

# Let's make streets in Cambridge more vibrant and attractive for kids to walk and bike to school!

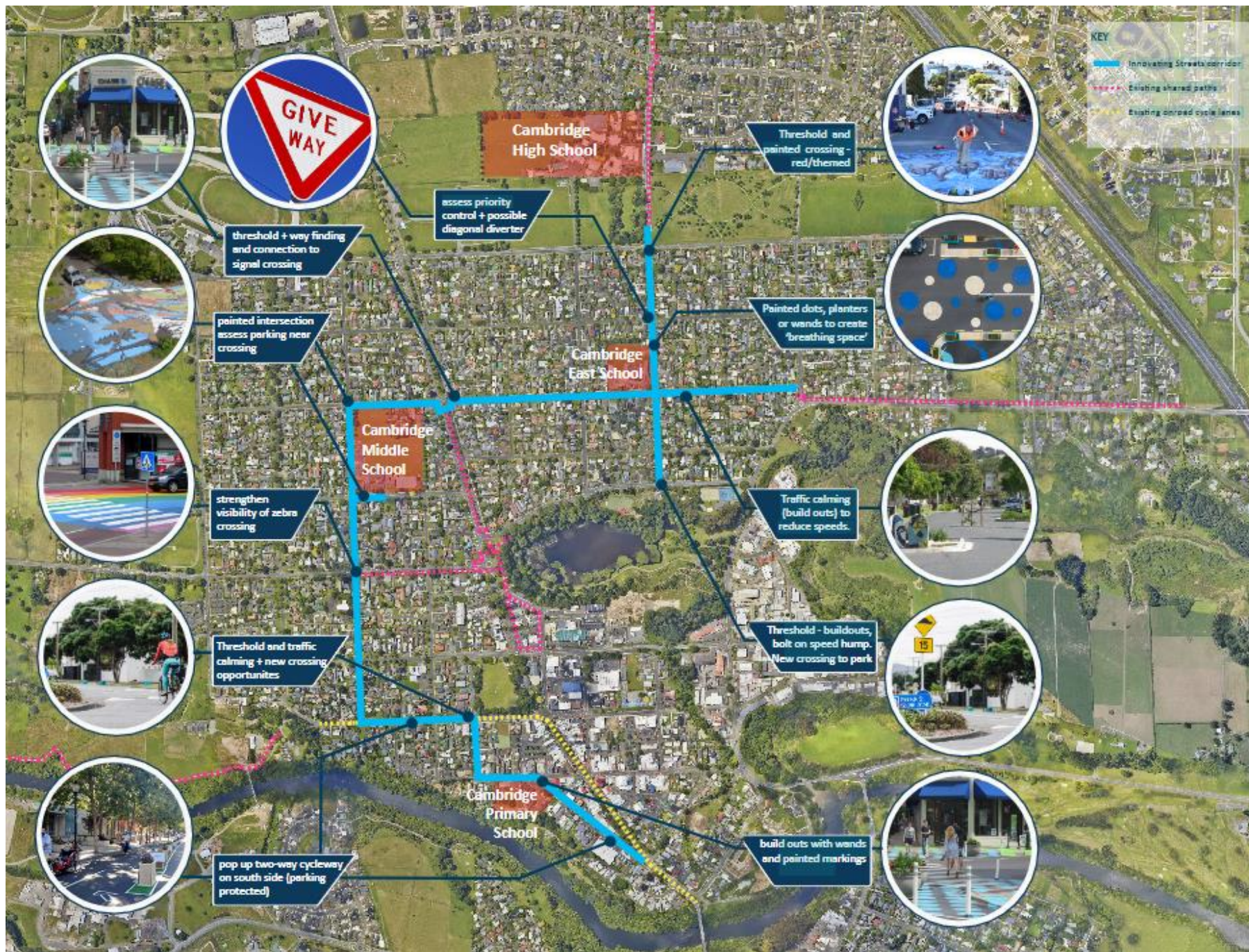
In 2018, we asked Cambridge parents as part of the Safe Ways to School survey how they would like their children to get to school each day.

