

Transport Choices Dargaville consultation results summary

From 05 July-04 August, we asked the Dargaville community to provide feedback on two proposed design options. Feedback was gathered through community surveys, drop-in sessions and from engagement with schools, local community groups, and businesses.

We engaged directly with schools, hapū, local community groups, businesses and residents living within the proposed design footprint. Engagement included an interactive workshop with Dargaville Primary School, and school specific surveys of Dargaville High School, Dargaville Intermediate School, St Josephs and Selwyn Park Primary School students.

Two drop-in sessions were held in the Kaipara Community Centre on 25 and 27 of July so the wider community could ask questions and provide their feedback in person to the project team.

Consultation summary

A total of 320 submissions were received (includes 1 petition – signed by 58 people, a workshop with Dargaville Primary School students, General survey and School Survey). Of those received, 68% (219) were in general support of the project, with 31% (98) opposing both options (1% provided no comments on either option).

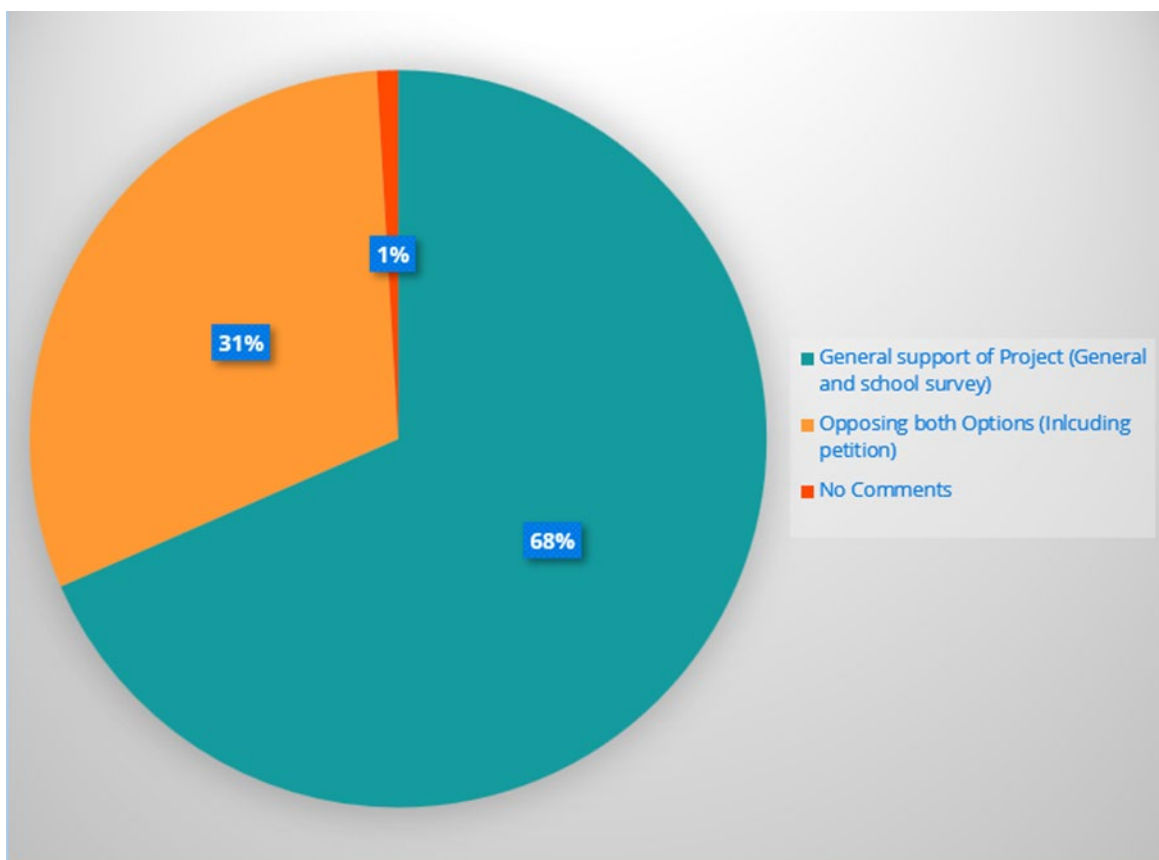


Figure 1: Percentage split of in support/opposing the project.

Of those submissions in support,

- 100 people were in support of Option 1.
- 98 people were in support of Option 2.
- 3 were in support of both.
- 15 suggested a Hybrid option.
- 3 were in support of both but with suggested changes.

