

**A4A FORUM – CHAIRPERSON’S REPORT****Information Only – No Decision Required**

**Report to:** Accessibility for All (A4A) Forum

**Meeting Date:** 15 March 2019

**Report Author:** Cr Dana Wensley, Chairperson

**1 Welcome**

Welcome to all those who make the time to attend these meetings. I would like to acknowledge all the hard work of individuals, community organisations, and staff from both councils. We are a busy forum and your input and attendance is much appreciated.

**2 General Update**

- 2.1 Each year seems to pose new challenges for us, but with your help, I remain confident that both Nelson City Council and Tasman District Council can address these issues at a strategic level. I spent some time over Christmas travelling through Canada, the UK, and France, and I was astonished to see how transport has evolved since I was there 20 years ago. There are [dedicated cycle paths in London](#), and electric scooters are used extensively as a means to cut traffic congestion, especially in Paris where they fit neatly into the push by the current mayor who encourages the growth of ‘soft mobility’ (walking, bikes, scooters, etc.), as one of the priorities of her term in office. Interestingly, electric scooters are [banned from the footpaths](#), but they are used safely on miles of newly created bike paths. I am looking forward to seeing what we do in Nelson and Tasman to encourage active transport. This means ensuring we have the infrastructure for the new modes of transport while at the same time not jeopardising the ability of walkers to use our footpaths without fear of being injured

**3 Paxster**

- 3.1 In the meeting today Jamie McPherson (Tasman District Council) is going to present to you the data from the Hamilton Study in relation to the rollout of the Paxster there. I have attached to this Chair’s report the independent review of the Hamilton Study conducted by Chris Allison of the Health Action Trust. It will be helpful for this forum in considering what response we want to make to this data to remember that A4A is tasked by our Terms of Reference to consider the matter at a strategic level.
- 3.2 The key question that needs to be addressed is what are the compelling arguments to suggest that Paxster **should be allowed** to go on the footpaths. These must then be weighed against the compelling arguments **against their introduction** on footpaths.
- 3.3 To facilitate the strategic discussion, I have undertaken some reading around the debate about cyclists on footpaths. It seems to me to be relevant that arguments raised against cyclists on footpaths also relate to safety issues around Paxster on footpaths. This is particularly relevant when we consider that Paxster are classified as a

Light Goods Vehicle in New Zealand. Notwithstanding their status as motor vehicles, they have received an exemption from the NZTA to allow them to be on footpaths under Section 2.13(1) of the Land Transport (Road User) Rule 2004.

- 3.4 In 2016, Joanne Clendon wrote a petition advocating for cyclists up to the age of 14 years to be able to use the pavement as a means to ensure their safety. Joanne Clendon's petition also requested that seniors over the age of 65 years, and vulnerable users (such as those with mental or physical disabilities) be also allowed to use the footpath for cycling. The Road Controlling Authorities Forum wrote a lengthy submission against this petition. In doing so, they set out in some detail the compelling arguments against cyclists on footpaths. I have reprinted some of the arguments raised by the Road Controlling Authorities Forum below for us to consider, because they seem highly relevant to the debate around Paxters on footpaths.

Petition 2014/59 of Joanne Clendon

Submission of RCA Forum

6 October 2016



**Excerpts from pages 8 -9 of the submission:**

- Where cyclists share footpaths with pedestrians, this increases the risk of injury not just to the elderly, but also to hearing or vision-impaired or otherwise vulnerable pedestrians, through falls and collisions. Fear of a collision will make them feel unsafe on shared facilities. Studies in New Zealand have supported findings from Australia that found that a third of pedestrians on shared paths have been frightened by a cyclist travelling too fast, too close.
- People with disabilities, irrespective of age, have very similar patterns of risk aversion towards footpaths shared with cyclists. They are also generally reliant on pedestrian networks as their primary mode of transport. The modal choice available to these footpath users is frequently very limited and the pedestrian network is critical to their continued independent social or economic participation in the community. Sensory, cognitive or physical impairment that limits mobility tends to correlate with socio-economic disadvantage and poverty, which in turn will influence or determine transport choices.
- The issue of people who rely on pedestrian access as the foundation of their mobility, in any combination of modes, in order to obtain the essentials of life, such as food, medical care, work and recreation, has not been considered in depth. While there is significant investment in understanding the trip generation of people who use vehicles for mobility, the same understanding of how people without access to a vehicle make their trips is lacking.”

