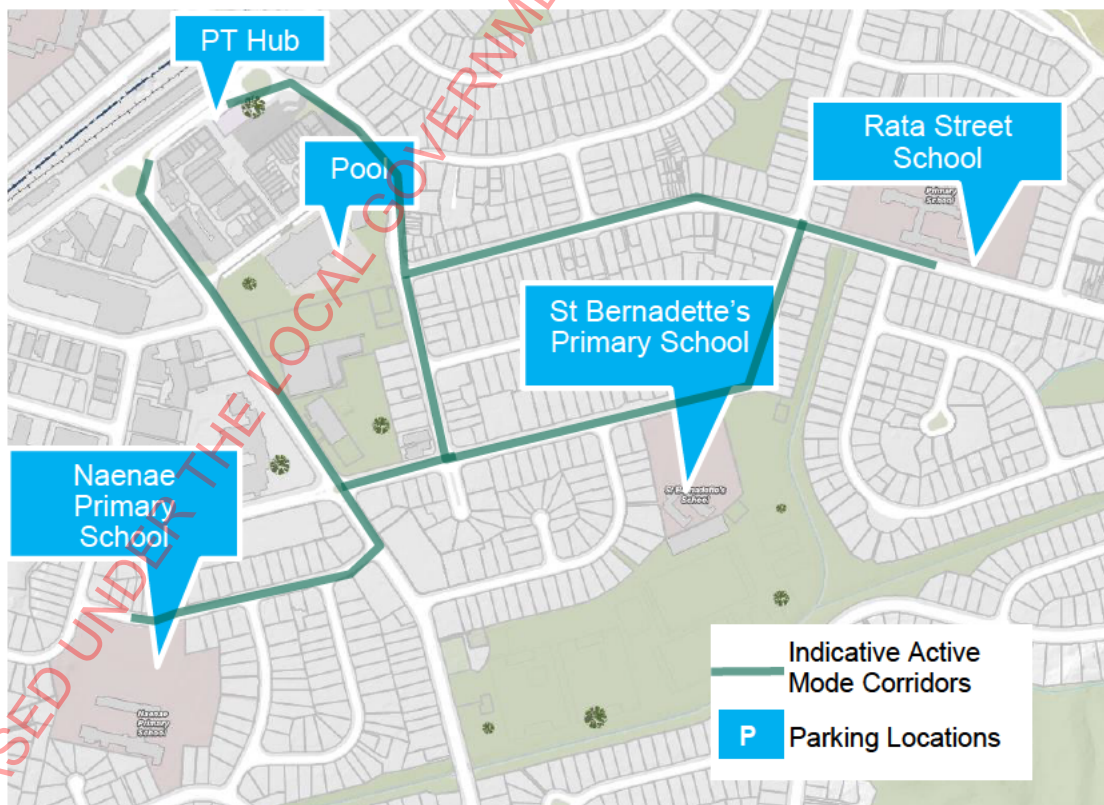


Figure 1: Bike and Scooter parking facility locations.