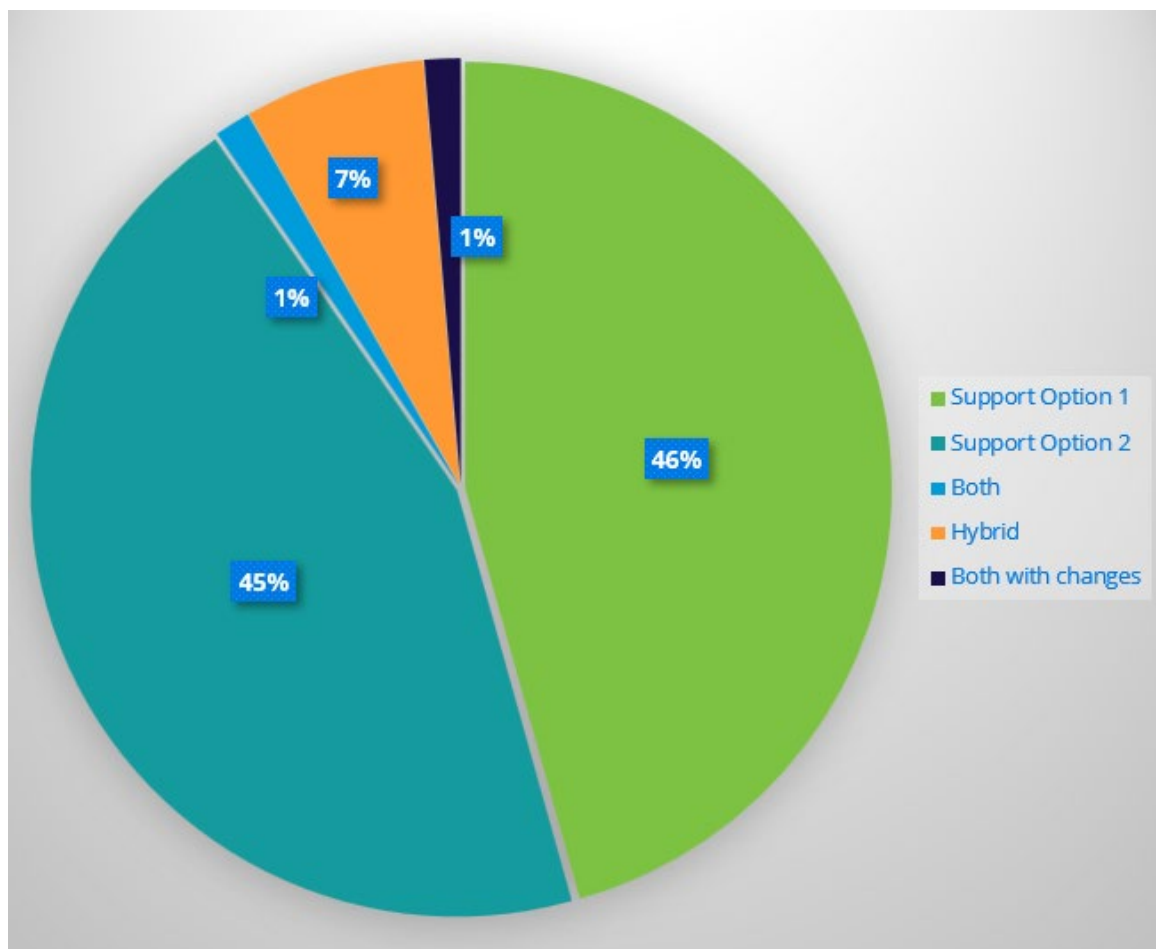


Figure 2: Percentage split between the options

Key themes and feedback

Dargaville Primary School Workshop

An interactive workshop was facilitated by Staff with 13 student council representatives and the Deputy Principal. They were requested to outline the challenges that prevent them from walking or cycling to school and provide solutions to resolve the issues raised.

Both the options were presented, with the feedback receiving a unanimous vote for Option 1. The students and deputy principal were also in support of removing the existing Kea crossing and providing two raised

table platforms at the intersection of Hokianga Road/Gordon Street and Gordon Street/ Portland Street, with one of them being a priority crossing.

