

# Pipeline of shovel-ready projects



In total we funded 78 projects:



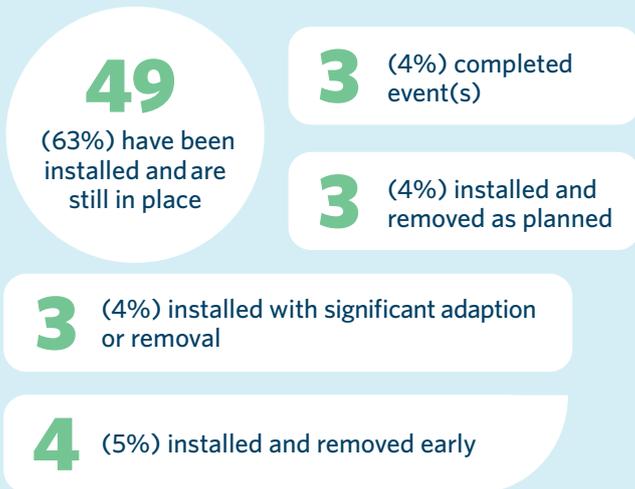
Approximately 89km of interim street treatments were introduced, with the life span of these treatments varying from six months to three years before needing to be upgraded.

Of the 78 projects funded:

62 (79%) installed a **change** to the street

16 (21%) did not install or withdrew

Of those 62 projects:



## Bringing the benefits forward

### Reduced vehicle volumes

53% reduced

Gore City Council, Streets Alive. Heavy vehicle volumes reduced by 38% on the local road network and by 53% on residential streets.



### Increases in the number of people walking, biking, and scooting

58% increase

Waipa District Council, Streets for People. 41% increase in active mode users during school peak times near Cambridge Primary School, including a 58% (24) increase in the number of people on bikes.



### A safer and more accessible pedestrian environment

70% agreed

Mangere East, Low Traffic Neighbourhood. Over 70% of evaluation workshop participants agreed street changes are easy and safe to use as a pedestrian.



### A safer and more accessible cycling environment

64% say safer

Wellington City Council, Brooklyn Hill Cycleway. 64% of survey respondents say the road is safer for everyone since installation.

### Reduced vehicle speeds

Tasman's Low Traffic neighbourhood. Speeds reduced to below 30km/hr on three streets:



An increase in the number of people spending time in the area

Thames-Coromandel, Create the Vibe, Mary Street

"The space gives an impression that we are proud of our town and creates a buzz that business will benefit from." -Local Business Owner