
ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

MINUTES

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

PRESENT

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

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1 Meeting Conduct

1.1 Karakia

The Chairperson opened the meeting at 2:02 pm with the following 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

1.2 Apologies

No apologies were received.

1.3 Announcements by the Mayor

Mayor Foster noted the Prime Minister's announcement in relation to COVID-19 emergency Level 2 requirements. The Mayor advised that work continued by the Council on how the city would operate under Level 2. The Mayor added that announcements from the Council would be forthcoming later in the day.

1.4 Conflict of Interest Declarations

No conflicts of interest were declared.

1.5 Confirmation of Minutes

Moved Mayor Foster, seconded Councillor Day

Resolved

That the Council:

1. Approve the minutes of the Ordinary Council Meeting held on 30 April 2020, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

None

Majority Vote: 15:0

Carried

1. 6 Items not on the Agenda

There were no items not on the agenda.

1. 7 Public Participation

1.7.1 Jill Ford

Jill Ford spoke to item 2.3 Applications for Innovating Streets Funding.

1.7.2 Ella Borrie

Ella Borrie spoke to item 2.3 Applications for Innovating Streets Funding.

1.7.3 Alicia Hall - Millions of Mothers

Representing Millions of Mothers, Alicia Hall spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package.

1.7.4 Marko Garlick and Laura Somerset - Generation Zero

Representing Generation Zero, Marko Garlick and Laura Somerset spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package and 2.3 Applications for Innovating Streets Funding.

1.7.5 Patrick Morgan - Cycling Action Network

Representing Cycling Action Network, Patrick Morgan spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package.

1.7.6 Dr Marion Leighton and Dr Amanda Tristram - Doctors for Active Safe Transport

Representing Doctors for Active Safe, Dr Marion Leighton and Dr Amanda Tristram spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package.

1.7.7 Mike Mellor and Ellen Blake - Living Streets Aotearoa

Representing Living Streets Aotearoa, Mike Mellor and Ellen Blake spoke to items 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package, 2.2 Wellington Convention and Exhibition Centre Associated Rooding, Traffic and Parking Changes Including Proposed Traffic Resolutions and 2.3 Applications for Innovating Streets Funding.

1.7.8 Jonathan Coppard

Jonathan Coppard spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package.

1.7.9 Ron Beernink

Ron Beernink spoke to item 2.3 Applications for Innovating Streets Funding.

1.7.10 Steve Bielby

Steve Bielby spoke to item 2.3 Applications for Innovating Streets Funding.

1.7.11 Thomas Wutzler - Enterprise Miramar Peninsula Inc

Representing Enterprise Miramar Peninsula Inc, Thomas Wutzler spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package.

1.7.12 Kevin Isherwood and Felicity Wong - Oriental Bay Residents Association

Representing Oriental Bay Residents Association, Kevin Isherwood and Felicity Wong spoke to item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package.

Tabled documents at Public Participation

Attachments

- 1 Jill Ford
- 2 Generation Zero
- 3 Living Streets Aotearoa

Suspension of standing orders

Note: In accordance with standing order 2.4 a motion to suspend standing orders requires a 75% majority in order to be carried.

Moved Mayor Foster, seconded Councillor Pannett

Resolved

That the Council:

1. Temporarily suspends the following standing order/s:
 - a) Standing order 16.5 (Members to speak in place and address the chairperson), to allow members to remain seated when speaking at a Council meeting.
 - b) Standing order 27.7 (Division), to allow divisions be recorded by a show of hands rather than taking down names by the Chief Executive.

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

None

Majority Vote: 15:0

Carried

Precedence of Business

Moved Mayor Foster, seconded Deputy Mayor Free

That in accordance with Standing Order 19.1, the Chairperson accorded precedence to some items of business and announced that the agenda would be considered in the following order:

- Item 2.2 Wellington Convention and Exhibition Centre Associated Roading, Traffic and Parking Changes Including Proposed Traffic Resolutions
- Item 2.3 Applications for Innovating Streets Funding
- Item 2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

None

Majority Vote: 15:0

Carried

2. General Business

2.2 Wellington Convention and Exhibition Centre Associated Rooding, Traffic and Parking Changes Including Proposed Traffic Resolutions

Moved Councillor Condie, seconded Councillor Calvert

Resolved

That the Council:

1. Receive the information.
2. Note the various rooding 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. Approve 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.
4. Request officers to investigate options for relocating the four motorcycle parking spaces on Cable Street which it is proposed to remove to allow for widening the footpath along the frontage of the Wellington Convention and Exhibition Centre and to bring back a proposal for Councillors approval as soon as practicable.

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

None

Majority Vote: 15:0

Carried

Secretarial note: Councillor Condie moved the original motion with amendments (supported by officers): clause 4 was added to the original motion.

Secretarial note: The meeting temporarily adjourned at 3:26pm and reconvened at 3:36pm with all the members present.

2.3 Applications for Innovating Streets Funding

Moved Deputy Mayor Free, seconded Councillor Condie

Resolved

That the Council:

1. Receive the information.
2. Agree to apply to the Waka Kotahi – New Zealand Transport Agency's Innovating Streets fund for **the seven** temporary projects to **address respond to** COVID-19, and for **the five** projects that meet their tactical urbanism criteria, **in columns 2 and 3 in the table in paragraph 17 of the report.**
3. Agree to notify the traffic resolutions for the **seven** COVID-19 projects as soon as possible.
4. **Agree to Increase the scope of the Onepu Road pop-up cycle lane to extend from Leonie Gill pathway to Rongotai Road (an additional 200m), at a revised total estimated cost of \$40,000.**
5. **Note that officers are looking into opportunities to expedite the Central City Safer Speeds Package.**
6. **Agree that subject to approval of this first round of Innovating Streets applications, officers will investigate making further applications for additional temporary projects from the long list of projects already identified, subject to a clear understanding of resourcing implications, including cost and impact on existing programmes of work. Any additional application will be presented to Council for consideration.**

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

Councillor Calvert, Councillor Rush

Majority Vote: 13:2

Carried

Secretarial note: Deputy Mayor Free moved the original motion with amendments (supported by officers): clauses 2 and 3 were amended, and clauses 4, 5 and 6 were added to the original motion.