Drop-in session

Two drop-in sessions were held in the Kaipara Community Centre on 25 and 27 July 2023. The sessions were an opportunity for the wider community to ask questions about the project, provide comments and feedback. Approximately 25 members of the public attended and provided the following general comments:

- Low number of cyclists in Dargaville therefore, does not warrant separated cycleway.
- A third option is required to say no.
- Parore and Plunket Street are too steep to cycle and the likelihood and severity of a crash occurring between a person walking and cycling down the shared path is high.
- To reduce the number of raised table crossings
- Do not support removing trees and support planting more.
- Connection to Dargaville Hospital and some of the other locations such as Montgomery Ave have been missed.
- Dangerous to have a raised table crossing at Awakino Road/ State Highway 12 intersection due to heavy vehicles and limited sightlines.
- Provide crossing on State Highway near Parore or Portland Street as it is more likely to be utilised.
- Do not support removing parking spaces.

In addition to the above feedback, most of the members requested a walking and cycling connection over Kaihu River, to consider the effects on stormwater network and to provide a connection to the existing footpath near Tunatahi Stream, and to also consider providing roundabouts at Awakino Road/ State Highway 12 and Hokianga Road/State Highway 12 intersections.

Cultural Impact Assessment

Staff engaged with the representative of Te Kuihi Trust on 28 June 2023 and generally received positive feedback. We are currently working on the Cultural Impact Assessment as requested and will involve Te Kuihi Trust as we move forward.

Have your say surveys (general and school)

What do you like most about option 1?	What do you like least about option 1?
<ul style="list-style-type: none"> - Better than current situation/improved footpaths - Possibilities for others (mobility scooters) to use, benefits of wider paths. - Crossings improve safety, helps slow traffic down. - Improves connectivity not just for schools but other users. - Does not decrease existing road corridor/less intrusive. - Retain on street parking 	<ul style="list-style-type: none"> - More cyclist /pedestrian separation in areas - More/clearer options to cross Normandy Street - Retain trees. - Doesn't cover all the town. - Include pedestrian crossing on Hokianga Street - Too many additional crossings - Some connectivity routes need to be reconsidered.

What do you like most about option 2?	What do you like least about option 2?
<ul style="list-style-type: none"> - Better separation of cyclists and pedestrians - New footpath along Gordon Street to Selwyn Park School - More practical - Pedestrian crossings - No tree removal 	<ul style="list-style-type: none"> - Losing carparks - Crossings in wrong places - Review connectivity routes - Cyclist only limited benefit to others - Roadways narrowed.

Of those opposing the options feedback included:

- utilising the fund to fix the road network
- maintain the existing footpath
- extend the cycle trail down Station Road
- review 'routes identified'.

Petition Response

A petition was received on 30 July 2023 and was presented to Council in September as part of the briefing paper.

Below are some of the questions raised by the petition with staff response.

1. Why the letter drop extents not all Dargaville?
 - a. *Letter drop extents was based on immediately impacted streets and key stakeholders, such as schools.*
2. Why is Council proposing infrastructure for cyclists?
 - a. *Proposed infrastructure is part of the Kaipara Walking and Cycling strategy 2017 and is part of the long-term plan. Option 2 is primarily for people cycling whereas Option 1 is for both people walking and cycling.*
3. Why propose cycle facilities on steep streets?
 - a. *The routes proposed are the most direct routes to the schools, following student desire-lines. A shared path or separated cycle facility will provide an opportunity for the students to cycle and will also make it safer for mobility users.*
4. Why not proposed to connect to Dargaville Hospital and other locations such as Montgomery Ave?
 - a. *Council's bid to Waka Kotahi NZ Transport Agency for Transport Choices funding included a more comprehensive program, which included completing Dargaville's footpath network. This bid was not successful in receiving funding.*
5. Will raised table crossing cause increased pollution and noise for neighbouring homes?
 - a. *If designed appropriately (with reduced gradients) the noise can be minimised. Best practice guidance for local roads is 100mm high with 1 in 15 gradients and for main roads 75mm high with 1 in 20 gradients to enable easy passage by trucks and busses.*

Project updates

Based on the feedback received, Option 1 is preferred option, however, with the following changes:

- Change the route of the shared path, to provide a more direct route between Dargaville town centre and the local schools. This includes relocating the proposed State Highway raised crossing much closer to the town centre and providing a refuge island at Awakino/SH intersection instead.
- Reduced number of raised table crossings
- Retaining street trees and planting additional trees to retain and enhance the existing street character.

