

ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

AGENDA

Time: 2:00 pm
Date: Thursday, 7 May 2020
Venue: Virtual meeting

MEMBERSHIP

Mayor Foster
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Councillor Free (Deputy Mayor)
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

TABLE OF CONTENTS

7 MAY 2020

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Announcements by the Mayor	5
1.4 Conflict of Interest Declarations	5
1.5 Confirmation of Minutes	5
1.6 Items not on the Agenda	6
1.7 Public Participation	6
2. General Business	7
2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package	7
Presented by Deputy Mayor Free	
2.2 Wellington Convention and Exhibition Centre Associated Roothing, Traffic and Parking Changes Including Proposed Traffic Resolutions	67
Presented by Cr Condie	

1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Announcements by the Mayor

1.4 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.5 Confirmation of Minutes

The minutes of the meeting held on 30 April 2020 will be put to the Council for confirmation.

1. 6 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

The Chairperson shall state to the meeting.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Wellington City Council.

Minor Matters relating to the General Business of the Wellington City Council

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Wellington City Council for further discussion.

1. 7 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

2. General Business

WELLINGTON CITY COUNCIL SUBMISSION TO THE WAKA KOTAHI ACCESSIBLE STREETS REGULATORY PACKAGE

Purpose

1. This report asks the Council to approve the Council's submission to the Waka Kotahi – New Zealand Transport Agency's Accessible Streets Regulatory Package.

Summary

2. **Attachment One** to this report is the proposed Council submission (the submission) to the Waka Kotahi – New Zealand Transport Agency Accessible Streets Regulatory Package (the Package), prepared by officers.
3. In principle, Council officers view the Package as a positive step towards encouraging active modes of transport, and improving safety and accessibility for all road users.
4. The Package emphasises pedestrian priority over footpaths and shared paths. It also aims to prioritise cyclist, transport device user, and bus movements on roads over other vehicles.
5. The Package aims to establish a national framework for the use of footpaths, shared paths and cycle paths. The submission supports the same set of rules for the whole country, while maintaining the ability to respond to local conditions.
6. The proposed changes will introduce speed, width, and behavioural rules to manage the use of devices and cycles on footpaths.
7. The submission notes the tension that exists between ensuring traffic safety for the new and evolving micromobility devices, and safeguarding pedestrian priority and accessibility of our footpaths.
8. The Package asserts that transport devices (like e-scooters and skateboards) can use both cycle paths and on-road cycle lanes, which the submission supports.
9. The submission notes that transport devices and cycles should not be on the footpath when there are protected and separated facilities available (except children and an accompanying supervising adult if behavioural requirements are met and it is safe to do so).
10. Previous decisions made by Council regarding the e-scooter share scheme were reviewed. This assessment underpins officer recommendations to, on balance, support the Package.

11. The submission makes recommendations for further exploration and clarification, such as consideration of monitoring and enforcement of rules, public awareness campaigns, and the incorporation of a review and assessment framework of the rule changes.
12. Additionally the submission recommends that the Waka Kotahi needs to invest in a safe, protected, and connected network for micromobility and cycles. Traffic calming measures are commended as critical to achieve this.

Recommendation/s

That the Council:

1. Receive the information.
2. Agree to Council's submission to the Waka Kotahi – New Zealand Transport Agency's Accessible Streets Regulatory Package.
3. Agree to delegate authority to the Transport Portfolio Leader and the Chief Executive to finalise the submission, consistent with discussions and any amendments made by the Council and any minor editorial changes.

Background

13. The Waka Kotahi – New Zealand Transport Agency released the Accessible Streets Regulatory Package (the "Package") for public consultation on 9 March, with a closing date of 22 April.
14. Due to the Covid 19 Level 4 lockdown, an extension was given until 20 May.
15. The Package proposes a collection of rule changes to:
 - Land Transport Rule: Road User (the Road User Rule)
 - Land Transport Rule: Traffic Control Devices (the Traffic Control Devices Rule)
 - Land Transport Rule: Setting of Speed Limits (the Setting of Speed Limits Rule)

The Package also proposes a new Land Transport Rule: Paths and Road Margins 2020 (the Paths Rule).

16. The Package includes nine proposals all aimed at encouraging active modes of transport, and improving safety and accessibility for all road users. **Attachment Two** is the Overview Summary of the Package.
17. The submission is a cross Council collaboration. Officers from the following Council teams have inputted into the drafting of the response: Transport Planning; Transport Strategy; Transport Safety Education, Urban Design; Policy; Parking; Community Services; and Parks, Sport and Recreation.
18. The City Design & Place Planning Manager, Transport & Infrastructure Manager, and Community Networks Manager also reviewed and contributed to the submission.

19. Improving accessibility is an important priority for our city and accordingly, in general, Council officers support this proposal to increase safe engagement and confidence for all users in the city's transport system.
20. The submission highlights areas for further exploration, such as the operationalisation of monitoring and enforcement, increasing public awareness, and navigating the tension that currently exists in decision-making around the traffic safety of micromobility devices.

Discussion

21. In general Council officers view the Package as a positive step towards ensuring all transport users can enjoy and engage with the network confidently. The Package aims to also improve safety and remove barriers to walking, transport device use, and cycling through rule changes.
22. The proposals assert pedestrian priority over footpaths and shared paths. The proposals also prioritise transport device user, cyclist, and bus movements over vehicles. Included is a proposal to legalise buses right of way when leaving bus stops, signalling public transport priority in urban areas.
23. The Package seeks to define and clarify all low-powered and un-powered transport devices, which officers assert is an important step for their ongoing management. The submission recommends that any definitions should be future-proofed as much as possible and includes suggestions for further considerations of classifications.
24. The Package aims to establish a national framework for the use of shared paths and cycle paths. The submission agrees in principle to having the same set of rules for the whole country, because national consistency of rules is simple to understand, regulate, and enforce. Officers have however emphasised the importance of maintaining flexibility and response to local conditions.
25. The proposed changes will allow mobility devices, transport devices, and cycles on the footpath, provided users meet speed, width, and behavioural requirements.
26. Officers note that under current rules, wheeled recreation devices (including e-scooters), mobility devices, and child cycles (with a wheel diameter of 355mm or less) are already allowed on footpaths in New Zealand. However currently there is no speed limit or minimum size requirements for devices when they are used on the footpath and consequently concerns surrounding safe usage have been topical.
27. Another current safety concern regarding wheeled devices is that most children over six years of age (when they begin to ride cycles with larger wheels) cannot currently legally ride a cycle on the footpath, while adults on e-scooters and mobility devices, which can travel up to 35km/h, can.
28. The submission notes that the Council is concerned about ensuring safety and accessibility for pedestrians, as the top of the sustainable transport hierarchy. However

it is also stressed that the safety of all users of the transport network is a priority for Council, including micromobility and cycle users.

29. The submission recognises the many positives that micromobility, when regulated well, offers to our city, such as improved traffic safety and air quality, and reduced congestion. Officers note that micromobility is growing in popularity in Wellington. The recently conducted Wellington shared e-scooter trial survey results illustrate that 72% of the general public support e-scooters to remain.
30. The submission recommends that the Waka Kotahi needs to invest in a safe, protected, and connected network for micromobility and cycles. Traffic calming measures are recommended as critical to achieve this, such as prioritising the redistribution of space currently used by motor vehicles, and reducing speed limits for all vehicles to be no more than 30km/hr on all New Zealand roads in city centres.
31. Officers note that while the proposal emphasises the priority status of pedestrians on footpaths, the submission recognises the conflict that exists between the requirement to provide protected infrastructure for micromobility use balanced with the need to ensure our city's footpaths are safe and accessible.
32. Officers reviewed the previous decisions made by Council regarding the e-scooter share scheme when assessing the Package. Councillors had expressed major concerns about conflicts with pedestrians on footpaths, especially on busy footpaths in the central city and suburban centres, and these concerns remain. It was noted however that this position needed consideration against concerns about micromobility users conflicting with higher mass and speed vehicles on roadways. Consequently Council reticently agreed to allow the devices to be used on the footpath where users did not feel safe using the road. Officer advice on this has not changed and underpins our recommendation to, on balance, support the Package.
33. The submission supports the use of rules to improve the safety for footpath users. Speed is considered one of the most effective ways of managing risk. The submission asserts that 15km/hr is appropriate given the evidence presented. The proposal notes that prescribing the slow speed will mean many cyclists and micromobility users will continue to use the road and the prescribed slow speed on the footpath will reduce the risk from impact. Additionally it is recognised that 15km/hr is roughly three times the average walking pace and it is roughly the speed children naturally cycle.
34. The submission notes that when both the design and the speed limit of a particular street is appropriate (including the provision of suitable and safe separated facilities for micromobility), then transport devices and cycles should not be on the footpath (except children and an accompanying supervising adult if behavioural requirements are met and it is safe to do so).
35. Officer's support improved accessibility for active transport and micromobility, especially younger cyclists, as it may mean that cycling trips become feasible when they were previously perceived as too dangerous. Officers recognise the health, traffic congestion and environmental benefits that an increase in these transport modes will have.

36. The submission highlights the concern around the monitoring and enforcement of the proposed new rules, which the Package material has not adequately addressed.
37. While not addressed in the Package, parking of devices on footpaths is an identified accessibility and safety concern. Officers are developing strategies to address the parking concerns and these will be outlined in the e-scooter share scheme paper due to be presented to Council at a later date.
38. Due to the significant changes the Package proposes, the submission recommends that Waka Kotahi incorporate an assessment and evaluation framework to review its impact.
39. In the submission, officers highlight how design and attractiveness of street section space allocations are important factors in establishing confidence and safety. The submission encourages Waka Kotahi to consider the principles of best practice street design in its ongoing development of the proposals (for example the Global Street Design Guide).

Options

40. If the Council approves this submission, it will be submitted to Waka Kotahi by the agreed closing date.
41. The Council may choose not to approve the submission or to make amendments to it.

Next Actions

42. If the Council approves this submission, it will be submitted electronically to Waka Kotahi by 20 May 2020.

Attachments

- Attachment 1. WCC submission to the Waka Kotahi Accessible Streets Regulatory Package [↓](#)  Page 13
- Attachment 2. NZTA Summary Overview document [↓](#)  Page 46

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SUPPORTING INFORMATION

Engagement and Consultation

As this is Wellington City Council's submission to the Waka Kotahi package, no consultation has been carried out. However it is important to note that this submission is subject to the Official Information Act 1982. The relevant business units across the Council have been engaged in the development of the submission.

Treaty of Waitangi considerations

There are no relevant Treaty of Waitangi considerations.

Financial implications

Throughout this Package, there has been reference to activities that will incur resourcing and financial implications, such as education programmes and the requirement to paint minimum markings on all crossings. In these instances, the submission requests further information and clarification regarding the responsibility and resourcing.

Policy and legislative implications

There are no policy and legislative implications to this submission at this point unless the proposals are legislated. At this point the Council may have to change its bylaws and policies to align with the framework.

Risks / legal

There are no legal implications to this submission.

Climate Change impact and considerations

The submission supports the Package's emphasis on promoting active and public transport modalities over private vehicle use. The submission also recognises the many benefits active transport and micromobility use can bring, including reduced traffic congestion and improved air quality.

Communications Plan

A communications plan is not required.

Health and Safety Impact considered

The Package includes many measures to make active transport and micromobility use safer, such as lighting and reflector requirements at night, which the submission supports.

Waka Kotahi NZTA Accessible Streets Consultation – Wellington City Council submission

Summary:

Wellington City Council (WCC) thanks Waka Kotahi NZTA for the opportunity to feedback on the Accessible Streets Regulatory Package. Improving accessibility is an important priority for our city and this proposal supports increased and safe engagement by all users in our city's transport system.

Key points that WCC wishes to raise, which are also referenced in our response to the questions posed are:

- While flexibility and response to local conditions is important, having the same set of rules for whole country – simple to understand, regulate and enforce – is advantageous. National consistency also creates the opportunity to run nation-wide education campaigns which can be more effective. Additionally having nationally consistent rules will decrease the requirement for regulating signage on our streets, which create clutter and a significant detrimental effect on visual amenity.
 - Micromobility, when regulated well, offers positive solutions that can improve traffic safety and air quality, and reduce traffic congestion.
 - We are pleased to see the proposals align with pedestrians (including wheelchairs and prams) having priority over footpaths and cyclists having right of way on streets. We also strongly support the proposal that cycle lanes and shared paths be used by other devices other than cycles provided devices adhere to particular safety considerations.
 - While the proposal emphasises the priority status of pedestrians on footpaths, we recognise the conflict that exists between the requirement to provide protected infrastructure for micromobility use balanced with the need to ensure footpaths are safe and accessible for all.
 - We are concerned around the monitoring and enforcement of the proposed new rules for footpath use, which we encourage NZTA to further explore and clarify. Due to the significant changes the Package proposes, the submission recommends that NZTA incorporate an assessment and evaluation framework to review its impact, and will be key to its success.
 - We also recommend that Waka Kotahi invests in a safe, protected and connected network for micromobility and cycles. Traffic calming measures are recommended as critical to achieve this, such as prioritising the redistribution of space currently used by motor vehicles, and reducing speed limits for all vehicles to be no more than 30km/hr on all New Zealand roads in city centres.
- a. More generally, WCC considers these proposals will help mode shift away from private car use. WCC recognises the significant ground work required to improve the public's understanding of why a shift away from transport modalities such as private vehicles

and towards active and public transport is needed.

We do consider that an important factor in establishing confidence and safety is the design and attractiveness of street section space allocations. We would encourage NZTA to consider the principles of best practice street design (for example the Global Street Design Guide) in its ongoing development of the proposals.

