



Reshaping Streets

Summary of Submissions

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More information

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This document is available on Waka Kotahi NZ Transport Agency's website at www.nzta.govt.nz

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Introduction

Purpose of this document

This report summarises the submissions Waka Kotahi and Te Manatū Waka (Ministry of Transport) received during the consultation on the proposed Reshaping Streets regulatory changes.

Proposals for change

The *Reshaping Streets Regulatory Changes Consultation Document* sets out the purpose of the Reshaping Streets package. It proposed a set of regulatory changes that would make it easier for Road Controlling Authorities (RCAs), particularly local authorities, to make street changes that support public transport, active travel and placemaking. It also established the context for why changes were proposed, demonstrating that the package is important to enable RCAs to effectively make street changes that would promote network goals such as placemaking, enhancing safety, and achieving emissions reduction goals. Further details on Reshaping Streets can be found in the [consultation document](#) and on the Waka Kotahi New Zealand Transport Agency (Waka Kotahi) [website](#).

The proposed Reshaping Streets regulatory changes include:

- a new 'Street Layouts' land transport rule for RCAs to use for changing street layouts, piloting street changes, restricting vehicles, establishing Community Streets and School Streets, and for deciding on other street changes.
- amending sections in the Local Government Act 1974 (LGA1974) covering pedestrian malls, transport shelters (like bus shelters), and temporary road closures.
- changes to other rules and regulations so that local authorities can reduce speed limits as part of pilots, trial Traffic Control Devices (TCDs) more effectively, and to make legislation more accessible.

The regulatory changes were made up of several different proposals including:

- Proposal 1: A new approach to piloting street changes
- Proposal 2: Filtering and restricting traffic
- Proposal 3: School Streets
- Proposal 4: Community Streets
- Proposal 5: Closing roads for other functions and events
- Proposal 6: Pedestrian Malls
- Proposal 7: Transport Shelters

Consultation Process

Public consultation for Reshaping Streets ran from 9 August 2022 to 19 September 2022.

Stakeholders could make a submission in the following ways:

- Fill out the online survey.
- Fill in the submissions form.
- Meet in person.
- Email their submission.
- Post their submission.

As part of the consultation process, Te Manatū Waka Ministry of Transport (Te Manatū Waka) and Waka Kotahi jointly ran three webinars for the public, RCAs, and accessibility groups (including disability groups). Information regarding the consultation was also made available across various social media outlets. Approximately 150 people participated in these webinars which informed attendees of the proposals and gave opportunities for questions and feedback.

Approach to analysis

Submitters self-identified whether they strongly agreed, strongly disagreed, agreed, disagreed or were neutral to a proposal. Submitters were then given an opportunity to provide a comment on the proposal. Submitters who responded via email did not answer the agree/disagree questions, so their sentiments were inferred from their commented answers.

The first step in analysis was to identify wider positive and negative themes from individual submissions. The responses from submitters were used to establish what percentage of submitters agreed and disagreed with proposals. Submission points on a common theme were aggregated, which enabled analysis on the number of submitters who raised the point and to look at the broader substance of the theme. Themes were then analysed and evaluated on their merits and were used to determine policy decisions on the proposal.

Not all submissions, or submission points, are addressed individually in this report. Rather they have been grouped into themes which represent wider points that were made by submitters.

How to read this document

This summary features an overview of what was heard from submitters. The overview briefly discusses the number of submitters who responded, the groups of submitters who responded, and the most prominent reason for being supportive or against the proposal. This summary first states the indicated levels of agreement/disagreement by the submitters for each question, which gives an overall indication of support levels for each proposal. The summary then elaborates on responses to each question in greater detail, summarising all prominent reasons for supporting and not supporting each proposal.

Annex 1 provides a high-level summary of submissions from Councils.

