

**Waikura**  
**Linwood-Central-Heathcote Community Board**  
**MINUTES ATTACHMENTS**

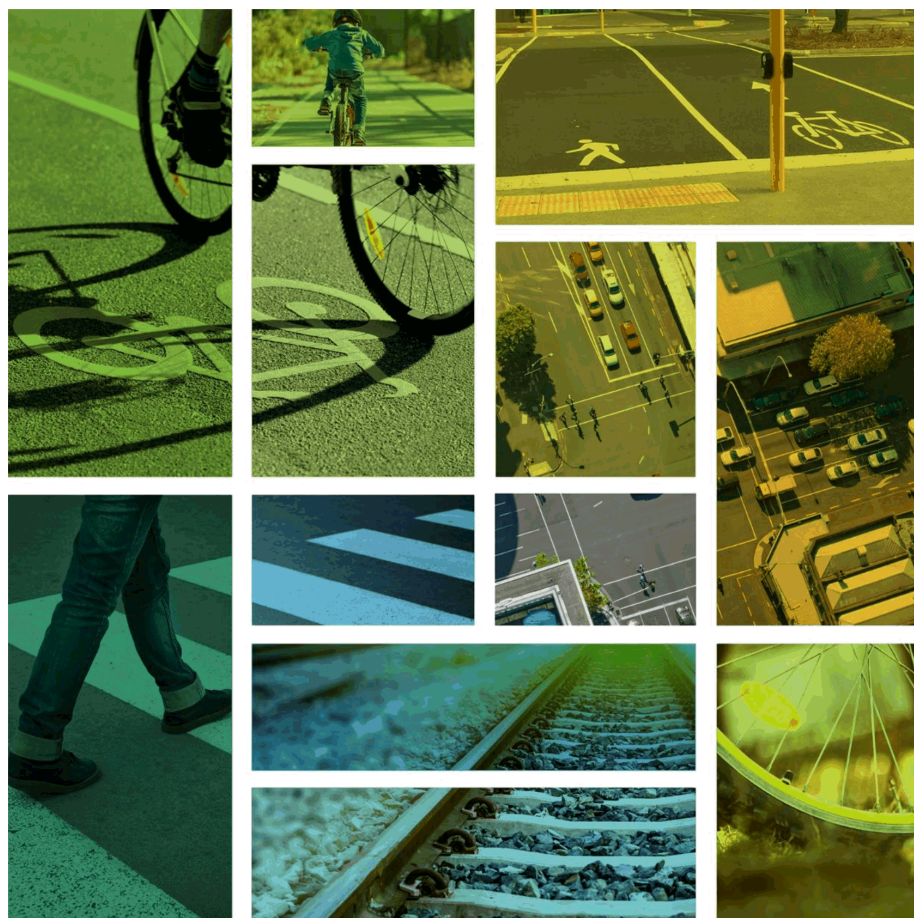
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**Date:** Wednesday 17 March 2021  
**Time:** 4.30pm  
**Venue:** The Board Room, 180 Smith Street,  
Linwood

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# FUTURE STREETS ARANUI

Community insights

FINAL REPORT

**MACKIE**  **RESEARCH**  
OPTIMISING HUMAN SYSTEMS

Document Title: Future Streets Aranui: Community insights

Prepared for: Iain McAuley – NZ Transport Agency

Prepared by: Mackie Research

Signed:  Date: 10/8/2018

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Revision No.	Amendments	Completed by	Date
1	First Draft	James Newton	06/07/2018
2	Internal Review	Lily Hirsch and Hamish Mackie	10/08/2018
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4	Final Version for Public Release	James Newton and Hamish Mackie	11/03/2019

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**Authorship:** This document was written by, James Newton, Lily Hirsch and Hamish Mackie. For further information, please contact Hamish using the contact details below.

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**Mackie Research and Consulting Ltd**

**Physical address**  
Level 2 Princes court  
2 Princes Street  
Auckland 1010

**Postal address**  
PO Box 106525  
Auckland City  
Auckland 1143

Ph 09 394 7041  
MB 021 067 0337  
[www.mackieresearch.co.nz](http://www.mackieresearch.co.nz)



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## EXECUTIVE SUMMARY

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The Future Streets Aranui Community Insights study was carried out to better understand the perceptions of active travel (including links to public transport) within and around Aranui, including to and from the new Haeata Campus. The goal is to understand the level of need for further investment, potentially following the model of Te Ara Mua – Future Streets, in Māngere, Auckland, and the projects that have followed from it. A core principle within Future Streets is that broader health, wellbeing, environmental responsiveness, equity and access to opportunity need to be considered formally in transport projects.

Haeata Community Campus is a large new school complex that replaced four schools following the Christchurch earthquakes. The school was master-planned but the surrounding streets weren't, and it appears that much more could be done to build on existing investment (School, library, community centre, park landscaping) to make active travel trips within Aranui more attractive, but also better connect Aranui with surrounding destinations.

The main scope of this study was to understand community perspectives of local travel and supporting data, and assess the level of need, to inform further active and public travel infrastructure investment in the Aranui area.

A programme of engagement, coordination with other projects, and primary data collection was carried out to triangulate the issues and opportunities for local active travel. This concluded with a workshop 'Future Streets Aranui', at the Aranui community centre, where a range of data and perspectives were shared. It was confirmed that stakeholders supported the idea of advancing the project.

The work shows that Aranui residents often feel isolated from other communities and high levels of car dependency currently exist, partly due to poor alternative options. Yet there is significant potential for walking and cycling to school, and to other local destinations or nearby communities. Inadequate street infrastructure to support active travel, relatively high-risk roads, lack of community awareness and education activities to support transport choices, loose dogs and personal safety concerns were all given as important issues. Specific opportunities such as speed management, street designs to slow traffic and make crossing safer and easier, and linking with Regenerate Christchurch plans for the Avon River were identified.

The case for Future Streets Aranui is compelling, with strong alignment with the new transport GPS, and other national and local transport related strategy. Overall, there is a desire for more connected, liveable communities, with equitable access; and Future Streets Aranui would deliver on this.

It is our recommendation, with the support of the multiple organisations that have been involved in this study, that a Future Streets Aranui programme be favourably considered and progressed.



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## 1. BACKGROUND

Historically, New Zealand's streets were designed to maximise traffic flow, but new approaches to street design have emerged which promote active travel, safety, health, sustainability, and a more balanced approach to mobility. However, these new approaches are slow to be adopted, and business as usual streets prevail, often with poor societal and environmental outcomes.

In 2016, an initiative in Christchurch was developed to explore safer school transport opportunities involving Education, Transport, and related stakeholders. One of the established working groups focused on the newly built Haeata Community Campus. Haeata Campus has been master-planned and is a modern school campus, but it seems that the surrounding streets do not well serve the students who must now travel on routes that are different to those used for their previous schools.

A collaborative approach was designed to align planning and delivery of school transport needs, create a safer transport system, and safer, healthier communities. This cross government and stakeholder working group showcased an all-of-government approach between transport network planning, delivery, and education facilities and consisted of the Ministry of Education, NZ Transport Agency, Christchurch City Council, NZ Police, Public Health Department of the Canterbury District Health Board, and Haeata Community Campus.

The early works included:

- Journey planning;
- Infrastructure safety improvements;
- Delineation improvement through road markings;
- 40 km/h speed zones;
- School travel surveying; and
- Localised enforcement.

Soon after, the NZ Transport Agency's Safer Journeys for Schools programme also identified the streets surrounding Haeata Campus in Aranui as an area for improvement as part of a broader national assessment of school travel environments. Some minor works, mostly on Breezes road were actioned as a result.

These early initiatives became the catalyst for exploring new and future opportunities around Haeata campus and Aranui more broadly. In particular, potential for 'Future Streets' in Aranui has been identified, building on the MBIE funded Te Ara Mua - Future Streets project that was successfully delivered in Māngere Auckland. The Māngere project included extensive community engagement, a unique design process to build on the perspectives of the local community, and exploration of implementation barriers and enablers to streets that are genuinely safe and easy for walking and cycling. Now that the Future Streets infrastructure changes are complete, a programme of learning and identification of further opportunities to build on the new knowledge is currently underway, and the principles are being advanced through new projects in Auckland.

There are some parallels between Māngere and Aranui. For Aranui, it is recognised that prior to any street improvements a good understanding of the existing stakeholders, planned and existing projects within the region, and existing travel challenges should be in place first, to better understand the need for the community.

Therefore, a programme of work was initiated to start to understand community perspectives of travel around Aranui, school travel patterns, other related travel and road safety data, and a range of existing initiatives relating to street improvements in Aranui, with a view to understanding whether next steps are warranted.

## 1.1. Scope

The main scope of this project was to carry out a study to understand perspectives of travel in and around Aranui, along with supporting data, and concluding with a community-based hui of interested stakeholders, assess the level of need for further active travel infrastructure investment.