- Quotes from pages 8 -9 of the submission which can be [accessed here](#).<sup>1</sup>

3.5 The question I have as Chair of this forum is simple. If the Road Controlling Authorities do not consider it reasonable for reasons of pedestrian safety for children to bike on the pavement for their own safety, then how do they consider it reasonable for the Paxster to drive along the pavement when it has been classified in New Zealand as a 'Light Goods Vehicle'?

3.6 Finally, at our meeting of August 24<sup>th</sup> last year we had three action items relating to the Paxsters. These were:

- 1. Volunteers from A4A to contact Cr Wensley or Marg Parfitt if they wish to be part of the Nelson City Council rollout of Paxsters**
- 2. Tasman District Council to develop a policy for electric vehicles on footpaths**
- 3. Tasman District Council staff to provide a report to A4A on the Hamilton City Council survey and how the issue of the Paxsters folds into the Active Transport Policy.**

In relation to the third action point around TDC's Active Transport Policy, a copy of responses from the community to TDC's survey question about electric vehicles on footpaths is attached to this report.

#### **4 Terms of Reference**

4.1 For those of you who are new to the forum our Terms of Reference are attached, and can be read online <http://www.tasman.govt.nz/transport/walking-mobility/accessibility-for-all/>.

4.2 There have been requests to review the terms of reference, and I have been wondering about the best way to proceed with this. It was going to be an agenda item for today, but the issue of the Paxster and the potential rollout within the Tasman District has become more of a priority for this meeting. I note that the previous meeting there was some discussion also about the Terms of Reference, and the need to review. It would be helpful for me to have a concrete idea of what aspects of the Terms of Reference are not 'fit for purpose'. Before the close of this meeting I hope there is some time for people to bring their ideas forward. I will be having a meeting with the CEO of Tasman District Council and the CEO of Nelson City Council where I can raise concerns about the manner in which A4A is operating. It would be helpful prior to these meetings for me to get a sense from the forum what the issues are. Please be ready to raise them today or email me with your concerns.

<sup>1</sup> [https://rcaforum.org.nz/sites/public\\_files/images/161006-TIRC-RCAF%20submission%20on%20Petition%20of%20Joanne%20Clendon.pdf](https://rcaforum.org.nz/sites/public_files/images/161006-TIRC-RCAF%20submission%20on%20Petition%20of%20Joanne%20Clendon.pdf)

**5 Barrier Free Checklist**

- 5.1 Last year we undertook a significant piece of work in updating the Barrier Free Checklist. Please send any comments and the missing hyperlinks to me via email. A copy of the latest draft was sent to all A4A members recently.

**6 Election of Chair**

- 6.1 Finally, the beginning of each year coincides with the election of a new Chair for this forum. It is not a requirement that the Chair be an elected member. If anyone is interested in putting their name forward for this role and has the time to step into the position they are always welcome to put their name forward. I have enjoyed the role and would be willing to undertake it again, but if anyone is interested in the position, please do not hesitate to contact me or forward your name to Rhian.

**7 A reminder about Trip Hazards**

- 7.1 If you notice trip hazards in the transport network then these should be called into the Council Office (either Tasman District Council or Nelson City Council). Reporting them through these channels ensures that they are logged and accurate records are kept.

**Attachments**

1.	Letter from Chris Allison and others in relation to A4A strategic operations
2.	A4A Terms of Reference
3.	Survey Responses to Active Transport question about electric vehicles on footpaths

# **Paxster NZ Post delivery vehicles in Nelson-Tasman; The validity of the Hamilton monitoring process**

## **Background document for the A4A Forum**

26 February 2019

For a number of Nelson Tasman Accessibility for All (A4A) Forum members, the potential direct and indirect impacts on other path users is a key concern in the introduction of NZ Post Paxster delivery vehicles onto local footpaths. The Forum has highlighted a particular concern about 'suppressed demand'; people not using footpaths due to their fear of pedestrian-Paxster conflict and accidents. Suppressed demand is a well established and researched phenomena in transport cycling, and most work by councils and NZTA in NZ to increase cycling modal share hinges on identifying and addressing suppressed demand.