Introduction to submissions

898 submissions were received from a variety of submitters who represented a variety of sectors and perspectives. The table below shows the number of submitters who responded from each group:

Category of submitters	Number of submitters
<i>Individuals</i>	808
<i>Industry Associations</i>	23
<i>Local Government and RCAs</i>	20
<i>Schools</i>	1
<i>Non-profits</i>	35
<i>Crown Agencies</i>	5
<i>Academics</i>	6

Table 1: Number of respondents from each group

Common themes across topics

Many of the submitters who agreed with the proposals considered these proposals would:

- enable street changes to occur more rapidly
- improve community consultation and involvement with street changes
- have a variety of positive network safety outcomes
- enable a variety of positive health and environmental outcomes for New Zealanders.

Most submitters who disagreed with the proposals raised concerns:

- the public would not be adequately consulted on street changes
- the RCAs might not use these powers within the public interest
- their interests would not be recognised with equal weight to other interests
- there could be negative economic and social outcomes because of the proposals.

Some submitters made key recommendations about changes that could be made to the proposals, including:

- strengthening the notification and consultation provisions in the proposals
- strengthening the provisions within the proposed regulations in order to support the inclusion of vulnerable and highly affected groups in the decision-making process.

A summary of what we heard in relation to each proposal is outlined below.

Overview of submissions

Proposal overview	Overview of what we heard
<p>Proposal 1: A new approach for piloting changes</p>	<p><i>Proposal 1A: Provide RCAs with new powers and requirements to install pilots, and set requirements for how to install them</i></p> <ul style="list-style-type: none"> 63% of submitters supported this proposal, with many noting it would enable a more effective process for community engagement and more rapid street changes. 35% of submitters disagreed with the proposal. The most common reason was they did not believe that councils would use pilots to properly consult with them. <p><i>Proposal 1B: Enable pilots to be used as a form of consultation, by using feedback collected during the pilot to consider whether to make street changes permanent</i></p> <ul style="list-style-type: none"> 62% of submitters supported this proposal. Submitters highlighted how this would streamline the consultation process and allow councils to enact changes that support safety, health, network improvements, and emissions reduction. 34% of submitters disagreed with the proposal. Many of these did not trust councils to effectively use pilots to consult with them and suggested councils would not consider any negative effects of pilots on communities. <p><i>Proposal 1C: Enable pilots to be installed for up to two years</i></p> <ul style="list-style-type: none"> 56% of submitters viewed the two-year pilot timeframe as suitable. Submitters thought this timeframe would enable councils to be flexible, collect adequate data, analyse behaviour change and make changes based on feedback. 38% of submitters suggested that a two-year timeframe would be too long. Some suggested that a two-year pilot could have detrimental impacts on some businesses if the pilot had a negative effect. 6% of submitters viewed the two-year timeframe as too short. They suggested two years is not enough time to collect and properly analyse the data, observe any behavioural changes, and enable a robust assessment of the pilot. <p><i>Proposal 1D: Amend the LGA1974 to make it clear that RCAs should not use the provision for 'experimental diversions' when piloting street changes</i></p> <ul style="list-style-type: none"> 76% of submitters answered this question with an 'I don't know response'. <p><i>Proposal 1E: Allow RCAs to lower the speed limit to support a pilot, in areas with a posted speed limit under 60km/h, during a pilot</i></p> <ul style="list-style-type: none"> 64% of submitters supported this proposal. Many viewed this proposal as necessary as many pilots would make previous speed limits unsuitable to new road conditions. 32% of submitters disagreed with this proposal. Many were concerned that it would enable councils to permanently set lower speed limits without consultation outside of the pilot process. <p><i>Proposal 1F: Update rules for trialling TCDs, so that RCAs can trial TCDs as part of pilots and choose how they notify people about TCD trials</i></p> <ul style="list-style-type: none"> 68% of submitters supported this proposal because it could encourage more innovative and more accessible sign designs, as well as enable councils to trial new types of TCDs as part of the pilot process. Many submitters also viewed the current newspaper notification requirements as outdated and welcomed councils being flexible in their notification approaches. 26% of submitters disagreed with the proposal. Submitters often suggested that newspapers are a good and effective way to notify the public, so councils should