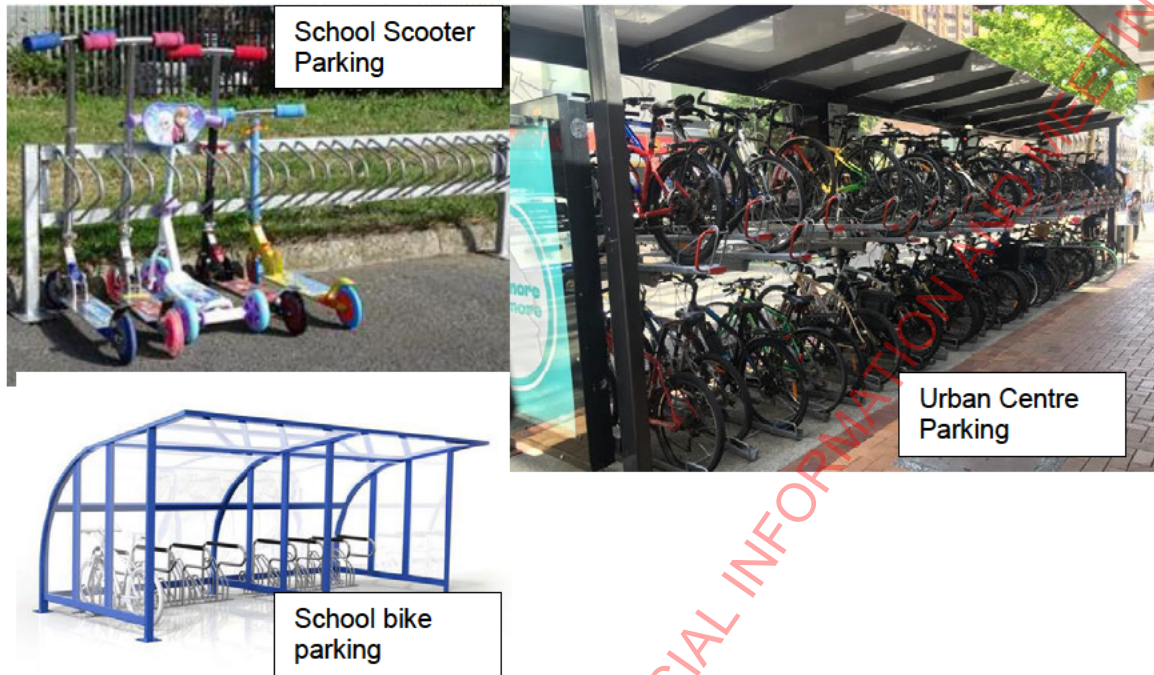


Figure 2: Range of secure parking facilities which could be provided.

2.1.2 School Pump Tracks

A scooter and cycle learner facility in the area is a small scooter track in Barton Reserve. This facility is not located on the desire lines for active mode travel to schools. Instead, installation of pump tracks inside or nearby primary schools will create a key destination and enjoyment for students during and after school hours. There could be consideration for a pump track within both Rata Street School and Naenae Primary School grounds. St Bernadettes Primary School has limited room where a longer combined facility is recommended along the length of a nearby stream walkway.

The pump tracks could be either grass/dirt where minor excavation and earthworks can achieve the desired track. Alternatively, we could consider a modular, or timber-built option which can be relocated between schools or easily put into storage if necessary.