Question	Answer	Reason/other comments
Proposal 1: Change and re-name the types of devices that are used on footpath, shared paths, cycle paths and cycle lanes		
Proposal 1A: Pedestrians and powered wheelchair users		
2. We are proposing to include people using powered wheelchairs in the pedestrian category. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	<p>a. <i>Wellington City Council (WCC) views this as an inclusive measure to make our streets more accessible.</i></p> <p>b. <i>All devices that are used by people for medical reasons to ambulate should be included in the pedestrian category. This is because the purpose of the devices is the same; they are necessary for people to walk or move from one place to another.</i></p> <p>c. <i>However, there exists a huge variance in the speed capability of devices with some powered wheelchairs and mobility devices capable of speeds up to 40km/h¹. Additionally it is important to future proof any rules as the technology is evolving fast and demand on public spaces is continuing to escalate.</i></p> <p>d. <i>WCC recommends that powered wheelchairs and mobility devices have a maximum speed limit of 15km/hr to be used on footpaths.</i></p>

¹ <https://www.consumeraffairs.com/health/electric-wheelchairs/>
<https://www.stuff.co.nz/national/108475435/lack-of-restrictions-on-mobility-scooter-speed-a-risk-for-pedestrians>
<https://www.stuff.co.nz/national/108518118/mobility-scooters-reaching-speeds-of-up-to-49kph-transport-ministry-struggling-to-keep-up>

		<i>Any devices over 15km/hr should be used on shared paths and cycle paths.</i>
Proposal 1B: Changing wheeled recreational devices		
Question	Answer	Reason/other comments
<p>3. Our proposed change will replace the wheeled recreational device category with two new groups of devices: unpowered transport devices (for example push-scooters, skateboards) and powered transport devices (for example e-scooters, YikeBikes).</p> <p>How much do you agree or disagree with the proposal to replace wheeled recreational devices with categories for unpowered and powered transport devices?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. <i>WCC recognises that there has been a global surge in micromobility use and the technology is rapidly evolving. Micromobility vehicles and devices require proactive and strategic management. Rules we set now will need to anticipate the forms of transport that are yet to evolve and will require flexibility.</i></p> <p>b. <i>WCC agrees that is important to differentiate between power and unpowered devices.</i></p> <p>c. <i>WCC recognises that, currently and potentially, there is wide variation between powered devices.</i></p> <p>d. <i>WCC agrees that definitions are important and should be future-proofed as much as possible.</i></p> <p>e. <i>As recognised by the International Transport Forum (ITF), there could be value in developing an internationally recognised classification system for them².</i></p> <p>f. <i>WCC proposes that definitions should be based on the speed class of each device.</i></p> <p>g. <i>Devices should be evaluated during classification in terms of their potential to contribute to public health goals. WCC concur with the ITF's position that classifications and regulations should be based on each device's:</i></p> <ul style="list-style-type: none"> <i>i. health footprint</i> <i>ii. top speed</i> <i>iii. weight</i> <i>iv. carbon emissions</i> <i>v. spatial footprint³.</i>

² https://www.itf-oecd.org/sites/default/files/docs/safe-micromobility_1.pdf

		<p><i>h. WCC proposes that there should be the same set of rules for each speed class across NZ regardless of the device, and that these rules should be as simple as possible.</i></p>
<p>4. We're proposing that the new category of powered transport devices will consist of low-powered devices that have been declared by the Transport Agency not to be a motor vehicle.</p> <p>What steps (if any), do you think the Transport Agency should take before declaring a vehicle not to be a motor vehicle?</p>		<p><i>a. The purpose of this question, as we understand it, is that motor vehicles by definition are not allowed on the footpath. Certain low-powered devices are currently defined as motor vehicles thus prohibiting them to be used on footpaths. NZTA aims to create clarity by removing certain low-powered devices from the definition of motor vehicle so they can be ridden on footpaths.</i></p> <p><i>b. WCC's position is that safety of the transport system is paramount.</i></p> <p><i>c. The Let's Get Wellington Moving programme seeks to deliver a multi-modal transport system that moves more people, goods and services reliably, with fewer vehicles.</i></p> <p><i>d. WCC recognises that historically, the NZ transport network has given priority to motor vehicles.</i></p> <p><i>e. While out of scope of this Accessible Streets package, WCC concurs with the ITF recommendation that the aim of national transport authorities should be to create a protected and connected network for vulnerable modes of transport, such as pedestrians, cycles, and unpowered and powered transport devices. This should be achieved by both: prioritising the redistribution of space currently used by motor vehicles; and traffic calming (reduce speed limits for all vehicles to be no more than 30km/hr on all New Zealand roads in city centres and where there are aligning shared paths).</i></p> <p><i>f. Standing e-scooters have been allowed on German roads since 15 June 2019. The Federal government enacted the Ordinance on the Participation of Small Electric Vehicles in Road Traffic, known as eKFV. Whilst e-scooters are now classified as motor vehicles, not all rights and obligations of motor</i></p>

³ [ibid.](#)

		<p>vehicles apply. For example, riders do not have to be licenced.</p> <p>g. WCC recognises the tension that currently exists in decision-making around the traffic safety of micromobility devices. WCC understands that while most cities seek to avoid micromobility use on footpaths, the current New Zealand infrastructure does not provide a safe and protected alternative.</p> <p>h. Given the above points, whether or not a device is declared a motor vehicle or not, should not be relevant for determination of whether a device is allowed on a footpath. The issue is very complex and requires considerable research and planning – an unenviable task.</p> <p>i. WCC recommends the following should be considered before declaring a vehicle not to be a motor vehicle:</p> <ul style="list-style-type: none"> i. weight – correlates to risk and damage caused ii. speed capability iii. spatial footprint – the amount of extra space for cargo/passengers iv. braking systems v. type of power and power output of device.
5. If the Transport Agency declares a vehicle to not be a motor vehicle, do you think it should be able to impose conditions?	<p>Yes</p> <p>No</p>	<p>A precautionary approach should be taken so any conditions imposed ensure:</p> <ul style="list-style-type: none"> • the accessibility and safety of pedestrians • the practicality of and resource to appropriately monitor use and enforce rules.
6. If yes, should the Transport Agency be able to apply conditions regardless of the power output of the device?	<p>Yes</p> <p>No</p>	<p>As above, WCC recommends NZTA considers a range of factors before declaring whether a vehicle/device is or is not a motor vehicle, ie not just power output. For example, helmets may be appropriate to apply as condition for some devices, but not others. The condition will need to be based on sound evidence and best practice.</p> <p>Additionally, as this is a fast evolving area, conditions will need considered on a case-by-case basis.</p>
7. We propose to clarify that:	Strongly disagree	There are many assertions in this one question.

<p>a) low powered vehicles that have not been declared not to be motor vehicles by the Transport Agency (e.g. hover boards, e-skateboards and other emerging devices) are not allowed on the footpath</p> <p>b) these vehicles are also not allowed on the road under current rules, because they do not meet motor vehicle standards and cannot be registered.</p> <p>c) if the Transport Agency declares any of these vehicles not to be motor vehicles in the future, they will be classified as powered transport devices and will be permitted on the footpath and the road (along with other paths and cycle lanes).</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Disagree Agree Strongly agree I don't know</p>	<p><i>Points 7a and 7b appear to be statements clarifying the current position and WCC notes this clarification.</i></p> <p><i>However 7c asserts a position that has not yet been addressed in this question sequence, ie permitting the devices on the footpath. WCC's position on this will be addressed later in this submission.</i></p>
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Proposal 1C: Clarifying cycles and e-bikes

Question	Answer	Reason/other comments
8. Child cycles that are not	Strongly disagree	a. They are an unpowered transport device – like a skateboard. WCC considers

<p>propelled by cranks, such as balance bikes, will be defined as transport devices.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Disagree Agree Strongly agree I don't know</p>	<p><i>that it is important to clarify – they are unpowered transport devices (as opposed to “transport devices”).</i></p> <p><i>b. They are not propelled by pedals.</i></p> <p><i>c. They are unable to travel at significant speeds.</i></p>
<p>Proposal 1D: Mobility devices</p>		
<p>9. We're proposing that users of mobility devices will have the same level of access as pedestrians, but they will have to give way to pedestrians and wheelchair users.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p><i>a. WCC views this as an inclusive measure to increase accessibility for disabled people.</i></p> <p><i>b. WCC agrees that users of mobility devices should have the same level of access as pedestrians, but have concerns about the huge variance of mobility devices.</i></p> <p><i>c. WCC recommends that mobility devices have a maximum speed limit of 15km/hr to be used on footpaths. Any devices over 15km/hr should be used on shared paths and cycle paths.</i></p> <p><i>d. WCC agrees that users of mobility devices will need to give way to pedestrians – including users of manual and powered wheelchairs.</i></p>
<p>10. Do you think there will be any safety or access-related problems with mobility devices operating in different spaces? Please explain.</p>	<p>Yes No</p>	<p><i>a. Yes – as above, there exists huge variance in speed, size and user. For example WCC understands that some mobility devices can travel up to 49km/hr and are large enough to take cargo and passengers⁴</i></p> <p><i>b. With this in mind, determining where mobility devices are permitted to travel should not only be based on speed capability, but on:</i></p> <ul style="list-style-type: none"> <i>i. weight – correlates to risk and damage caused</i> <i>ii. spatial footprint – the amount of extra space for cargo/passengers</i> <i>iii. braking systems</i> <i>iv. type of power and power output of device.</i>

⁴ <https://www.stuff.co.nz/national/108518118/mobility-scooters-reaching-speeds-of-up-to-49kph-transport-ministry-struggling-to-keep-up>

		<p>c. <i>Establishing rules for who can access mobility devices should also be explored. For example, should they only be available for use on footpaths to assist people unable to ambulate due to medical conditions?</i></p> <p>d. <i>Councils will also need to consider how these rules are applied to reserve tracks and trails where people are already using a wide range of bikes and scooters both powered and throttle assisted. As with the footpath, it will be very difficult to determine who is using these for mobility reasons and who is not, and what speed anyone is doing at any given time. We know already it is impractical to monitor and enforce micromobility use on parks and reserves and can cause community/user conflict on a regular basis.</i></p>
11. We intend to review the mobility device category at a later date. What factors do you think we need to consider?		<p><i>The following factors need to be considered:</i></p> <p>a. <i>Purpose – limiting access for medical purposes only</i></p> <p>b. <i>Speed</i></p> <p>c. <i>Weight – correlates to risk and damage caused</i></p> <p>d. <i>Spatial footprint – the amount of space for extra cargo/passengers</i></p> <p>e. <i>Braking systems and safety ratings</i></p> <p>f. <i>Type of power and power output of device</i></p> <p>g. <i>Identification - how someone can tell if it is a mobility device at a glance (for monitoring and enforcement purposes)</i></p>
Alternative proposal		
12. We have outlined an option to not change vehicle definitions. This means we would make changes at a later date instead. Do you prefer this option to our proposal to change vehicle definitions now (see proposals 1A, 1B, 1C, 1D for		<p>a. <i>Definitely merit in not making changes now, and holding off for a more detailed review involving appropriate legislative change.</i></p> <p>b. <i>However, international evidence is clear that developing future-proof and flexible vehicle definitions and rules is an important step towards implementing a safe transport network for all users.</i></p> <p>c. <i>WCC has concerns that risks have shifted and become more urgent with the added complexity of micromobility. We are switching between the road and footpath, mixing it up with pedestrians, negotiating vehicles emerging from driveways and contending with infrastructure not designed with those</i></p>

<p>more details)? Why/why not?</p>		<p><i>scenarios in mind⁵.</i></p> <p><i>d. WCC believes that confidence and safety for pedestrians is significantly affected when powered transport devices are used and parked on footpaths.</i></p> <p><i>e. There is potential for gains made in increased micromobility use to be off-set by loss in people feeling safe to walk around their neighbourhood, town or city unless new rules are sufficiently nuanced to take account of the impact on the various spaces and user groups.</i></p> <p><i>f. WCC asserts that traffic calming and the provision of a visible network of shared paths are the most important actions towards providing traffic safety for micromobility, a view shared by industry experts. Sharing a footpath should only be considered a short-term last-resort solution before on-street facilities are developed.</i></p> <p><i>g. WCC encourages NZTA to:</i></p> <ul style="list-style-type: none"> <i>i. reduce speed limits for all vehicles to be no more than 30km/hr on all New Zealand roads in city centres and where there are aligning shared paths</i> <i>ii. establish infrastructure and a shared path network throughout New Zealand's city centres for all powered transport devices, bicycles and mobility devices</i> <i>iii. adopt universal, sound and future-proof guidelines that can be enforced as required for New Zealand</i> <i>iv. reduce the current priority given to motor vehicles on New Zealand roads.</i> <p><i>h. Additionally it is important to note that over 80% of e-scooter and bike fatalities involve motor vehicles, indicating that a greater level of protection is required.</i></p>
<p>Proposal 2: Establish a national framework for the use of footpaths</p>		

⁵ <https://www.beca.com/ignite-your-thinking/ignite-your-thinking/april-2019/micromobility-safety-problem-or-transport-solutio>

Question	Answer	Reason/other comment
<p>13. Our proposed changes will allow mobility devices, transport devices, and cycles on the footpath—provided users meet speed, width and behavioural requirements.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. As highlighted in questions 2 and 9, WCC agrees that some mobility devices that meet speed, purpose and size requirements (ie under 15km/hr and used for medical purposes) are permitted to use footpaths.</p> <p>b. WCC also agrees that unpowered transport devices, such as skateboards, continue to be permitted to use the footpaths providing users ride safely and pedestrians continue to have priority.</p> <p>c. WCC concurs that children's bicycles continue to be allowed to use the footpath. WCC asserts that a supervising adult can accompany the child on the footpath with their bicycle only if behavioural requirements are met and it is safe to do so.</p> <p>d. WCC notes ITF's recommendation that use of micro-vehicles on footpaths should be banned or subject to low, enforced speed limits. We also realise that in many countries, especially those with ageing populations, there is growing awareness of the need to preserve footpaths for near-exclusive use of pedestrians. The fear of having to share footpaths with powered vehicles deters some people, especially older people, from their rightful use of public space⁶. Considering the public health benefits of walking as a form of physical activity, the protection of footpaths is a public health priority. Accordingly ITF notes that most cities in the world seek to avoid footpath riding.</p> <p>e. According to an ITF survey, micromobility use on footpaths is a priority traffic concern for 70% of traffic experts⁷.</p> <p>f. WCC asserts that when both the design and the speed limit of a particular street is appropriate (including the provision of suitable separated facilities for micromobility, such as bikes), then micromobility should not be on the</p>

⁶ Cheng, 2019

⁷ ITF survey cited in https://www.itf-oecd.org/sites/default/files/docs/safe-micromobility_1.pdf