	<p>not be given more discretion. Many were also concerned that vulnerable communities would not have access to online resources.</p>
<p>Proposal 2: Filtering and restricting traffic</p>	<p><i>Proposal 2A: Enable RCAs to install modal filters if the objects they use are safe.</i></p> <ul style="list-style-type: none"> 64% of submitters supported the proposal. These submissions often highlighted benefits for efficiency and safety, particularly for walking and cycling. 35% of submitters disagreed with the proposal. These people were primarily concerned about decreased accessibility to certain areas by private vehicle, especially for those with mobility issues or for emergency services. <p><i>Proposal 2B: Ensure legislation provides clear powers for RCAs to filter traffic, by removing the requirement in the LGA 1974 that facilities built on roads cannot, in the opinion of a council, 'unduly impede vehicular traffic entering or using the road'.</i></p> <ul style="list-style-type: none"> 63% of submitters supported this proposal. These submitters highlighted benefits for travel mode shifts, and often mentioned that roads are for everyone to use, not just for cars and other traffic. 32% of submitters disagreed with the proposal. Many of these submissions were concerned this proposal would affect their accessibility by private vehicles. <p><i>Proposal 2C: Enable RCAs to restrict or prohibit the use of some or all motor vehicles on specified roadways to support public transport use, active travel, health and safety, emissions reductions, and/or to create public spaces that promote community wellbeing.</i></p> <ul style="list-style-type: none"> 62% of submitters supported this proposal. Many noted the positive impact that modal filters would have for accessibility, emissions, the economy, wellbeing and health, transport networks, infrastructure, safety, and amenity. 36% of submitters disagreed with the proposal, mostly because it could affect their ability to get to places quickly and easily by private vehicles. <p><i>Proposal 2D: Provide RCAs with an explicit power to install TCDs.</i></p> <ul style="list-style-type: none"> 38% of submitters supported this proposal. 27% were neutral. Submitters who supported proposal 2D highlighted the impact that TCDs would have on the transport network, safety improvements for active modes and emissions reduction. 35% of submitters disagreed with the proposal. They commented predominantly on government powers, with many suggesting local authorities have too much control and power over their communities.
<p>Proposal 3: School Streets</p>	<ul style="list-style-type: none"> 64% of submitters supported this proposal. These submissions highlighted how this proposal would make school travel safer. Supportive submissions also highlighted benefits for physical activity, health, and mode shift. 23% of submitters disagreed with the proposal. These submissions often raised concerns about accessing their properties and emergency vehicle access.
<p>Proposal 4: Community Streets</p>	<ul style="list-style-type: none"> 70% of submitters supported this proposal. They often noted that Community Streets have the potential to have a range of positive impacts on communities, including environmental benefits, and encouraging active travel. 26% of submitters disagreed with the proposal. Many of these commented that Community Streets are not necessary as public areas such as parks, playgrounds, and community spaces can be used for communities to gather instead.
<p>Proposal 5: Closing roads for functions</p>	<p><i>Proposal 5A: Allow RCAs to close roads for reoccurring events, by removing the 31-day limit per year for road closures in the LGA1974</i></p> <ul style="list-style-type: none"> 41% of submitters considered there should not be a specific limit and often noted how this decision should be with the local community.