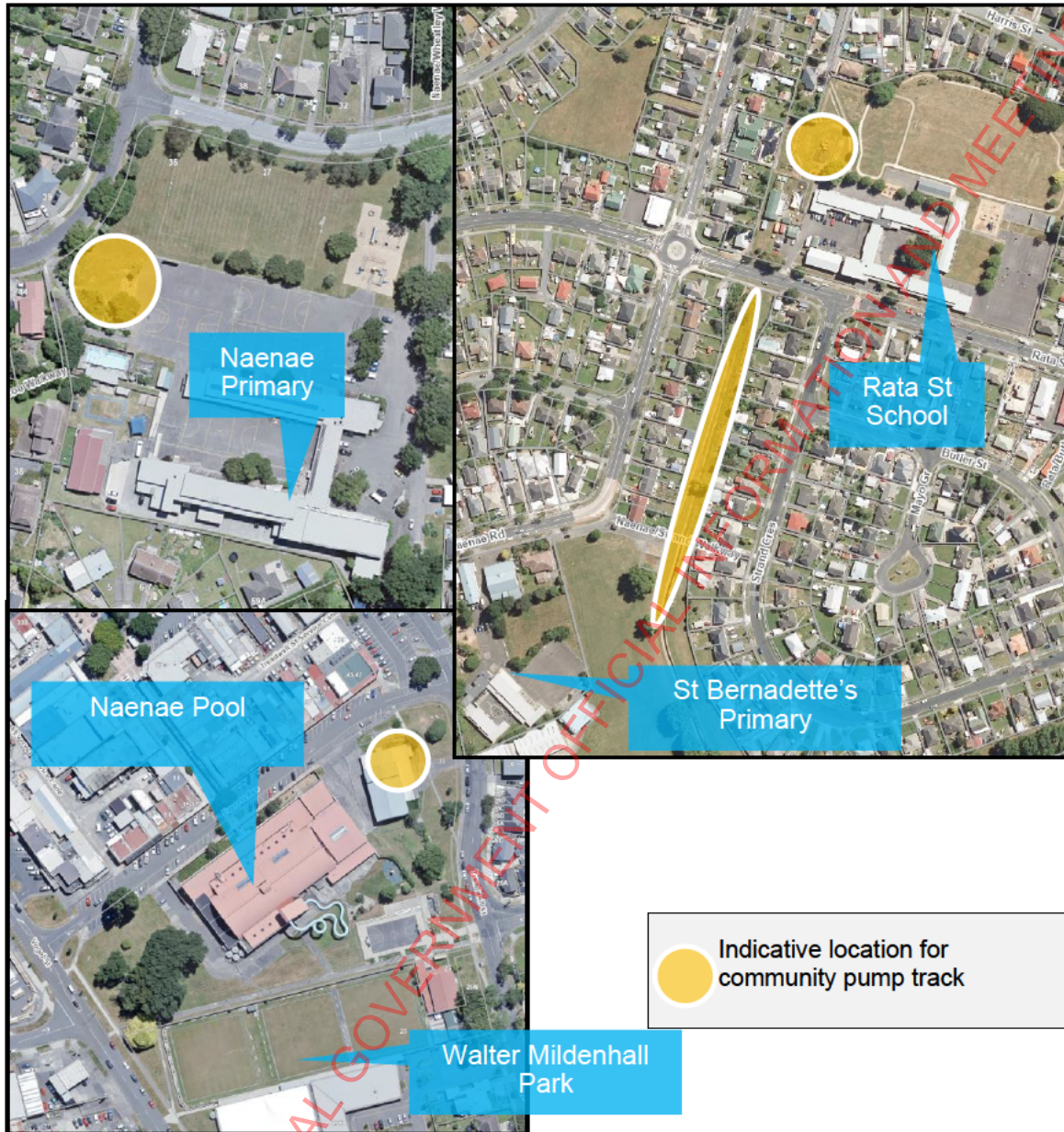


Figure 3: Indicative locations for a pump track for Naenae schools



Figure 4: The range of pump tracks available for schools.

2.1.3 Bikes in Schools

To support uptake of active modes, there needs to be bikes readily available for students to use. This could be either through school ownership models where bikes belong to the school are used only for training and recreational purposes on school grounds. Alternatively, bikes could be registered and prescribed for student ownership.

Additionally, there is potential to roll out a bike bus programme for each school. This runs similar to a traditional "walking school bus", but students are instead on bikes or scooters. Conversations with local schools regarding the student catchment could also feed into cycle network planning considerations.

2.1.4 Automated Monitoring

There are currently plans to install a monitoring camera on Rata St to capture active mode share. There is potential to include monitoring activities in more areas to capture user behaviours in locations with active mode infrastructure. There are a range of data collection cameras available which depend on the type of information gathered, as shown in Table 1

Data gathered from such monitoring sites could be relayed to the community to further promote and celebrate the success of mode shift. There is also the added benefit of monitoring trends to understand user behaviour for future improvements and local cycling network upgrades.

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Table 1: Range of options for automated evaluation depending on information type collected.

Metrics	Evaluation Tool	Evaluation Location (to be confirmed)	Cost Estimate**	Note
Bicyclist, pedestrian and vehicular volumes	Video data collection and analytics	2-3 Locations	~5k (3 locations)	Recommended baseline assessment
Vulnerable Road User survey	Field survey	1-2 Locations	(~6.5k)	Targeted for the inexperienced active mode users in the area.
Vehicle speed (turning and through speeds)	Video data collection and analytics	1-2 Locations	~4k (2 locations)	Video data add-on from baseline
Near miss Frequency	Video data collection and analytics	1 Locations	~10k-16k (1 locations)	Video data add-on from baseline
Student survey	In-person field survey with promotion in the school	Rata Street School	~1k	Recommended to gauge stakeholder feedback and perceived safety concerns.