The issue of suppressed demand for footpaths is important because Australian research shows that the underlying fear of user-conflict/accidents is a significant factor in limiting older people's walking, that walking is the number one form of physical activity for older people, and walking is very important for maintaining social connection. Much of this walking is done on footpaths and shared paths. For the Forum, a particular concern is that unless an effort is made to collect information on any user-group withdrawal from the paths as an outcome of Paxster use - especially involving this key age group - it gets missed.

### **The Hamilton context.**

Because of the importance of the Hamilton City Council/NZ Post evaluation for local decision-making, A4A looked closely at that research and its findings.

Two active monitoring methods were used; one recorded before-and-after footpath user counts, and surveying (primarily electronically) residents about their perceptions and experiences of Paxsters. In addition, passive methods of monitoring Paxster impacts involved a series of liaison meetings with some community groups, and monitoring public 'requests for service' to HCC regarding Paxsters. Very limited information appears to have been obtained via the passive monitoring methods.

As an applied risk matrix, the Hamilton City Council/NZ Post monitoring (and monitoring by other councils) appears to have had a particular risk focus; events that may be less common but with relatively high negative consequences (and negative publicity) such as collisions, near-misses, and damage to property. Such events tend to be more easily captured, especially by existing council reporting pathways, and measured than changes in trends in user behaviour.

The Hamilton trial involved two key active monitoring tools:

**The path-user counts.** Those that A4A has been provided show dramatic changes in user behaviour on monitored paths before and after Paxster introduction. Examples show fairly dramatic increases in path users (such as from 96 to 426, or 66 to 621), or decreases (such as from 135 users down to 36, or 170 down to 136). These are very significant shifts in user behaviour so if they reflect the impact of Paxsters they raise some very important questions. But while it seems unlikely that Paxsters are solely - or even mostly - the

cause of these big shifts, we simply don't know what it was that caused them. That means any impact from Paxsters on path users is also unknown. Unfortunately these counts therefore contribute nothing useful in monitoring the Paxster trial.

**The survey** was the second monitoring tool, mostly completed on-line. This involved quite a small sample (116 people), of which only eight were aged over 65 years. The survey consists of several demographic questions, some general Paxster awareness questions, and three questions specific to the impacts of Paxsters on other path users.

A central and somewhat surprising problem with the survey is that there was no filter question to establish if a respondent is someone who actually uses the footpath. This is critical for a key question in the survey (helpfully added by CCS Disability Action): *Has the presence of Paxsters on the footpath changed how you use the footpath? (e.g. time of travel, route taken, feeling of safety?)*.

Having everyone answer a questions like this, including people who are not path users and won't be impacted by Paxsters, is the equivalent to surveying people on whether they are affected by changes to public transport without first asking whether the respondent uses public transport. Does a 'no' answer mean 'no the change could potentially affect me but it doesn't' or does it mean 'no the change doesn't affect me because I'm not a public transport user/footpath user'? Including irrelevant answers obviously distorts the result, greatly undermining the validity of the survey.

More useful are the verbatim comments sections of the full survey. In regard to the impacts of Paxsters for other path users there are a number of concerns expressed about negative incidents between Paxsters and other path users - 7 of the 17 comments - and concerns about the impact of Paxsters on other users path use - 6 of 8 comments.

### **So, what does this mean for the Hamilton City Council Paxster trial monitoring and evaluation?**

For what appears to be NZ Post's/Hamilton City Council's particular risk focus on issues with relatively high negative consequences the monitoring was probably adequate. For assessing 'suppressed demand', where people such as the elderly stop using footpaths due to their fear of conflict and accidents, the monitoring was severely compromised by surprisingly basic faults in the data-gathering. Still, the verbatim comments in the survey indicates some real concerns about impacts on other path users.

Did the flaws in the monitoring process and Hamilton City Council's particular risk focus (collisions, near-misses, and damage to property) show itself in the subsequent evaluation? It would appear so, since the advice given by HCC to Nelson City Council staff was essentially that "the ongoing monitoring of the Paxster use shows clearly that the incidents are few and far between and usually involve alleged property damage as opposed to any collision or near miss with pedestrians".