		<p><i>footpath (except children and disabled people).</i></p> <p><i>g. WCC also recognises that due to the rapid pace of innovation in micromobility technology, considerable regulatory and traffic safety challenges exist.</i></p> <p><i>h. The many positives that micromobility offers our city excite WCC. Transport devices can improve traffic safety, reduce pollution and congestion, and can increase public transport use.</i></p> <p><i>i. WCC recognises the conflict that exists between needing to provide safe and protected infrastructure for micromobility use balanced with the need to ensure our city's footpath networks are safe and accessible for all.</i></p> <p><i>j. Additionally, WCC has strategic focus on:</i></p> <ul style="list-style-type: none"> <i>i. Te Atakura – First to Zero – making Wellington greener, promoting low-carbon options, such as better options for recycling and composting and transport.</i> <i>ii. Active recreation – promoting the public health benefits of walking as a form of physical activity.</i> <i>iii. Urban Design – drafting of the Place and Movement framework and the Wellington Design Manual aimed at enhancing the qualities and characteristics that make Wellington accessible and special.</i> <i>iv. Planning for Growth - bringing the things Wellingtonians love and value about our city into the conversation about how we plan for the city's future growth.</i> <i>v. Let's Get Wellington Moving – a multi-modal transport system that moves more people, goods and services reliably, with fewer vehicles.</i> <i>vi. A Parking space hierarchy – currently out for consultation. Proposing to prioritise space use for parking micromobility devices and bicycles. Follows the sustainable transport hierarchy. Single use private vehicles are the lowest priority for parking in most locations.</i> <i>vii. Accessible Wellington Action Plan – an Action Plan aimed at making</i>
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		<p><i>Wellington more accessible and inclusive for all.</i></p> <ul style="list-style-type: none"> <i>k. WCC recommends that better signage be included so that users can know the difference between a footpath and a shared pathway.</i> <i>l. However WCC has concerns the change of footpath use will be the increase in associated signage as part of the enforcement – this will add visual clutter to an already cluttered street. WCC encourages NZTA to consider alternative ways of signalling zones and rules.</i> <i>m. WCC queries how speed limits would be enforced, and many devices do not have a speedometer so it is difficult for users to self-monitor.</i> <i>n. WCC has many concerns about ensuring compliance with any regulations and the practicality of enforcement needs to be carefully considered.</i> <i>o. While perhaps outside the scope of this question, application of this proposal to the network of tracks and trails in parks and reserves and other places such as the Wellington Waterfront is problematic. Active transport routes often pass between legal road and land held as reserves. It is already difficult to monitor and enforce different user groups and provide for the wide range of new technology available to people for recreation and active transport use. While some of the technology enables a broader group of people to participate in outdoor recreation activities, ensuring people on foot are safe and feel safe is very difficult. Much like the road, large parts of the tracks network in reserves was never designed to accommodate the range of 'transport devices' now available and the resources to either upgrade the current tracks or build new are significant. Clear, consistent, relevant, enforceable rules for the legal road need to be applicable to reserves or specifically noted that they do not apply to reserves.</i>
<p>14. Do you think there should be any other requirements, in addition to speed, width and behaviour?</p>	<p>Yes</p>	<ul style="list-style-type: none"> <i>a. The following requirements should also be considered:</i> <ul style="list-style-type: none"> <i>i. Weight – correlates to risk and damage caused</i> <i>ii. Spatial footprint – additional space for extra cargo/passengers</i> <i>iii. Braking systems and safety ratings</i>

		<ul style="list-style-type: none"> iv. <i>Type of power and power output of device</i> v. <i>Purpose – limiting access for medical purposes (for mobility scooters/electric wheelchairs only)</i> vi. <i>Health footprint</i> vii. <i>Emissions</i> viii. <i>Ability to identify the device at a glance</i> <p>b. <i>For devices that are heavier, faster, have a negative impact on the environment, are large, and are not human powered, ie low potential to contribute to public health goals – requirements and regulations should be more stringent.</i></p> <p>c. <i>There is need to consider the knock-on implications of changing definitions on local government's ability to enforce parking rules and requirements.</i></p> <p>d. <i>WCC recommends that Waka Kotahi incorporate an assessment and evaluation framework to review its impact and success of the new rules.</i></p>
<p>15. We have outlined two alternative options to address cycling on the footpath. These are:</p> <ul style="list-style-type: none"> a) Allow cyclists up to 16 years of age to use the footpath b) Continue the status quo, where most cyclists are not allowed to use the footpath. <p>C) Neither option.</p> <p>What option do you prefer instead of allowing cyclists</p>	<p>Neither option</p>	<p>a. <i>As above, WCC supports children's bicycles to be allowed to use the footpath. WCC asserts that a supervising adult can accompany the child on the footpath with their bicycle only if behavioural requirements are met and it is safe to do so.</i></p>

on the footpath?		
16. Would you support an age limit for cycling on the footpath? What age would you prefer?	<p>Yes, I would support an age limit</p> <p>No, I would not support an age limit</p> <p>If yes, what age would you prefer?</p>	<p><i>a. Please refer to the full submission for context</i></p>
17. We propose to allow road controlling authorities to restrict cycle or device use on certain footpaths or areas of footpaths to suit local communities and conditions. How much do you agree or disagree with this proposal?	<p>Strongly disagree</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>I don't know</p>	<p><i>a. WCC asserts that a balance between local and national regulation is important. Additionally the regulatory approach must be balanced across transport modes in order to reach New Zealand transport goals.</i></p> <p><i>b. WCC believes that substantial changes to the transport system, including restricting transport devices on footpaths should be largely managed nationally for the following reasons:</i></p> <ul style="list-style-type: none"> <i>i. National education campaigns are more effective as they have a larger reach.</i> <i>ii. Significant ground work is required to improve the public's understanding of why a shift away from transport modalities such as private vehicles and towards active and public transport is needed.</i> <i>iii. Same set of rules for whole country – simple to understand, regulate and enforce.</i> <i>iv. Having rules that are consistent throughout the country will decrease the requirement for regulating signage on our streets creating clutter and having a significant effect on the visual amenity.</i> <i>v. Important not to look at parts of a traffic system in isolation, a balance between three key aspects needs to be achieved: safe</i>

		<p><i>infrastructure, safe vehicles and safe road users. Heavy regulation of the latter, for instance, should not distract from adding or updating infrastructure. Systemic and balanced change to improve traffic safety is essential to unlocking the modal shift to more active forms of transport.</i></p> <ul style="list-style-type: none"> <i>vi. There will be instances where the natural prerogatives of local government will prevail, such as setting the definition of low-speed zones and parking rules.</i> <i>vii. Having common rules helps businesses develop and compete in a clear legal framework.</i> <i>viii. Rules should be enforceable not just relying on people's behaviours. Presently only the Police can prosecute for moving vehicles. Local government only has enforcement rights for stationary vehicles and does not have the infrastructure or capacity to enforce the use of footpaths.</i> <i>ix. WCC recommends that NZTA establish robust and operational monitoring and enforcement systems.</i> <i>x. Development of an internationally recognisable classification system, many other countries are grappling with the same issues. There is an opportunity to learn from other countries' experience.</i> <ul style="list-style-type: none"> <i>i. The short-term imperative of reacting to the surge in e-scooters in cities should be complimented by a longer-term nationally led objective of setting future-proof regulations.</i>
<p>18. We envisage that local authorities will make decisions to regulate the use of paths by resolution, rather than by making a bylaw. Do you agree this be specified in</p>	<p>Yes No</p>	<ul style="list-style-type: none"> <i>a. Traffic resolutions can take up to six months to do and public are notified. WCC processes resolutions under a bylaw so would still need a bylaw amendment to enable the traffic resolutions to be executed.</i> <i>b. WCC are concerned that different footpaths having various control measures in places around the city could make it difficult to educate the user. Different arrangements between footpaths would also be problematic to monitor and</i>

<p>the Land Transport Rule: Path and Road Margins 2020 to provide certainty?</p>		<p><i>enforce, especially if different parts of a footpath have a different regime.</i></p> <p><i>c. WCC encourage NZTA to provide consideration and clarity re how any rules to regulate paths will be monitored and enforced.</i></p> <p><i>d. WCC questions how compliance with diverse rules for various areas would work in practice. For example, another consideration is that people often use the “I didn’t know” excuse for not complying with a traffic resolution.</i></p> <p><i>e. The Council has full powers to not approve a Traffic Resolution and they often do if there is public opposition. Therefore this could lead to inconsistent application of rules for paths. To ensure consistency, WCC’s preference is to minimise the risk of “judgement calls” to avoid having a patchwork arrangement of shared paths.</i></p>
<p>Alternative proposal</p>		
<p>19. We’re proposing that road controlling authorities consider and follow certain criteria in addition to their usual resolution processes if they want to restrict devices from using the footpath</p> <p>These criteria are:</p> <ul style="list-style-type: none"> consider relevant guidance developed by the Transport Agency consider any alternative routes or facilities that will no longer be available to the user due to a restriction 	<p>Strongly disagree</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>I don’t know</p>	<p><i>a. As above, WCC’s position is that rules for managing access to footpaths need to be directed at a national level. Central government needs to lead on developing safe infrastructure, and managing safe vehicle and safe road users.</i></p> <p><i>b. Again as above, road controlling authorities (RCAs) will have a natural tendency to manage parking rules and local speed limits. For any changes in these particular areas, WCC agrees with the additional criteria outlined above in addition to our usual resolution processes.</i></p> <p><i>c. WCC is concerned about the risk of variance across the country and potentially within cities if RCAs can change rules for footpath use.</i></p>

<ul style="list-style-type: none"> • consider any other matter relevant to public safety. <p>The road controlling authority will need to:</p> <ul style="list-style-type: none"> • consult with any party affected by the proposed restriction • give those parties reasonable time to respond • take their submissions into account <p>How much do you agree or disagree with this proposal?</p>		
<p>20. We have also outlined an option to maintain current footpath rules. Would you prefer this option instead of the proposed framework with speed and width requirements? Why/why not?</p>	<p>Yes No</p>	<p>a. <i>WCC is concerned for the safety of all users of the transport network, including pedestrians and transport device users. Evidence internationally points to well-considered nationally-led management and greater investment into infrastructure to support use of the fast evolving transport device technology so that:</i></p> <ul style="list-style-type: none"> i. <i>The many positives of micromobility can be accentuated, ie reduction in pollution and congestion, increased traffic safety and use of public transport.</i> ii. <i>The safety of all road users, especially the most vulnerable, is protected.</i> <p>b. <i>WCC asserts that the adoption of universal sound rules and infrastructure investment is needed to significantly improve transport safety and reduce prioritisation of private vehicles.</i></p> <p>c. <i>WCC considers that a significant step towards improving transport safety is to reduce all New Zealand's CBD road speed limits to 30km/hr, as is</i></p>

		<i>standard European practice. The accepted survivable speed between a car and a vulnerable user (pedestrian, cyclist, scooter user, skateboarder or motorcyclist) is 30km/h⁸. WCC's position is that limiting 30km/h speed limits on urban roads could be the incentive to encourage more micromobility travel on roads and away from footpaths.</i>
Proposal 2A: Users on the footpath will operate vehicles in a courteous and considerate manner, travel in a way that isn't dangerous and give right of way to pedestrians		
21. We propose that pedestrians should always have right of way on the footpath. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	a. <i>WCC's position is that pedestrians (including wheelchairs and prams) should have priority over footpaths for the following reasons:</i> i. <i>Pedestrians are identified as the most vulnerable users of footpaths. Given the diversity of pedestrians, accessibility should be the key consideration of footpath planning.</i> ii. <i>By 2051, one in four New Zealanders will be over 65, compared to the current 1 in 8⁹</i> iii. <i>Footpaths are high value and amenity areas, they are not only for thoroughfares</i> iv. <i>Footpaths are critical aspects of a city's connectivity and greening</i> v. <i>Walking is an essential mode of transportation. It is the most popular, affordable and easy to do form of physical activity and health benefits proven.</i> vi. <i>Everyone is a pedestrian at some stage of each journey.</i>
22. This proposal will require footpath users to operate vehicles in a courteous and considerate manner; travel in a way that isn't dangerous;	Strongly disagree Disagree Agree Strongly agree I don't know	a. <i>WCC notes that monitoring and enforcement of safe behaviours is difficult. Accordingly nationally-led behavioural change awareness campaigns coupled with significant infrastructure investment and lowered speed limits is required. Behavioural change on its own is not the panacea for improved safety.</i>

⁸ Brown, 2019 <https://www.beca.com/ignite-your-thinking/ignite-your-thinking/april-2019/micromobility-safety-problem-or-transport-solutio>

⁹ <https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/pedestrian-planning-guide.pdf>

and give way to pedestrians. How much do you agree or disagree with this proposal?		
Proposal 2B: Default 15km/h speed limit for vehicles using the footpath		
Question	Answer	Reason/other comments
23. We are proposing to set a default speed limit of 15km/h for footpaths. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	a. WCC's position is that 15km/hr on footpaths is about right. The average speed for children on bikes and scooters riding on the footpath is between 10 and 11km/h. An adult running is often at speeds faster than 10km/h too. b. As stated above WCC has concerns that risks have shifted and increased with the added complexity of micromobility on footpaths. c. As stated elsewhere, WCC have significant concerns regarding the operationalising of monitoring and enforcement of speed limits.
24. Under the proposed changes, road controlling authorities will be able to lower the default speed limit for a footpath or area of footpaths. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	a. As noted in point 17, while it is preferred that rules are consistent at the national level there will be instances where the RCA may want to restrict in line with local considerations. b. WCC recommends that NZTA supply guidelines for where lowering default speed limits might be applicable and appropriate. c. WCC emphasises the importance of a national speed limit for footpaths to be set at 15km/hr. d. Any speed limit rule must come with resourcing and commitment to enforcement.
25. Are there other ways that you can think of to improve footpath safety? Please explain.		a. In line with international evidence, WCC recommends the following steps to improve footpath safety: i. Reduce speed limits to 30km/hr on all New Zealand roads in city centres and where there are aligning shared paths. ii. Establish robust rules for micromobility use, as well as significant infrastructure investment and awareness campaigns.

		<ul style="list-style-type: none"> iii. Allow all powered transport devices into cycle lanes that travel at the posted speed limit. iv. Careful consideration of positioning of all obstructions, such as lighting poles, power boxes, signage – both private and TA-owned, and other street furniture. v. No vehicles/mobility devices parking to be permitted on footpaths. vi. Design footpaths as spaces for people first and foremost. Spaces that encourage people to move freely, congregate and participate in community as appropriate to any given space. This will look different in a central city to the suburbs and must not be compromised by vehicle regulation. For example, allocation of footpath space to e-scooter users over space for a tree that provides shade for pedestrians needs to be carefully considered with intentional and informed decisions made relevant to local context. vii. WCC asserts that when both the design and the speed limit of a particular street is appropriate (including the provision of suitable separated facilities for micromobility, such as bikes), then micromobility should not be on the footpath. viii. Consideration given to what rules can be realistically and effectively enforced. For example, how can enforcement be managed in a situation where a user obstructs the footpath by leaving a scooter lying across it?
<p>Proposal 2C: 750mm width restriction for vehicles that operate on the footpath</p>		
<p>26. We are proposing that the width of devices used on the footpath should not exceed 750mm (with the exception of wheelchairs). Do you think this is:</p>	<p>Too wide About right Too narrow</p>	<ul style="list-style-type: none"> a. WCC’s position is that footpaths are laid out for pedestrian use. Generally footpaths are at capacity with a variety of uses and therefore it is important that footpaths have enough space for unhindered and unobstructed use by all user groups – including disabled users. b. Average wheelchair and mobility scooter widths are about 650mm, which is under this limit.