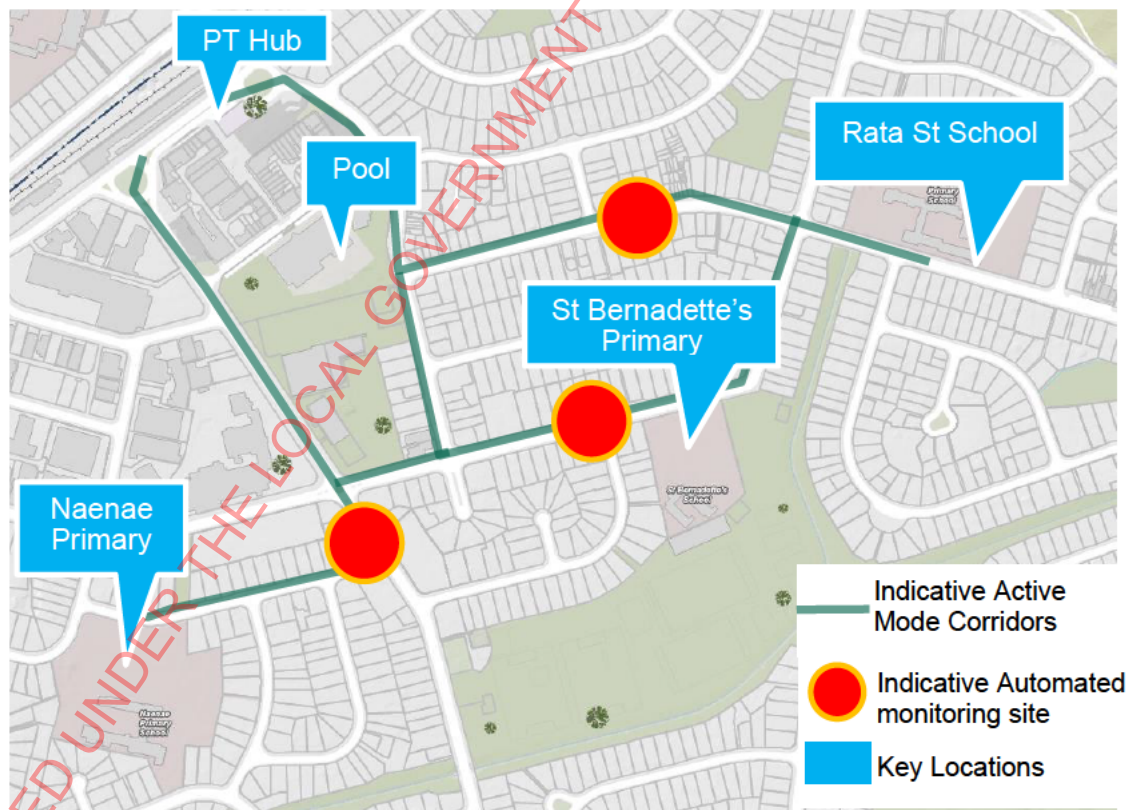


Figure 5: Indicative locations for automated monitoring sited in the Naenae active mode network.

2.2 Community Support

2.2.1 Local Project Champions

There is currently a cycling support organisation (BikeBox Naenae) in the Naenae town centre which specialises in training and cycling promotion events. Funding to extend their community involvement to schools in the area will be vital to ensuring students get the training and support needed for cycling. This location also serves a bike repairs and upcycling service centre, which could receive funding to enable greater bike access for students and residents. Bike celebration events are also hosted alongside council at this facility, where additional funding could allow for promotion days inside local Naenae primary schools.

The history and culture in the Naenae area has been shaped by the values and methods the Māori community. We recognise the community arm of the local Iwi will have a strong current presence and funding could allow for mode shift in schools while retaining a Māori led focus. This could be through establishing communication channels to understand mode shift barriers or informing locals of the current cycle network.

Additionally, there could be a parent champion in local schools through the board of trustees. This could create a communication channel for concerned parents of school children, or for promotion of active mode uptake.

2.2.2 Support for Businesses

Funding to create workplace travel plans for local Naenae businesses can help facilitate mode shift in the wider area.

CCS Disability Action provides for a support in the Naenae town centre is well integrated with the Naenae community, providing local support due to the proximity to key amenities and services such as Ministry of Social Development. We recognise this non-profit organisation as a responsible custodian should funding be provided due to the operating arrangement with an appointed board. There is potential CCS could receive funding to improve facilities and accessibility options for users with disabilities in the community. Examples could include services to helping navigation and wayfinding for such users.

