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MIN-4051 Meeting with section 9(2)(a), Hutt Cycle Network, 1 February 2023

26 January 2023

Providing information on the Wellington to Hutt Valley cycling project (refers MIN-4013) ahead of the meeting.

Waka Kotahi NZ Transport Agency's response:

- Robyn Elston, National Manager System Design, and Kesh Keshaboina, Regional Manager System Design, will join the meeting with the Minister and section 9(2)(a).
- Robyn, Kesh Keshaboina, and Darren Fidler, Team Lead Walking and Cycling met with Hutt Valley cycling advocates on 29 November 2022.

s 9(2)(g)(i)

[redacted]

- At the meeting Kesh Keshaboina, committed to bringing together the advocates and senior leaders from each of the partners involved in the Hutt Valley so that a coordinated discussion can occur.
- This was received very positively. The first meeting will take place by the end of February 2023. This will involve, at a minimum, representatives from Waka Kotahi, Wellington City Council, Hutt City Council, Upper Hutt City Council and Greater Wellington Regional Council.

National approach to cycling

- Waka Kotahi is taking a national approach to cycling, with work underway on levels of service under the One Network Framework and future networks.
- The One Network Framework is an enabling tool to classing road and streets based on their function and the ways people use them.
- Waka Kotahi, in partnership with Hutt City Council and Wellington City Council, is progressing with the One Network Framework modal classification which seeks to provide the agreed future networks.
- Levels of service are fundamental for understanding requirements for all cycle networks (primary, secondary, tertiary) and what councils are committing to when planning their future year networks.
- In addition, Waka Kotahi is collating all relevant work (National Land Transport Plan including the Low-Cost, Low-Risk programme and Speed and Infrastructure Programme, plus Crown investments, the New Zealand Upgrade Programme, Transport Choices) to understand any residual gaps.

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Te Ara Tupua

- As with all projects, different sections of Te Ara Tupua have different constraints and the level of service for different modes varies from one section to the next, largely based on those constraints and the level of use expected.

- For the wider Te Ara Tupua corridor, those constraints include the location of buildings, the state highway, the Hutt Valley and Melling railway lines, the harbour, Hutt River and flood control infrastructure, local roads and utilities, and the available funding. Within the space available, trade-offs are made to accommodate cycling, walking, public transport, freight and light vehicle movement, and placemaking.

- Safety is a high priority for all modes, and all modes have design guidelines and standards applied to meet reasonably consistent outcomes.

- Most importantly, the Te Ara Tupua cycleway will be separated from high-speed traffic for its entire length, ensuring much improved safety and level of service compared with the status quo.

- The application of standards and guidelines takes into account the level of use expected, which will also influence the levels of service outcomes. For example, at the Thorndon Quay end of Te Ara Tupua, where cycling and pedestrian use is expected to be highest, there will be a 4-metre-wide cycleway next to a wide footpath, separated by a kerb. Safety and levels of service are impacted by frequent driveways that cannot be closed. At the Manor Park end of the corridor approaching Upper Hutt a 3-metre-wide shared path has been deemed appropriate, as relatively low user numbers are expected and there are no driveways to be managed. This shared path is shared with dog walkers.

High level update on Accessible Streets for the Minister (provided by MoT)

- Te Manatū Waka has provided a Cabinet paper to me for Cabinet's consideration.

- The paper is expected to be considered by Cabinet in early 2023.

- Following policy decisions being taken by Cabinet, officials will work to make the necessary regulatory amendments to give effect to Cabinet's decisions.

More specific information about the proposals if the Minister wants to go into this detail

- The Cabinet paper provides Cabinet with two options for setting speed limits on shared paths and cycle paths, one option would set default speed limits of 30km/h on shared paths and 40km/h on cycle paths and would enable RCAs to lower these if they chose to, the other would not set default speed limits but would enable RCAs to set speed limits if they choose to.

- The Cabinet paper seeks approval for children aged 12 and under and their caregivers to be allowed to cycle on the footpath but does not recommend all aged cycling to be allowed on the footpath as was consulted on. This is largely in response to concerns raised by the disability sector and pedestrian groups.

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- The proposals will also allow cyclists to travel straight through left hand turn lanes provided it is safe to do so, and introduce minimum overtaking gaps for motorists passing cyclists and other vulnerable road users.

Implementation

- It is expected that once the regulatory changes are approved there will be a staggered implementation approach which will be accompanied by an education campaign and guidance which Waka Kotahi will lead.

- I expect the full suite of changes to be implemented within 14 months of the regulatory changes being made, with some of the simpler changes being introduced sooner. For example, I expect the minimum overtaking gap to be introduced around 4 months after the regulations are signed, but changes to give way rules are expected to be introduced around 13 months after the regulations come into effect.

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