		<p>c. WCC notes that most side-by-side double prams are under 750mm wide, but recommends NZTA seek further clarification.</p> <p>d. Pedestrians require different spaces within to manoeuvre, with footpath minimum width being about 1800mm (noting that Wellington has footpaths narrower than this), devices being no more than 750mm leaves a clear width of over 1000mm for people to ambulate, which WCC considers adequate.</p> <p>e. WCC notes there is some risk to setting 750mm as a maximum width due to some bicycle handlebar widths being about 800mm.</p> <p>f. WCC recognises the difficulty to monitor and enforce any width requirements of devices on footpaths.</p>
<p>27. Do you use a mobility device? If yes, what is the width of your device? Would the proposed width restriction impact you?</p>	<p>Yes No</p>	
<p>28. Should a maximum width limit apply to mobility devices?</p>	<p>Yes No</p>	<p>a. For the reasons outlined above, WCC considers 750mm an acceptable maximum width for all devices used on footpaths.</p>
<p>29. We propose that people who already own a device wider than 750mm could apply for an exemption. We're also considering three alternative approaches to mitigate the impact on existing device owners.</p>	<p>a. Mobility devices purchased before the rule changes would be automatically exempt from the width limit. b. The Transport</p>	<p>a. As technology is rapidly developing in this area, WCC considers it critical that a maximum width is set for all devices that are used on footpaths and shared paths.</p>

<p>Which is your preferred option?</p> <p>Do you have any comments on these alternatives?</p>	<p>Agency could declare certain wider devices to be mobility devices under section 168A of the Land Transport Act and exclude them from width requirements.</p> <p>c. Apply a separate width limit to mobility devices.</p>	
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Proposal 3: Establish a national framework for the use of shared paths and cycle paths

Question	Answer	Reason/other comments
<p>30. We are proposing that a person using a shared path or cycle path must travel:</p> <p>a) in a careful and considerate manner</p> <p>b) at a speed that is not dangerous to other people on the path</p> <p>c) in a way that doesn't interfere with other people using the path.</p> <p>How much do you agree or</p>	<p>Strongly disagree</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>I don't know</p>	<p>a. WCC agrees that safe and considerate behaviours should be mandated for all users of shared and cycle paths.</p> <p>b. WCC asserts there should be a speed limit of 30km/hr in shared paths to protect the safety of users.</p> <p>c. WCC recommends more urgent investment into national infrastructure is required to accommodate all users of the transport systems.</p> <p>d. WCC recommends that when there is provision of suitable and safe separated facilities for transport devices and cycles, such as shared paths and cycle paths, then they should not be on the footpath (except children).</p>

<p>disagree with these proposed behavioural requirements?</p> <p>Should there be other requirements or rules to use a shared path or cycle path?</p>		
<p>31. We propose that all users will need to give way to pedestrians when using a shared path.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. WCC's position is that users will need to give way to pedestrians (including wheelchairs and prams) for the following reasons:</p> <ul style="list-style-type: none"> i. Pedestrians are identified as the most vulnerable users of shared paths. ii. By 2051, one in four New Zealanders will be over 65, compared to the current 1 in 8¹⁰ iii. Walking is an essential mode of transportation. It is the most popular, affordable and easy to do form of physical activity. iv. Everyone is a pedestrian at some stage of each journey. <p>b. WCC asserts that shared paths should only be installed as a last resort. All efforts need to be made to provide proper infrastructure for all users.</p>
<p>32. We propose that, if a shared path or cycle path is adjacent to a roadway, the speed limit will be the same as the roadway – which is currently the case. If a shared path or cycle path is not</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. WCC recommends that the speed limit for local roads and for roads that are adjacent to shared or cycle paths is 30km/hr.</p> <p>b. WCC asserts that these speed limits of 30km/hr should be implemented on a national scale for consistency and the reasons outlined elsewhere in this submission.</p> <p>c. However, if an RCA deems it necessary to lower those limits to suit the local conditions, WCC agrees with the proposal they can lower (not increase)</p>

¹⁰ <https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/pedestrian-planning-guide.pdf>

<p>located beside or adjacent to a roadway, then our proposed change clarifies that the path has a default speed limit of 50km/h.</p> <p>How much do you agree or disagree with the proposed speed limits for shared paths and cycle paths?</p> <p>Do you have any other comments, including on the proposal to allow road controlling authorities to change limits?</p>		<p><i>these nationally-set limits.</i></p>
<p>33. We are proposing that road controlling authorities should be able to declare a path a shared path or a cycle path by making a resolution.</p> <p>How much do you agree or disagree with this proposal?</p> <p>What factors should be considered when road controlling authorities make this decision?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. <i>WCC considers that central government needs to provide the directive and investment of the infrastructure required for shared and cycle paths.</i></p> <p>b. <i>WCC asserts that a balanced local and central government approach to developing: safe infrastructure, safe vehicles and safe road users.</i></p> <p>c. <i>WCC agrees that Local government has the natural prerogative to advise on locations of transport networks and therefore should be able to declare a shared or cycle path by resolution.</i></p>

<p>34. Do you think that the Transport Agency should be able to investigate and direct road controlling authorities to comply with the required criteria?</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Yes</p> <p>No</p>	<p>a. <i>The directive and guidelines for developing shared paths and cycle lanes should be nationally-led.</i></p> <p>b. <i>The infrastructure needs to be consistent throughout New Zealand and in line with international guidelines.</i></p> <p>c. <i>However WCC recommends that decision-making around how a local authority prioritises use of road corridor space is also balanced and relevant to local context. For example in Wellington there is strong community interest in the city becoming more people focused and 'green'. WCC would like to ensure that decisions on road corridor space are able to be aligned to local priorities. WCC recommends transparency and clear communication channels to avoid decisions made by NZTA being contrary to local strategy or policy.</i></p>
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Proposal 4: Enable transport devices to use cycle lanes and cycle paths

Question	Answer	Reason/other comment
<p>35. We are proposing that devices other than cycles should be allowed to use cycle lanes and/or cycle paths?</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>I don't know</p>	<p>a. <i>WCC supports cycle lanes and paths to be used by devices other than cycles provided that:</i></p> <ul style="list-style-type: none"> <i>i. all devices adhere to the posted speed limit</i> <i>ii. all users behave in a safe and courteous manner</i> <i>iii. all devices have safety features such as lights and responsive brakes.</i> <p>b. <i>WCC recommends that universal signage for micromobility devices is developed nationally.</i></p> <p>c. <i>WCC recommends exploring the definitions of shared and cycle paths. Germany has recently renamed their cycle lanes to Light Individual Transport lanes – making the purpose more obvious. This idea would need to be workshopped and tested.</i></p> <p>d. <i>WCC recommends that when there is provision of suitable and safe separated facilities for transport devices and cycles, such as shared paths and cycle paths, then they should not be on the footpath (except children).</i></p>

<p>36. We are proposing that road controlling authorities should be able to exclude transport devices from cycle lanes and/or cycle paths?</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. <i>WCC asserts that use of the cycle lane network should be consistent throughout the country.</i></p>
<p>Proposal 5: Introduce lighting and reflector requirements for powered transport devices at night</p>		
<p>Question</p>	<p>Answer</p>	<p>Reason/other comments</p>
<p>37. We are proposing that powered transport devices must be fitted with a headlamp, rear facing position light, and be fitted with a reflector (unless the user is wearing reflective material) if they are used at night.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. <i>WCC agrees that all powered transport devices regardless of speed and where they are ridden should be fitted with a headlamp and rear facing light for night use.</i></p> <p>b. <i>WCC also views this as an ideal opportunity to introduce a minimum and maximum standard in lighting which is currently missing for bicycles.</i></p> <p>c. <i>WCC suggests that lights and reflectors should be used during the day as well. Visibility conditions may be poor (fog, rain, etc) or simply traffic may be congested; best practice requires high visibility.</i></p>
<p>38. Do you think these requirements are practical? For example, if you own a powered transport device, will you be able to purchase and attach a reflector or lights to your device or</p>		<p>a. <i>Bicycle owners manage to use and attach lights and WCC understands these can also be fitted to transport devices.</i></p> <p>b. <i>Shared powered transport devices should have lights fitted for use at night as a safety requirement.</i></p>

yourself?		
39. Do you think unpowered transport device users should be required to meet the same lighting and reflector requirements as powered transport device users at night time?		a. WCC asserts that if the unpowered transport device is used at night on the road or shared paths, they should have lighting. However WCC questions whether they would be required when used on footpaths.
Proposal 6: Remove barriers to walking, transport device use and cycling through rule changes		
Proposal 6A: Allow cycles and transport devices to travel straight ahead from a left turn lane		
Question	Answer	Reason/other comments
40. We propose that cyclists and users of transport devices (like skateboards and scooters) should be able to ride straight ahead from a left turn lane at an intersection, when it is safe to do so. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	a. WCC supports these measures which will legitimise behaviour that is already occurring. b. WCC notes the need of a significant education national campaign prior to implementation aimed at both motor vehicle drivers and cyclists/transport device users (similar to the most recent change in give way rules). These changes require vehicle driver awareness and adherence to new rules otherwise vulnerable road users will be put in potentially high-risk situations.
Proposal 6B: Allow cycles and transport devices to carefully pass slow-moving vehicles on the left, unless a motor vehicle is indicating a left turn		
41. We propose that cyclists and users of transport devices (like skateboards and	Strongly disagree Disagree Agree	a. WCC supports these measures which will legitimise behaviour that is already occurring.

<p>escooters) should be allowed to 'undertake' slow-moving traffic. How much do you agree or disagree with this proposal?</p>	<p>Strongly agree I don't know</p>	<p>b. WCC notes the need of a significant education national campaign prior to roll out aimed at both motor vehicle drivers and cyclists/transport device users (similar to the most recent change in give way rules). As above, these changes require vehicle driver awareness and adherence to new rules otherwise vulnerable road users will be put in potentially high-risk situations.</p>
<p>Proposal 6C: Give cycles, transport devices and buses priority over turning traffic when they're travelling through an intersection in a separated lane</p>		
<p>42. We propose that turning traffic should give way to buses, cyclists, and users of transport devices travelling straight through an intersection from a separated lane. How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. WCC notes the need of a significant education national campaign prior to roll out aimed at both motor vehicle drivers and cyclists/transport device users (similar to the most recent change in give way rules). As above, these changes require vehicle driver awareness and adherence to new rules otherwise vulnerable road users will be put in potentially high-risk situations.</p>
<p>43. Our proposed change will introduce a list of traffic control devices used to separate lanes from the roadway to help you understand what a separated lane is and if the user has right of way at an intersection. Is such a list necessary?</p>	<p>Yes No</p>	<p>a. Separated lanes are a relatively new measure therefore WCC agrees that a list of traffic control devices should be included in the education campaign. b. Clarity for all is critical</p>

<p>44. Should the definition of a separated lane include the distance between the lane and the road? What was your reason for your response? Do you have any other comments about the proposal?</p>	<p>Yes No</p>	<p>a. <i>As NZTA are proposing to exclude some separated lanes from the change, it is important to be clear about what constitutes a "large level" of separation from traffic lanes.</i></p> <p>b. <i>Clarity for all scenarios is critical.</i></p>
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Proposal 6D: Give priority to footpath, shared path and cycle path users over turning traffic where the necessary traffic control devices are installed

<p>45. We propose that turning traffic should give way to path users crossing a side road with the proposed minimum markings of two parallel white lines.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. <i>WCC agrees with this proposal and notes that many other countries have this same rule.</i></p> <p>b. <i>However WCC questions the need for markings across the side road. We understand Australia has this rule without markings. Perhaps markings could be used in certain situations but making them minimum markings could be problematic.</i></p> <p>c. <i>WCC notes the need of a significant education national campaign prior to roll out aimed at both motor vehicle drivers and cyclists/transport device users (similar to the most recent change in give way rules).</i></p> <p>d. <i>WCC recommends this change to be applied on all intersections without restriction so that motorists are familiar with this new measure and to avoid confusion with any variances in junctions.</i></p>
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Additional questions for road controlling authorities

46. Do you think that the proposed minimum markings of two parallel white lines are appropriate? Please explain.		a. As above, WCC questions the need for markings across the side road. We understand Australia has this rule without markings. Perhaps markings could be used in certain situations. WCC has concerns about the resource required to installing minimum markings throughout the entire country.
47. We are proposing future guidance for additional treatments. Is there any guidance that you would like to see or recommend? Please explain.		WCC recommend that guidance is provided on when raised platforms are required.
Proposal 7: Mandate a minimum overtaking gap for motor vehicles passing cycles, transport devices, horses, pedestrians and people using mobility devices on the road		
Question	Answer	Reason/other comments
48. We are proposing a mandatory minimum overtaking gap for motor vehicles of 1 metre (when the speed limit is 60km/h or less), and 1.5 metres (when the speed limit is over 60km/h) when passing pedestrians, cyclists, horse riders, and users of other devices. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know a.	a. WCC has some concerns about what sort of enforcement can be expected for this measure. We believe it would be unfair to create an expectation that this will be enforced by the NZ Police (current close passing complaints are difficult to process). If there is not the expected level of enforcement we know that this will likely lead to complaints to Council (as currently happens with riding on the footpath) and a requested education campaign. b. Accordingly WCC recommends a concentrated national education campaign prior to the roll out of this change. c. WCC seeks clarification on when vehicles can cross centrelines, double yellow lines, and use medians to pass cyclists.