2.1 Wellington City Council submission to the Waka Kotahi Accessible Streets Regulatory Package

Moved Deputy Mayor Free, seconded Councillor Matthews

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 **as tabled at this meeting**.
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.

Moved Councillor Pannett, seconded Councillor Rush, the following amendment

2. Agree to Council's submission to the Waka Kotahi New Zealand's Transport Agency Accessible Streets Regulatory Package with the following amendments:
 - i. That the Council recommends a maximum 10km/h speed limit on footpaths.
 - ii. Agree that the council will consider making high pedestrian routes device free if Government makes the changes outlined in this submission.

Secretarial note: The amendment moved by Councillor Pannett and seconded by Councillor Rush was taken part by part, the divisions for which are as follows:

Clause 2.i. That the Council recommends a maximum 10km/h speed limit on footpaths.

A division was required under standing order 27.6, voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Against:

Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor Paul, Councillor Sparrow

Majority Vote: 7:8

Lost

Clause 2.ii. Agree that the Council will consider making high pedestrian routes device free if Government makes the changes outlined in this submission.

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

None

Majority Vote: 15:0

Carried

Moved Deputy Mayor Free, seconded Councillor Matthews, the following substantive motion

Resolved

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 with the following amendments:
 - i. Agree that the Council will consider making high pedestrian routes device free if Government makes the changes outlined in this submission.
3. Agree to delegate authority to the Transport Portfolio Leader, **the Deputy Mayor**, and the Chief Executive to finalise the submission, consistent with discussions and any amendments made by the Council and any minor editorial changes.

A division was required under standing order 27.6, voting on which was as follows:

For:

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

Against:

None

Majority Vote: 15:0

Carried

Secretarial note: With the leave of the meeting, clause 3 of the substantive motion was amended as marked in red.

Attachments

-
- 1 Updated Waka Kotahi – New Zealand Transport Agency’s Accessible Streets Regulatory Package

The meeting concluded at 5:07pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
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!	

Authenticated: _____
Chair

ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

MINUTE ITEM ATTACHMENTS

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

Business

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1.7 Tabled documents at Public Participation

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**2.1 Wellington City Council submission to the Waka Kotahi
Accessible Streets Regulatory Package**

- | | |
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|---|----|



Toitu te marae a Tane -Mahuta, Toitu te marae a Tangaroa, Toitua te tangata.

If the land and sea is well, the people thrive.

This is a unique opportunity and decisions today could change the future of Wellington for the better.

Jill Ford, 7 May 2020, WCC Covid19 Initiatives

#WCCseizethemoment

- As councillors you are leaders and we expect you to lead and have vision.
- Innovating Streets fund - is to be used to **make quick progress by testing and piloting projects** to help demonstrate their value to the community.
- Instead of WCC 'testing' things they proposing business as usual "Innovating Streets projects will be developed in an expedited but **more traditional way.**"
- **With public transport at 50% capacity we need to rapidly make cycling an attractive and safe alternative.**
- **We need KEY routes for people to get to work and kids to get to school safely.**



Jill Ford, 7 May 2020, WCC Covid19 Initiatives



A healthier future

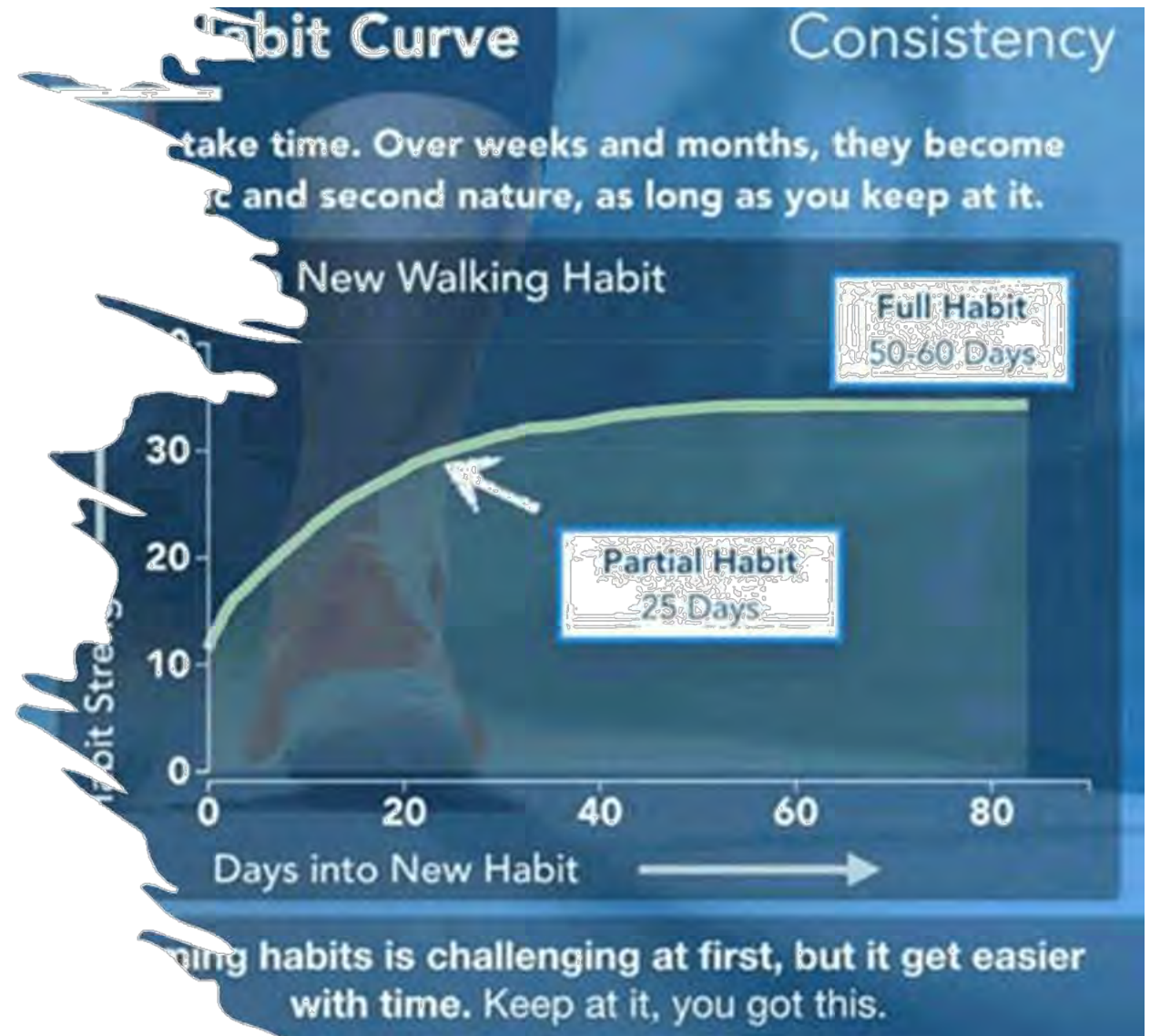
- With less traffic on the roads -we've had increases in people out - Cycling +78%, walking +64 % and running +37%
- Lower carbon and NO2 emissions, healthier environment, healthier people **now and for future.**
- Walking and cycling are very low cost / free.
- You have an opportunity with the available funds and people's uptake of active transport to create a healthier future for **everyone in the community**, our **environment** and for our **tamariki**.
- **Instead the proposal for innovating streets is 'self sabotaging healthy streets'.**
- Council staff are 20x more concerned with preserving car parking than creating safe routes.
- **Risk rating weighting criteria**
50% – removal of car parking
 Vr
 Reduced car reliance (mode shift) 7.5%
Safety 2.5%