More than 70 per cent said they would love for their child to bike, scooter or walk. But, only if it was safe.

The following year, we asked Cambridge residents through the Cambridge Town Concept Plan Refresh what they wanted to see for the future of their town. Improving walking and cycling infrastructure was highlighted as a top priority.

The **Innovating Streets for People** programme (2019 – 2021) was the first in New Zealand targeted at building capability in the rapid reallocation of street space.

Waipā District Council was granted 600k



Co-design approach with:

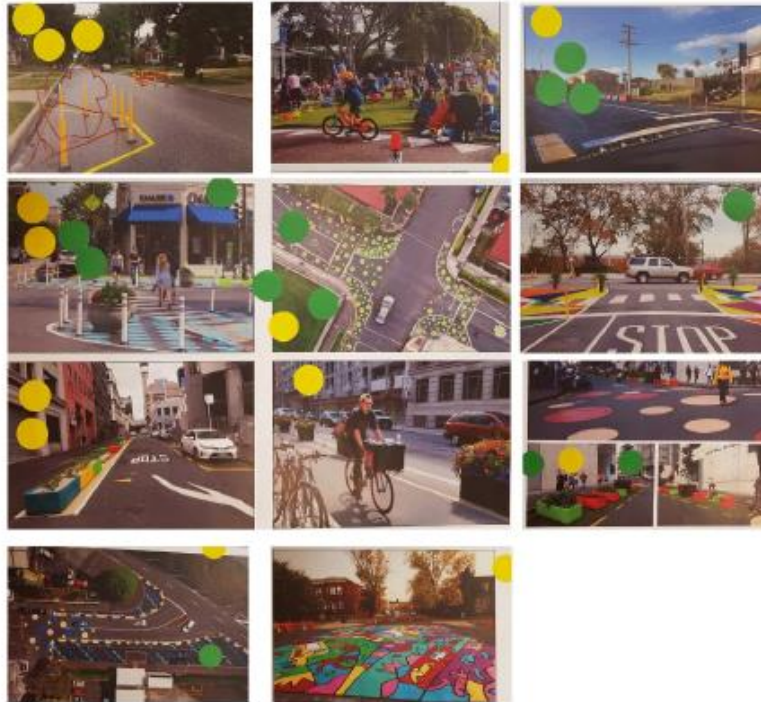
Cambridge Middle School  
Cambridge Primary School  
Cambridge High School  
Cambridge East Primary School



### IDENTIFYING THEMES

BF presented series of case studies and images of temporary interventions to the group.

Each participant was given three stickers to place on the examples they would like to see in Cambridge and which address the objectives of the project.



The preferences of the group can be organised into the following themes.

Themes	Ranking / preference
Closure / One-way streets	0%
Build outs at Intersections	32%
Protected cycleways	10%
Vibrancy / Play Streets	3%
Traffic calming	32%
Painted intersections	3%
Safe crossings	18%

## Cambridge Middle School

Themes	Ranking / preference
Closure / One-way streets	10%
Build outs at Intersections	22%
Protected cycleways	15%
Vibrancy / Play Streets	2%
Traffic calming	5%
Painted intersections	12%
Safe crossings	32%

## Cambridge Primary School

Themes	Ranking / preference
Closure / One-way streets	17%
Build outs at Intersections	25%
Protected cycleways	15%
Vibrancy / Play Streets	5%
Traffic calming	2%
Painted intersections	17%
Safe crossings	17%