This situation was compounded by the NCC staff report on Paxsters and the Hamilton trial apparently being written on the basis of email assurances from HCC staff and a copy of the *summary* of the survey. The full version of the survey, which reveals the flaws in its approach and the negative verbatim comments, and the data covering path-user counts, appear to have only been sought by NCC from Hamilton once A4A began to request the supporting evidence for the NCC staff report, and after that Council had voted to approve the Paxster trial.

Living Streets Aotearoa, NZ's national walking advocacy organisation, strongly opposes the use of Paxsters on footpaths for the reasons covered above, and because Paxsters are one of a series of elements in the ongoing erosion of footpaths as a safe facility for pedestrians of all ages. The Hamilton representative of Living Streets Aotearoa shares the concerns raised about the Hamilton trial by A4A.

Chris Allison

Mental Health Promoter, Health Action Trust

Clinical Psychologist (non-practicing)

On behalf of an Accessibility for All (A4A) Forum working group on Paxsters.

## Terms of Reference

# A4A Forum

### **A4A = Accessibility 4 All**

A4A's role is one of an advocate at a strategic level NOT project or operational level i.e. day to day operational issues that can be reported by other means.

### **Objectives of A4A:**

- To look at the whole accessible journey.
- To ensure public facilities and activities are inclusive for all members of the community.
- Promote the benefits and advocate for needs of accessibility at private facilities and activities.
- Look at highlighting accessible routes through signage, maps etc. Linkages need to be developed and barriers removed.
- Be community led but Council resourced and managed.
- Planners will be invited to consult with A4A at the planning stage.
- Aim to develop practical solutions to accessibility barriers.
- Information will be disseminated through appropriate channels to council departments and the public.
- Will make submissions on public plans at central and local government levels.

### **Chairperson:**

- Chairperson will be elected by a majority vote and will serve a term of one year.
- The chairperson will liaise with the coordinators/administrators (Tasman District Council) to consider and set agendas.
- The chairperson will ensure the meeting runs to time and keeps to the agenda.

### **Coordination and Administration (Tasman District Council):**

- Send out invitations and agendas
- Collate attendance and apology lists
- Provide Minute Secretary
- Update the database as required
- Undertake other administrative duties as required.
- Liaise with the Chairperson as required.

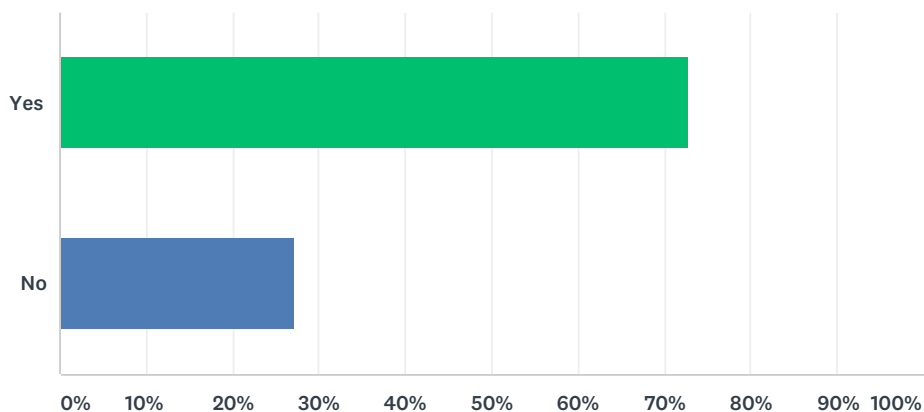
### **Meeting frequency and protocol:**

- To meet quarterly or as required for a maximum of 2 hours.
- Membership is not exclusive and is open to others as the need arises. A4A represents the accessibility interests of the entire region so representation from a wide range of groups and geographical interests is encouraged.
- Terms of reference will be reviewed as necessary.
- Agendas will be prepared and circulated at least one working week prior to the meeting.
- Meetings will be minuted.



## Q15 Should footpaths be available to a wider range of Vehicles? e.g. Mobility Scooters, Children on bikes, Postal vehicles, Kick Scooters, etc...