Jill Ford, 7 May 2020, WCC Covid19 Initiatives

Flatten the habit curve

- It takes approx. 66 days for a new habit to develop.
- MUST use this opportunity to enable Wellington people to continue the habit of walking or cycling safely.
- **So this infrastructure needs to go in NOW before we move to level 2 (possibly by May 12) or we'll be back to congested streets.**
- Current proposals won't have first very small components in place before 5 June!!!
- And some are unlikely to be finished and tested by deadline of end of June!!!!

Jill Ford, 7 May 2020, WCC Covid19 Initiatives



Quick, simple, Low cost

- Under this emergency WCC doesn't need to consult.
- **BUT** it does need to **ACT FAST** and take **ACTION NOW**.
- **Auckland** has already started , Wellington is still thinking!.
- **Putting in planters, cones, coloured tape, paint, screw in bollards, and signage won't cost much.**
- Not the \$3.2 million estimated
- Nor do cones and tape need contractors.
- Redeploy staff not working, eg, pool staff, libraries, sports centre

Jill Ford, 7 May 2020, WCC Covid19 Initiatives





INCLUDE THE SUBURBS

- **Children will be returning to school- children are loving the freedom of cycling, reduce parking around schools, pop up lanes, 30kph in ALL residential areas = safer streets and communities.**
- **People need to be able to work, to the CBD and places like the hospital, Weta studios - where thousands work. Many live within cycling and walking distance of these places and infrastructure needs to be safe on key routes.**
- **IMPORTANT to have safe cycle routes, widen footpaths and traffic light changes to prioritise pedestrians, **BEFORE Level 3 FINISHES.****

Jill Ford, 7 May 2020, WCC Covid19 Initiatives

Easy to implement routes.

- **Lambton Quay / Willis St, to Courtney Place**– remove all parking only buses, bikes and pedestrians. **SIGNS, planters.**
- **Featherston / Victoria St** – reduce lanes to widen footpath and provide cycle lane. **Cones and tape should suffice.**
- **Newtown to Waterfront.**
- 30kph from Zoo to Basin Reserve
- Eliminate parking Mein St – Daniel to Riddiford
- Bus /bike lanes 24/7
- Kent / Cambridge –remove parking in the centre or convert footpath in the middle to a cycle path.

Cones, tape and signs is all that's needed



Jill Ford, 7 May 2020, V

Easy to implement routes.

- **Brooklyn Hill** – adequate space for a cycle lane on each side. **Screw in bollards and signs.**
- **Thorndon Quay** – pavements are wide and limited foot traffic, Change to parallel parking so cycle lane from Hutt Rd continues to Featherston St, with a pop up lane for north bound cyclists. **Cones, paint and tape!**
- **Oriental Bay** parallel parking only with a pop up lane beside the pavement.
 - Herd St – Bunny St -a marked separated pedestrian / cycle route on waterfront. The double bridges on route could easily be marked bikes one side pedestrians the other.
Signs, Paint/platners and tape
- **Glenmore St/Karori Rd** –room with **current hard shoulders** to put in bike lane and most homes have off street parking!!!! **Signs and bike stencils on the road.**
- **Taranaki St to water front**– remove parking – allow cyclists onto pedestrian crossing at Vivian St / Taranaki intersection going south. **Tape, Paint, Cones**

Jill Ford, 7 May 2020, WCC Covid19 Initiatives





A VIBRANT, HEALTHY CITY



- In level 2, we can use the space once occupied by car parks to enable cafes, bars and restaurants to spread out for ongoing physical distancing.
- **Once in life time opportunity** to create a City that is sustainable; environmentally, socially and economically for everyone.
- **Vibrant city, easy, cheap and safe to get around.**

Jill Ford, 7 May 2020, WCC Covid19 Initiatives

#WCCSeizethemoment *Kia Kahu*

- ***“Cities that seize this moment to make it easier for people to walk, bike and take public transport will prosper after this pandemic and not simply recover from it”***