The goals are:

- To understand the perspectives of Aranui residents, Haeata students, and other stakeholders regarding the streets and other routes around Haeata Community Campus. To understand how people get around Aranui, what works, and what does not. This will inform the need for Future Streets development in Aranui;
- If the need is identified following the engagement phase, work in partnership with the Christchurch City Council, NZ Transport Agency, Regenerate Christchurch, Haeata Community Campus, and other stakeholders to develop a cross government and community focused Business Case, further Strategic Assessment for Aranui and the Haeata Community Campus; and
- To Showcase the evolution of the NZ Transport Agency Safer Journeys for Schools initiative.

Accordingly, objectives for the project were:

- Mapping the stakeholders and their inputs;
- Coordinate and manage stakeholder perspectives and contributions;
- Facilitating a process of understanding use, issues and opportunities for Aranui streets;
- Facilitate a process to interlink existing programmes and projects such as Safer Journeys to Schools, CCC School travel initiatives, Active Transport (CDHB), Regenerate Christchurch (Avon development) and the Urban Cycleways Programme; and
- If community engagement is favourable, facilitate and support the development of a Strategic Assessment for possible future funding for Future Streets - Aranui, implementation.

Overall, it is hoped that coordination of existing related initiatives and stakeholder perspectives, and a comprehensive and well-articulated position on the need for further street investment in Aranui can be presented. Without this effort, the risk is that well-meaning initiatives fail to capture the issues and needs effectively and equitably.

## 2. UNDERSTANDING ARANUI STUDY

### 2.1. Method

Building on the earlier work of the Haeata Community Campus working group, key stakeholders were identified and engaged with, existing documents, initiatives and perspectives were sought, some new data collection activities were planned and finally a Future Streets Aranui workshop was planned. The goal was to bring the information together to identify the level of need to further investment in Aranui. This was also a chance to test the political and community willingness to progress the idea of improved streets for walking and cycling. The original delivery timeline for these activities is outlined below in Figure 1.

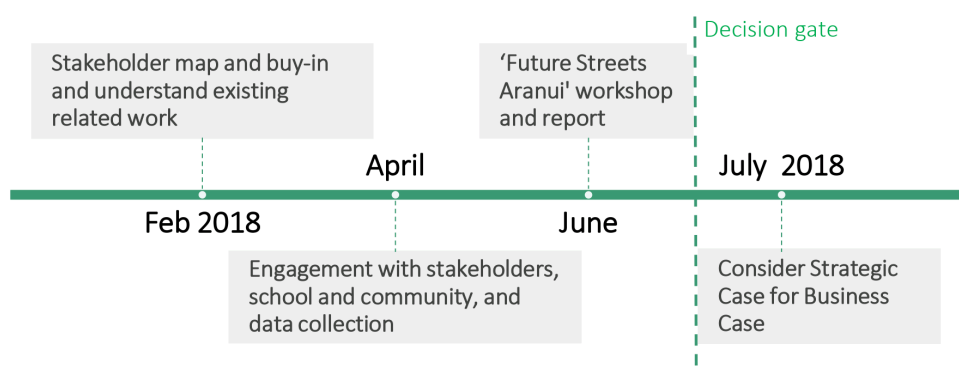


Figure 1. Timeline for Community Insights study activities

Once stakeholders were identified, a number of meetings were held with them to discuss the project and ask them about information and initiatives that relate to transport in Aranui. Specific activities to fill knowledge gaps were also planned and implemented (Appendix A). This included a perceptions survey of Aranui residents (carried out by Mackie Research), a mapping exercise (carried out through a Canterbury University masters project and support funding by National Science Challenge 11), and analysis of readily available crash data. Together, the activities provided an understanding of how travel requirements are likely to have changed as the new Haeata Community Campus replaced the previous four schools and how Aranui residents perceived travelling around their environment more generally.

The final stage of this engagement process was a hui held at the Aranui Community Centre, to share the findings of all the related work, to understand the level of support and the barriers and enablers to further work in the area. The workshop was held on the 27<sup>th</sup> June 2018 and was facilitated by the authors of this report, with Rachel Fonotia (ACTIS) and Andy Kai Fong (Haeata Campus) welcoming participants. Twenty-eight participants attended the workshop and represented a range of organisations including Christchurch City Council, Haeata Community Campus and Students, ACTIS, NZ Police, Regenerate Christchurch, Ministry of Education, NZ Transport Agency, Coastal Burwood Community Board, Linwood Heathcote Community Board, Canterbury University, Lincoln University, Ministry of Business Innovation and Employment, Community and Public Health, CDHB and Ministry of Transport.

Pulling together the activities that had been carried out through the engagement exercise, the goal of the workshop was to understand how people get around Aranui, and what works and what doesn't for them. A secondary goal was to understand whether there is a case for 'healthy

streets' investment in Aranui. A mixture of presentations, interactive and group discussion exercises were carried out over four hours.

Broadly, the workshop was divided into three parts

- **Scene setting and current issues:** Eight short presentations from community members, organisations, and researchers about transport and connections in Aranui and local streets in NZ more broadly;
- **Identifying the most important issues:** Groups consider 'what we already know' from the mapping exercises, the morning's presentations, and their own experiences;
- **Problem definition:** Is there a level of need to improve connections in Aranui? What are the barriers and enablers to doing this?

## 2.2. Outcomes from stakeholder engagement

As a first step, a stakeholder mapping exercise was carried out to identify stakeholders (Figure 2) and their current and proposed work, related to active travel in Aranui. The original Haeata Community Campus working group was a starting point for this. Despite considerable effort and relatively comprehensive engagement with stakeholders not all of the following were available and engaged with for this project. This may need to be followed up for any subsequent work.

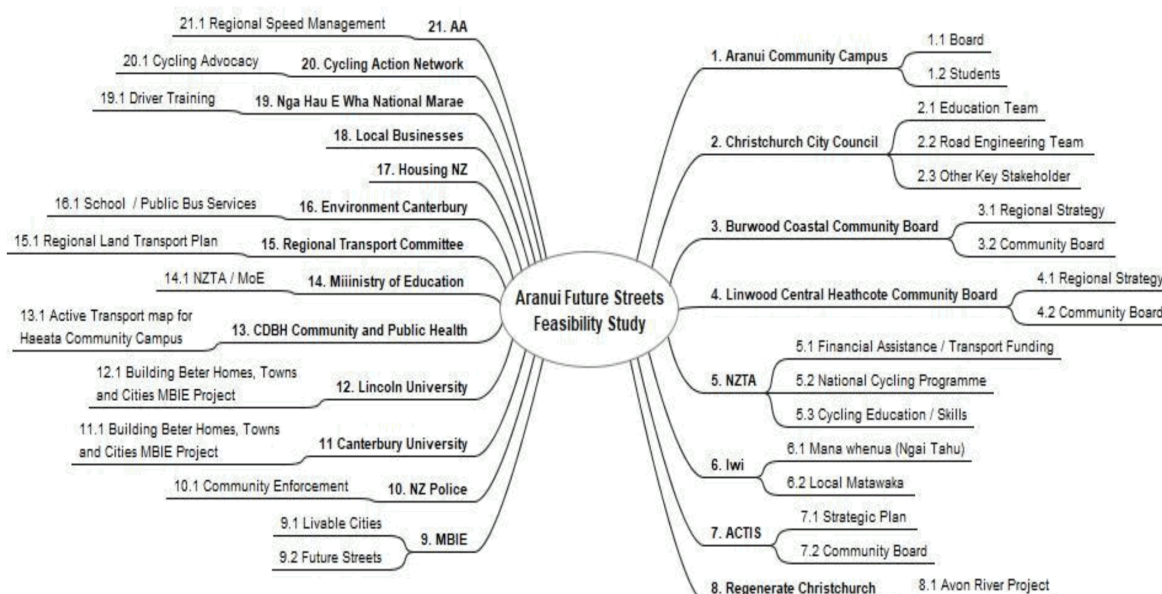


Figure 2. Stakeholder mapping exercise

The following meetings were held:

- A series of meetings with the Coastal Burwood Community Board and ACTIS, to raise awareness of the study and seek their endorsement;
- A series of meetings with Andy Kai Fong, Principal of Haeata Campus to discuss issues and plan actions;
- A series of meetings with Regenerate Christchurch to understand development activities planned for the Avon River (Nearby to Aranui), to discuss the Aranui/Haeata work and understand common interests;
- Meetings with Christchurch City Council to discuss the Aranui/Haeata work and coordinate action;
- Meetings with Canterbury and Lincoln Universities to share and coordinate complementary research activities;
- Meetings with NZ Police;
- Various other informal opportunities and telephone calls to explain the project
- Engagement with Poto Williams, MP for Christchurch East (and Assistant Speaker of the House) about the project. Please see more information about Poto's understanding of the project and letter of endorsement in Appendix B.