Answered: 243 Skipped: 313



ANSWER CHOICES	RESPONSES	
Yes	72.84%	177
No	27.16%	66
TOTAL		243

#	PLEASE EXPLAIN YOUR ANSWER.	DATE
1	so long as speed is restricted to 10kph or less. Any faster then should be on the road / shared paths.	11/14/2018 5:37 PM
2	Anything to encourage less car use.	11/10/2018 5:34 PM
3	If path is wide enough	11/10/2018 5:33 PM
4	For safety	11/10/2018 9:56 AM
5	The foothpaths are hazardous enough as it is	11/8/2018 8:05 PM
6	Footpaths are for walking on unless they are wide and have clear walk bike sign	11/8/2018 7:55 PM
7	provide they are wide enough and it is comulsory to use a warning device when approaching walkers from the rear.	11/8/2018 11:51 AM
8	Safety and health of all users is optimal	11/8/2018 11:28 AM
9	Footpaths should be separated from cycle pathways.	11/8/2018 10:21 AM
10	Creates danger for pedestrians. Other vehicles need separate pathways	11/8/2018 8:14 AM
11	footpaths are safer for these activies	11/8/2018 7:52 AM
12	Too narrow mow	11/8/2018 6:16 AM
13	Provided they are wide enough.	11/8/2018 1:02 AM
14	Special tracks yes but regular roadside footpaths are a pretty dangerous place let alone having motorized things on them	11/7/2018 11:51 PM
15	They're should be dedicated paths for these as they can be dangerous for walkers	11/7/2018 10:55 PM
16	Yes if wide enough.	11/7/2018 10:16 PM
17	Too dangerous for walkers	11/7/2018 10:15 PM
18	Where else can they go? Not on the road :(	11/7/2018 9:19 PM

## Active Transport Survey

19	I saw elderly man on mobility scooter on road headed South on Queen Vic Rd Motueka along a long stretch on road with trucks slowed right down behind him as there is no footpath. There is Nature Kids with parents biking with toddlers in bike trailers along this stretch and a massive cool store is being build opp Motueka Airport ...probably 100 trucks per day in peak season. High school students also ride along this stretch from North end of Queen Vic Rd to Whakarewarewa St. This needs a footpath, there is plenty of room. Packhouse company should have to help pay for this accidents waiting to happen.	11/7/2018 9:14 PM
20	To dangerous for all to use and be safe.	11/7/2018 9:03 PM
21	It's safer than the road	11/7/2018 8:38 PM
22	At the moment yes! If cycle paths are all around then you have a different situation. Not postal vehicles.	11/7/2018 8:22 PM
23	paths should be designed for multi use - current footpaths aren't wide enough for comfortable shared use	11/7/2018 8:01 PM
24	Yes for mobility scooters mainly.	11/7/2018 7:59 PM
25	Everyone should be able to have access to footpaths, walkways etc	11/7/2018 7:49 PM
26	As long as not in danger of vehicles pulling out of driveways.	11/7/2018 7:28 PM
27	Because people on whatever mode of transport they are on will feel they have right of way	11/7/2018 6:54 PM
28	Roads are too dangerous	11/7/2018 6:10 PM
29	I have a mobility scooter and is dangerous to ride on road	11/7/2018 5:44 PM
30	If nessecary make footpath wider	11/7/2018 5:25 PM
31	Onbly if they give foot traffic the right of way and dont take over the pathways (like a racetrack)	11/7/2018 4:32 PM
32	Only to children learning to bike	11/7/2018 3:06 PM
33	Safety concern and congestion in places	11/7/2018 10:29 AM
34	Having dedicated cycle and car paths makes it more messy in that motor vehicles drivers tend to not respect cyclists when they are using the road while bikers and pedestrians don't mix great. Bikes should share the road and motor car drivers respect that! Kids on scooters, mobility scooters etc mix fine with walkers	11/6/2018 3:35 PM
35	...but More availability subject to safety issues...	11/3/2018 10:55 AM
36	not unless clear priorities are put in place with speed limits	11/3/2018 10:35 AM
37	if they were laned dual use pathways it would work well.	11/3/2018 9:48 AM
38	Unless built to be wide enough to accommodate different modes of transport. People walking should feel safe to be walking on footpaths. Mobility scooters would be the exception as I do not think these should be on the roads at all due to safety concerns.	11/3/2018 8:42 AM
39	Children on bikes and scooters as it isn't safe for them to be on the road with all the traffic until they are of an age to keep themselves and others safe. Not postal vehicles though.	11/3/2018 1:49 AM
40	I believe those modes of transport other than vehicles have no place on the roads. It is too dangerous for them. However, if they are to use footpaths, the footpaths must be wider to allow ease and safety of passing	11/2/2018 11:07 PM
41	So long as the vehicle is not motorised I think it should be allowed. Obviously it might need to be reviewed if problem behaviours occur, but in general I thinknoeople here are good atcsgarinh pathways.	11/2/2018 9:20 PM
42	Make them share, make them wider, get vulnerable people off the road	11/2/2018 3:51 PM
43	Footpaths should be shared. Heath and safety issues should be addressed through signage and education.	11/2/2018 2:55 PM
44	Should be available for all modes.	11/2/2018 2:10 PM
45	Far too dangerous. Specially as population ages. Just mobility scooters should be allowed on footpaths	11/2/2018 1:55 PM
46	Promote responsible sharing. A realistic win-win.	11/1/2018 9:47 PM
47	Will get too congested and lead to accidents	11/1/2018 9:20 PM
48	Other countries manage this without serious issues. Are mobility scooters not allowed on footpaths now??	11/1/2018 9:13 PM
49	Where else will they go?	11/1/2018 8:38 PM