Janette Sadik-Khan (former NYC transport commissioner)

Jill Ford, 7 May 2020, WCC Covid19 Initiatives



Accessible Streets submission feedback

+

Innovating Streets feedback





Feedback on WCC submission on Accessible Streets package

- Proposal would make footpaths more **unsafe** for many disabled people
- Making pedestrians and cyclists vie over the same space is no substitute for investment in **segregated biking infrastructure**
- Some disabled people use bikes and scooters. Bike lanes only stand to **benefit all groups**
- We **don't have to pick** between putting cyclists at risk and putting pedestrians at risk
- The government has the power to invest in **systematic** land transport space allocation change

Above all, disabled people are the experts. Please **engage proactively and authentically** with representatives of the disability community, **compensate them** for their expertise, and **listen** to their voices



Innovating Streets: Emergency COVID Distancing



We think the proposals in Table 1 are great - *let's build 'em!*

But extremely concerned over the weightings given to preserving car parks

Let's get those other projects in Table 2 built too!

Missing proposals: golden mile, limited residential st access.

Innovating Streets: Tactical urbanism trials

Great proposals in Table 3

But for the next round of funding,
think *bigger*

- Newtown and miramar connections
- Taranaki St
- LGWM projects
- Schools
- Cuba St Laneways





www.generationzero.org

Generation Zero



@GenZeroNZ



Public Participation at Wellington City Council meeting,
7 May 2020

Contact person: Mike Mellor
Email: wellington@livingstreets.org.nz, mmellor1@gmail.com
Phone: 027 684 1213
Date: 7 May 2020

Thank you for the opportunity to address you. Our comments on agenda items 2.1, 2.2 and 2.3 are as follows.

2.1 Accessible streets submission

Key Points:

- * Footpaths are essential space for pedestrians (of all sorts): that must not be put at risk by their being used as desirable space by others*
- * In any case, no fast or powered use should be allowed – and the proposed 15km/h is too fast (three times brisk walking pace!)*
- * A 50km/h limit on shared paths is ridiculous. Even 30km/h is too fast on urban shared paths - Oriental Parade, anyone?*
- * At intersections, all straight-through movements (whether on wheels or on foot) should have priority over turning movements, with no special road markings required*
- * Rules should be national, defaulting to safety, with local exceptions a rarity*

Discussion

Overall, we think this is a pretty good submission, and we would make the following comments and suggestions:

1. We are told that the proposals are designed to make footpaths safer and more accessible, but the issues we have seen with e-scooters on footpaths have not been fully addressed.
2. We strongly support the WCC call for all city roads to be 30km/h.
3. Re proposal 2, we support the WCC stance to 'disagree' with the proposal to allow more vehicles onto footpaths. The case for this is well made - so well made that we recommend that WCC upgrades that 'strongly disagree'.
4. The proposed footpath speed limit of 15km/h – three times a brisk walking speed, the speed of the great majority of footpath users – is too high. Any vehicles that may be permitted on footpaths should travel at walking speed and not be permitted to overtake. It is absurd that NZTA describes 15km/h as "slow" – from the perspective of existing footpath users it is fast. The setting of road speed limits takes into account speeds actually achieved, and the same principle should apply here. The maximum should be no more than 10km/h, and any powered equipment allowed to be used on the footpath.
5. Proposal 3 is about shared paths, places like Oriental Parade where pedestrians walking and running mix it with bikes and all manner of other vehicles. NZTA proposes that the speed should be 50km/h on shared paths, WCC recommends that it should be 30km/h. Do we want vehicles travelling at 30 km/h on the Oriental Parade path? The process to change this speed is onerous - stick with a safe speed no more than the speed proposed for footpaths.

2.2 Convention Centre Traffic Resolution

Key point:

**** As repeatedly noted in the Accessible Streets submission, all city-centre-streets should be 30km/h maximum. So that should apply to Cable & Wakefield Sts, with the crossings maximising safety by being on raised platforms (common in Auckland)***

Thank you for the detailed response to our submission. We note that this response says that a 30km/h speed limit "is not considered appropriate for high volume arterial roads such as Cable and Wakefield Streets", but in at least five places the draft submission to NZTA above states that speed limits for all vehicles should be no more than 30km/h on all New Zealand roads in city centres.

We urge WCC to follow its own recommendation here, thus eliminating the grounds for not providing safe raised platforms at the pedestrian crossings. After all, the same submission says "WCC's position is that safety of the transport system is paramount" and "the safety of all users of the transport network is a priority for Council", so that clearly should apply on these streets, together with the raised platforms, common elsewhere, that we suggest.

2.3 Innovative Streets proposals

Key points:

** Weighting of proposals must be consistent with WCC policies, not at odds with them (e.g. on-street parking is not 20 times more important than safety!)*

** With social distancing, footpaths are generally already too narrow, with people being forced to walk in the road*

** Footpath clutter – sandwich boards, tables, parked vehicles – doesn't help*

** Pedestrian crossings should be automatic, not relying on people touching buttons*

Discussion

1. The process

This is one of the most extraordinary WCC papers that we've seen (and we've seen a few).

Up until paragraph 9 it is unremarkable, the projects apparently being chosen on the basis of WCC's existing policies, plans and strategies. But paragraph 10 turns this completely on its head, evaluating the short-listed projects using criteria that are completely out of kilter with WCC's stated positions.