*Regenerate Christchurch - Community Needs Analysis - This Community Profile shows that east Christchurch needs employment opportunities, affordable housing, safer families, and safer communities. East Christchurch communities have identified that they need places to gather, transport linkages between communities and the rest of the city, better protection from present and future hazards and climate change, and restoration of the natural environment that provides strong identity and amenity value.*

*The opportunity created by the Ōtākaro Avon River Corridor Regeneration Plan process is to consider ways in which the needs of the communities of east Christchurch can be met to create a future that provides opportunities for all residents to live the life they want to live.*

It was felt that a relatively comprehensive analysis of relevant data and current initiatives was achieved and that any key stakeholders who were missed, could be engaged early in the future processes of any actual project to further this initiative.

### 2.2.1. Overall themes from the workshop

Overall, the workshop identified that, based on the information and perspectives presented, there is an opportunity to develop 'Future Streets' in Aranui. Attendees overwhelmingly supported this idea.

The workshop showed that there is a high level of car dependency in Aranui and yet many people live within walking or cycling distance of key destinations (Figure 3). Key destinations include Pak N Save, Hampshire Street shops (and ACTIS), Haeata Community Campus and the Library and community centre. New Brighton, and the basketball courts in Aranui were cited as popular places for young people. It was noted that the cut-throughs between streets were good access points in Aranui and yet the arterial roads out of Aranui (i.e. to New Brighton) were seen as poor places to walk due to the quality of the footpaths and the busy roads.



There were some places that people didn't like walking, including the streets at night, where groups of teenagers are hanging out, the Hampshire Street shops and sometimes in parks where there can be broken glass, dogs, poor lighting at night and bad footpaths to get there, as well as intimidating people on occasions.

People speeding around local streets, poor bus stops and erratic bus services, and general population decline since the earthquakes were other issues raised by participants.

Overall it was felt that the streets in Aranui were of low quality and not conducive to active travel.

Conversely, it was also pointed out that there has been significant investment in Aranui, but it has been piecemeal, with no overall masterplan for the area with local community aspirations in mind. Haeata Campus, the Library and Community centre are examples of isolated infrastructure investment, surrounded by poor streets, housing etc. There is a disconnect between agencies and their investment.

There is a willingness to promote active modes of transport and particularly reduce the number of students being driven to and picked up from Haeata Community campus. There is also an opportunity and community willingness for a road safety initiative focused on speed management within the Aranui community. Risk maps support this with relatively high personal risk within local streets, and the intersections of Breezes Road/Hampshire Street and Breezes Road/Pages Road are locations with both high collective and personal risk.

The Avon River plans by Regenerate Christchurch provide an excellent opportunity to connect this larger master plan for the river corridor with local development in Aranui, based on the aspirations of Aranui residents.

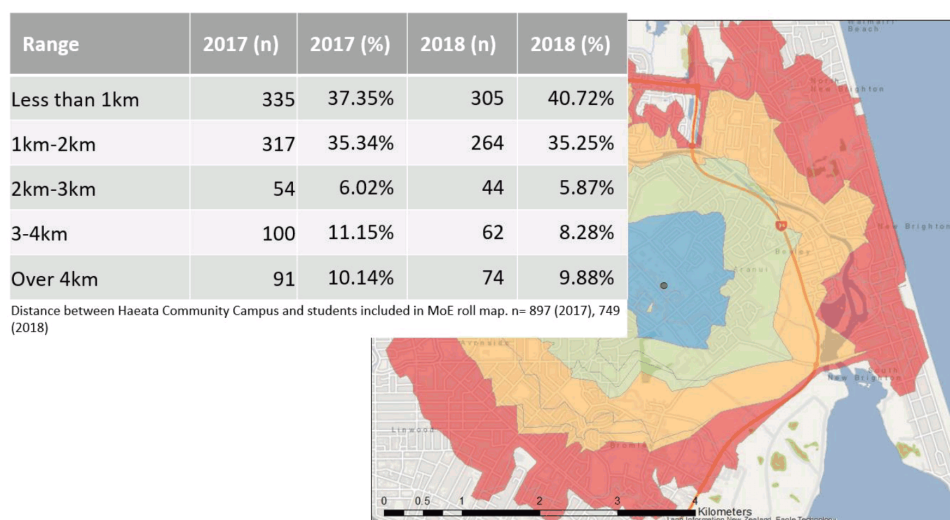


Figure 3. Proximity of Haeata Community Campus students to school. (Source: Emma Mc Cone, Masters Student, University of Canterbury)

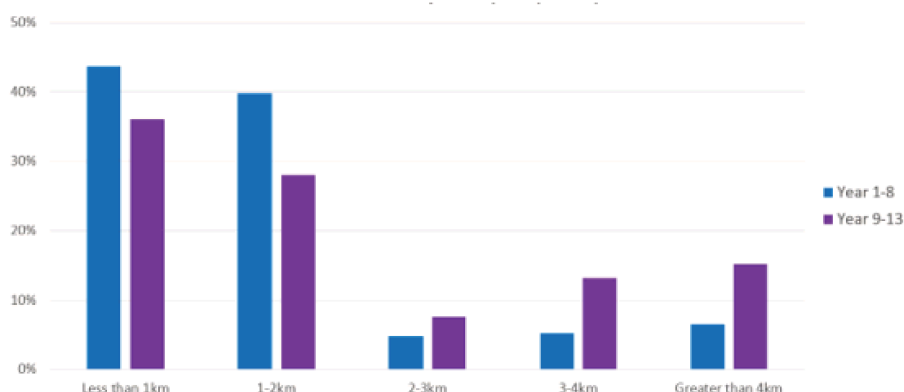


Figure 4: Distance between school and home by age group (Source: Emma Mc Cone, Masters Student, University of Canterbury)

75% of all Haeata Community Campus students live within 2km of the school (Figure 3). However, the three primary schools that were closed were very localised, so now there has been a change in the distance that primary-school aged student have to travel to school. This distance is a main factor that influences travel mode choice.

Year 9-13 students are more likely to live further from school than primary students (Figure 4).

More detail from the workshop activities are provided in Appendix A.

### 3. THE CASE FOR CHANGE

This study has provided a range of information and stakeholder and community feedback to inform the case for further investment in Aranui street infrastructure.

Haeata Community Campus is a great new facility, but the surrounding streets have not been included in any master planning. Yet the strategic direction of the new Government Policy Statement clearly states that safer urban transport that is designed to be mode neutral and support safer walking and cycling in urban spaces is one of the highest priorities.

There are currently high levels of car dependence in Aranui, probably in response to poor connectivity using alternative modes, but also due to a prevailing culture that suggests a car is needed for almost all trips. There are significant opportunities to explore the meaning of cost-effective, healthy, safe, user-friendly and environmentally responsive local travel, within the context of a lower-socio economic community, but without safe and attractive walking and cycling routes, these options are unlikely to develop. Nationally, there are clues for how to proceed and Te Ara Mua – Future Streets in Māngere, South Auckland provides valuable insights.

Aranui is in a position of great transport opportunity. However, whilst multiple government agencies and organisations are interested in developing safer and healthier streets in Aranui, there is currently limited coordinated effort. It should be noted that there is a general

willingness to collaborate and good levels of understanding of the need across agencies, but the mandate for further action needs clarity.

There is a clear opportunity for:

- A process to co-design 'healthy streets' with the Aranui community and related stakeholders, which could be part of a broader placemaking planning exercise for Aranui;
- Regenerate Christchurch to consider the transport links and requirements of the Aranui community within their broader Avon River planning;
- The Transport Agency and the Christchurch City Council, through the GPS, to develop opportunities to improve cycling and walking connectivity, speed management and road safety for all users in Aranui. This would also involve a wraparound behaviour change programme to support development of appropriate infrastructure solutions
- Environment Canterbury to consider better Public Transport connectivity to, and within Aranui;
- Christchurch City Council, Haeata Community Campus, ACTIS, and the Coastal Burwood Community Board to advocate for walking and cycling to and from school;
- Ministry of Education to continue to develop its broader understanding of safe and healthy transport to and from education locations as well as the broader community impacts from education locations; and
- All organisations to collaborate and collectively work toward creating a safer and healthier transport network within Aranui.

Through this study it has been identified that the Aranui is in need of safer, healthier, and more connected walking, cycling and public transport infrastructure and linkages. The opportunities for this infrastructure to be implemented clearly fits within and across the strategic documents and action plans of multiple government organisations and therefore should have a high strategic fit for implementation. There is hence a strong case for progressing this study to the next stages of planning.