Proposal 8: Clarify how road controlling authorities can restrict parking on berms		
Question	Answer	Reason/other comments
<p>49. We are proposing that road controlling authorities should be able to restrict berm parking without the use of signs and instead rely on an online register.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. WCC strongly agrees that RCAs require the ability to restrict parking on berms without the need for signage. This ability is required to manage:</p> <ul style="list-style-type: none"> i. the numerous complaints in regard to parking on berms from rate payers where vehicles are causing damage to shared berms, obstructing vision of traffic when entering and exiting driveways, and obstructing vehicle entranceways ii. safety issues, for example; vehicles parked on berms adjacent to roads with high traffic usage, vehicles blocking vision of traffic, and vehicles parked on berms which then drive over pedestrian footpaths to enter roadway iii. damage to infrastructure such as curbs, grassed areas, amenity areas, planted areas, water infrastructure, curbing or any other WCC asset. <p>b. WCC question the need of an online register to manage this. The creation and maintenance of a register could be time intensive, potentially individual streets could each require a consultation process. WCC seeks clarity whether this proposed process would be driven by resident /ratepayer initiative or by NZTA.</p> <p>c. Parking Services support a promotional national education campaign to raise public awareness of the reasons berm parking is prohibited, such as the damage it causes, safety concerns and the reduced accessibility of footpaths.</p> <p>d. WCC notes that this proposal will also support better use of berms as part of the public realm available. WCC sees the opportunity to prioritise the use of this space as places where people can gather, meet their neighbours, participate in recreation and play. This is a critical part in planning for urban intensification of suburbs and cities where there is little or no outdoor space</p>

		<i>provided for on private property. These berm spaces will also increasingly be needed to support urban greening and water sensitive urban design initiatives. Currently they are used as a default private parking space which is a very poor use of highly valuable public realm.</i>
50. Would it be helpful if information on berm parking restrictions was available in other places, like at a local library, i-SITE, or a local council?	b. Yes – the wider the education campaign the better.	
Proposal 9: Give buses priority when exiting bus stops		
Question	Answer	Reason/Council position, policy
51. We propose that road users should give way to indicating buses leaving a signed bus stop on a road with a speed limit of 60km/h or less. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	<p>a. WCC fully supports this proposal as it will make public transport a more attractive option. It will also remove potential conflict between road users.</p> <p>b. WCC recommends that a nation-wide education campaign is executed so that all vehicles and transport devices. WCC suggests that it might be advisable to relaunch the labels on the right side of buses, "let the bus go first".</p> <p>c. WCC notes that clarification and education will be needed for cyclists, micromobility and pedestrians, as well as motor vehicles, will be required to establish buses right of way in this instance.</p>
52. Should traffic give way to buses in other situations? For example, when a bus is exiting a bus lane and merging back into traffic lanes?	Yes No	<p>a. Public transport should have priority over private vehicles.</p> <p>c.</p>

In what situations should traffic give way to buses?		
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ACCESSIBLE STREETS – SUMMARY TO THE OVERVIEW

9 MARCH 2020

[New Zealand Government](#)

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More information

Waka Kotahi NZ Transport Agency

[March 2020](#)

If you have further queries, call our contact centre on 0800 699 000 or write to us:

Accessible Streets Regulatory Package 2020

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Contents

LAND TRANSPORT RULES ACCESSIBLE STREETS REGULATORY PACKAGE 2020	1
Accessible Streets overview – a summary	4
Proposal 1: Change and re-name the types of devices that used on footpath, shared paths, cycle paths and cycle lanes	5
Proposal 2: Establish a national framework for the use of footpaths.....	9
Proposal 3: Establish a national framework for the use of shared paths and cycle paths	10
Proposal 4: Enable transport devices to use cycle lanes and cycle paths	11
Proposal 5: Introduce lighting and reflector requirements for transport devices at night	12
Proposal 6: Remove barriers to walking, device use and cycling through rule changes.....	13
Proposal 7: Mandate a minimum overtaking gap for motor vehicles overtaking cycles, transport devices, horses, pedestrians, and people using mobility devices on the road	17
Proposal 8: Clarify how road controlling authorities can restrict parking on berms	18
Proposal 9: Give buses priority when exiting bus stops	19
We want to hear what you think.....	20



ACCESSIBLE STREETS OVERVIEW – A SUMMARY

The Associate Minister of Transport is proposing a collection of rule changes known as the Accessible Streets Regulatory Package.

These rules are designed to:

- make our footpaths, shared paths, cycle lanes and cycle paths safer and more accessible for you
- accommodate the increasing use of micro-mobility devices like e-scooter on our streets and footpaths.
- encourage active modes of transport and support the creation of more liveable and vibrant towns and cities
- make social and economic opportunities more accessible to you, and
- make public transport (buses) and active transport such as walking or cycling safer and more efficient.

Our proposed rules also support the Government Policy Statement on Land Transport and help road controlling authorities, like local councils, to better regulate their local areas.

Accessible Streets will create a national framework clarifying the types of vehicles and devices that are allowed on footpaths, shared paths, cycle paths and cycle lanes, and how they can use these spaces. This will include a 15km/h speed limit on the footpath and a requirement for all other footpath users to give way to pedestrians.

The rules also clarify how road controlling authorities may regulate pedestrians, devices and spaces like the footpath; and propose changes to the priority given to a range of road users to remove barriers to walking, device use and cycling.

We've summarised our proposed changes below.

Proposal 1:

Change and re-name the types of devices that are used on footpaths, shared paths, cycle paths and cycle lanes

To improve regulation on footpaths, shared paths, cycle paths and cycle lanes, we propose to change some of the current vehicle and device categories to reflect how these vehicles and devices are used in these spaces.

This change will help to clarify where particular devices or vehicles can go.

For your information:

a **shared path** is designed to be used by pedestrians, people using mobility devices, cyclists and people using devices. A sign or a marking on the path can be used to prioritise a particular user, (like a pedestrian or cyclist) or to exclude particular users.

A **cycle path** is a part of the road that is physically separated from motor traffic. They are usually located next to the roadway, within the road reserve. They are intended for cyclists but pedestrians and people using mobility devices may use them when a footpath is not available.

A **cycle lane** is a lane within the roadway (often painted) designed for the passage of cycles, meaning users are in a separate lane from other traffic. They can be located next to parking, next to the kerb, and between two traffic lanes (for example, between a bus lane and a general traffic lane).

The following table outlines the current vehicle/device/user type categories and what they'll become should the proposed changes come into effect:

Current categories and proposed categories

Current categories:

Pedestrians and powered wheelchair users

A pedestrian currently includes:

- people on foot
- people using unpowered wheelchairs
- everyday items such as prams and shopping trolleys when used by a person walking.

Pedestrians are the main people using the footpath. If there's no footpath available, they can also use:

- cycle paths
- cycle lanes
- shared paths and
- the roadway

A powered wheelchair is treated as a mobility device but is not specifically defined as one in legislation. (Please note that the definition of **Mobility devices** is outlined in the section below.)

As a mobility device, a powered wheelchair can be used on:

- footpaths and shared paths
- roads, cycle lanes and cycle paths when footpaths are not available.

Currently, while an unpowered wheelchair is included in the pedestrian category, a powered wheelchair is not. This is inconsistent as both powered and unpowered wheelchairs are around the same size and share the same purpose.

Proposed categories:

Pedestrians and powered wheelchair users

We propose to create a new category for powered wheelchairs.

Under this change, users of powered wheelchairs will be treated as pedestrians because powered wheelchairs are crucial to the movement of the people using them.

A powered wheelchair will be defined as a wheelchair:

- propelled by mechanical power, and
- operated by a joystick or other software.

This change helps to recognise the similarities in risk between powered wheelchairs, unpowered wheelchairs and pedestrians, and sets them apart from a person using a much larger, faster and higher risk mobility device, like a high-speed mobility scooter.

Powered wheelchairs will be treated as pedestrians and will be allowed to use the footpath. If there's no footpath available, they can also use:

- cycle paths
- cycle lanes and
- shared paths.

Current category:

Mobility devices

Mobility devices are defined as devices:

- intended for people who require mobility assistance due to a physical or neurological impairment, and are
- powered by a motor with a maximum power output up to 1500 watts.

Proposed category:

Mobility devices

Powered wheelchairs will no longer be considered a mobility device and will be re-categorised as pedestrians. There will be no other changes to devices in this category.

We'll review the mobility device category as part of later work.

Current categories and proposed categories

Current category:**Wheeled recreational devices**

Wheeled recreational devices (also known as WRDs) are defined as a device with wheels, propelled by:

- human power, or
- gravity, or
- a small auxiliary motor with a maximum power output of up to 300 watts.
-

They include:

- push-scooters
- skateboards
- roller blades or skates
- low powered motorised versions of the same devices (like e-scooters).

It currently excludes cycles with a wheel diameter over 355mm. This means that most bicycles are excluded. But, bicycles and e-bikes with a wheel diameter under 355mm are both a cycle and a wheeled recreational device.

You can use a WRD on footpaths and roads, and shared paths if permitted by road controlling authorities.

There are two key issues with the current definition of WRDs.

First, powered and unpowered devices are treated the same, despite major differences:

Devices classed as WRDs are considered part of the same group even though they travel at different speeds and are used in different ways. For example:

- some privately-owned e-scooters can reach speeds up to 70km/h while roller blades average about 12km/h
- it's rare to use roller blades on the road, but common for e-scooters.

Second, WRDs are also defined as motor vehicles and this is confusing for users:

Under the current definition, a range of low-powered WRDs, such as e-skateboards, powered unicycles and hoverboards, are also considered motor vehicles. These are not technically permitted on the footpath.

This can be confusing because people expect that if a device fits the definition of a WRD, they can use it on the footpath.

Proposed category:**Transport devices**

Our proposed change will replace wheeled recreational devices with two new categories:

- The first is **unpowered transport devices**, which will include devices such as push-scooters and skateboards.
- The second is **powered transport devices**, which will include devices such as e-scooters and YikeBikes.

Together, unpowered and powered transport devices will be referred to as transport devices.

Unpowered transport devices

Our proposed change will create a category that includes small unpowered devices like skateboards, push scooters and roller blades. The device must be propelled by human power or gravity. The new definition will remove wheel diameter requirements.

Unpowered transport devices can be used on:

- footpaths under certain conditions
- cycle paths
- cycle lanes and
- shared paths if a road controlling authority permits it.

Powered transport devices

Our proposed change will create a category for low-powered devices that are propelled by a motor and have been declared by the Transport Agency not to be a motor vehicle. The new definition will remove wheel diameter requirements.

The Transport Agency can declare that a device isn't a motor vehicle if its maximum power output is under 600 watts. The Transport Agency can also impose conditions on the use of a powered transport device if the maximum power output is between 300 and 600 watts.

The Land Transport Act 1998 sets out these criteria. Powered transport devices can be used on:

- footpaths under certain conditions
- cycle lanes
- cycle paths and
- shared paths if a road controlling authority permits it

Under this change, only e-scooters and Yikebikes are powered transport devices. All other powered devices, like e-skateboards, powered unicycles and hoverboards are motor vehicles and will not be allowed on the footpath, unless the Transport Agency makes a declaration.

Current categories and proposed categories

Current category:

Cycles and e-bikes

Cycles, including adult tricycles and e-bikes, are treated as their own vehicle category. Adult cycles are too large to be considered a wheeled recreational device. Cycles with a wheel diameter less than 355mm, the average size for a six-year-old, are both a WRD and a cycle.

Cycles and e-bikes are not permitted on the footpath. They can use:

- cycle paths, cycle lanes and the road
- shared paths if a road controlling authority permits it.

Proposed category:

Cycles and e-bikes

Cycles and e-bikes will continue to be a separate category of vehicle.

Small-wheeled cycles and e-bikes that are propelled by cranks will be classified as cycles.

A crank is a bicycle part that connects its pedals to a chain which helps the wheels to move forward and backward.

Under our proposed changes cycles and e-bikes can be used on:

- the footpath under certain conditions
- cycle paths, cycle lanes and the road
- shared paths if a road controlling authority permits it.

By creating new vehicle and device categories, and re-categorising some devices, we'll:

- remove inconsistencies within the current categories
- reflect how different devices and vehicles are now used.

Our proposed changes will regulate devices based on how they're used.

Proposal 2:

Establish a national framework for the use of footpaths

Currently, people using a device on the footpath must behave in a courteous and considerate manner, travelling in a way that is not dangerous for other people using the footpath. There are no restrictions on the speed they can travel or the size of the device.

Fast-moving devices such as e-scooters are now commonly used on the footpath. To ensure they're used safely and continue to provide mobility benefits to everyone using them, we propose a new rule – the Land Transport Rule: Paths and Road Margins 2020. Our proposed new rule aims to:

- redefine the users of the footpath,
- establish a national framework for vehicle and device use on the footpath, and
- enable road controlling authorities, like local councils, to lower the speed limit or restrict users on the footpath if needed.

For the safety of others sharing the footpath, users riding on the footpath under the new rule must:

- behave in a courteous and considerate manner,
- travel in a way that is not dangerous for other people using the footpath,
- give right of way to pedestrians,
- travel no faster than 15km/h, and
- ride a device less than 750mm wide so multiple people can still use the footpath.

Everyone using the footpath, except pedestrians walking or running, must follow the above requirements. Under the new framework, the vehicles and devices that can be used on the footpath are:

- mobility devices,
- transport devices (formerly wheeled recreational devices),
- cycles, including e-bikes, and
- wheelchairs (although these users won't need to follow the width restriction).

We propose that road controlling authorities, like local councils, will be able to lower the speed limit on the footpath to 10km/h or 5km/h. They will not be able to increase the speed limit.

We also propose that road controlling authorities will have the ability to ban or restrict some vehicles or devices from the footpath. However, they would need to consult with their community before making this decision.

Proposal 3:

Establish a national framework for the use of shared paths and cycle paths

Rules for using footpaths, shared paths and cycle paths are unclear. However, more people are using them more frequently, and using more devices in these spaces. This creates challenges around access for all new and existing users of these paths.

To manage these challenges, we propose a new rule – the Land Transport Rule: Paths and Road Margins 2020.

The new rule aims to redefine and provide clear rules for the users of shared paths and cycle paths. It will establish a national framework for the use of devices in these spaces, by:

- allowing road controlling authorities to declare a path to be a shared path or cycle path by resolution
- clarifying that all users must give way to pedestrians on shared paths, and
- setting a speed limit on shared paths and cycle paths.
 - This means, if a path is located beside a roadway, the speed limit on the path will match the roadway.
 - If a path is not located beside a roadway, the maximum speed limit will be 50km/h.

The new rule will also enable road controlling authorities, like local councils, to lower the speed limit or restrict users in these spaces if needed.

Proposal 4:

Enable transport devices to use cycle lanes and cycle paths

Our proposed change will allow transport devices, including e-scooters and skateboards, to be used in cycle lanes and all cycle paths. Pedestrians and mobility devices can still use cycle lanes and cycle paths if a footpath is not available.

The change is intended to encourage faster transport devices, like e-scooters or skateboards, to move off the footpath and onto parts of the road when they're less likely to come into conflict with pedestrians or fast-moving motor vehicles. They can still use the footpath if they keep to the speed limit. They can use shared paths, most cycle paths and the road as they do currently.

Proposal 5:

Introduce lighting and reflector requirements for powered transport devices at night

Currently, cycles must use a headlamp, a rear facing position light, and reflectors when riding on the road at night. Powered transport devices, while also permitted on the road, do not have any lighting or reflector requirements. This inconsistency can be dangerous as it means transport devices can travel at night without being visible to others. The risk is increased if the user is on the road with fast-moving traffic.

Our proposed change would only permit powered transport devices on the road (and paths) at night provided the device is fitted with:

- a headlamp
- a rear-facing position light, and
- a reflector (or if the user is wearing reflective material).

If proposal 4 and 6C are introduced, these lighting and reflector requirements would apply when riding in a cycle lane or cycle path at night too.

For your information:

A **headlamp** is a light on the front of a bicycle or device. attached to the front of a bicycle or device.

A **position light** is another light attached to a bicycle or device.

Reflectors work by bouncing light back to where it came from. They can either be attached to a bicycle or device or worn as reflective clothing.

Proposal 6:

Remove barriers to walking, device use and cycling through rule changes

Proposal 6 makes changes to the priority of a range of road users.

Proposal 6A). Allow cycles and transport devices to travel straight ahead from a left turn lane

We propose that cycles and transport devices will be allowed to travel straight ahead from a left turn lane, unless it is unsafe to do so. Travelling straight ahead from a left turn lane is pictured below in Figure A.

When cycle lanes are not available, riding straight ahead from a left turn lane can often be safer than travelling through heavy, high-speed traffic in the straight-through lane. The left turn lane usually has less traffic, travelling at slower speeds.