The weightings used to evaluate the short-listed strategies are:

Risk (50%) including perceived public acceptability (primarily related to the scale of impacts on on-street car parking which local residents and businesses rely upon)

Buildability (25%)

Alignment with LGWM programme objectives (25%)

- Liveability 30%

- Access 20%

- Reduced car reliance (mode shift) 30%

- Safety 10%

- Resilience 10%

Reformatting them to show all percentages relative to the total, re-ordering in descending order of weight, and adding physical distancing (the whole point of the exercise) gives the following, with items of high WCC/national priority highlighted in green, very low priority in orange:

Criterion	Weight
Risk, including perceived public acceptability (primarily related to the scale of impacts on on-street car parking which local residents and businesses rely upon)	50.0%
Buildability	25.0%
Liveability (LGWM programme objective)	7.5%
Reduced car reliance (mode shift) (LGWM programme objective)	7.5%
Access (LGWM programme objective)	5.0%
Safety (LGWM programme objective)	2.5%
Resilience (LGWM programme objective)	2.5%
Facilitation of physical distancing	0.0%

The standouts are:

- a) the predominance of preserving on-street carparking. Under the proposed parking policy, on all city streets the “safe and efficient movement of people and goods” is the highest priority, not on-street parking: in most locations that is the lowest priority for road use;
- b) risk is defined in terms of the public perception of space for on-street parking, while there is no mention of the physical risks to walkers of being forced to walk in the road to maintain physical distancing (most Wellington footpaths are too narrow for a two-metre separation and many for one metre, since another metre is required to allow for the width of the people concerned);
- c) the absence of any weighting for the facilitation of social distancing;
- d) the absence of any reference to WCC’s transport hierarchy, which has pedestrians at the top, followed by cyclists. Private cars are at the bottom;
- e) on-street parking being given 20 times the weighting of safety, despite the WCC statement in the Accessible Streets submission that “WCC’s position is that safety of the transport system is paramount”.

The weighting structure is contrary to WCC policies, plans and strategies, and must be rejected.

2. The detail

That said, we support the initiatives as stated, and we see no reason why LGWM-associated ones should not be included, too.

a) In addition, we would like to see wider footpaths on busy city streets, such as:

- Featherston St
- Dixon St
- Cuba St
- Tory St
- Mulgrave and Murphy Sts, around the busy schools
- Basin Reserve, around other schools
- Willis St (in particular, the footpaths at the Dixon intersection are tiny);

b) We would like to see footpaths uncluttered – no sandwich boards, tables or chairs, or parked vehicles;

c) We would like to see priority at intersections for people walking – shorter wait time, no beg buttons.

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
- 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

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.
- **We recognise that many elderly and disabled people hold the very strong view that transport devices should never be on the footpath. We share many of their concerns and strongly recommend that, in finalising the package, Waka Kotahi adopt a co-design or similar process with elderly and disabled people that addresses issues of safety and accessibility.**
- 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 highly pedestrianised roads in city centres.

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. Wellington City Council (WCC) views this as an inclusive measure to make our streets more accessible.</p> <p>b. All devices that are used by people for medical reasonswith impairments 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.</p> <p>c. 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/h². Additionally it is important to future proof any rules as the technology is evolving fast and demand on public spaces is continuing to escalate.</p> <p>d. WCC recommends that powered wheelchairs and mobility devices have a maximum speed limit of 15km/hr to be used on footpaths.</p> <p>Any devices over 15km/hr should be used on shared paths and cycle paths.</p>
Proposal 1B: Changing wheeled recreational devices		
Question	Answer	Reason/other comments
3. Our proposed change will replace the wheeled recreational device category	Strongly disagree Disagree Agree	a. 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

² <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>

<p>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 agree I don't know</p>	<p><i>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> ii. <i>top speed</i> iii. <i>weight</i> iv. <i>carbon emissions</i> v. <i>spatial footprint³.</i> <p>h. <i>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</p>		<p>a. <i>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>b. <i>WCC's position is that safety of the transport system is paramount.</i></p> <p>c. <i>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 <u>motor vehicles</u>.</i></p>

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

³ [ibid.](#)

<p>think the Transport Agency should take before declaring a vehicle not to be a motor vehicle?</p>		<p>d. WCC recognises that historically, the NZ transport network has given priority to motor vehicles.</p> <p>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 <u>all New Zealand highly pedestrianised roads in city centres and where there are aligning shared paths</u>).</p> <p>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 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. <u>The determination of a vehicle not to be a motor vehicle should not dictate where the vehicle that is not a motor vehicle can be used.</u></p> <p>i. WCC recommends the following should be considered before declaring a vehicle not to be a motor vehicle:</p> <ol 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. <u>who and what the vehicle is used for (eg there may be new technology developed for primary use by disabled people and therefore requiring</u>
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		<p><i>different considerations)</i></p> <p>vi. <i>type of power and power output of device.</i></p>
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><i>A precautionary approach should be taken so any conditions imposed ensure:</i></p> <ul style="list-style-type: none"> • <i>the accessibility and safety of pedestrians</i> • <i>the practicality of and resource to appropriately monitor use and enforce rules.</i>
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><i>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. Additionally, as this is a fast evolving area, conditions will need considered on a case-by-case basis.</i></p>
7. We propose to clarify that: 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 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. c) If the Transport Agency declares any of these vehicles not to be motor vehicles in the future, they will be classified as	<p>Strongly disagree</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>I don't know</p>	<p><i>There are many assertions in this one question. Points 7a and 7b appear to be statements clarifying the current position and WCC notes this clarification. 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>

powered transport devices and will be permitted on the footpath and the road (along with other paths and cycle lanes).		
How much do you agree or disagree with this proposal?		
Proposal 1C: Clarifying cycles and e-bikes		
Question	Answer	Reason/other comments
8. Child cycles that are not propelled by cranks, such as balance bikes, will be defined as transport devices.	Strongly disagree Disagree Agree Strongly agree I don't know	a. They are an unpowered transport device – like a skateboard. WCC considers that it is important to clarify – they are unpowered transport devices (as opposed to “transport devices”). b. They are not propelled by pedals. c. They are unable to travel at significant speeds.
How much do you agree or disagree with this proposal?		
Proposal 1D: Mobility devices		
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.	Strongly disagree Disagree Agree Strongly agree I don't know	a. WCC views this as an inclusive measure to increase accessibility for disabled people. 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. 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. d. WCC agrees that users of mobility devices will need to give way to pedestrians – including users of manual and powered wheelchairs.
How much do you agree or disagree with this proposal?		
10. Do you think there will be any safety or access-related problems with mobility devices	Yes No	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 passengers ⁴