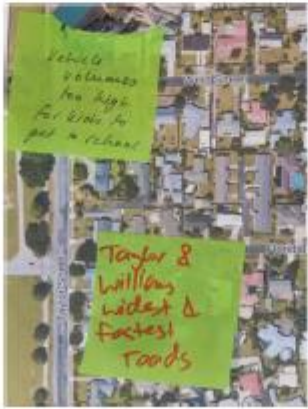
## Cambridge High School

Themes	Ranking / preference
Closure / One-way streets	35%
Build outs at Intersections	14%
Protected cycleways	0%
Vibrancy / Play Streets	0%
Traffic calming	28%
Painted intersections	0%

## WORKSHOP EXERCISE – IDENTIFYING THE SOLUTIONS

Workshop participants selected temporary interventions from the 'toolkit' to solve the problems identified – these were placed directly on the maps.

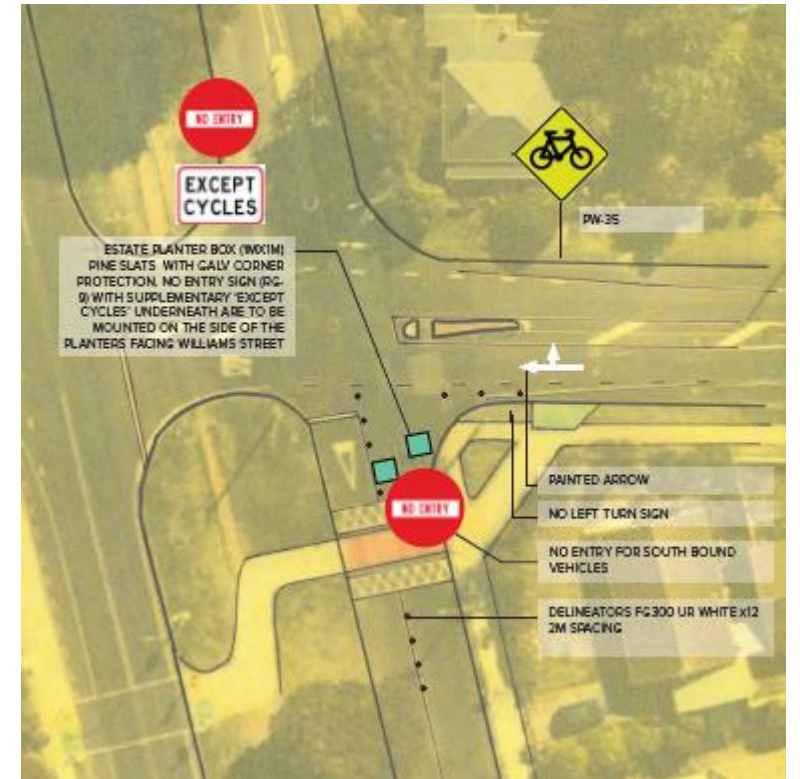
The following tables summarise both the problems and solutions identified for specific corridors.

East West Corridors: William Street and Taylor Street	
<b>Problems</b>	<ul style="list-style-type: none"> <li>-Too fast and busy for school kids</li> <li>-Not enough 40km/h speed reminders</li> <li>-Footpath not continuous</li> <li>-Carparks and driveways dangerous</li> <li>-People parking all over the place along William Street</li> <li>-Confusion at intersections</li> <li>Taylor street too wide, encourages speeding and makes crossing difficult</li> <li>-Taylor Street has weekday school traffic and weekend sports traffic</li> <li>-Concentration of High School student drivers</li> </ul>  