2.2.3 Community Events

An example of a current community event in the area is shown below with an awareness and celebration for biking in the local Naenae area. Such events could be funded to align with completion of active mode infrastructure to enable mode shift in the Naenae town centre or in local primary schools. These would inform the public of the services and facilities available, as well as a mechanism to receive public feedback on the proposed infrastructure functionality. These events have a proven means of delivery and funding for the key organisers of such events could unlock greater awareness in the Naenae area.



Figure 6: Current example of bike community events in Naenae.

3.0 Investment

3.1 Soft option costs

Table 2: Indicative Costs (TBC)

Category	Description	Cost
Secure Bike Parking	Bike and Scooter parking in Rata St School, Naenae Primary, and St Bernadettes. Communal bike and scooter parking facilities for Naenae town centre and public transport hub	TBC
School Pump Tracks	Pump track in Walter Mildenhall park, Naenae Primary, and Rata St school. Also potential for shared community facility near St bernadettes school stream.	TBC
Bikes in schools	<ul style="list-style-type: none"> Bikes in primary schools either through school or student ownership model. Bike bus implementation for local schools 	TBC
Automated Monitoring	Automated monitoring to provide feedback on user behaviour along the entire roadway cross section on three monitoring sites. This will contribute to planning future improvements in the area. (more detail in appendix)	~\$26k for package(excludes camera purchase)
Local Project Champions	<ul style="list-style-type: none"> Funding for BikeBox to expand the scope of services to include schools and improve the presence in the community. Iwi/Hapu led active mode initiatives including support for families or community events. School parent champions to create a communication channel for parents of schoolkids to encourage active modes. 	TBC

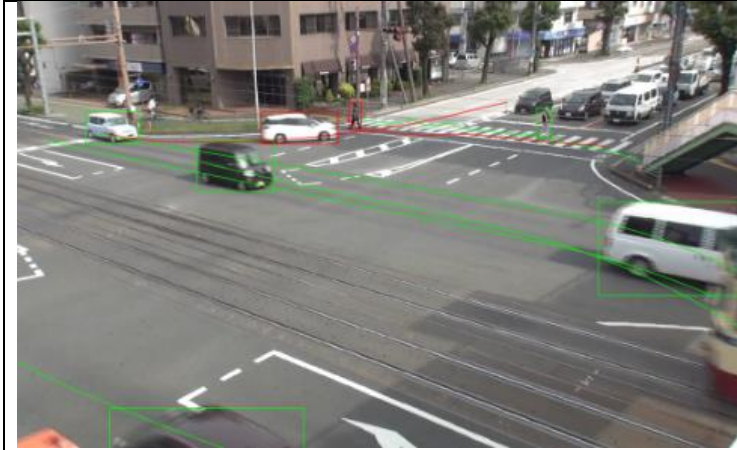
Category	Description	Cost
Support for businesses	<ul style="list-style-type: none"> CCS disability action group to improve active mode outcomes for disabled users utilising the established community presence. 	TBC
Community Events	<p>Funding for community events or school celebrations to mark the completion of active mode infrastructure</p> <p>Extending the Bike Day (to be held this on the 5th February) to additional days during the 2023 and 2024 to highlight the improvements coming, supporting initiatives, and to build excitement for the changes</p>	TBC

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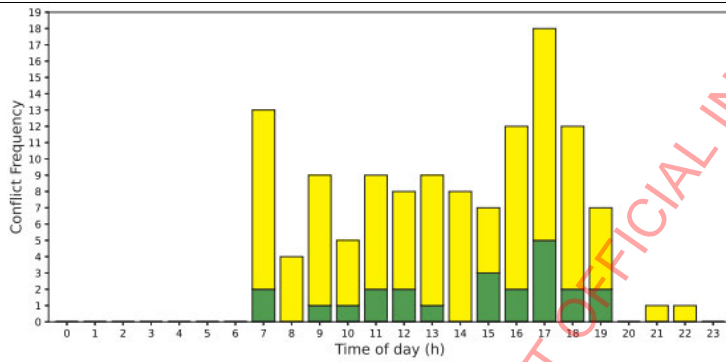
Appendix 1 – Indicative Costs Automated Monitoring