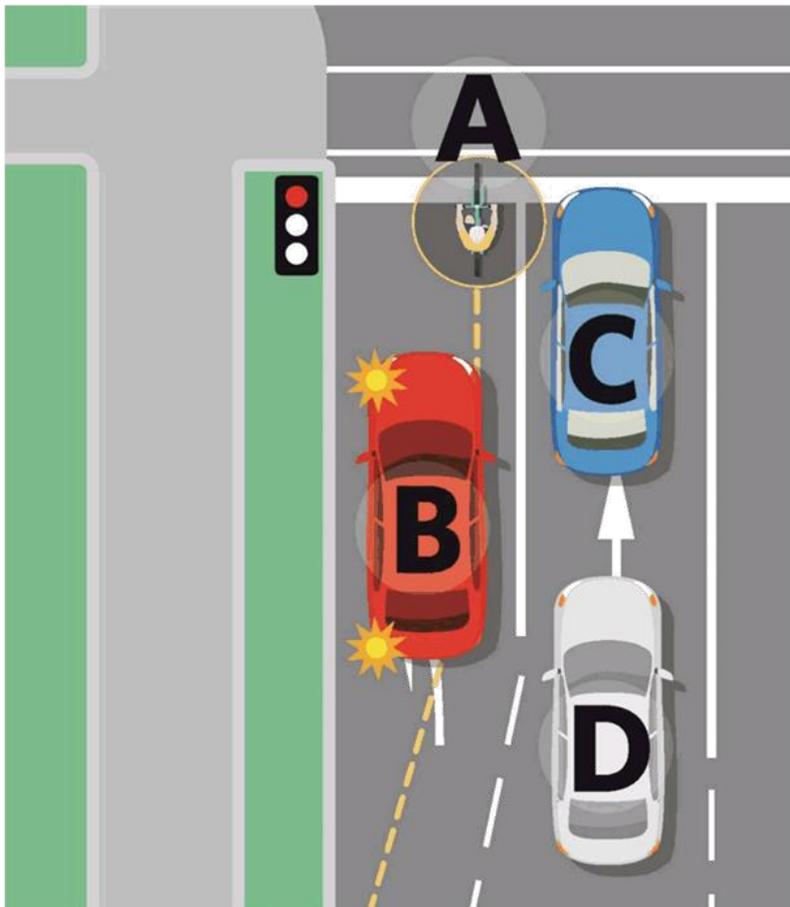


Figure A.

Under the proposed changes, the cyclist pictured (labelled A) will be able to travel straight ahead from the left turn lane with one left turning car (labelled B) instead of the lane with two cars (labelled C and D).

Proposal 6B). Allow cycles and transport devices to carefully pass slow-moving vehicles on the left, unless a motor vehicle is indicating a left turn

We propose that cyclists and transport device users will be allowed to pass slow-moving traffic on the left. Passing on the left is known as 'undertaking' and many cyclists do this already.

On the road, cycles and transport devices must ride as far left as practicable. 'Undertaking' allows them to maintain a safe, steady speed past slow, stop-start traffic, while avoiding travelling between motor vehicles.

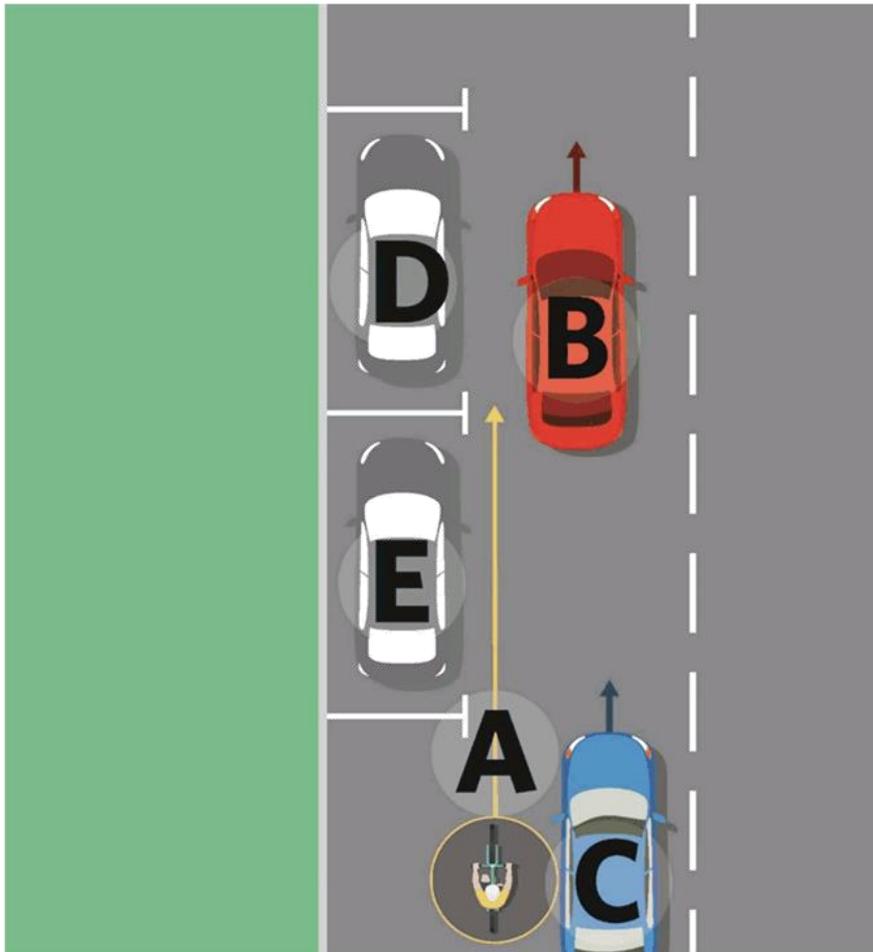


Figure B.

Under the proposed change, the cyclist pictured (labelled A) can pass slow-moving cars (labelled B and C) on the left. If the cyclist is passing slow-moving vehicles on the left and parked cars on the right (labelled D and E), the cyclist will need to pass carefully.

Proposal 6C). Give cycles and buses priority over turning traffic when they're travelling through an intersection in a separated lane

We propose to clarify that turning traffic must give way to cycles, transport devices and buses when those users are travelling straight through an intersection in a separated lane, as pictured below in Figure C.

By separated lane, we mean a lane that is physically separated from other traffic lanes with the use of a device like a concrete barrier or planter box. These separated lanes are usually used by cycles, transport devices and buses.

This will clarify who has the right of way at intersections. Buses, cycles and transport devices can expect fewer delays as they do not have to wait for turning traffic. It is also expected to reduce risks for users of these modes as traffic is more likely to slow down before turning to check for cycles, buses or transport devices. Less risk and a faster commute may encourage the use of public transport, transport devices and cycling over private vehicles.

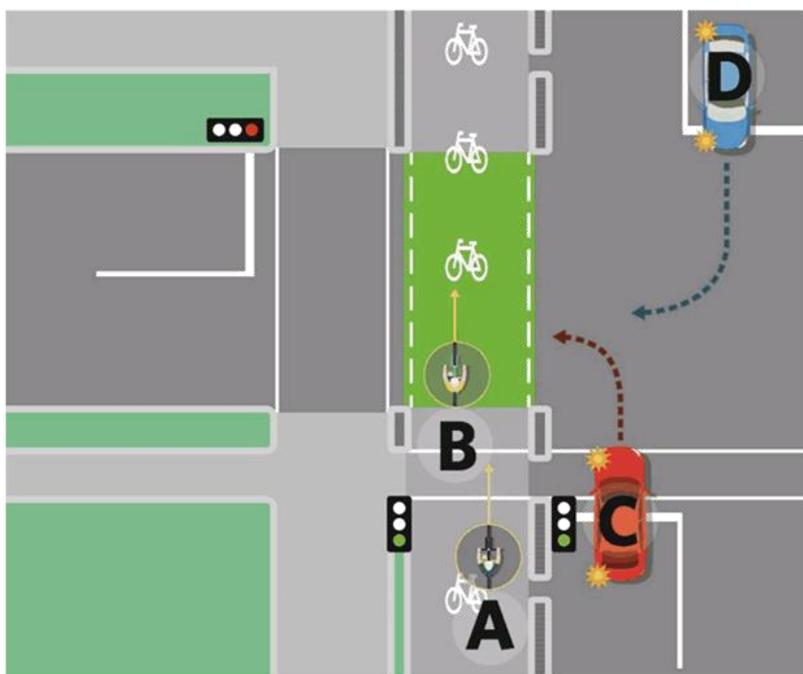


Figure C.

Under the proposed change, the cars pictured (labelled C and D) would need to give way to the cyclists travelling through the intersection (labelled A and B) before turning into the side road.

Proposal 6D). Give priority to footpath, shared path and cycle path users over turning traffic where the necessary traffic control devices are installed

Our proposed change will mean:

- People on the path will have priority over turning traffic when they're crossing a side road, anywhere that minimum markings are installed.
- People on the path are treated consistently with other users going straight through, anywhere the appropriate traffic control devices are installed.

We propose that minimum markings be two white lines across the side road, as pictured below in Figure D. Our proposed change is expected to reduce delays for path users and make active modes more attractive.

Giving priority to footpath, shared path and cycle path users over turning traffic is expected to increase their safety and priority at intersections.

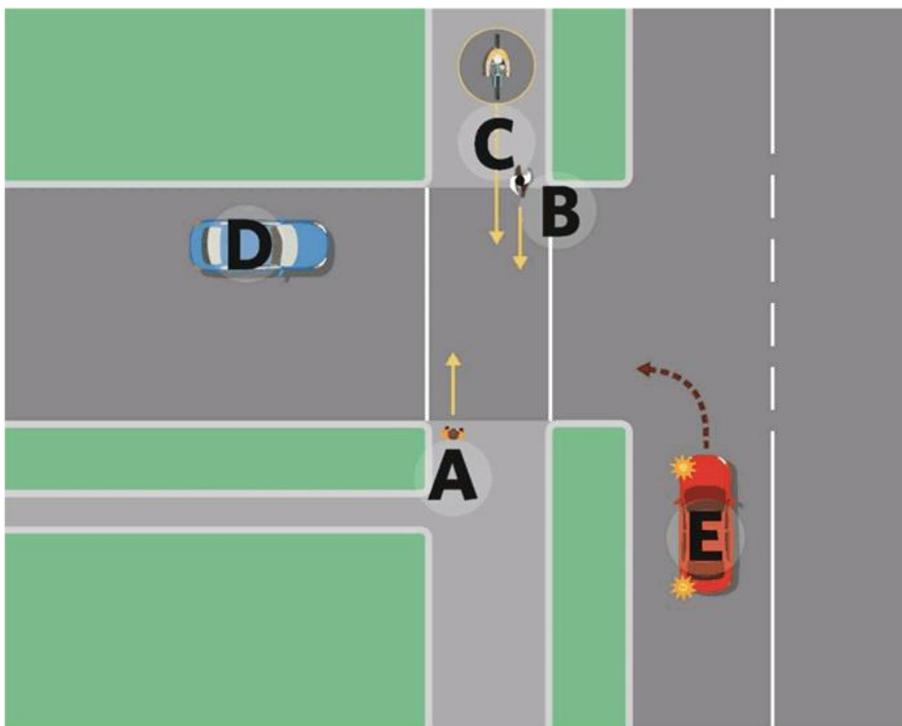


Figure D.

The pedestrians in the picture above (labelled A and B) are crossing the side road with white lines. We propose that these pedestrians would have right of way over turning traffic and other path users.

The cyclist (labelled as C) about to cross the side road, would also have right of way over turning traffic but would need to give way to the pedestrians also crossing the road.

The cars on the road (labelled D and E) will need to give way to the pedestrians and the cyclist crossing the road.

Proposal 7:

Mandate a minimum overtaking gap for motor vehicles overtaking cycles, transport devices, horses, pedestrians, and people using mobility devices on the road

Our proposed change will ensure drivers of motor vehicles pass at a safe distance when overtaking cyclists, horses, pedestrians and people using, transport devices and mobility devices on the road.

The minimum overtaking gap will be:

- 1 metre when the posted speed limit is 60km/h or less
- 1.5 metres when the posted speed limit is over 60km/h.

A mandatory minimum overtaking gap will:

- set a clear expectation about what a safe minimum passing distance is
- legitimise what's currently a guideline
- raise awareness of this practice.

The proposed change is expected to decrease the number of incidents involving overtaking vehicles and vulnerable road users.

Proposal 8:

Clarify how road controlling authorities can restrict parking on berms

Currently, to restrict parking on berms, local councils can introduce a bylaw:

- prohibiting parking in certain locations, and
- signposting the prohibition in those locations.

Different councils disagree on whether they need signage.

Our proposed change will remove the need for signage and clarify what's needed for road controlling authorities to restrict parking on berms.

Road controlling authorities will be able to restrict parking on a berm or an area of berms by:

- passing a resolution, and
- registering the restriction with the NZ Transport Agency.

This means that if a road controlling authority believes that berm parking on a collection of streets is a safety issue, they'll have the power to restrict berm parking in those spaces without using a sign.

Proposal 9:

Give buses priority when exiting bus stops

Under our proposed change, road users must give way when an urban bus on a scheduled public transport service:

- is leaving a signed bus stop, and
- has indicated for three seconds.

Our proposed change will apply on roads with a posted speed limit of 60km/h or less.

This will signal that public transport has priority in urban areas, as buses usually carry more people than cars.

We want to hear what you think

The next phase of the Rules development process is to consider your views, and the impact that the proposed changes would have on you.

You can find further information about these proposals in the Accessible Streets Overview (available at www.nzta.govt.nz/accessible-streets-consultation), which also includes a series of questions about the proposals. These questions are also provided in the online submission form, available at the above web address or by calling or writing to us.

Your submission is public information

We will use your submission to help us make the changes to the rules.

Please note that Waka Kotahi NZ Transport Agency (the Transport Agency) will publish a summary of submissions. If you do not want your name or any identifying information to be included in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note that your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA.

You can make a submission in the following ways:

1. Fill in the online survey: <https://www.surveymonkey.com/r/MXTDZBC>
(Please note that the online survey is based on questions in the full overview).
2. Fill in the submission form, which contains the range of questions. The submission form is available online at www.nzta.govt.nz/accessible-streets-consultation and you can request a copy by emailing us (accessible.streets@nzta.govt.nz) or phoning our contact centre 0800 699 000

Please include the following information in your submission:

- the title – Accessible Streets Regulatory Package 2020
- your name
- your job title and organisation's name if applicable
- your address or email address.

a) **Send your submission to us by email**

Email us a letter, video response or survey to accessible.streets@nzta.govt.nz

b) **You can post us your submission to:**

Accessible Streets Regulatory Package 2020
Transport System Policy Team
Free Post 65090
Waka Kotahi NZ Transport Agency
National Office
Private Bag 6995
Wellington 6141

Please note the deadline for submissions is 5pm on Wednesday 22nd April 2020.