A revised Option 3 (Figure 3) has been developed based on the feedback from those in support and those that have raised concerns.

An independent review highlighting the effects of the project on the existing stormwater network and a safety review is being undertaken, any issues raised will be addressed in the detailed design stage.

The funding focusses on short trips that can be made through walking and cycling rather than recreational activities and by providing shared paths, some of the existing footpaths can be upgraded to the required standard.

One of the key criteria is to complete construction by June 2024 and the with tight timeframes to submit designs, the construction of walking and cycling bridges are not feasible.

This funding cannot be reallocated to maintain the road network and if decided not to proceed, it will be reallocated to an alternative Council.

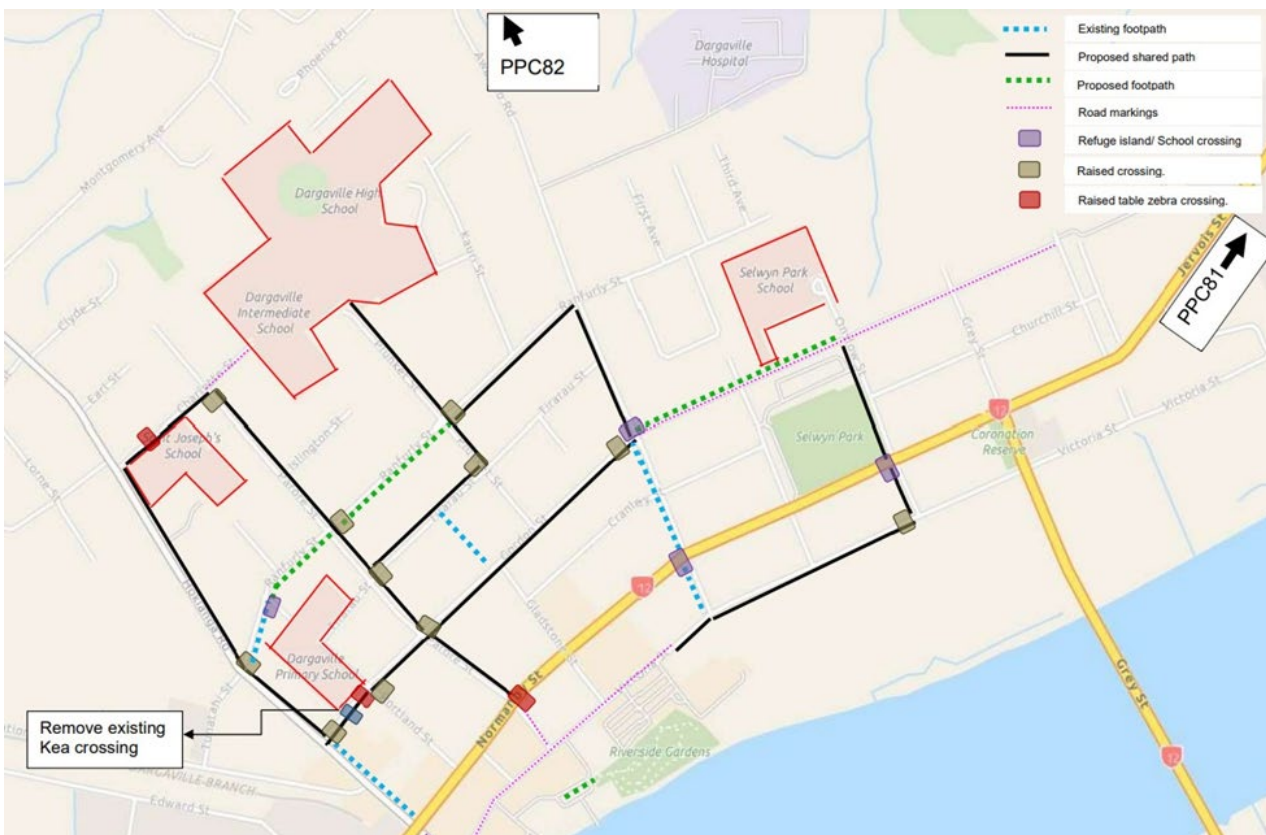


Figure 3: Revised option 3

Next steps

A decision paper, which includes the final proposed design, will be presented to Elected Members at the Council Meeting on Wednesday 27 September 2023. Council will then decide whether to proceed with the project.