## Active Transport Survey

50	Definitely for children on bikes and mobility scooters	11/1/2018 8:12 PM
51	It's almost the status quo	11/1/2018 11:02 AM
52	Ideally they are for pedestrians only but as roads are often too dangerous it is better for vulnerable people such as kids on bikes to use footpaths. Also, it is good to encourage people using alternative, active transport and at the moment the footpath is often the only save place to do so	11/1/2018 11:00 AM
53	They should use dedicated separate cycle payhs	11/1/2018 10:51 AM
54	At present there is no option for children and the elderly the roads are too dangerous for them.	11/1/2018 9:44 AM
55	Safer road crossings for school kids in proximity to schools ie. intersection of Scotland St./Seymour Ave needs a raised table or variegated path to make it clear it's a crossing point and shared path for hundreds of kids crossing there to and from school.	11/1/2018 9:31 AM
56	We want to encourage people to get out, and exercise more, but it needs to be safe for them to do so.	11/1/2018 9:14 AM
57	Only if they are wider and have a speed limit	11/1/2018 9:01 AM
58	Improve the safety on footpaths. e.g. wider & flatter so all can pass safely. Keep hedging & over hanging objects well clear of paths so the full width can be utilised	11/1/2018 9:00 AM
59	Yes, but at the same time they need to be engineered to reduce conflict (made wide enough for example).	11/1/2018 8:56 AM
60	it might help - there needs to be a focus on educating for considerate use - everyone should expect that all vehicles other than cars will be using the roads and footpaths with the priority going to the most vulnerable - walkers, scooters, cycles, mobility etc in decreasing order	10/31/2018 8:35 AM
61	Danger now to elderly, disabled	10/27/2018 8:28 PM
62	Depends on where the footpath is ie perhaps not Queen St but OK in quieter parts.	10/23/2018 9:30 PM
63	As far as I was aware footpaths were currently meant to cater for all these users	10/23/2018 9:37 AM
64	should be available for more use, but with strictor protocols	10/22/2018 5:32 PM
65	shared paths are a safety hazard	10/21/2018 1:47 PM
66	However, the footpaths need to be able to accommodate all these modes safely!	10/19/2018 1:54 PM
67	If the footpaths are made wider. Alternatively, part of the existing roads should be used for these vehicles	10/18/2018 7:41 PM
68	walkers already have increasing threats from cyclists	10/18/2018 2:20 PM
69	Only if safety issues are addressed.	10/18/2018 11:26 AM
70	some paths for young kids on bikes and scooters	10/18/2018 8:55 AM
71	walking and biking should have separate lanes on the footpath	10/18/2018 8:12 AM
72	Footpaths don't seem to be busy so if safety is a concern for the above users, they should be able to use the footpath, whilst giving way to walkers.	10/18/2018 7:20 AM
73	Footpaths should be widened to become cycle/walkways with a centre line.	10/17/2018 8:42 PM
74	batteries means speed	10/17/2018 6:55 PM
75	Maybe	10/17/2018 6:13 PM
76	All these are going to need accommodating in the future, so planning should begin. I am much impressed with the Queen Street upgrade, with no kerbs. This has given much more road room to make space for a variety of transport. Cars need some space, but they won't use it much if the congestion for them is high, so that keeps them out of the main shopping area. Spaces like this in England - pedestrians have right of way, cars are allowed, but keep out unless someone is disabled and needs transport. It works well.	10/17/2018 3:03 PM
77	The roads are too dangerous for them - speed differential is too high	10/17/2018 2:58 PM
78	Yes, as if there is no other off-road option available.	10/17/2018 2:49 PM
79	Safer for all these vehicles to be off the road where traffic moves at speed.	10/17/2018 2:46 PM
80	To make everyhting safer	10/17/2018 12:05 PM
81	Definitely should be user friendly for mobility scooters so people with limited abilities can easily get out and about.	10/16/2018 11:13 AM