<p>and other events</p>	<ul style="list-style-type: none"> • 9% of submitters considered the 31-day limit should be increased to enable road closures once per week • 28% believe there should be a limit like the current limit. None of the submitters who want the 31-day limit to be retained provided any comments on why they had this view. <p><i>Proposal 5B: Bring together powers and requirements to close roads for events in one piece of legislation and update notification requirements so that RCAs can notify the public in any way that they consider appropriate at least two weeks before an event.</i></p> <ul style="list-style-type: none"> • 53% of submissions supported this proposal, often noting this would reduce confusion and be more practical. • 15% of submitters did not support this proposal. None of the submitters who disagreed provided any comments on why they had this view.
<p>Proposal 6: Pedestrian Malls</p>	<p><i>Proposal 6A: Remove the requirement for local authorities to use the special consultative procedure when establishing pedestrian malls. Instead, they must apply the consultation principles in the LGA 2002.</i></p> <ul style="list-style-type: none"> • 67% of submitters supported the proposal. The main theme was that this would support a more efficient process. • 24% of submitters did not support the proposal. They were strongly against the creation of a pedestrian mall without adequate consultation. <p><i>Proposal 6B: Remove the ability for people to appeal to the Environment Court when a pedestrian mall is being created. People would be able to challenge the installation of a pedestrian mall through judicial review.</i></p> <ul style="list-style-type: none"> • 65% of submitters agreed with this proposal as it would make the process to create pedestrian malls more efficient. • 27% of submitters did not support this proposal. They generally emphasised a need for councils to adequately consult before establishing pedestrian malls. <p><i>Proposal 6C: Shift legislative provisions for pedestrian malls to the proposed Street Layouts rule.</i></p> <ul style="list-style-type: none"> • 62% of submitters supported this proposal noting the efficiency that would arise. • 27% of submissions were not supportive of this proposal suggesting that the consultation process is fine as it is.
<p>Proposal 7: Transport Shelters</p>	<ul style="list-style-type: none"> • 64% of submitters agreed with this proposal. They often noted it would make the process for creating shelters more efficient and reduce costs for councils. • 18% of submitters disagreed with the proposal, noting that, if implemented, the proposal would remove the ability for the public to have a say. These submitters were concerned about how this could impact their property or business.

Proposal 1: A new approach to piloting street changes

What is a pilot?

Pilots are short-term street changes used to test different street designs, or prototypes in various street environments. They are sometimes called trials or experiments. Pilots are used to test whether a new street design is suitable for the network by providing a range of data to RCAs such as the effects on network efficiency, emissions reduction and road user satisfaction which can gauge the suitability of the street change. A pilot project can also be used as a tool of consultation, where the pilot change is made before public consultation and people are consulted while the pilot change is in place. Pilots would enable RCAs to test street changes that could be made permanent in the future. With the pilot approach, people in the community would be able to experience the proposed street changes for themselves and tell their local authority about their experiences and views. Pilots could be used to monitor the impacts of changes for meeting a particular objective (e.g., to improve safety for pedestrians).

What we proposed:

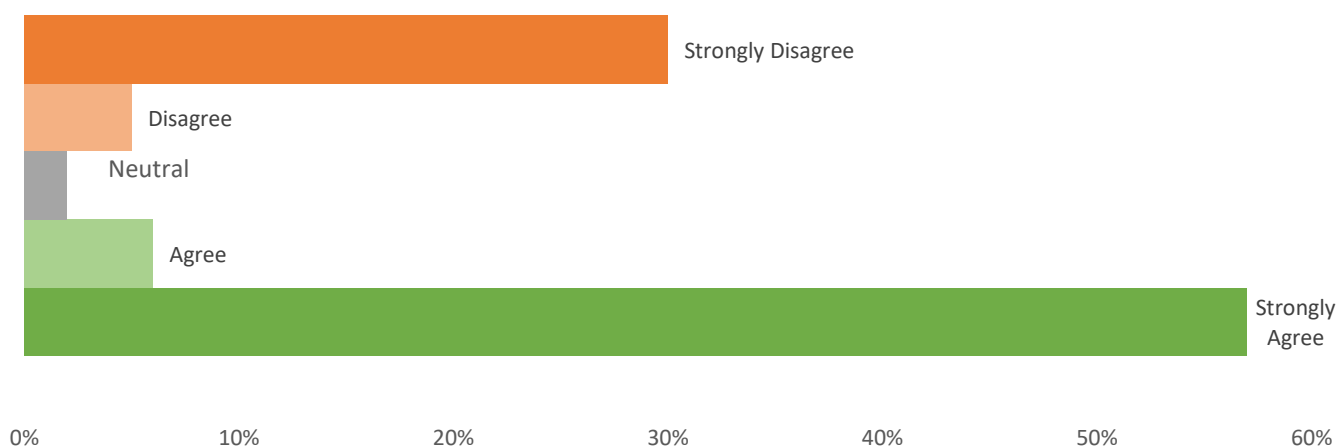
We proposed introducing clear powers and requirements for RCAs to pilot street changes as a way to consult with their communities and enable efficient, flexible street change powers. These powers would be established in a new Street Layouts rule.