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## 4. CONCLUSION

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A programme of engagement has been carried out to understand perspectives of travel in and around Aranui, as well as the various initiatives and stakeholders who have an interest community and school travel. In summary, following earlier work to engage with various stakeholders and the various inputs from stakeholders as part of this study, there is a strong information base to support further street investment in Aranui, with a goal of making walking and cycling easier and safer. If these findings are combined with the lessons from Te Ara Mua - Future Streets in Māngere, Auckland, it is suggested that a range of solutions are likely to be needed to stimulate healthier and more sustainable travel habits. A more user-friendly and safer street environment is a key part of this, but a range of other initiatives such as walking and

cycling promotion, better public transport provision and cross government initiatives to address dogs and intimidating behaviour are also likely to be important factors.

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## 5. NEXT STEPS

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It is suggested that this Community Insights report is used to:

- Continue a collaborative approach, and further define the problems and potential interventions that will support Aranui as a community, by connecting key locations via a range of transport modes, including active choices.
- Formalise the Future Streets Aranui initiative and coordinate the various government organisations and community interest groups through a central project management team;
- Begin an early scoping exercise for walking, cycling and public transport connection opportunities in and around Aranui, in close partnership with the local community and related stakeholders;
- Detailed consultation with the community, students and government organisations to establish high, medium and low priority areas to fast track change and enhance safety and accessibility outcomes;

Christchurch City Council and partners can then use this information to inform the next Long-Term Planning processes and allocate budget in 2018/2019 to progress the project.

## Appendix A: ARANUI FUTURE STREETS WORKSHOP OUTPUT

### Summary

Haeata Campus is a great new facility, but the surrounding streets have not been included in the master planning. Nationwide, a programme of work to re-define street design to promote active travel is underway e.g. Urban Cycle Programme and Future Streets. There is the opportunity for community development. However, barriers to improved streets remain in planning, consultation, and delivery processes. This research aims to understand the level of need for implementing user-friendly streets in Aranui.

Building on the MBIE funded Future Streets project, further research seeks to understand how people get around Aranui, what works and what doesn't. In addition to seek an understanding if there is a case for 'healthy streets' in Aranui.

To understand these barriers and enablers, and to initiate a conversation between a diverse stakeholder group, a workshop was held on the 27<sup>th</sup> June 2018. The workshop was facilitated by Dr Hamish Mackie (Mackie Research) and James Newton, with assistance from Dr Lily Hirsch (Mackie Research). 28 participants attended the workshop. Participants represented a range of organisations including Christchurch City Council, Haeata Community Campus and Students, ACTIS, NZ Police, Regenerate Christchurch, Ministry of Education, NZ Transport Agency, Coastal Burwood Community Board, Linwood Heathcote Community Board, Canterbury University, Lincoln University, Ministry of Business Innovation and Employment, Public Health Department of the Canterbury District Health Board, Ministry of Transport.

### Workshop notes

**Notes to the reader about the rest of this section:** This document consists of the unedited work the groups produced throughout the day. This has not been analysed, it stands as the reflection of the work participants did on the day.

The aims of the workshop were to assist stakeholder groups representing Aranui in better understanding the current context that influences safe and healthy streets in the community. It is hoped that the workshop will be a first step in identifying the needs of the Aranui community in furthering safe and healthy streets into the future.

#### 5.1.1. Program

Broadly, the workshop was divided into three parts

- **Scene setting and current issues:** Eight short presentations from community members, organisations, and researchers about transport and connections in Aranui and local streets in NZ more broadly
- **Identifying the most important issues:** Groups consider 'what we already know' from the mapping exercises, the morning's presentations, and their own experiences
- **Problem definition:** Is there a level of need to improve connections in Aranui? What are the barriers and enablers to doing this?

### 5.1.2. Scene setting and current issues

The day begun with eight presentations from community members, organisations, and researchers about transport and connections in Aranui and local streets in NZ more broadly. A summary of each of these presentations is given below.

#### Aranui map- places we like and don't like and why

##### Good

- ANZAC Drive shared path
- Pak 'N Save access
- Haeata school
- Wainoni Park green space is good
- The Kea Crossing on Breezes Road/ Hampshire Street is well-used by people on foot

##### Bad

- Wainoni Roads near Breezes Road has a very narrow footpath. It is difficult for multiple people to use the crossing
- Intersection of Shortland St and Pages Road is difficult to cross. It takes too long as a pedestrian
- There aren't enough lights in the Wainoni Park
- Hampshire Street- issues with the unevenness of footpaths (cracked and bumpy for skateboarders and scooters), rubbish on the road and footpath, poorly maintained
- The entrance to Haeata Community Campus is chaotic after school. Cars want to turn right out of the driveway and the kea crossing reduces opportunities for cars to turn right. There is only a footpath on one side of the school drive

#### Hamish Mackie - Future Streets

Te Ara Mua – Future Streets is a research project to demonstrate 'healthy streets' by retrofitting streets and other routes to make Māngere Central safer and easier for walking and cycling. Working closely with the Māngere community, issues and opportunities were identified, design principles were developed and then a community-wide scheme was developed. Improvements included slower streets, wider footpaths, safer crossings, protected cycle lanes, a recreational circuit through parks and local streets and a partial street closure to vehicles. A mana whenua design process also led to cultural references and indigenous planting. (Figure 5)





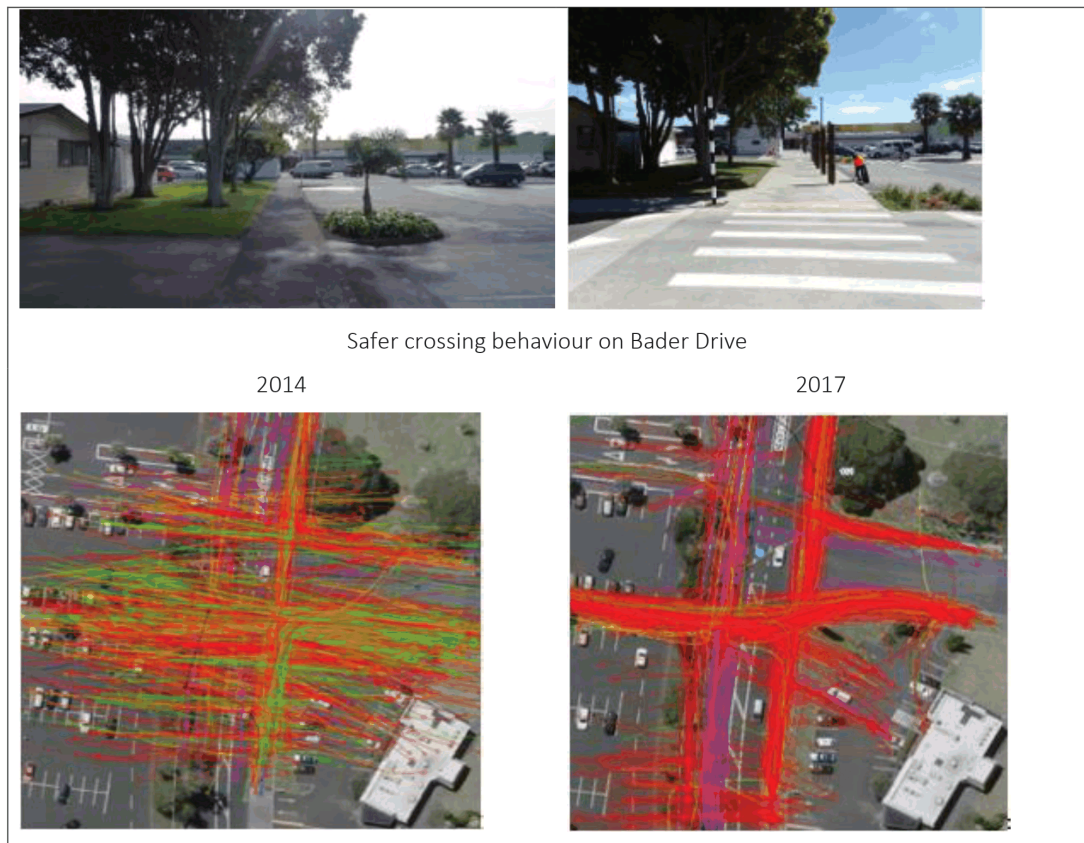


Figure 5: Te Ara Mua – Future Streets retrofitted streets and other routes

Is there a relationship between youth-friendly urban design elements and school transport patterns? Emma Mc Cone, Masters Student, University of Canterbury

Emma's research has used GIS mapping to understand where the student population attending Haeata Community Campus lives in relation to the school. This has implications for how the students travel to school.

There is a high concentration of Haeata students who live north-east of the school. However, the general catchment is quite large (Figure 6).