<b>Solutions</b>	<ul style="list-style-type: none"> <li>-Create slow zone street grid surrounding school</li> <li>-Speed hump crossings at intersections</li> <li>-Lights at Laurent and Taylor St intersection</li> <li>-Paint and temporary bollards and student installations along William / Bowen / King Streets</li> <li>-Implement defined car bays to manage parking and prevent "stretched" parking along street</li> <li>-Pop up bikeway</li> <li>-Colourful barriers</li> <li>-Temporary raised crossing</li> <li>-Widen footpaths as per section between Stafford and Robinson St</li> <li>-Footpath along front of school - have tactical urbanism markings</li> <li>-New footpath between Weld and Grosvenor St;</li> </ul>  
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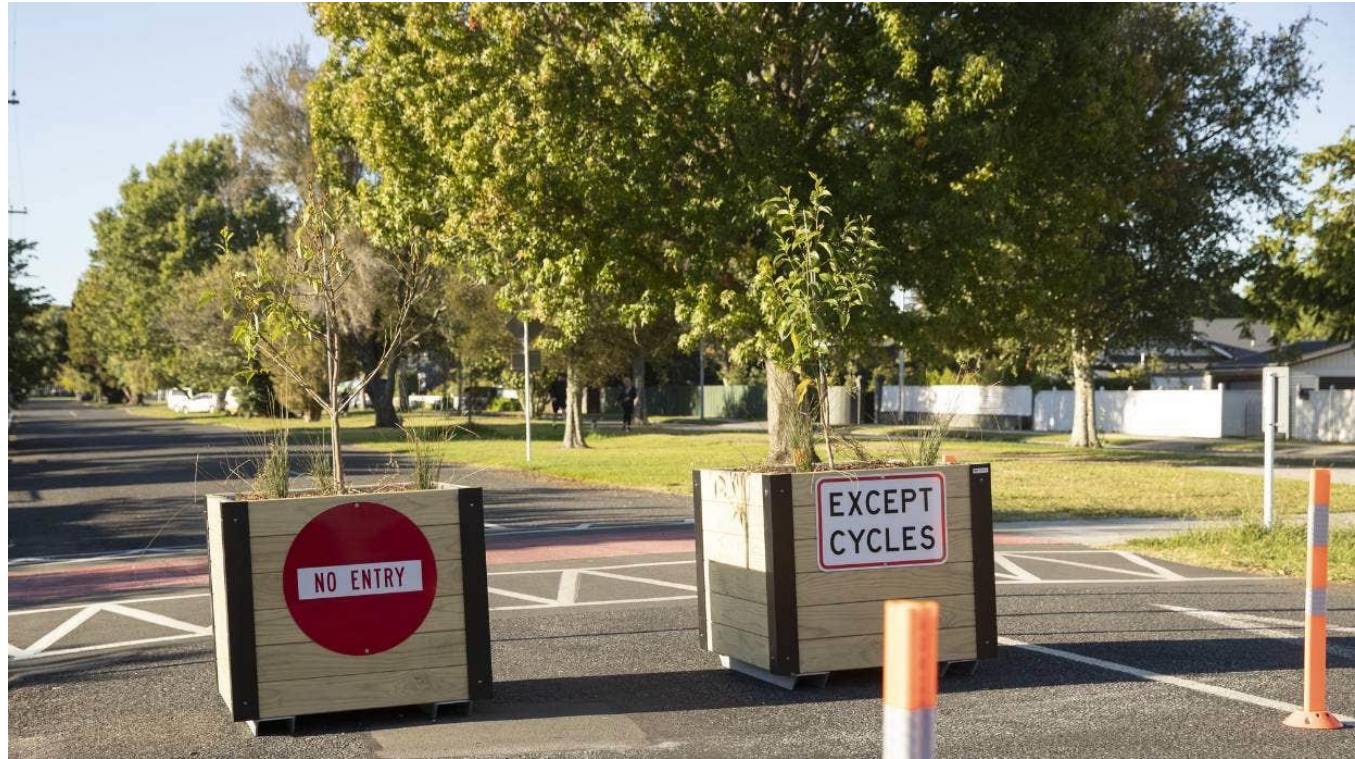
# Standardised concept approach to interventions across the network