WELLINGTON CONVENTION AND EXHIBITION CENTRE ASSOCIATED ROADING, TRAFFIC AND PARKING CHANGES INCLUDING PROPOSED TRAFFIC RESOLUTIONS

Purpose

1. This report describes the roading traffic and parking changes associated with the new Wellington Convention and Exhibition Centre (WCEC) including a package of traffic resolutions required to formalise the kerbside parking changes necessary for the Centre to operate as planned.
2. This report describes the various changes to Cable Street and Wakefield Street designed to facilitate the effective functioning of the new WCEC in terms of providing safe and convenient vehicle and pedestrian access to and from the Centre. Included in the planned street changes are signalised pedestrian crossings across Cable and Wakefield Streets which will provide a long awaited high standard pedestrian connection between Courtenay Place and the Waterfront through WCEC and via Te Papa. Also included is a dedicated drop-off and pick-up lane serving the development on the Wakefield Street frontage.
3. Included with this report is a package of traffic resolutions required to formalise the kerbside parking changes necessary for WCEC to operate as planned. These include removal of a number of kerbside parking spaces to accommodate the new signalised pedestrian crossing over Cable Street and a wider footpath along the new building's frontage. Also the removal of parking along the Wakefield Street frontage to the new WCEC to facilitate the new vehicle drop off and pick up facility on Wakefield Street.

Recommendation/s

That the Council:

1. Receives the information.
2. Notes the various roading and traffic changes to Wakefield and Cable Streets which are incorporated into the project design, including new signalised pedestrian crossings, widened footpaths on the Cable Street frontage and new vehicle drop off and pick up facility on Wakefield Street.
3. Approves the amendments, outlined in Attachment 1 to the report, to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Background

4. The Council is currently constructing a new Wellington Convention and Exhibition Centre (WCEC) at 50-70 Cable Street, in the city centre. The proposed new building design includes changes to the existing footpath and kerb alignments on both the Cable Street and Wakefield Street site frontages, requiring associated changes to kerbside parking arrangements.
5. A new dedicated drop-off and pick-up lane serving the development, on the Wakefield Street frontage, will accommodate those arriving/departing the site by small passenger service vehicles and private cars. Coaches will be accommodated in the coach parking area at Te Papa. It should be noted that the WCEC has no on-site parking provision and access to the building will be pedestrian-only. This will avoid the resulting localised traffic activity and potential congestion which would result from a car park on the site.
6. The detailed traffic assessment for the WCEC has concluded that that the anticipated parking demand can be accommodated locally. In terms of expected mode of travel to and from the Centre, it is expected that a significant number of those using the Centre will utilise the alternative travel options available with an extensive bus and rail network serving the central city as well as a ready supply of taxi and private hire services available.
7. There will be a high standard on-site servicing facility which will ensure that all goods and materials can be delivered/collected within the site and not rely on the adjacent streets.
8. Eight parking bays and an area of motorcycle parking on Cable Street will need to be removed, to accommodate a new signalised mid-block pedestrian crossing, wider footpath along the new building's frontage, and introduction of a new vehicle crossing. A total of 13 parking spaces are required to be removed along Wakefield Street (with an existing Loading Bay relocated) to facilitate the introduction of a new mid-block signalised pedestrian crossing and the new passenger drop-off lane serving the WCEC site.
9. The introduction of the two new signalised pedestrian crossings will significantly enhance the pedestrian amenity on this part of the city, strengthening the connection between the Waterfront, Te Papa, WCEC, the Reading development and Courtenay Place (and associated public transport routes). This new pedestrian connection continues the long term programme of enhanced pedestrian linkages between the Golden Mile and the Waterfront. Introduced since the Council inherited the former port land at Lambton Harbour in the 1980s and commenced the process of converting the land from working Port into a leisure/recreational area, a process which still continues.
10. The concept of an improved pedestrian connection between Courtenay Place and Te Papa was partially achieved when the Reading Cinema complex was opened with a pedestrian route through from Courtenay Place to Wakefield Street provided through the complex. The further connection through to the Waterfront has awaited the

development of the large site on which the new WCEC is being built and this has provided the catalyst for the pedestrian link to Te Papa to finally be achieved.

11. Although the new WCEC is not due to be completed until late 2022, it is proposed that the legal traffic resolutions required to formalise the kerbside parking changes necessary for the WCEC to operate as planned, are now confirmed. This will allow the roading design changes including the new signalised pedestrian crossings over Cable and Wakefield Street to be progressed.
12. The existing traffic restrictions will remain in place legally until the roading changes are completed. There will be a net parking loss of 21 metered parking spaces and four motorcycle parking spaces.
13. Note: Because these proposed Traffic Resolutions are associated with a major construction project this report would have been submitted to the Strategy and Policy Committee rather than the Regulatory Processes Committee however due to COVID-19 and the restrictions in place it is now submitted to the ordinary Council meeting.

Information

14. Attachment 1 Traffic Resolution details the proposed changes to parking and vehicle access on Cable and Wakefield Streets associated with the new WCEC. While there will be a net parking loss these changes are necessary for the WCEC to operate as planned and the improvements in road safety, accessibility, efficiency and sustainability outweigh the loss of parking.
15. It should be noted that for major projects such as the WCEC, design decisions are made at an early stage in the project's development and any associated parking and traffic restriction changes can be seen as necessary steps to ensure the integrity of the wider design. There will therefore usually be little ability to modify these required traffic restriction changes, but it is still necessary for the Council to formally approve them so that they can be legally enforced in the future.

Attachments

- Attachment 1. TR 73 -20 Wakefield Street and Cable Street (WCEC) - Changes to Kerbside Parking [↓](#)  Page 71

Authors	Steve Spence, Chief Advisor, Transport and Infrastructure Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable

Financial implications

The work required is contained in Operating and Capital Project budgets.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws.

Risks / legal

None identified.

Climate Change impact and considerations

We need to move more people with fewer vehicles in Wellington especially at peak travel times. The WCEC project is designed to encourage use of public transport, walking and cycling rather than the private car, and therefore reduced greenhouse gas emissions.

Communications Plan

Not required.

Health and Safety Impact considered

We have considered the safety impacts of these proposals with the aim to improve safety of all road users.

We are proposing a change in your area



Kia ora,
You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Changes to kerbside parking related to the new Wellington Convention and Exhibition Centre currently under construction.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (Council) is currently constructing a new Wellington Convention and Exhibition Centre (WCEC) at 50-70 Cable Street, in the city centre. The proposed new building design includes changes to the existing footpath and kerb alignments on both the Cable Street and Wakefield Street site frontages, requiring associated changes to kerbside parking arrangements. Eight parking bays and an area of motorcycle parking on Cable Street will need to be removed, to accommodate a new signalized mid-block pedestrian crossing, wider footpath along the new building's frontage, and introduction of a new vehicle crossing. A total of thirteen parking spaces are required to be removed along Wakefield Street (with an existing Loading Bay relocated) to facilitate the introduction of a new mid-block signalised pedestrian crossing and the new passenger drop-off lane serving the WCEC site. The introduction of the two new signalized pedestrian crossings will significantly enhance the pedestrian amenity on this part of the network, strengthening the connection between the Waterfront, Te Papa, WCEC, the Reading development and Courtenay Place (and associated public transport routes).
Location – where we propose to make the change	<ul style="list-style-type: none"> Wakefield Street and Cable Street, Wellington Central.
Impact	<ul style="list-style-type: none"> Net parking removal: 21 spaces (metered). Motorcycle Parking: 4 spaces.
Additional Information	<ul style="list-style-type: none"> Although the new Centre is not due to be completed until late 2022, it is proposed that the legal traffic resolutions required to formalise the kerbside parking changes necessary for the Centre to operate as planned, are now confirmed. This will allow the roading design changes including the new signalised pedestrian crossings over Cable and Wakefield Street to be progressed.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

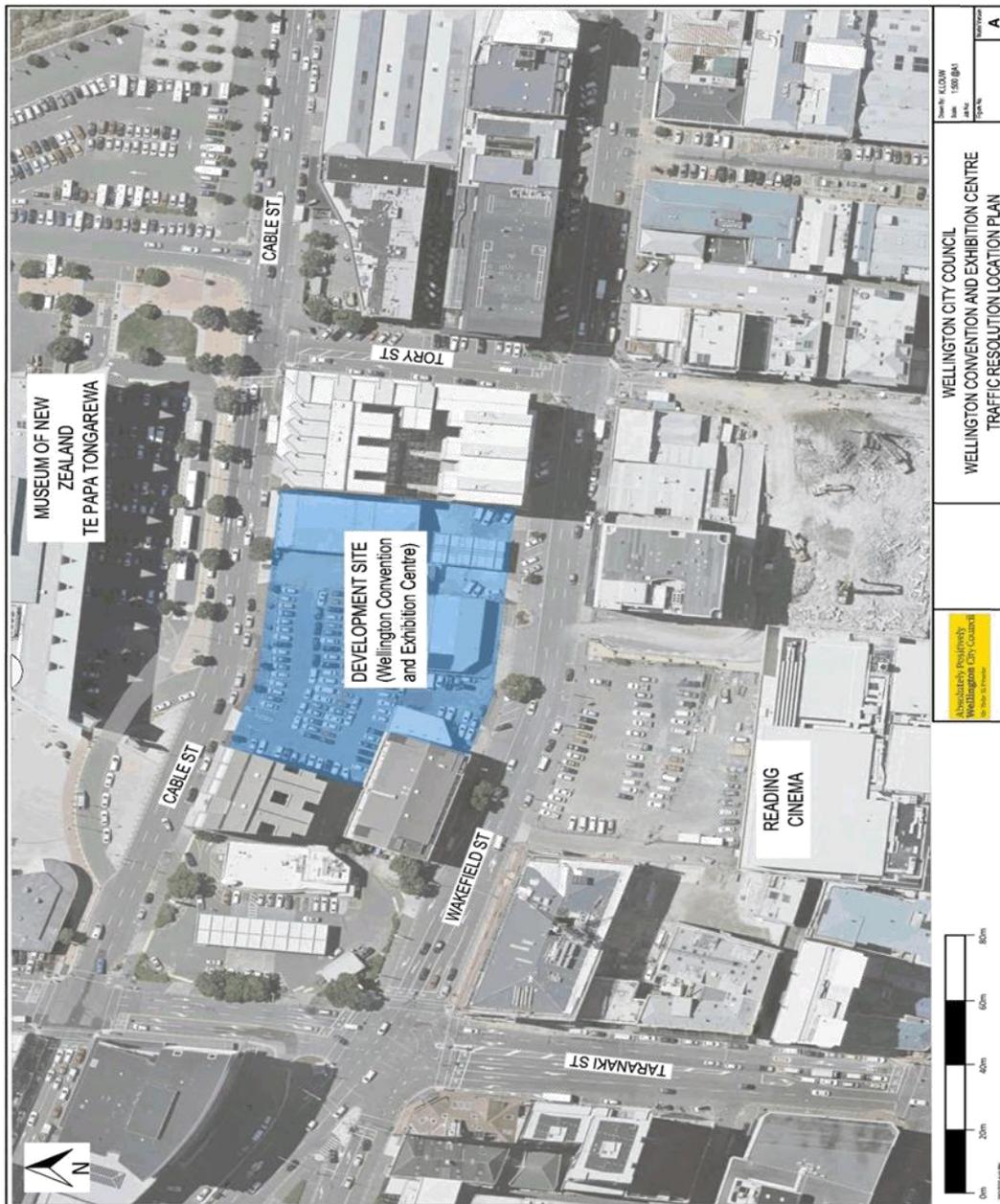
Additional Information	<ul style="list-style-type: none"> The existing traffic restrictions will remain in place and legally enforceable until the roading changes are completed. Because these proposed Traffic Resolutions are associated with a major construction project this report will be submitted to the Strategy and Policy Committee rather than the Regulatory Processes Committee. This will include a more comprehensive report on the associated roading, traffic and parking changes. Average weekday vehicle count – approximately 40,000.
Reference Number	<ul style="list-style-type: none"> TR 73-20 Wakefield Street and Cable Street (WCEC) - Changes to Kerbside Parking
Feedback	<p>If you would like to provide us with specific feedback, you can do so by emailing us on trfeedback@wcc.govt.nz or by calling 04 8038099. Please note if you are giving feedback the 'Have Your Say' period opens 9.00am Wednesday 11 March 2020 and finishes 5.00pm Tuesday 24 March 2020.</p>
Next Steps	<ol style="list-style-type: none"> The proposal will go to Strategy & Policy Committee on Thursday 9 April 2020 (Due to Covid-19 and the restrictions in place this report will now go to the ordinary Council on 7 May 2020)

We are proposing a change in your area

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

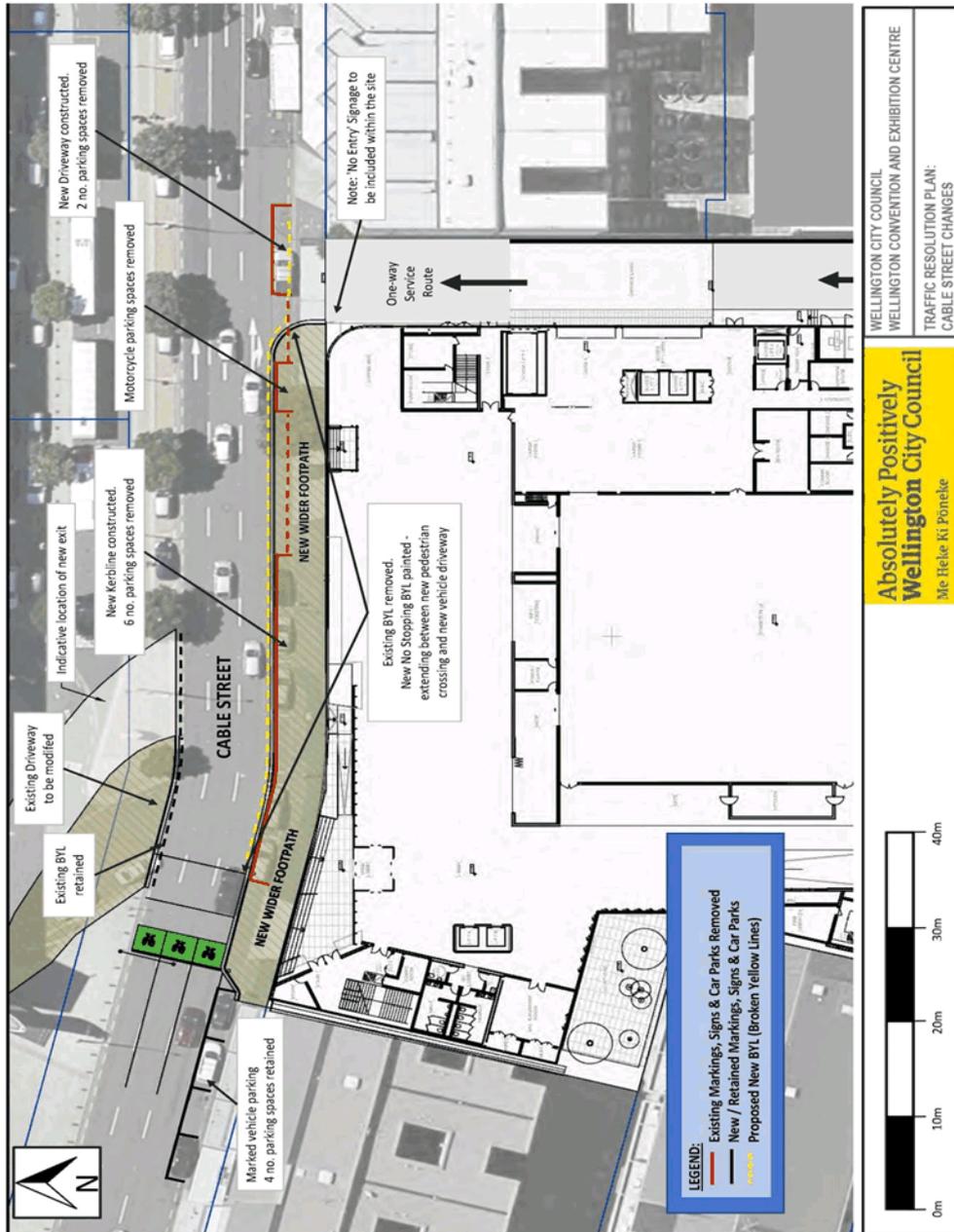
Traffic Resolution Location Plan: TR 73 -20 Wakefield Street and Cable Street, Wellington Central – (Wellington Convention and Exhibition Centre) Changes to Kerbside Parking