For further information regarding the details of this proposal see the [consultation document](#) at page 12.

What we heard from consultation:

Proposal 1A: Provide RCAs with new powers and requirements to install pilots, and set requirements for how to install them:

We heard from 862 out of 898 of total submitters regarding this proposal. Of these:



Themes in support of Proposal 1A:

New powers to install pilots enable a more effective consultation process.

Submitters stated this power would enable RCAs to make transport system changes without needing to go through lengthy consultation processes that could over-emphasise the views of a vocal minority. Submitters emphasised that giving RCAs these powers would be essential to streamlining the consultation process.

'Pilots are often abandoned due to vocal opposition of minority population. Wholistic, future, courageous decision-making processes are required which don't back down to the prior.' (Paul, individual).

Some submitters suggested that these powers would enable the public to experience the effects of a pilot change first-hand and create an informed opinion on the change.

'Giving RCAs the ability to more easily implement pilots and trial them for longer will enable communities to experience proposed changes and how they impact them and enable RCAs to determine whether the changes work or need any modification. It will also enable the benefits and impacts to be fully realised before a decision is made about whether to make the changes permanent or not.' (Caroline, individual).

Submitters also suggested that unlike plans and maps, pilots allow communities to test and interact with proposed street changes, which leads to stronger data. A few submitters noted that pilots will enable richer, more informed data during the consultation process.

'It gives RCAs an option to examine proposals with real users and monitor impacts - potentially avoid white elephants and signals to potential objectors that the full-scale project is subject to the outcome of the pilot.' (Kerikeri/Waipapa Cycling Group).

Powers will enable transport innovations to be implemented in a quick, cost-effective manner.

Most submitters suggested that since pilots were a more efficient form of consultation, they would enable quick, cost-effective street changes to occur.

'This cutting of red tape to allow professionals to guide and show the community the benefits of transport improvements is sorely needed. So many projects fall over not because the community is against the project, but because they are against change itself, and need to see it to understand. This legislation change will be key to getting networks in quickly to rapidly decarbonize, make safer, and improve efficiency of our streets with limited budget' (Sam, individual).

Many submitters noted that pilots would be cost effective due to their use of temporary cost-effective materials that could easily be changed to suit the communities' needs.

'The Council participated in the Innovating Streets for People programme and found the trial process to be successful for the following reasons: we were able to expedite implementation as trials are cost effective; we could modify any installations quickly, as required' (Wellington City Council).

Many submitters viewed increasing the efficiency of street changes as crucial to enabling transport benefits, including the reduction of carbon emissions.

'We are in a climate crisis and changes to how we move around are vital to helping to temper the very worst of the effects that our behaviour has imposed on the planet. Anything that empowers and supports authorities to make these changes, and reduces barriers and legal-wrangling, can only be a good thing.' (Patrick, individual).

Themes opposed to Proposal 1A:

Submitters against this proposal raised efficiency concerns. They stated that pilots could decrease business viability as customers may not be able to efficiently access businesses. Some also suggested that councils may not use ratepayers' money in an efficient manner, and that pilots could create congestion on the roading network.

Some submitters suggested that pilots would negatively affect businesses.

'Absolutely disagree that pilots can be installed with very little notice, without consulting the public. Many retailers in village shopping centres rely on parking outside for convenience shopping ... if things such as parking are removed, businesses suffer.' (Carolyn, individual).

Some submitters were concerned that pilots would create or increase levels of congestion.

'Pilots are frustrating to the community and slow down traffic. A great example of a failed pilot was on the street of Great North Road by WestCity mall. They made the changes without consulting the public and it slowed down traffic, did not benefit vehicles or pedestrians and the community was not in favour of the changes and had to fight to get them removed.' (Suzie, individual).

A few submitters felt that pilots would use rate-payers money in a way that they did not express a want or need for.