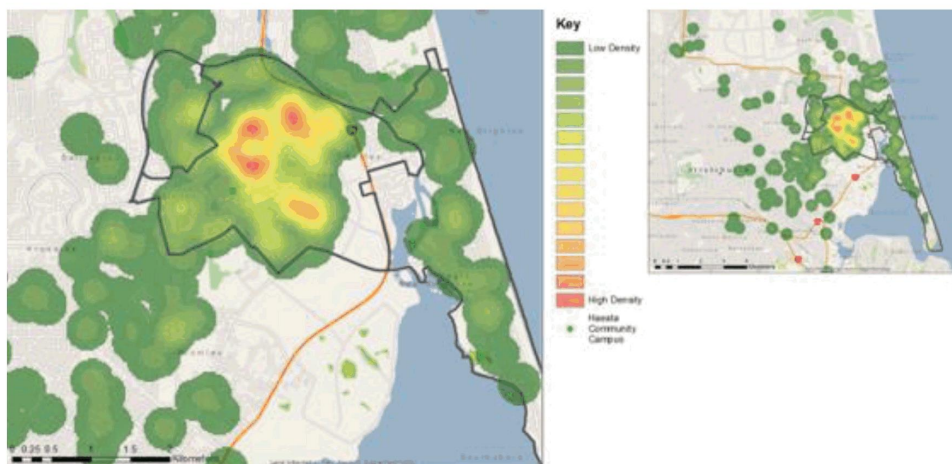


Figure 6: Student population of Haeata Community Campus as of March 2018

The road networks, which were affected by the Earthquakes impact students' travel distances to school. This too is affected by students' access over the Avon River.

75% of all Haeata Community Campus students live within 2km of the school (Figure 7). However, the three primary schools that were closed were very localised, so now there has been a change in the distance that primary-school aged student have to travel to school. This distance is a main factor that influences travel mode choice.

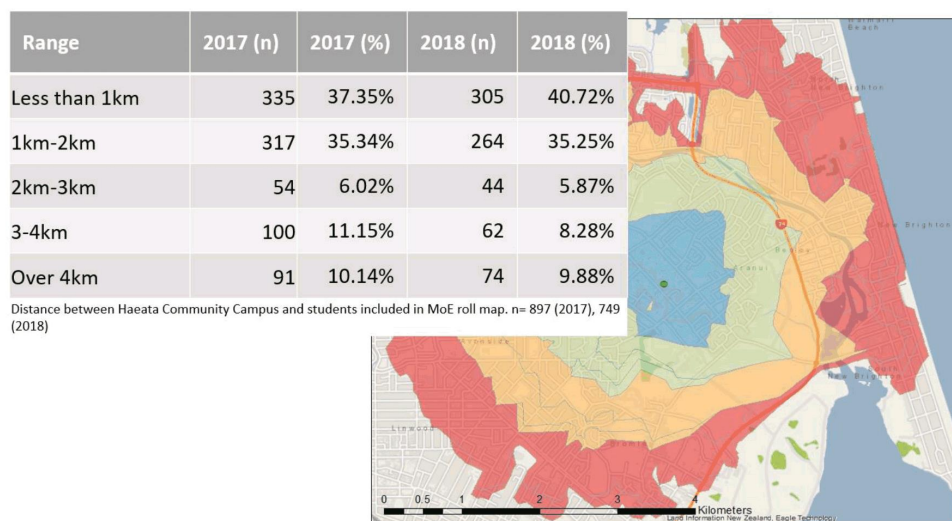


Figure 7: Distance students live from school

Year 9-13 students are more likely to live further from school than primary students (Figure 8).

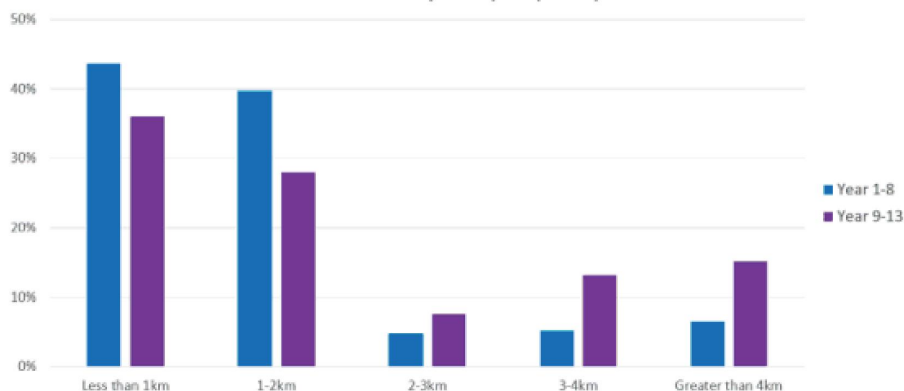


Figure 8: Distance between school and home by age group

The public transport connections do not appropriately meet the needs of students. There are distinctive areas further away from school with limited access to public transport. The two main bus routes do not service a lot of students. Only 20% of students live within 500m of bus lines. In addition, the distance of bus stops from the school are between 300 and 600 meters (Figure 9, 10).

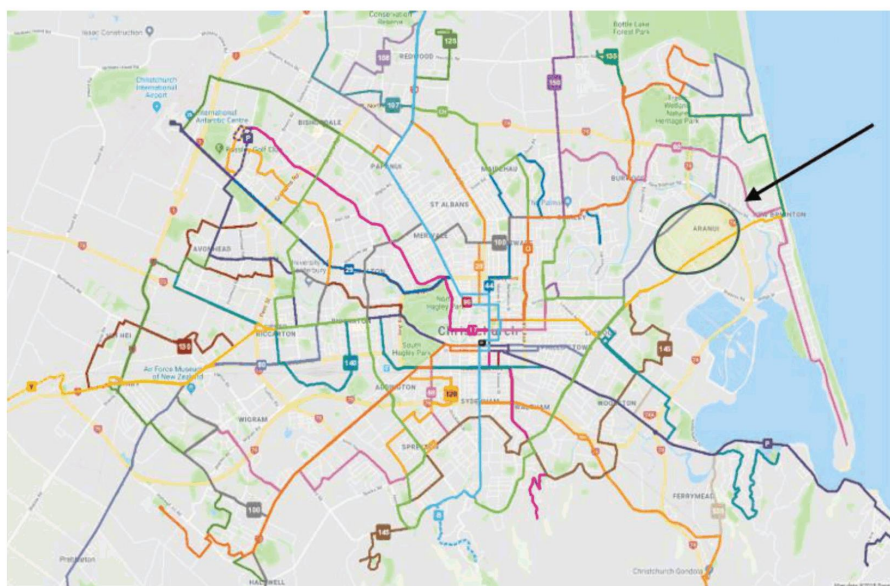


Figure 9: Christchurch metro bus lines and connections





Figure 10: Bus stops near Haeata Community Campus on two nearest routes

Haeata Community Campus is not well serviced by cycling infrastructure, especially safe infrastructure (Figure 11,12).