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

<p>operating in different spaces? Please explain.</p>		<p>b. <i>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> ii. <i>spatial footprint – the amount of extra space for cargo/passengers</i> iii. <i>braking systems</i> iv. <i>type of power and power output of device.</i> <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? by disabled people or people with mobility disabilities/impairments?</i></p> <p>e.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>
<p>11. We intend to review the mobility device category at a later date. What factors do you think we need to consider?</p>		<p><i>The following factors need to be considered:</i></p> <ul style="list-style-type: none"> a. <i>Purpose – limiting access for use by disabled people or people with mobility disabilities/impairments medical purposes only</i> b. <i>Speed</i> c. <i>Weight – correlates to risk and damage caused</i> d. <i>Spatial footprint – the amount of space for extra cargo/passengers</i> e. <i>Braking systems and safety ratings</i> f. <i>Type of power and power output of device</i> 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</p>		
<p>12. We have outlined an option to not change vehicle definitions. This means we</p>		<ul style="list-style-type: none"> a. <i>Definitely merit in not making changes now, and holding off for a more detailed review involving appropriate legislative change.</i> b. <i>However, international evidence is clear that developing future-proof and flexible</i>

<p>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 more details)? Why/why not?</p>		<p>vehicle definitions and rules is an important step towards implementing a safe transport network for all users.</p> <p>c. 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 <u>motor</u> vehicles emerging from driveways and contending with infrastructure not designed with those scenarios in mind⁵.</p> <p>d. WCC believes that confidence and safety for pedestrians is significantly affected when powered transport devices are used and parked on footpaths.</p> <p>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.</p> <p>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.</p> <p>g. WCC encourages NZTA to:</p> <ol style="list-style-type: none"> i. reduce speed limits for all vehicles to be no more than 30km/hr on <u>all New Zealand busy</u> roads in city centres and where there are aligning shared paths ii. establish infrastructure and a shared path network throughout New Zealand's city centres for all powered transport devices, bicycles and mobility devices iii. adopt universal, sound and future-proof guidelines that can be enforced as required for New Zealand iv. reduce the current priority given to motor vehicles on New Zealand roads. <p>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.</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 <u>the specified</u> 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-transport devices 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. <u>WCC notes that there is often an assumption that pedestrians can 'hear' things coming from behind which puts deaf and hard of hearing people at risk.</u></p> <p>f. According to an ITF survey, micromobility use on footpaths is a priority traffic concern for 70% of traffic experts⁷.</p> <p>g. 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 (except children and disabled people).</p> <p>h. WCC also recognises that due to the rapid pace of innovation in micromobility technology, considerable regulatory and traffic safety challenges exist.</p>

⁶ Cheng, 2019

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

		<ul style="list-style-type: none"> i. <i>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> j. <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> k. <i>Additionally, WCC has strategic focus on:</i> <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> ii. <i>Active recreation – promoting the public health benefits of walking as a form of physical activity.</i> iii. <i>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> iv. <i>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> v. <i>Let's Get Wellington Moving – a multi-modal transport system that moves more people, goods and services reliably, with fewer <u>motor</u> vehicles.</i> vi. <i>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> vii. <i>Accessible Wellington Action Plan – an Action Plan aimed at making Wellington more accessible and inclusive for all.</i> l. <i>WCC recommends that better signage be included so that users can know the difference between a footpath and a shared pathway, <u>and who the priority users are.</u></i> m. <i>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>
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		<p>n. 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.</p> <p>o. WCC has many concerns about ensuring compliance with any regulations and the practicality of enforcement needs to be carefully considered.</p> <p>p. 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.</p>
<p>14. Do you think there should be any other requirements, in addition to speed, width and behaviour?</p>	<p>Yes</p>	<p>a. The following requirements should also be considered:</p> <ul style="list-style-type: none"> i. Weight – correlates to risk and damage caused ii. Spatial footprint – additional space for extra cargo/passengers iii. Braking systems and safety ratings iv. Type of power and power output of device v. Purpose – limiting access for medical purposes (for mobility scooters/electric wheelchairs only) vi. Health footprint vii. Emissions viii. Ability to identify the device at a glance <p>b. 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.</p> <p>c. There is need to consider the knock-on implications of changing definitions on local government's ability to enforce parking rules and requirements.</p>

		d. WCC recommends that Waka Kotahi incorporate an assessment and evaluation framework to review its impact and success of the new rules.
<p>15. We have outlined two alternative options to address cycling on the footpath. These are:</p> <p>a) Allow cyclists up to 16 years of age to use the footpath</p> <p>b) Continue the status quo, where most cyclists are not allowed to use the footpath.</p> <p>C) Neither option.</p> <p>What option do you prefer instead of allowing cyclists on the footpath?</p>	Neither option	<p>a. 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 <u>the specified</u> behavioural requirements are met and it is safe to do so.</p> <p>a.b. <u>WCC also supports the use of trikes used by disabled people on footpaths.</u></p>
<p>16. Would you support an age limit for cycling on the footpath? What age would you prefer?</p>	<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>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>	<p>Strongly disagree</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>I don’t know</p>	<p>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.</p> <p>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:</p> <p>i. National education campaigns are more effective as they have a larger reach.</p>

		<ul style="list-style-type: none"> ii. <i>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> iii. <i>Same set of rules for whole country – simple to understand, regulate and enforce.</i> iv. <i>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> v. <i>Important not to look at parts of a traffic system in isolation, a balance between three key aspects needs to be achieved: safe 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> vi. <i>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> vii. <i>Having common rules helps businesses develop and compete in a clear legal framework.</i> viii. <i>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> ix. <i>WCC recommends that NZTA establish robust and operational monitoring and enforcement systems.</i> x. <i>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> 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</p>	<p>Yes No</p>	<p>a. <i>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</i></p>