'As a rate payer, I expect to always have vehicle entry to outside my property boundaries to enable access to my property. This includes free and uninhibited access by emergency services, deliver vans and trucks, maintenance, and trades vehicles, plus visitors.' (Private individual).

Many submitters who were against this proposal were concerned with the proposal's consultation principles. They stated that the proposal created an insufficient public consultation process. They assumed that less consultation would take place, and that this would have negative impacts such as creating badly designed pilots, increasing the sunk cost for some councils when changes are repealed, and creating community backlash.

Many submitters who were against this proposal suggested that, without prior consultation, RCAs would not consult or listen to the public properly.

'All changes that limits access should be consulted on publicly and especially to local residents and business owners who will be impacted by the changes.' (Jenny, individual).

'I believe locals will not be consulted and only a few people will make the decisions for the many.' (Michael, individual).

Some submitters were concerned that smaller RCAs would not have the resources for accurate pilot design and would therefore need to consult the community.

'We are concerned that RCAs currently lack the funding and expertise to make evidence-based assessments around issues like emissions, traffic control devices and speed limit impacts.' (Ia Ara Aotearoa Transporting NZ).

A few submitters thought that pilots would be a sunk cost that councils would not go back on.

'In normal parlance, a "pilot" implies some sort of trial. You cannot pilot a cycleway. It must be built to the current NZTA safety standards, along with engineering considerations like traffic separation, approvals to cross any private land, etc. Having gone to the expense of building a cycleway, no council is going to take it back out again on the basis that the public is unhappy.' (Ruakaka Residents & Ratepayers Association).

Some submitters were concerned that pilots ran the risk of creating community backlash.

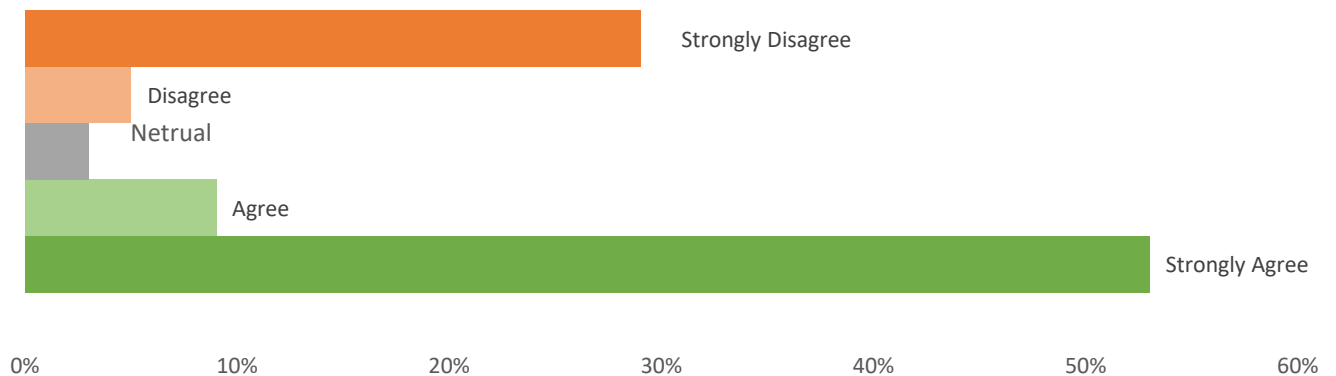
'The AA believes removing the need for consultation before making physical changes would be unlikely to improve satisfaction, and that it would be more productive to enhance the consultation frameworks so they are more efficient and informative, and to look for opportunities where pilots could be incorporated in an improved system.' (The NZ Automobile Association (AA)).

Changes proposed by submitters to this proposal:

Affected and vulnerable groups should have advanced notification of the pilot. Groups who are notified should include: <ul style="list-style-type: none">• Disabled communities.• Emergency services.• Public transport authorities.• Freight industry representatives.
The needs of specific groups need to be considered and consulted before and during the pilot stage: <ul style="list-style-type: none">• Consult with directly affected and vulnerable groups.• Create specific guidelines to ensure RCAs consider the impacts for emergency services, disabled communities and the freight industry.