## Active Transport Survey

82	only if width is possible	10/16/2018 8:30 AM
83	Yes to children on bikes/scooters and mobility scooters.	10/15/2018 4:10 PM
84	The footpath is for anyone who feels they should use it	10/14/2018 11:10 PM
85	I would prefer separate pathways away from the road for scooters, bikes, etc. I don't mind mobility scooters	10/13/2018 10:36 PM
86	Speed of the wider range of vehicles is too fast leading too dangerous manouvres of overtaking.	10/12/2018 3:12 PM
87	Disaster if older people have to share footpaths with children on any sort of transport	10/12/2018 2:29 PM
88	Safety is compromised by bikes scooters and postal vehicles etc.	10/10/2018 8:58 PM
89	mobility, kick scooters should be used on bike paths	10/10/2018 5:45 PM
90	Increased usage availability poses an increase in safety issues	10/10/2018 4:53 PM
91	Footpaths are footpaths. Other vehicles could use cyclepaths.	10/10/2018 2:38 PM
92	Provided they limit speed	10/10/2018 11:54 AM
93	Discourage vulnerable walkers	10/10/2018 9:38 AM
94	but please make them wider	10/10/2018 9:31 AM
95	Vulnerable on roads with cars traveling at high speeds	10/9/2018 10:27 PM
96	Safety	10/9/2018 7:28 PM
97	Suited for buggies, kids bikes, dog walking	10/9/2018 4:42 PM
98	FOOTpaths should have NO vehicles	10/9/2018 4:33 PM
99	It is safer for the majority of users if vulnerable users are not sharing space with motor vehicles wherever possible	10/9/2018 4:20 PM
100	Mixing pedestrians and vehicles is asking for injuries.	10/9/2018 3:39 PM
101	Council has narrowed urban roads and needs to remove these modes of transport from the roads	10/9/2018 3:39 PM
102	Footpaths for WALKING, Cycleways for all those things!	10/9/2018 1:02 PM
103	It is too risky and unsafe when vehicles exiting driveways are often unable to see footpath traffic.	10/5/2018 2:58 PM
104	Too wide, and you'll get more people using the footpath for transport, which will speed up the road environment, cause an issue for walkers, and bring the potential conflict of collision closer to domestic driveways	10/3/2018 10:50 AM
105	if it's a busy area	10/3/2018 8:18 AM
106	Inviting hazards	10/3/2018 7:49 AM
107	not enough space for all modes of transport	10/3/2018 7:34 AM
108	If footpaths were wider this would be fine but some reservation with narrow ones	10/3/2018 7:17 AM
109	If we have sufficient / wide cycleways then they can be used	10/2/2018 8:45 PM
110	if wider this is feasible i think, the roads are too dangerous for kids on bikes	10/1/2018 8:54 PM
111	No, footpaths should be for pedestrians. Council needs to invest in safe, protected and specialised routes that are suitable for cyclists and other vehicles in addition to footpaths.	10/1/2018 1:51 PM
112	Shared walways are important to increase the safety of cyclists.	10/1/2018 10:09 AM
113	Children 10/11 and under need to be separate from cars/trucks. In these cases the paths need to be two way so all users safe.	10/1/2018 4:16 AM
114	Yes. A safe separate 2 way pathway from cars would b fantastic. On Nantucket Island there are two lane pathway all over island that bikes runners walkers all use	10/1/2018 3:48 AM
115	Should have their own lanes	9/30/2018 8:38 PM
116	not mobility scooters, they go too fast	9/27/2018 10:15 PM
117	As long as pedestrians have right of way, other forms of transport should be able to use footpaths	9/27/2018 12:20 PM
118	As our population grows we need safe space for children & elderly to transport themselves away from the road	9/27/2018 8:34 AM