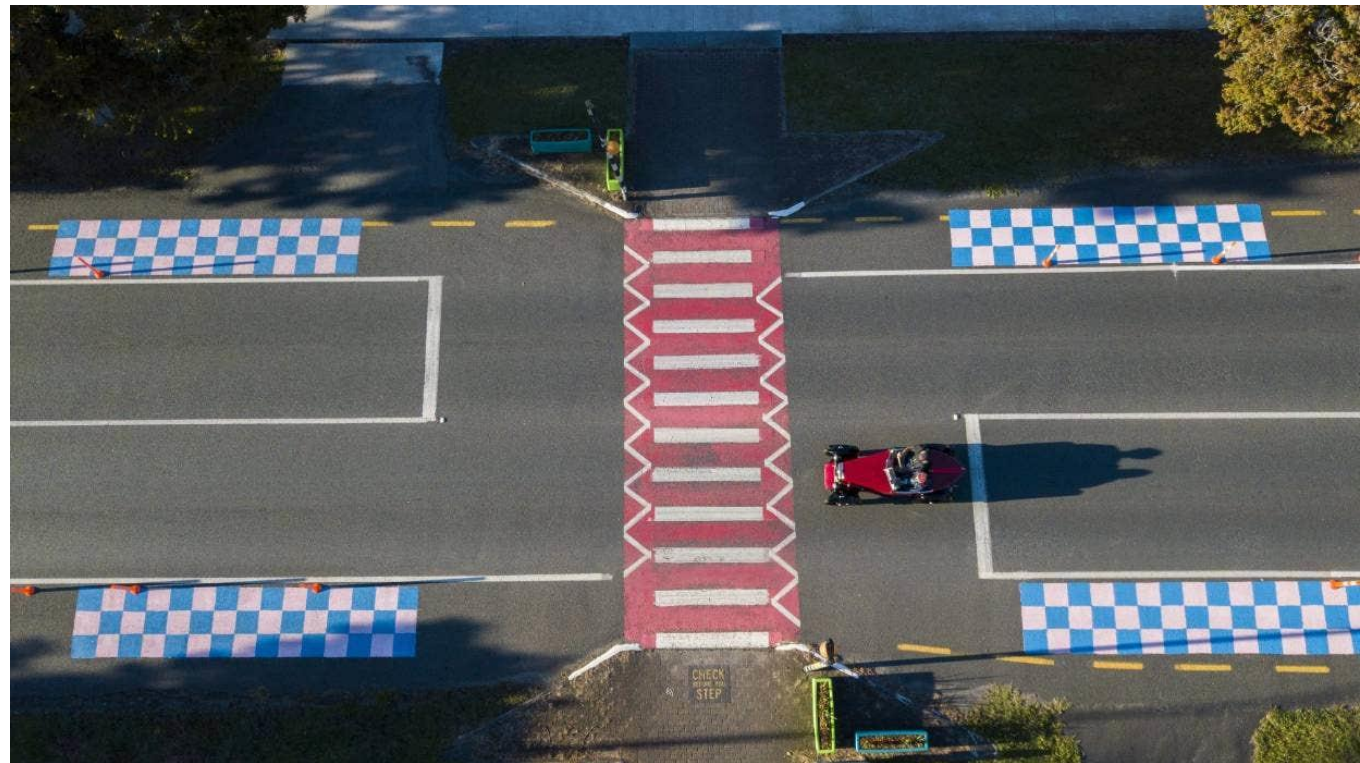


- Roadway art and kerb build outs at intersections
- Speed cushions
- Enhanced pedestrian crossings
- Lower speed and volume streets (no entry treatments)
- Separated two-way cycleway and one-way street.