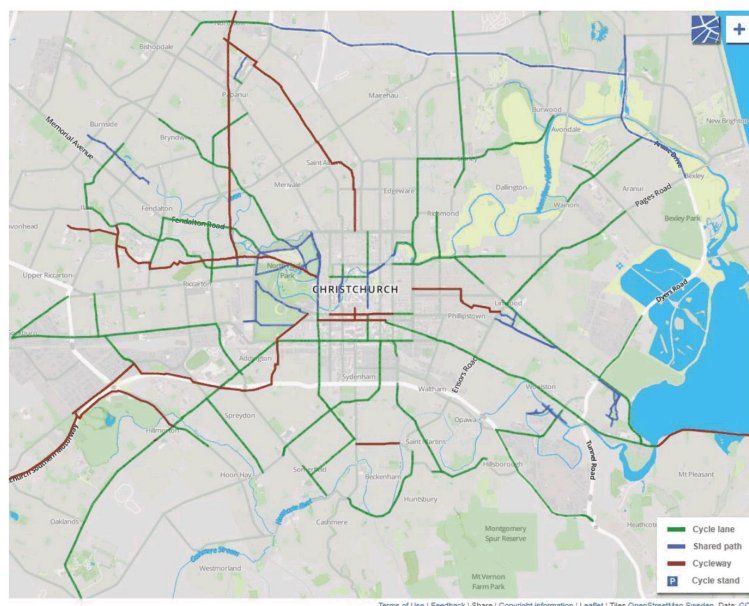


Figure 11: Christchurch Cycleways

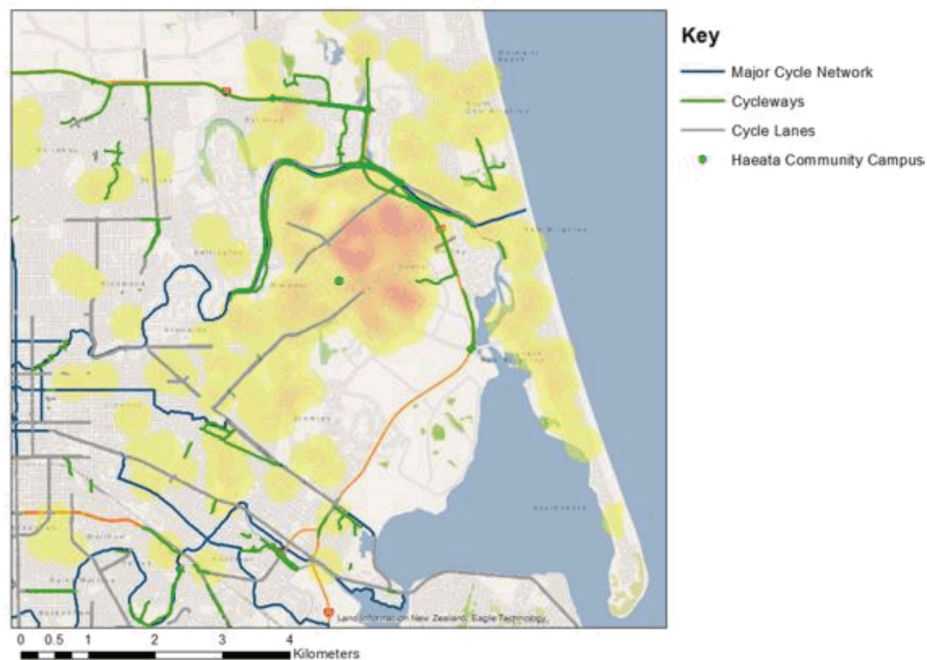


Figure 12: Proximity of cycle infrastructure to Haeata Community Campus

#### Understanding transport to and from Haeata. Presented by Haeata Community Campus students

Five students from Haeata Community Campus presented the results from a recent survey that was undertaken amongst the Aranui community. The survey was distributed by Haeata Community Campus and ACTIS.

Of the 101 people who responded to the survey, 64% stated that they regularly travel to Haeata Community Campus. Of those, 74% regularly travelled to Haeata by car (Figure 13).

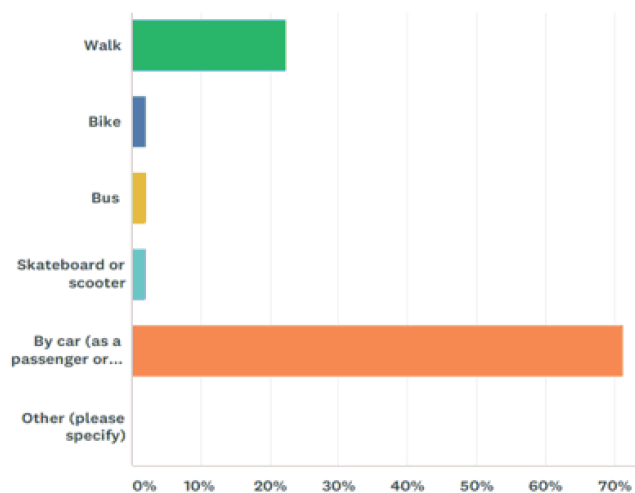


Figure 13: How do you usually get to and from Haeata Community Campus?

The main reasons for the travel mode to school are listed below. Please note that these responses relate to all transport options and that respondents could select more than one answer.

- It's easy (53%)
- It feels safe (30.5%)
- I'm used to it (16.3%)
- It's the fastest option (51%)
- I don't have another option (24.3%)

For those driving to school, 10% wanted to use alternative transport options.

The students suggested that it was important to make it easier and safer for students to walk and cycle to school so that fewer people would continue to drive in the future.

The students noted that most of their teachers drive to school.

The bus system was observed not to cater well for Haeata Community Campus students.

In the discussion there was some mention of "creepy people" in some streets in Aranui.

#### Shaping Cities for Youth. Presented by Rosee Hodgson

This presentation was a summary of some of the findings from Rosee's PhD research. Rosee is investigating young people not in employment or education and the local places that are significant to them. Her aim is to make the voices of young people valuable and not vilified, and to understand their sense of place and movement (i.e. the places that they go).

Through a peer-interviewer approach, fifteen young people not in education or employment from Aranui were interviewed.

It was found that the main form of transport for the young people was walking, as they often did not have access to a vehicle. This had implications for job-seeking where potential employers often required them to have a driver's licence and access to a vehicle.

Public transport was also seen as a barrier due to the cost and the limited bus services and destinations from Aranui.

The young people identified places within and nearby Aranui that were important to them (Figure 14). These places included the beach at New Brighton (improved their sense of wellbeing), and the basketball courts in Aranui (social and free activity that they can walk to).

It was noted that the cut-throughs between streets were good access points in Aranui. The arterial roads out of Aranui (i.e. to New Brighton) were seen as poor places to walk due to the quality of the footpaths and the busy roads.



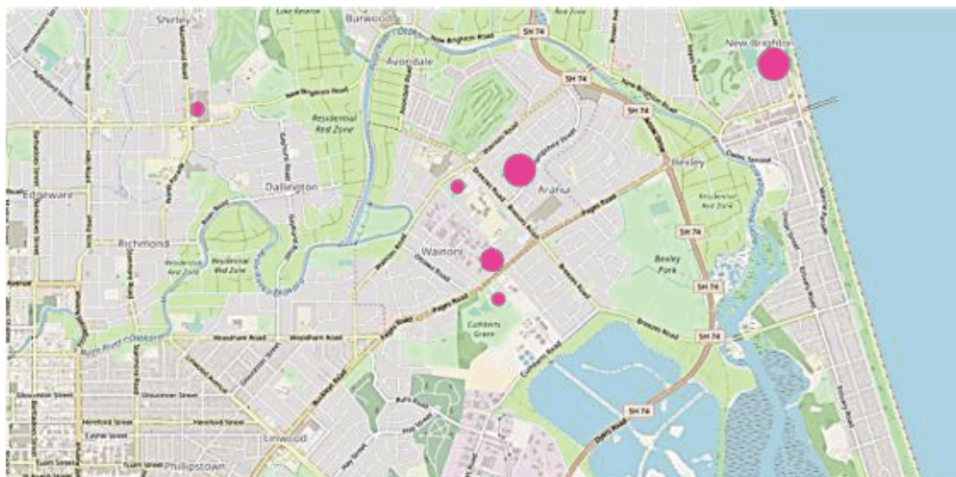


Figure 14: Places that young people not in employment or education from Aranui frequently travel to

The identify of coming from Aranui was mentioned as a barrier when visiting other parts of Christchurch. This affected the way that the young people felt welcome (or not) in other parts of the city.

#### NZ Police survey of Aranui residents. Presented by Matt Swaney and Julie Atkinson

Matt gave a summary of observations from patrolling the community. Their main comments included:

- The presence of Haeata Community Campus has shifted some safety issues off main roads as there is now a drop off and pick up zone. This functions much better than the previous model of dropping kids off on the street in front of, or near schools
- Haeata is not unique in that the main mode of transport to school is cars
- The perception of safety is huge- even parents who live very close to the school drive their kids
- From observations, most cyclists travel on the footpaths and do not wear helmets. This is an issue because the footpaths are narrow and vulnerable pedestrians are present
- There is a good licencing programme through Haeata
- School patrol is going well- more controlled street crossing is occurring
- There is a safety issue for students when crossing Hampshire Street. Haeata staff stand on the corner and aide crossing which helps

Julie presented findings from a community survey the Police had conducted. Key points were:

- Residents complained about some people's driving behaviour (burnouts, speeding, parking during league games), and the safety issues that this raised for children being on the footpaths and streets
- 24% of people in Aranui did not have a WOF (compared with 9% in the rest of Christchurch)
- 24% of road crashes in Aranui involved pedestrians (compared with 7% in the rest of Christchurch)
- There is an average of two reported crashes a month in Aranui
- Areas that were frequently used included the dairy, Pak N Save, Wainoni Park, Haeata Community Campus, and the Library
- The Library is used a lot from 3-6pm (when it closes). Students go there to hang out, and because it is safe and warm.
- There is no safe access to Wainoni Park from any street (i.e. no crossing)

- Hampshire Street is used a lot by pedestrians and cyclists
- If we can't afford cycleways we need to make footpaths wider. Kids on bikes never use the roads
- Need to make more safe access to the places that people most travel to
- Racing cars do a circuit on streets with no speed management

#### Aranui transport data. Presented by James Newton

James presented on the crash risks and vehicle operating speeds for the Aranui community

- Pages Road and Wainoni Road are busy roads with high numbers of vehicles. The intersections on those roads are high-risk
- High level of personal risk within the local streets of Aranui (Error! Reference source not found.)
- The intersection of Breezes Road and Hampshire Street and Breezes Road and Pages Road are locations with both high collective and personal risk
- The difference between community know or perceived risk and national crash statistics that make up the collective and personal risks was explained