<p>to regulate the use of paths by resolution, rather than by making a bylaw. Do you agree this be specified in the Land Transport Rule: Path and Road Margins 2020 to provide certainty?</p>		<p>enable the traffic resolutions to be executed.</p> <p>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 enforce, especially if different parts of a footpath have a different regime.</p> <p>c. WCC encourage NZTA to provide consideration and clarity re how any rules to regulate paths will be monitored and enforced.</p> <p>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.</p> <p>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.</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. 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 consider any other matter relevant to public safety. 	<p>Strongly disagree Disagree Agree Strongly agree I don’t know</p>	<p>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.</p> <p>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.</p> <p>c. WCC is concerned about the risk of variance across the country and potentially within cities if RCAs can change rules for footpath use.</p>

<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. 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:</p> <ol style="list-style-type: none"> The many positives of micromobility can be accentuated, ie reduction in pollution and congestion, increased traffic safety and use of public transport. The safety of all road users, especially the most vulnerable, is protected. <p>b. 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.</p> <p>c. WCC considers that a significant step towards improving transport safety is to reduce all New Zealand's <u>busy</u> CBD road speed limits to 30km/hr, as is 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 <u>busy</u> urban roads could be the incentive to encourage more micromobility travel on roads and away from footpaths.</p>
<p>Proposal 2A: Users on the footpath will operate vehicles in a courteous and considerate manner, travel in a</p>		

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

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. WCC's position is that pedestrians (including wheelchairs and prams) should have priority over footpaths for the following reasons: 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. ii. By 2051, one in four New Zealanders will be over 65, compared to the current 1 in 8 ⁹ iii. Footpaths are high value and amenity areas, they are not only for thoroughfares iv. Footpaths are critical aspects of a city's connectivity and greening v. 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. vi. Everyone is a pedestrian at some stage of each journey.
22. This proposal will require footpath users to operate vehicles in a courteous and considerate manner; travel in a way that isn't dangerous; and give way to pedestrians. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	a. 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. b. WCC recommends that NZTA provide careful consideration and clarity regarding what behaviours constitute "courteous and considerate". c. WCC notes that many footpaths in Wellington are narrow; therefore clarification and emphasis on appropriate safe and considerate behaviours will be paramount.
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.	Strongly disagree Disagree Agree Strongly agree	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. WCC consider that speeds less than 15km/h may incur instability risks due to the

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

<p>How much do you agree or disagree with this proposal?</p>	<p>I don't know</p>	<p><u>physics of momentum.</u> <i>b.c. As stated above WCC has concerns that risks have shifted and increased with the added complexity of micromobility on footpaths.</i> <i>e.d. As stated elsewhere, WCC have significant concerns regarding the operationalising of monitoring and enforcement of speed limits.</i></p>
<p>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?</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p>a. <i>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.</i> b. <i>WCC recommends that NZTA supply guidelines for where lowering default speed limits might be applicable and appropriate.</i> c. <i>WCC emphasises the importance of a national speed limit for footpaths to be set at 15km/hr.</i> d. <i>Any speed limit rule must come with resourcing and commitment to enforcement.</i></p>
<p>25. Are there other ways that you can think of to improve footpath safety? Please explain.</p>		<p>a. <i>In line with international evidence, WCC recommends the following steps to improve footpath safety:</i></p> <ul style="list-style-type: none"> i. <i>Reduce speed limits to 30km/hr on <u>all New Zealand busy and high pedestrian used</u> roads in city centres and where there are aligning shared paths.</i> ii. <i>Establish robust rules for micromobility use, as well as significant infrastructure investment and awareness campaigns.</i> iii. <i>Allow all powered transport devices into cycle lanes that travel at the posted speed limit.</i> iv. <i>Careful consideration of positioning of all obstructions, such as lighting poles, power boxes, signage – both private and TA-owned, <u>sandwich boards</u> and other street furniture.</i> v. <i>No vehicles/mobility devices parking to be permitted on footpaths.</i> vi. <i>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 <u>vehicle transport device</u> 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</i>

		<p><i>made relevant to local context.</i></p> <p>vii. <i>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.</i></p> <p>viii. <i>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?</i></p>
<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>	<p>a. <i>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.</i></p> <p>b. <i>Average wheelchair and mobility scooter widths are about 650mm, which is under this limit.</i></p> <p>c. <i>WCC notes that most side-by-side double prams are under 750mm wide, but recommends NZTA seek further clarification.</i></p> <p>d. <i>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.</i></p> <p>e. <i>WCC notes there is some risk to setting 750mm as a maximum width due to some bicycle handlebar widths being about 800mm.</i></p> <p>f. <i>WCC recognises the difficulty to monitor and enforce any width requirements of devices on footpaths.</i></p> <p>g. <i>WCC notes that many footpaths in Wellington are narrow and unable to fit many and variable users in areas. Therefore clarification and emphasis on appropriate safe and considerate behaviours will be paramount.</i></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. Which is your preferred option? Do you have any comments on these alternatives?</p>	<p>a. Mobility devices purchased before the rule changes would be automatically exempt from the width limit. b. The Transport Agency could declare certain wider devices to be mobility devices under section 168A of the Land Transport Act and exclude them from width requirements. c. Apply a separate width limit to mobility devices.</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. a-b. WCC recognises that on many occasions, mobility devices are made to fit the person and therefore an avenue to request exemption should always be available.</p>
<p>Proposal 3: Establish a national framework for the use of shared paths and cycle paths</p>		
<p>Question</p>	<p>Answer</p>	<p>Reason/other comments</p>
<p>30. We are proposing that a person using a shared path or cycle path must travel: a) in a careful and considerate manner b) at a speed that is not</p>	<p>Strongly disagree Disagree Agree Strongly agree 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. a-b. As stated elsewhere, WCC recommends that NZTA provide clarity regarding the specific behaviours that would constitute "careful and considerate". b-c. WCC asserts there should be a speed limit of 30km/hr in shared paths to protect the safety of users. However, as per below, if local conditions make it necessary to</p>