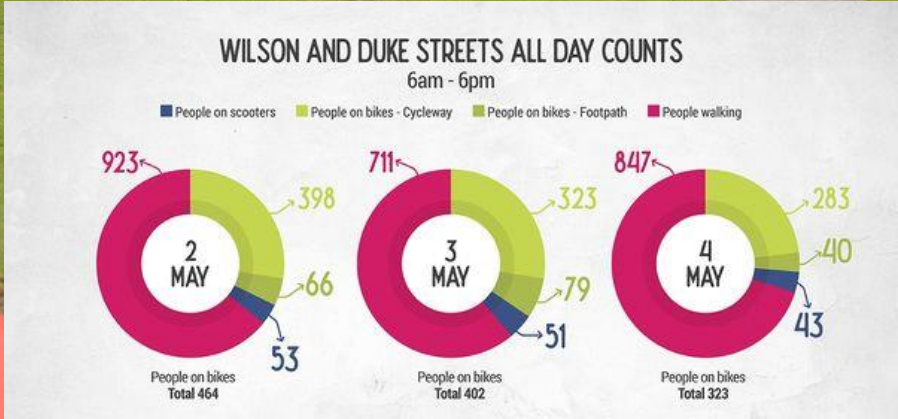


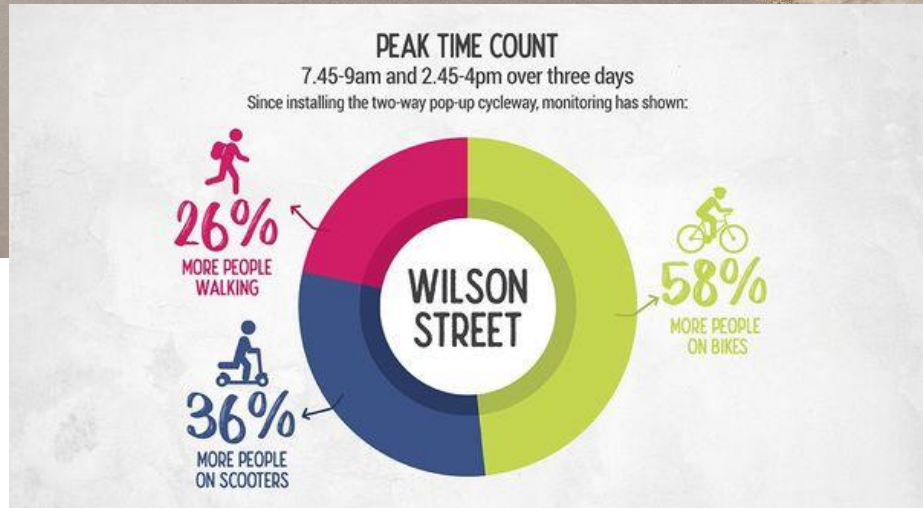


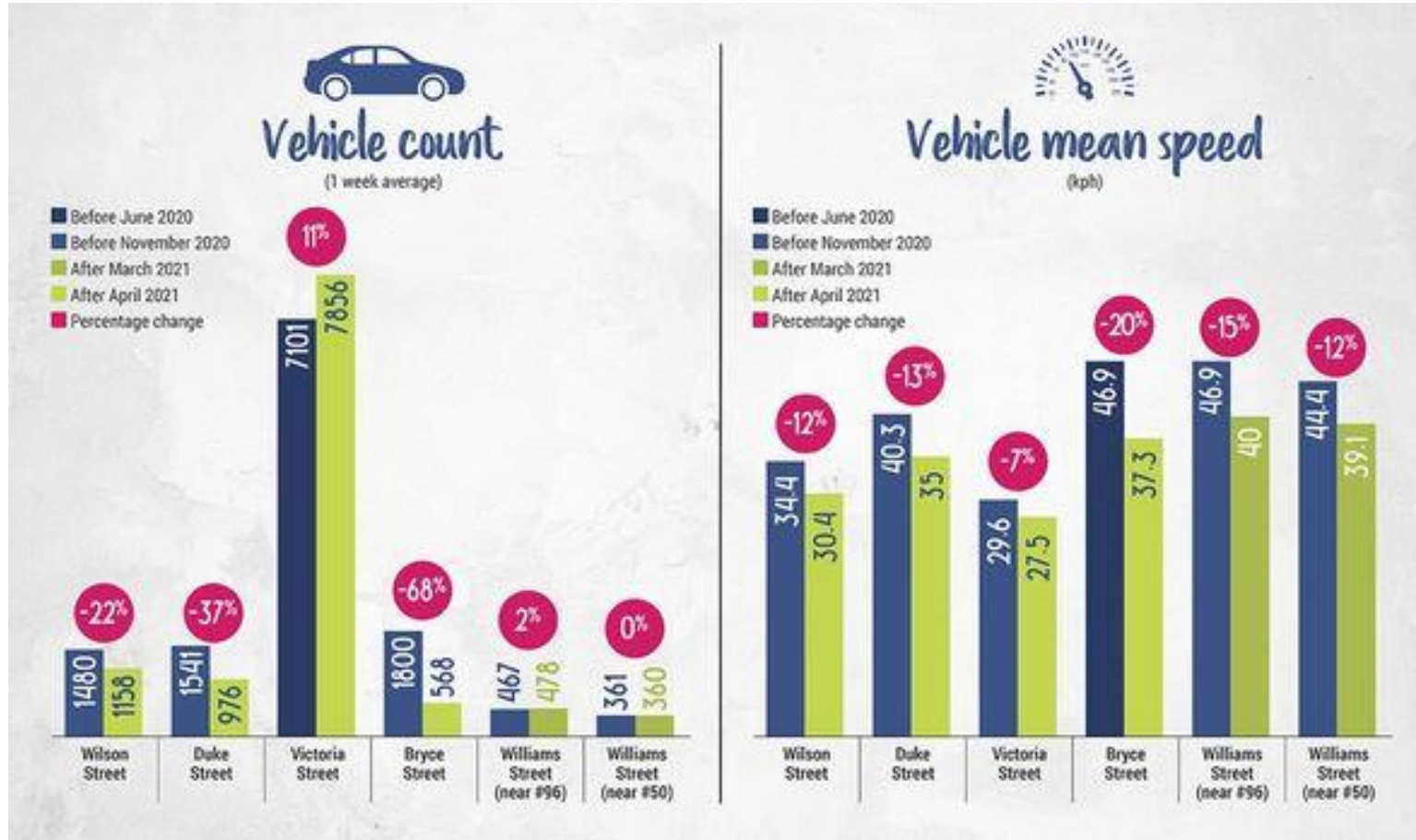












## Follow up workshops with Schools

- Children felt significantly more comfortable using the protected cycleway than the footpath or roadway.
- Bryce St crossing treatments need to be more cycle friendly – a number of children didn't feel safe moving through the bollards.
- Reduction of parking immediately around the school created a much safer and more comfortable environment.
- The School noted the overwhelming negativity the project has generated online and wanted their supportive voices to be heard given they are the target audience of the project. Overall, the workshop participants were very supportive of the project which made meaningful differences to how their children get to and from School.
- Participants agreed there was value keeping temporary measures in place until permanent works can be installed.



### Wise words from the youth

**Q.** Do you think the separated bike lanes should stay?

**A.** *Yes. Definitely. Absolutely. 100%. My Mum doesn't like it, but I do.*

**Q.** What would you change about the separated bike lanes?

**A.** *Make it go all around Cambridge. Make it go to my house. Add jumps.*

Cambridge Primary School student survey responses

## Fire and Emergency

- The one-way vehicle access on the western portion of Duke Street has added an estimated three minutes to response times travelling north of Cambridge. Victoria Street is the alternative corridor to Duke and Bryce Street which is often congested. It is noted that no data was supplied to support the increased response time, rather this was put forward during meeting with the Volunteers
- Speed cushions on Bryce and Wilson Streets slows volunteers travelling to the Fire Station.