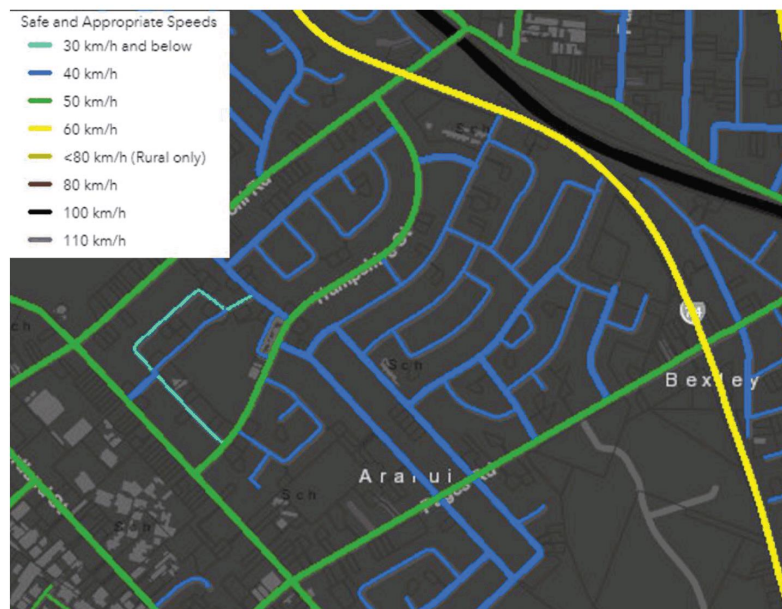


Figure 15: Safe and Appropriate speeds in Aranui



Figure 16: Understanding Aranui's collective risk

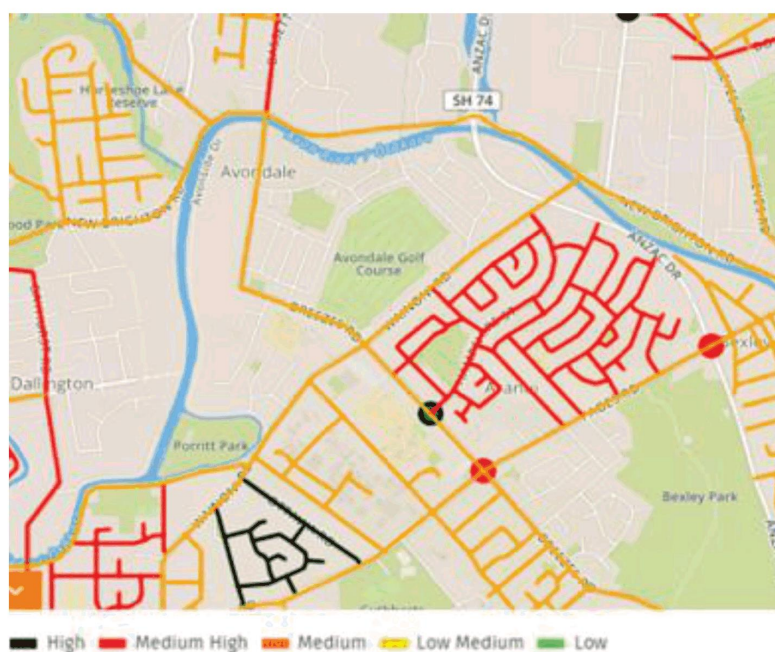


Figure 17: Understanding Aranui's personal risk



#### Red Zone Futures. Presented by Hugh Nicholson

Hugh presented some information about the aim of Regenerate Christchurch, and some potential plans for the Red Zone:

- There are flooding and storm water issues
- Plans for a Green Spine using the Avon River (Figure 18)
- There are areas still under consultation (reaches), currently there are no plans for these areas yet
- New Brighton Road is the lifeline of the Eastern Suburbs. Would a like with Breezes Road provide a better connection? Should this be a car road or a pedestrian/ cycling bridge?
- Thoughts about community gardens and farms and how these can be connected to schools



Figure 18: Green Spine and Three Reaches

#### Aranui community survey. Presented by Lily Hirsch

In June 2018 a survey of the Aranui community was undertaken by Mackie Research. The survey was distributed by Haeata Community Campus and ACTIS.

In total there were 101 responses:

- 65% from Aranui
- 87% female
- 37% Maori
- 26% aged between 10-24
- 48% aged between 25-40
- 26% aged over 40

The most frequently visited places in Aranui are listed below. Please note that respondents could select multiple options:

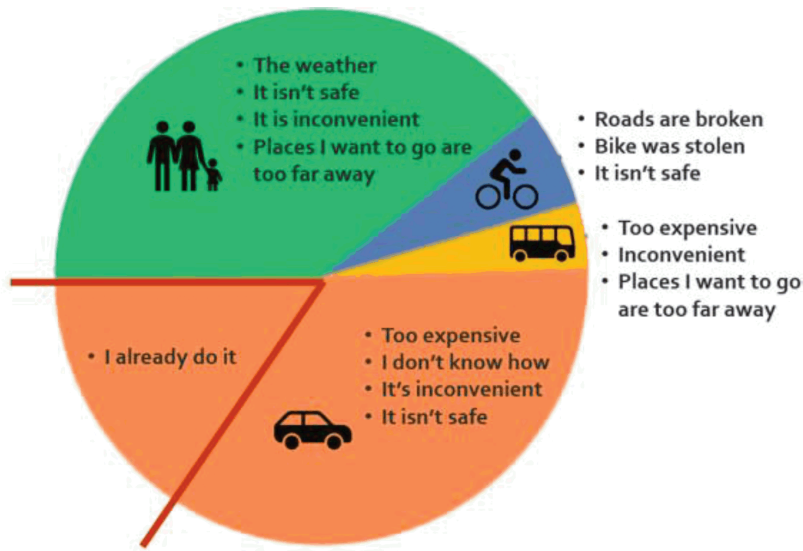
- Wainoni Pak N Save – 98%
- Hampshire Park – 60%

- ACTIS and Hampshire St Shops – 60%
- Haeata Community Campus – 60%
- Library and Community Centre – 45%

Car trips were the most frequent form of transport by survey respondents with 70% of people driving to get somewhere 7 days a week. Walking was the next most common mode.

Respondents were asked how they would most like to get around Aranui and what factors are stopping them. The responses can be seen in Figure 19.

Figure 19: How would you most like to get around Aranui and what is stopping you?



Places people enjoyed walking to various places in Aranui. Some of these, and the reasons why are listed below.

- Haeata Community Campus and St James school
  - Because it is safe
  - Because it is a nice campus
  - Because it is close to home
  - Because they like to learn
- The shops (i.e. Pak N Save, Salvation Army, Hampshire Street)
  - For the specials
  - The shopkeepers are welcoming
  - It is close to home
  - I'm hungry!
  - Love to see people
- The parks (Avon River, Red Zone, Hampshire/ Wainoni Park, Becley Park)
  - To have fun and go to the playground
  - For fruit picking
  - It's peaceful and beautiful
  - For Exercise
  - League

There were some places that people didn't like walking to in Aranui. These places, and the reasons why are listed below.

- The streets in general
  - At night they are dark and creepy

- Teens hanging out
  - I feel intimidated
- Hampshire Street shops
  - Doesn't feel safe
  - My kids get picked on
  - People can be unpredictable
  - The footpaths are uneven
- Parks (Hampshire/ Wainoni Park, Avon River)
  - Broken glass and rubbish
  - Dogs
  - Poor lighting at night
  - Bad footpaths to get there
  - Bullies/ intimidated/ unsafe

Whilst 54% of respondents had access to a bicycle, only 20% had used a bicycle in the last week. Places that people liked to ride to, and the reasons why included:

- The streets
  - Visiting friends and family
  - Cycle lane on Breezes Road
  - Cheaper and eco friendly
- The parks
  - Kids love to ride there
  - It's beautiful
  - There's lots of space

Some areas within Aranui were seen as less desirable spaces for riding a bicycle. These included:

- The streets in general
  - The roads are rough, they are bad for tyres
  - No cycle lanes
  - Not suitable for bikes
- Hampshire Street shops
  - Bike could be stolen
  - Broken glass
  - Kids hanging out

The bus was seen as a useful way of getting out of Aranui, but not useful for traveling within Aranui. In addition, there were several complaints about the quality of the bus stops and the service. Some of the issues raised include:

- We need more bus stops in Aranui (10 respondents)
- It is hard to get to the bus stops because the footpaths are in poor condition (3 respondents)
- The bus services are unreliable, infrequent, and the routes keep changing (6 respondents)
- Bus stops are not cared for and are unsafe at night (5 respondents)
- Only three respondents thought that the buses are safe and reliable

Some general changes needed in Aranui were raised by respondents. A summary of the key points is listed below:

- More lighting in parks, streets, and public spaces at night (28 respondents)
- Improve behavioural safety (stronger police presence, address bullying, gangs, drugs, and alcohol) (14 respondents)
- Improve the footpaths. They need to be wider, smoother, accessible, and have trees (22 respondents)
- Improve the road surface and finish the roadworks (39 respondents)



- Improve physical safety (broken glass, dogs) (6 respondents)
- We need a bus route going through Aranui, and bus stops (12 respondents)
- More pedestrian crossings are needed (i.e. Hampshire St shops), and introduce traffic calming (9 respondents)

#### General comments raised from the presentations

- There has been an increase in traffic through Pak N Save since the opening of Haeata
- Pak N Save is very supportive of initiatives to make the streets in Aranui safer and easier to use
- What do kids do and where do they go after school and before they go home? It is worth investigating this and helping provide safe spaces and better connections for them (i.e. a lot go to the Library because it is warm and safe, they don't necessarily go there for the books)
- Pick up time after school is really busy. Drop off time in the morning is more diffused
- There are perceived safety risks for walking and cycling to school by the Haeata students
- Not all incidents/ risks regarding safety are captured in statistics
- Students from Haeata thought that some downsides of riding bikes included: annoying to get the bike out of the garage/ it isn't cool/
- Some positives about riding bikes included that it could go faster and further than walking
- Loose dogs can be aggressive. Some streets are worse than others
- Since the Earthquakes, Aranui has experienced population decline.

#### 5.1.3. Identifying the most important issues

Participants were asked to break into four groups to discuss the morning's presentations. They were asked to identify the key issues that affect safe, healthy streets in Aranui. A summary of each group's discussion is provided below. Please note that this summary is a direct transcription from the notes made by participants on the day.

##### Group 1

###### Key issues

- Haeata Community Campus is badly served by cycleways. The cycleway borders Aranui, but there are no connections into it.
- Haeata Community Campus is badly served by public transport
- Aranui is seen as unsafe to walk, particularly for children
- Walking and cycling is good for health, fitness, and the environment
- Most people in Aranui don't have access to a bike

###### Some solutions

- It would be good to have a separated cycleway to Haeata Community Campus
- More events to engage the community

##### Group 2

There is a lot of opportunity/ potential in Aranui to increase the uptake of active travel. For example there are short distances between key destinations. However other things are problematic and this decreases the likelihood of people wanting to use active transport modes to these locations. We need to understand the 'why'. For example, road safety, lighting, convenience, crime. Hampshire Street could be a good focal point.

### Group 3

75% of Haeata community Campus students live within 2km of the school, yet 75% students are driven to school. Why is this?

- There is an imperative to address this. Especially for improving mental health and physical health
- There are poor perceptions (and reality) of safety (child safety, parental responsibility, time of day affect people going to Hampshire St shops)
- 'Quality' of access
  - Lighting on streets
  - Condition of roads
  - Footpaths are too narrow for bikes
  - Entries to Haeata and Pak 'N Save
  - Speed on road and boy racers. The roads need to be narrow and slow
  - Limited access to areas around Christchurch from Aranui
    - No bus to Palms
    - Poor cycle network into Aranui
    - It is hard to go anywhere other than destinations on the two major bus routes (Riccarton, City, and New Brighton)

How do we address these perceptions (and the reality)?

- We need an area-wide culture/ community approach, including community consultation
- Crime prevention through environmental design
- Getting community leaders on board
- Diversity of cultures to be considered
- League culture (Eagles)
- Shared with the approach taken in Māngere

### Group 4

- Need/ desire for improved modal choice
- Convenience for access
- Safety
  - Personal
  - Transportation (Breezes, Pages, Hampshire)
- Statistics show that 75% of students live within 2km of school, but there are very low numbers who walk to school
- Key activity centres- access to and from
- Bike security at school
- Research Report 2 creating severance issue
- Demand responsive transportation

#### 5.1.4. Problem definition

As a group, participants were asked to reflect on the earlier discussion and presentations. A group discussion was then had based around the question: "Given everything we have heard over the day, is there a level of need for improving walking, cycling, and public transport connections in Aranui? What are the barriers, enablers, and outcomes wanted?"

**Problem definition:** Haeata Community Campus is a great new facility, but the surrounding streets or cross-government transport network collaboration has had limited planning.

#### Level of need

- High need for improving opportunities for active transport to school
- High need for equity development need to show in network planning
- Breezes Road is not safe for kids to cycle on the road, therefore they use the footpath. There is a need to make either the road safer for cycling, or to provide wider footpaths
- Social deprivation in Aranui is higher. Active travel is free and needs to be promoted
- Need kids to feel safe on the streets
- Master Plan for community is needed. Mobility and transport is about the day-to-day renewal of the community
- The Master Plan for Aranui is currently ad-hoc and not connected across the various government agencies – silo mentality is evident
- A lot of hui and no doi at the moment. Community really needs to be involved. The need is the people. The people love this community and they need to see change happen, they need to see follow-through. There is a need for safe access and a need to be able to use the facilities that are here

#### Outcomes wanted

- Speed management across Aranui
- A safer environment to connect as a community – people, places, education, employment
- What are the opportunities and who will take responsibility for them?
  - i.e. fix the footpaths- this needs to be spearheaded by someone
- Have an event to celebrate what's going on in the community, what is good here
  - Something to encourage lots of people to walk on a good weather week
  - Free food
  - Affirm Community Festival already exists (murals). It is held once a year. There could be a transport focus at the next Affirm event
- Area-based approach through NZTA and Haeata (from Regenerate Christchurch)
- Address pinch-points as an immediate issue
- Cross-over between transport/ health/ WINS
- There is an unwellness in the community. Systemically people do not feel safe within the community. Millions of dollars have been poured in, but how has that benefit been shown? We need more in-roads with WINS (and other stakeholders) for the families of the students at Haeata. This would help change the feel within the community. Aranui has a strong connection, vibe, energy. People want to feel good about it. Although there is some apathy, some dark-side, this can be addressed through high-level players
- Better and safer connections to New Brighton

#### Barriers

- Feelings of safety based on the Earthquakes may have resulted in a decrease of solo trips to school due to an increase in anxiety amongst children
- Crashes in Aranui usually involve people from the neighbourhood
- A lot of money has gone into buildings, but not connections to those buildings and community places of interest
- People who are causing the feelings of personal risk in the community need to be made aware of, and understand the impact of their behaviour
- Ministry of Education has no obligation to build roads when they implement and build new schools
  - There is a disconnect between education planning and transport planning
  - No thought for the safety of kids

- No vision for how kids could or should get to school
- Lots of talk and no action
- Riccarton and Palms is treated as a defector community centre. New Brighton and Aranui needs better

#### Opportunities

- 75% kids live within 2km of school. This is an amazing opportunity for active travel into the future
- The existing cycleway is an amazing opportunity for getting more people to use it and kids to get to school but are not currently connected with Aranui
- The brand-new school is a driver for prioritising the surrounding area
- Regenerate Christchurch - Red Zone Project has potential to provide connections to Aranui. If done right it can also encourage exercise, promote mental health
- NZTA, MOT looking at speed management
- Collaboration between different groups
- Pak 'N Save is pro the community. It sponsors some vehicle for Haeata, there may be the potential for it to sponsor some traffic lights
- Hampshire Street has the potential to be a really nice main street
- Council is open to suggestions for change if the community approaches them with a good case
- There is a good understanding of the community- now we need to link the conversations
- Obvious things that work well/ make a difference i.e. Pak 'N Save and the Library. We need these key things in the community and they are great, we just now need good, safe connections between these key destinations

## Appendix B: LETTER OF SUPPORT – POTO WILLIAMS



27 June 2018

To Whom It May Concern

I am writing to you in support of the Future Streets - Aranui Feasibility Study. It is a great opportunity for the local community to come together and have their say about the safety of their streets and how positive changes can be made to increase opportunities for walking, cycling and other forms of physical activity as well as improving road safety.

The health benefits alone are a positive change for any community. I also visited with the Mangere Te Ara Mua Future Streets project where their goals are to have streets that meet the needs of all people who use them, lower traffic speeds on local streets, and better provision for all road users on busier streets which include High quality cycle and pedestrian connections

The idea that safe routes to school by active modes is truly impressive as well as getting connected with the wider transport network, including public transport and arterial corridors.

Once again I am happy to support this initiative and if you require any further information from me then please contact me at my Electorate Office on 03 382 0288.

Yours Sincerely

Poto Williams  
Assistant Speaker of the House of Representatives  
Member of Parliament for Christchurch East

Christchurch Electorate Office  
Office hours 9:30am – 3:pm  
T | Waea: +64 3 382 0288  
E | Imēra: [poto.williams.mp@parliament.govt.nz](mailto:poto.williams.mp@parliament.govt.nz)  
A | Wāhitau: | 133 Brighton Mall | PO Box 18898, New Brighton, 8641