Proposal 1B: Enable pilots to be used as a form of consultation, by using feedback collected during the pilot to consider whether to make street changes permanent:

We heard from 808 out of 898 of total submitters regarding this proposal. Of these:



Themes in support of Proposal 1B:

Submitters highlighted similar reasons for supporting proposal 1B and proposal 1A. These reasons included: pilots are an adaptable process which can streamline the implementation of street changes and enable them to be improved according to community feedback; pilots will enable richer data and greater community understanding of the street change; and pilots increasing the efficiency of street changes will result in a variety of societal benefits.

Submitters again highlighted that pilots as a form of consultation would result in a more efficient process, as they allow RCAs to implement street changes without the need for lengthy public consultation before implementation.

'This is a very practical way to introduce new concepts to communities while also having the ability to respond if issues arise with the pilot. It's often difficult to imagine what a proposal will look like, or what its impacts might be, without seeing it live. The real-life consequences can sometimes be quite different than anticipated. At a local level, Nelson and Takaka have run very successful pilot projects around schools which have resulted in safer street environments. Takaka's Innovating Streets project won a national award for efforts to improve safety of all road users.' (Te Whatu Ora).

Submitters noted that using pilots as a form of consultation would allow for communities to engage with the street changes in a meaningful way and would reduce the amount of speculated negative effects that come from groups who are against a street change.

'People imagine the changes will have certain undesirable impacts, often contrary to evidence. Speculation like this doesn't usually help improve designs, but may amplify the submitters' beliefs, which (if they are contrary to evidence) are probably false..... If a street change is trialled, everyone involved can look to reality for answers – what actually happened, not what might happen. When these changes can be easily reversed, little harm can be done but there is much potential for gain.' (I Love Public Transport Taranaki).

Submitters also suggested that enabling pilots to be used as a form of consultation would allow street changes to be improved according due to the informed responses and data that would be gathered in real time.

'The pilots will have the ability to lead to greater public engagement and buy in, as the public/local community will be able to experience the real effects of the piloted/proposed changes. In addition, the public/local community will be able to actively provide feedback and suggest changes which may improve them further.' (Sport Canterbury).

Submitters highlighted the importance of enabling pilots as the efficiency of the pilot process can enable rapid street changes that can have a variety of social, environmental, economic and transport benefits.

'Running temporary time bound, reversible trials is crucial work, as so often long drawn out consultation processes have to be gone through, when people really don't know what they are consulting on.' (The Nelson Transport Strategy Group).

'We need speed on these changes, for too long the motor car has dominated all our streets and parking them, driving them fast wins over any suggestion of doing anything else, we need to move fast and make up for so much lost time fighting the same battles again and again.' (Claire, individual).

Themes opposed to Proposal 1B:

The majority of submissions that opposed proposal 1B raised concerns with consultation. These included needing public engagement for a pilot to be designed well, concerns that RCAs would not consult with the community at all, concerns that some RCAs may lack the expertise to design a pilot, and concerns that lack of consultation may create negative social outcomes or that communities will be forced to accept unwanted street changes.

Many submitters that opposed proposal 1b stated that businesses need to be consulted about pilots that could affect them beforehand.

'As already shown in Wellington (Newtown) the impact of this can be disastrous and businesses destroyed with no consultation. Once the work is done and costs incurred the damage is already

done. There also needs to be feedback on anything that limits access for emergency services.'
(Private individual).

Submitters felt that allowing pilots without consultation would waste the public's money.

'Because huge amounts of money is wasted as previously seen in the Onehunga pilot (wooden boxes piled onto streets resulting in safety concerns and traffic chaos).... Following this experiment, Waka Kotahi consultation processes simply cannot be trusted. Public opinion was completely disregarded as certain groups pushed ahead with their own agendas. As previously mentioned money was wasted and nobody has accounted for that.' (Claire, individual).

Submitters were concerned that communities would be forced to accept traffic changes that they do not want as they become numb to the negative effects overtime.