## Public feedback

Theme	Feedback forms / email	Social Pinpoint comments	Total
Aesthetics of temporary treatments	279	40	319
Change/modify treatments	78	7	85
Children need education on road rules	87	30	117
Confusion on road markings	153	42	195
Inconvenience to drivers and residents	215	63	278
Lower posted speed limits	9	3	12
Wants permanent measures	124		124
<b>Total</b>	<b>945</b>	<b>395</b>	<b>1130</b>

## Social Media

- We reached more than 71,700K people over Facebook
- The sentiment of the comments on each post generally tended to be far more negative than positive. However, there were many residents who voiced their support of the project's objectives (to make streets in Cambridge safer for kids to walk, bike and scooter to school) and provide valuable and constructive feedback on the changes being trialled

The image displays two Facebook posts from the Waipā District Council. The left post, dated May 31, 2023, is a video post titled "We're making some changes to the Streets for People network! From next week we'll be removing the pink and blue dots, taking away some of the speed cushions on Bryce Street and removing the one-way street on upper Duke Street. Feedback is still open until th... See More". It shows a man speaking in a video frame. The post has 13,756 people reached, 2,803 engagements, and 39 comments. The right post, dated January 4, 2023, is a text post titled "We're going to be trialing some temporary changes next year to make streets in Cambridge easier and safer for kids - and all of us - to bike, walk and scooter to school and around town. Find out more about the Streets for People project at www.streetsforpeop... See More". It features a photo of a person wearing a bicycle helmet. This post has 3,601 people reached, 604 engagements, and 8 comments.

## Streets for People initiative sparks debate

15 MAR 2021

SHARE:  



Spots on the road, orange sticks, brightly coloured planter boxes and chess-boards in blue and pink are features of the Streets for People project.

Waipā District Council's ambitious Streets for People project has hit a couple of speed bumps.

Stuff 

environment

## People trial in Cambridge

Lawrence Gullery · 15:39, Jul 02 2021



CHRISTEL YARDLEY/STUFF

Colourful dots on Bryce St in Cambridge encouraged motorists to slow their approach and drive through the intersection carefully.

It was called **Streets For People** but most of the people didn't like it.

That's the harsh reality of the Waipā District Council's trial to make streets in Cambridge safer for people and in particular for children to walk, cycle and scooter to school.

New one-way streets and coloured dots at busy intersections aimed to reduce traffic flow and speed.

And while it had worked, it also generated overwhelming negative feedback, in particular from motorists.

## Adaptions and decisions

Following feedback during the trial several changes have been made as a result of the feedback heard and traffic and pedestrian modelling undertaken. Adjustments made to several treatments across the network have included:

- Removing part of the pop-up cycleway on upper Duke Street to restore two-way access to vehicles
- Removing the pink and blue dots at all intersections where this treatment is being trialled
- Removing all of the speed humps on Bryce Street
- Alterations to positions of the orange bollards

The remaining interventions will remain in place until a permanent solution is installed.



## Lessons and reflection

- The target participants understood the objectives and appreciated the trials and identified some good outcomes/ behaviour changes
- The scale of the project was very challenging and perhaps overly ambitious.
- A large part of the public did not engage and did not understand the objectives and hence were quite critical.
- Walking and cycling improvement projects demand a very large investment in public engagement. We are seeking to change a life time of belief that roads are primarily for cars.





## Lessons and reflection

- A growing cohort of our residents want higher quality walking and cycling infrastructure as they see multiple benefits for the community.
- Council staff and elected members learnt a great deal from the development of the project and the outcomes
- Our elected members are enthusiastic to build the necessary infrastructure and have growing confidence in how to do it.
- People in the community still talk about the project, particularly around the school gate.



## Enabling Progression

As a result of the data and results attained by the Streets for People-Cambridge project enabled Waipā to fast track two significant cycleway projects with funding assistance from the Climate Emergency Response Fund 22 - Transport Choices programme.

This includes creating a permanent cycleway along Wilson, Duke, and Bryce Street.



# Questions