We are proposing a change in your area

Absolutely Positively
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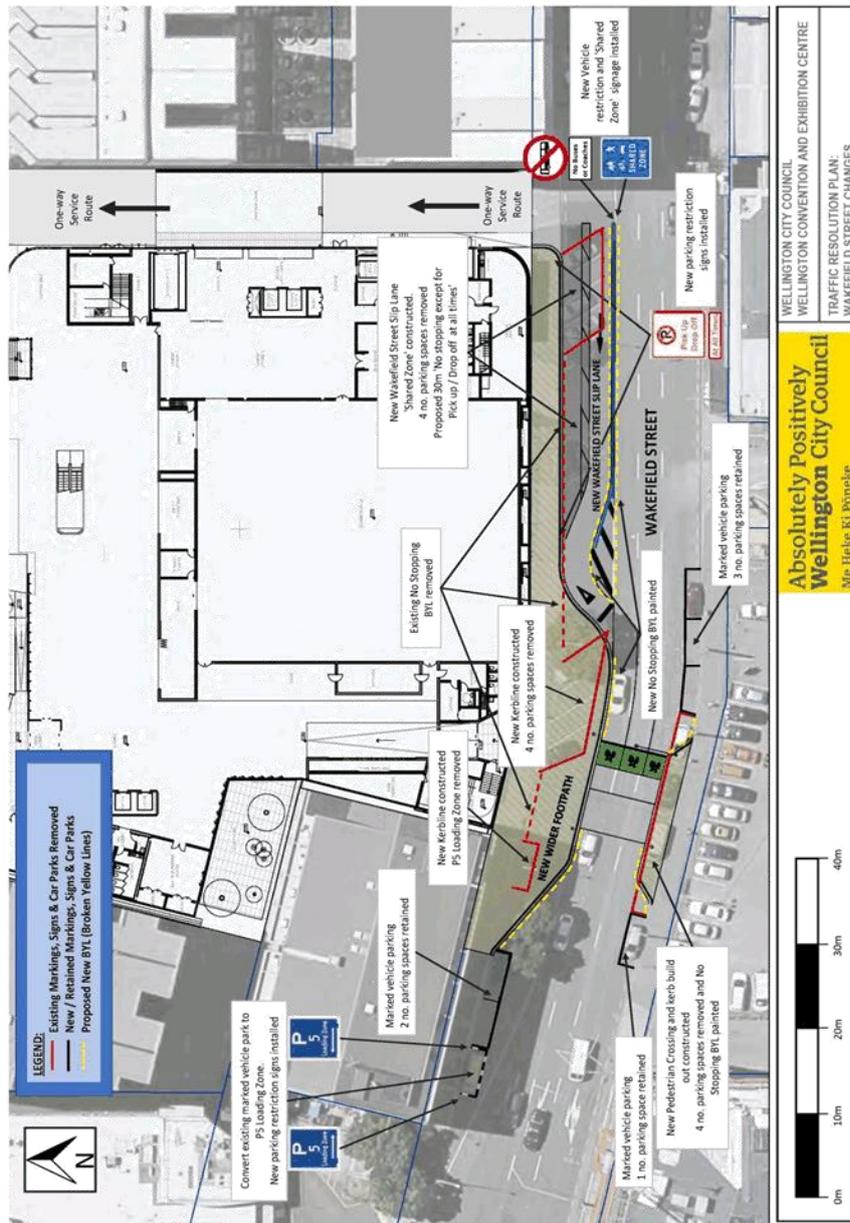
Traffic Resolution Plan: TR 73 -20 Cable Street, Wellington Central – (Wellington Convention and Exhibition Centre)
Changes to Kerbside Parking



We are proposing a change in your area

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Wellington City Council
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Traffic Resolution Plan: TR 73 -20 Wakefield, Wellington Central – (Wellington Convention and Exhibition Centre)
Changes to Kerbside Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule D (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 – 6:00pm.</i>	<i>South side, commencing 75 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,078.130 m Y= 5,427,331.880 m) and extending in an easterly direction following the southern kerb line for 11.2 metres (4 parallel car parks).</i>
Wakefield Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 – 6:00pm.</i>	<i>North side, commencing 55 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,067.615 m Y= 5,427,361.279 m) and extending in an easterly direction for 6 metres (1 parallel car park)</i>
Wakefield Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 – 6:00pm.</i>	<i>North side, commencing 95 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,099.504 m Y= 5,427,336.672 m) and extending in an easterly direction for 15 metres (4 angled car parks)</i>
Wakefield Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 – 6:00pm.</i>	<i>North side, commencing 150 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,145.753 m Y= 5,427,313.022 m) and extending in an easterly direction for 15 metres (4 angled car parks)</i>
Cable Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 – 6:00pm.</i>	<i>South side, commencing 95 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,131.134 m Y= 5,427,402.124 m) and extending in an easterly direction for 35 metres (6 parallel car parks)</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Cable Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 – 6:00pm.</i>	<i>South side, commencing 160 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,189.713 m Y= 5,427,372.967 m) and extending in an easterly direction for 10 metres (2 parallel parks)</i>
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Delete from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cable Street	<i>Motorcycle parking.</i>	<i>South side, commencing 150 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,178.911 m Y= 5,427,378.016 m) and extending in an easterly direction for 6 metres (motorcycle parks)</i>
Wakefield Street	<i>P5 Loading Zone</i>	<i>North side, commencing 80 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,088.706 m Y= 5,427,345.849 m) and extending in an easterly direction for 6 metres (1 loading zone)</i>

Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	<i>No Stopping, at all times</i>	<i>North side, commencing 85 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,091.799 m Y= 5,427,342.801 m) and extending in an easterly direction for 11 metres</i>
Wakefield Street	<i>No Stopping, at all times</i>	<i>North side, commencing 112 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,114.688 m Y= 5,427,327.013 m) and extending in an easterly direction for 16 metres</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wakefield Street	<i>No Stopping, at all times</i>	<i>North side, commencing 135 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,135.368 m Y= 5,427,317.476 m) and extending in an easterly direction for 9 metres</i>
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Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street (Slip Lane)	<i>No parking, except for Drop off / Pick Up only, at all times</i>	<i>North side, commencing 130 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,128.086 m Y= 5,427,321.481 m) and extending in an easterly direction for 30 metres</i>

Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	<i>P5 Loading Zone.</i>	<i>North side, commencing 55 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,067.615 m Y= 5,427,361.279 m) and extending in an easterly direction for 6 metres (P5 Loading Zone)</i>

Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street (Slip Lane)	<i>Shared Zone at All Times</i>	<i>North side, commencing 120 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,117.649 m Y= 5,427,325.456 m) and extending in an easterly direction for 40 metres</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cable Street	<i>No Stopping, at all times.</i>	<i>South side, commencing 90 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,124.042 m Y= 5,427,409.900 m) and extending in an easterly direction for 40 metres.</i>
Cable Street	<i>No Stopping, at all times.</i>	<i>South side, commencing 150 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,178.911 m Y= 5,427,378.016 m) and extending in an easterly direction for 6 metres.</i>
Cable Street	<i>No Stopping, at all times.</i>	<i>South side, commencing 150 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,189.713 m Y= 5,427,372.967 m) and extending in an easterly direction for 10 metres.</i>

Prepared By: Steve Spence **(Chief Advisor, Transport and Infrastructure)**
Approved By: Siobhan Proctor **(Manager, Transport and Infrastructure)**
Date: 14/04/2020

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: David Perks on behalf of WellingtonNZ
Suburb: Wellington
Agree: Yes

On behalf of WellingtonNZ (the Wellington Regional Economic Development Agency) I wanted to provide you with some feedback in regard to the proposed changes to parking outside the site on Wakefield Street and Cable Street where the Wellington Convention and Exhibition Centre is being built.

WellingtonNZ is a Council Controlled Organization owned by Wellington City Council and Greater Wellington Regional Council. WellingtonNZ is the manager of the major civic venues owned by Wellington City Council, the lead tourism agency for Wellington and operations the Wellington Convention bureau – ‘Business Events Wellington’

Through our role WellingtonNZ has been a constituent part of the Council team designing the Convention Centre facility and building the business case for the facility. Today our Sales teams are selling the facility to convention buyers from around New Zealand and the world.

The change in parking arrangements that are being proposed on Wakefield Street will be an important element in ensuring the success of the centre and the way in which it will provide a fantastic experience to the many locals and visitors who will use the facility. The centre has deliberately been designed without parking facilities; this means it is essential that public transport, private group transport and taxi operators are able to drop off and pick up from the Centre so that people can easily access the Centre including those with Accessibility needs. We support the proposed parking changes.

Providing both those people using the Centre and those passing through en-route between Te Papa and the environs of Courtenay Place will similarly be important to people’s movement through the city. The movement of users between Te Papa and the new Centre and bringing more Wellingtonians into the Centre to enjoy what it – and particularly the Exhibition part of the centre – will have on offer will also be important. For these reasons the proposed addition of pedestrian crossings across both Cable and Wakefield Streets are changes we support.

If you require and further information please do not hesitate to contact me.

Officer’s response:

The feedback from WellingtonNZ is supportive of the WCEC and the associated roading, traffic and parking changes proposed in the report. Their comment regarding the importance of public drop off and pick-up is acknowledged, and is a key feature of the design.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Mike Mellor on behalf of Living Streets Aotearoa
Suburb: National
Agree: Yes

Submission to Wellington City Council on Traffic Resolution TR 73 -20 Wakefield Street and Cable Street, Wellington Central – (Wellington Convention and Exhibition Centre) Changes to Kerbside Parking.

We strongly support the pedestrian crossings and wider footpaths proposed in the Traffic Resolution at <https://wellington.govt.nz/~media/have-your-say/public-input/files/public-notice/2020/tr-73-20-wakefield-street-and-cables-street---changes-to-kerbside-parking.pdf?la=en>.

To maximise the benefits and be fully consistent with WCC and LGWM plans for the city centre, we suggest the following enhancements:

- a) The crossings should be on platforms raised to footpath level: this will improve the visibility of the crossings to drivers and facilitate their use by pedestrians, providing a consistent level surface and avoiding the need for the awkward changes in level associated with kerb cut-outs;
- b) As they appear to be stand-alone mid-block pedestrian crossings, the response to any request to cross by pedestrians should be immediate, subject only to a minimum green period for traffic.

We suggest that it should be WCC policy that all pedestrian crossings of whatever type should be consistent with point a), as is the case in locations such as Main Road in Tawa, and is common in Auckland; and all stand-alone mid-block crossings should be consistent with point b).

The Traffic Resolution proposes a “Shared Zone” on Wakefield St, which appears to be an area next to the footpath available for use by cars, bikes and pedestrians, and specifically for pick up/drop off at all times with a parallel slip lane. It is unclear why this a shared space, what the different levels of shading and hatching mean, and how the boundary between the shared space and the footpath will be marked. Without this being clearly indicated, it is probable that what is intended to be pedestrian space will de facto become shared space, to the detriment of the pedestrian environment.

About Living Streets

Living Streets Aotearoa is New Zealand’s national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is “More people choosing to walk more often and enjoying public places”.

The objectives of Living Streets Aotearoa are:

- *to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation*

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- *to promote the social and economic benefits of pedestrian-friendly communities*
- *to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety*
- *To advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.*

For more information, please see www.livingstreets.org.nz.

Officer's response:

The feedback from Living Streets strongly supports the new pedestrian crossings and widened footpaths included in the design.

With regard to the suggestion that the proposed pedestrian crossings should be on raised platforms, this is a practice used in some shopping areas where speeds have either been engineered down, or a low speed limit (typically 30km/h) introduced. However it is not considered appropriate on safety grounds for high volume arterial roads such as Cable and Wakefield Streets.

Living Streets suggest that as the proposed new crossings will be mid-block pedestrian crossings, the response to any request to cross by pedestrians should be immediate, subject only to a minimum green period for traffic.

The answer is that these crossings will form part of a linked system of traffic signals, and they will at peak times at least, be connected to one or more adjacent signals to ensure traffic can flow efficiently. The cycle length (the time to go through a full signal cycle) is determined by the busiest signal set which will mean that at busy times pedestrians will need to wait longer for a green pedestrian signal than would be the case on a less heavily trafficked street. Nonetheless the objective will always be to keep the cycle length as low as possible to minimise the waiting time for pedestrians. The signal timings will be consequently be set to ensure that as traffic volumes reduce the cycle length also reduces to maximise pedestrian convenience and crossing opportunities.

The proposed signalised crossings will provide a significantly improved pedestrian connection between the Golden Mile and the Waterfront.

On the query by Living Streets regarding the proposed Shared Zone on Wakefield Street, along the frontage of the new building, this will designate the new pick up/drop off area as an area where pedestrians have priority over vehicles. The Shared Zone will be in addition to other traffic calming/speed reduction measures which will be built in to the design to ensure that when passengers are alighting or entering a vehicle they can do so with maximum safety. The boundary of the Shared Zone will be demarcated with kerbs and posts and the hatched median strip will allow passengers to stand to board or alight when they are accessing the passenger side of the vehicle. Other shared zones have been introduced in Bond Street and lower Cuba Street.