## Active Transport Survey

119	Road not safe for kids on bikes some drivers should not have a license	9/26/2018 10:23 PM
120	I would like my kids to be safe biking to school	9/26/2018 9:59 AM
121	I believe having it sheared would cause more accidents as people already use foot paths for there bikes ect and has caused problems.	9/25/2018 8:53 PM
122	Because it make it more user friendly for people who don't use their vehicles	9/25/2018 8:47 PM
123	Encourage all range of people and ages to be mobile and reduce pollution	9/25/2018 8:21 PM
124	Just younger children that are harder to see on the road	9/25/2018 7:26 PM
125	they are for walking on safely	9/25/2018 7:02 PM
126	Much safer especially for children on bikes and mobility scooters	9/25/2018 6:36 PM
127	I feel kids safer on footpath on bikes than on the road	9/25/2018 6:01 PM
128	Would need to be wider. Good for kids to cycle on path.	9/25/2018 5:28 PM
129	Footpaths must be safe for pedestrians. The roads need to be safer for other users.	9/25/2018 5:23 PM
130	Unless there are more dedicated walkways this is the safest option	9/25/2018 5:12 PM
131	We should all become more tolerant	9/25/2018 5:10 PM
132	Yes for mobility scototer but no for other things, better cycleways would mean faster bikes/scooter don't have to be a hazard on the footpath.	9/25/2018 5:02 PM
133	???	9/25/2018 11:18 AM
134	Lel	9/25/2018 11:15 AM
135	Ensures a safer environment for all	9/24/2018 11:19 PM
136	Only when their are no bike baths like in Tahuna or Stoke, etc	9/23/2018 10:32 PM
137	It may put more people out of cars	9/23/2018 5:07 PM
138	We need to reduce barriers for the more vulnerable.	9/22/2018 3:15 PM
139	Someparts of cycle trail between Nelson and Richmond are quite narrow.	9/21/2018 11:54 PM
140	Walkers need to be comfortable, and sharing with vehicles is not comfortable and makes you feel unsafe	9/21/2018 3:14 PM
141	The chances of there being more mobility scooters in the future is high.	9/21/2018 10:54 AM
142	These vehicles and the people who use them are more vulnerable than cyclists and aren't safe if they can't use footpaths.	9/20/2018 11:41 PM
143	Safety	9/20/2018 4:41 PM
144	Less cars should be used as it is bad for the environment. Encouraging children to bike and scooter and older people to use mobility scooters will help get people out side and it will improve their health.	9/20/2018 2:41 PM
145	Car drivers are often inattentive - Other vehicles are best separated from them	9/20/2018 2:20 PM
146	Roads with out cycle lanes are too dangerous to bike on.	9/20/2018 12:53 PM
147	Works well in large cities like Tokyo - need wider footpaths though.	9/20/2018 12:50 PM
148	For safe movement	9/20/2018 12:28 PM
149	Footpaths should only be available for a wider range of vehicles if pedestrians and vehicles can be kept separate.	9/20/2018 12:01 PM
150	Elderly people and those walking dont feel safe	9/20/2018 11:34 AM
151	We children can not ride separated from traffic.	9/20/2018 11:23 AM
152	Need to separate vulnerable modes from traffic	9/20/2018 10:44 AM
153	Safer fir these users but clear guidelines need to be in place to ensure the safety of all users	9/20/2018 9:27 AM
154	Mobility Scooters and Children under 6 years only	9/20/2018 9:14 AM
155	Growing older adult population and the current roads are not suitable for mobility scooters	9/19/2018 5:50 PM
156	This will make it more dangerous	9/17/2018 7:57 PM