<p>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 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>lower those limits, WCC recommends that road authorities have the ability to do so.</p> <p>eg. WCC recommends more urgent investment into national infrastructure is required to accommodate all users of the transport systems.</p> <p>de. 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>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</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 <u>to reduce risk to the more vulnerable users.</u></p> <p>a.b. <u>In Wellington some of our shared paths and cycle paths are adjacent to roads that have speed limits of 80km/hr. We are strongly opposed to speed limits</u></p>

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

<p>currently the case. If a shared path or cycle path is not 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>higher than 30km/hr for shared paths because of the risk to vulnerable users.</i></p> <p><i>b.c. 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.</i></p> <p><i>e.d. 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) 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. WCC considers that central government needs to provide the directive and investment of the infrastructure required for shared and cycle paths.</p> <p>b. WCC asserts that a balanced local and central government approach to developing: safe infrastructure, safe vehicles and safe road users.</p> <p>c. 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.</p>
<p>34. Do you think that the Transport Agency should be</p>	<p>Yes</p>	<p>a. The directive and guidelines for developing shared paths and cycle lanes should be nationally-led.</p>

able to investigate and direct road controlling authorities to comply with the required criteria? How much do you agree or disagree with this proposal?	No	<p>b. The infrastructure needs to be consistent throughout New Zealand and in line with international guidelines.</p> <p>c. 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.</p>
Proposal 4: Enable transport devices to use cycle lanes and cycle paths		
Question	Answer	Reason/other comment
35. We are proposing that devices other than cycles should be allowed to use cycle lanes and/or cycle paths? How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	<p>a. WCC supports cycle lanes and paths to be used by devices other than cycles provided that:</p> <ul style="list-style-type: none"> i. all devices adhere to the posted speed limit ii. all users behave in a safe and courteous manner iii. all devices have safety features such as lights and responsive brakes. <p>b. WCC recommends that universal signage for micromobility devices is developed nationally.</p> <p>c. 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.</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>
36. We are proposing that road controlling authorities should be able to exclude transport devices from cycle lanes and/or cycle paths? How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	<p>a. WCC asserts that use of the cycle lane network should be consistent throughout the country.</p>

disagree with this proposal?		
Proposal 5: Introduce lighting and reflector requirements for powered transport devices at night		
Question	Answer	Reason/other comments
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. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	<p>a. 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.</p> <p>b. WCC also views this as an ideal opportunity to introduce a minimum and maximum standard in lighting which is currently missing for bicycles.</p> <p>c. 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.</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 yourself?		<p>a. Bicycle owners manage to use and attach lights and WCC understands these can also be fitted to transport devices.</p> <p>b. Shared powered transport devices should have lights fitted for use at night as a safety requirement.</p>
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?		<p>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.</p>
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	Strongly disagree Disagree	<p>a. WCC supports these measures which will legitimise behaviour that is already occurring.</p>

<p>(like skateboards and escooters) should be able to ride straight ahead from a left turn lane at an intersection, when it is safe to do so.</p> <p>How much do you agree or disagree with this proposal?</p>	<p>Agree Strongly agree I don't know</p>	<p><i>b.</i> 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.</p> <p><i>c.</i> <u>WCC has run successful education campaigns in the past to improve public awareness of safe and considerate behaviours while using e-scooters and would be happy to share our learnings with NZTA.</u></p>
<p>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</p>		
<p>41. We propose that cyclists and users of transport devices (like skateboards and escooters) should be allowed to 'undertake' slow-moving traffic. 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.</i> WCC supports these measures which will legitimise behaviour that is already occurring.</p> <p><i>b.</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). 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><i>b-c.</i> <u>WCC has run successful education campaigns in the past to improve public awareness of safe and considerate behaviours while using e-scooters and would be happy to share our learnings with NZTA.</u></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.</p>	<p>Strongly disagree Disagree Agree Strongly agree I don't know</p>	<p><i>a.</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). 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>

How much do you agree or disagree with this proposal?		
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?	Yes No	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
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?	Yes No	a. 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. b. Clarity for all scenarios is critical.
Proposal 6D: Give priority to footpath, shared path and cycle path users over turning traffic where the necessary traffic control devices are installed		
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. How much do you agree or disagree with this proposal?	Strongly disagree Disagree Agree Strongly agree I don't know	a. WCC agrees with this proposal and notes that many other countries have this same rule. b. 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. c. 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). d. 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.

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. <u>WCC supports a minimum overtaking gap for motor vehicles but are opposed to this proposal to have two different gap measurements for the two speed limits because it will create confusion for both compliance and enforcement.</u> b. <u>WCC instead advocates for a mandatory minimum overtaking gap of 1.5m for all roads regardless of the speed limit. Additionally 1.5m is a more appropriate and safe "bubble" to provide for vulnerable transport users.</u> c. <u>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.</u> d. <u>Accordingly WCC recommends a concentrated national education campaign prior to the roll out of this change.</u> e. <u>WCC seeks clarification on when motor vehicles can cross centrelines, double yellow lines, and use medians to pass cyclists.</u>

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</p> <p>Disagree</p> <p>Agree</p> <p>Strongly agree</p> <p>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 <u>motor</u> vehicles are causing damage to shared berms, obstructing vision of traffic when entering and exiting driveways, and obstructing <u>vehicle</u> entranceways ii. safety issues, for example; <u>motor</u> vehicles parked on berms adjacent to roads with high traffic usage, <u>vehicles</u>-blocking vision of traffic, <u>blocking access and visibility of disabled people trying to use footpath</u>, and <u>motor vehicles parked on berms which then drive over pedestrian footpaths to enter roadway</u> 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 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.</p>
50. Would it be helpful if	Yes – the wider the	

information on berm parking restrictions was available in other places, like at a local library, i-SITE, or a local council?	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	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. 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". 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.
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? In what situations should traffic give way to buses?	Yes No	a. Public transport should have priority over private vehicles.