Metrics	Evaluation Tool	Evaluation Location (to be confirmed)	Data Collection Time Periods	Cost Estimate**
Bicyclist, pedestrian and vehicular volumes	Video data collection and analytics Longer term alternatives are radar and infrared detectors	2-3 Locations	VRU: Weekday AM/PM Peak + Weekend 2 hour counts (or for full VEH period if in combination with video analytics) VEH: 24-hour count weekday	\$45 per hour with Miovision per intersection \$800 for 24-hours if combined with video analytics <i>x 3 locations</i> <i>x 2 before/after ~5k (3 locations)</i>
Vulnerable Road User survey	Field survey	1-2 Locations	One 2-hour field sessions	Person-hours (prep 8h, survey 6h, analysis 10h) – 24h 2 people during survey + travel <i>x 2 before/after (~6.5k)</i>
Vehicle speed (turning and through speeds)	Video data collection and analytics Pneumatic tubes with manual reduction are alternative	1-2 Locations	Weekday, 48 hours or 2x12 hour periods	\$250 per speed profile if combined with video analytics <i>x 2 locations (assume 4 profiles per)</i> <i>x 2 before/after ~4k (2 locations)</i>
Near miss Frequency	Video data collection and analytics	1 Locations	3-5 days per location, 12-20 hours per day (60 hours total)	\$5000-8000 per intersection depending on complexity <i>x 1 locations</i> <i>x 2 before/after ~10k-16k (1 locations)</i>
Student survey	In-person field survey with promotion in the school	Rata Street School	One 2-hour field session	Person-hours – 4h <i>x 2 before/after ~1k</i>

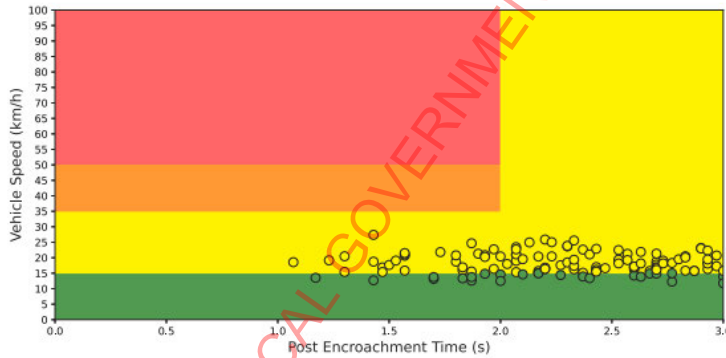
Appendix 2 - Sample camera data collection



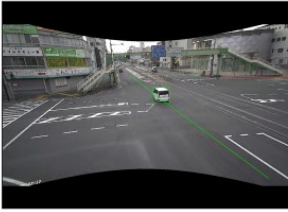
Vehicle path tracking and near miss analysis at intersections



Conflict analysis and severity rating scheme to classify user risks.

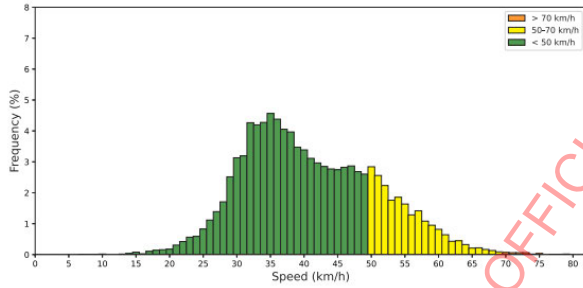
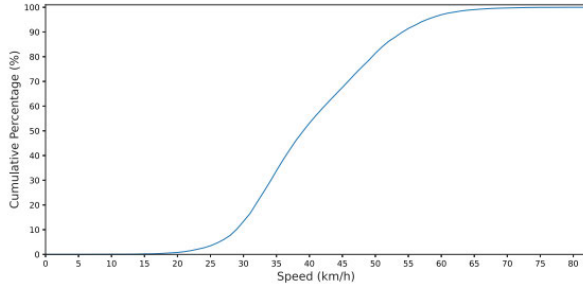


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Vehicles < 50 km/h	80.1%
Vehicles 50-70 km/h	19.6%
Vehicles > 70 km/h	0.3%
Average Speed (km/h)	41
Standard Deviation	10
85th percentile (km/h)	52

Vehicle speed analysis on the roadway



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