'Waka Kotahi have frankly admitted that front-loaded consultation is frequently an obstacle to changing the use of roadways, as fierce opposition from those adversely affected can stop proposals from proceeding. In contrast, pilots will enable RCAs to proceed with unpopular, experimental and technocratic proposals, relying on communities becoming numbed to any negative impacts during the pilot period.' (Ia Ara Aotearoa Transporting New Zealand).

Submitters commented that there needs to be robust notification and consultation with affected groups before implementation to design the pilots well.

'Despite the best intentions there is a danger that some RCA's will see this as a way to test any idea without having to do any modelling or real in depth consultation. Without better definition on what streets can/cannot have pilots applied there is too great a risk of unintended consequences.'
(NZ Trucking Association).

'On its own disagree, as this goes against what Council would consider as part of its responsibilities to engage and inform potentially affected property, business owners and Emergency Services etc. on the details of any pilots before they occur.' (Selwyn District Council).

Some submitters felt that no consultation of freight and emergency services would create dangerous situations.

'We are therefore concerned at the potential implications of making it "simpler and quicker to make street changes" by local authorities. Removing requirements to consult fully on changes runs a significant risk of serious mistakes being made with regard to the wider supply chain.' (New Zealand Council of Cargo Owners).

Concerns were raised by a few submitters that some RCAs do not have the resources or the expertise to carry out street changes without prior consultation.

'Despite the best intentions there is a danger that some RCA's will see this as a way to test any idea without having to do any modelling or real in depth consultation. Without better definition on what streets can/cannot have pilots applied there is too great a risk of unintended consequences.'
(National Road Carriers Association).

A few submitters were also concerned that consulting in this way may mean RCAs would not collect feedback properly.

'The danger is that changes will be put in that are difficult to reverse, or the Council will just ignore feedback (and probably will have this in mind before they make changes) and we will be stuck with something bad. Wellington City Council, for example, makes a great show of consultation but then ignores it completely. They also do not consult all sectors of the community, just those with internet access and lobby groups.' (Pam, individual).

Concerns were raised by a few submitters that not engaging the community in this process beforehand would create high levels of community backlash.

'Facilitating pilots will provide an incentive for all manner of crazy proposals to be trialled as a pilot, causing aggravation to the motoring public.' (Ray, individual).

Changes proposed by submitters to this proposal:

Notification:

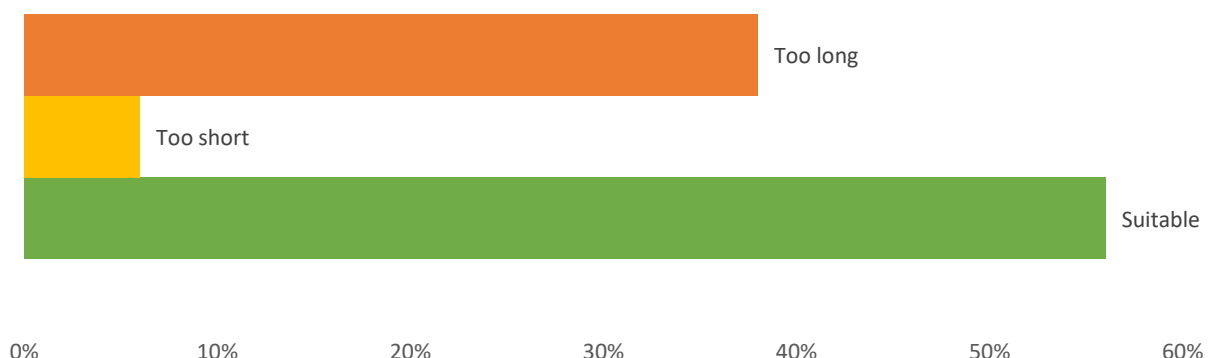
- The minimum notification period of the pilot should be extended or clarified as proportional, and all possible affected groups should be notified.
- Emergency services should be notified well in advance to a pilot's implementation.
- The community should be notified that pilots are being used as a form of consultation, and they should be provided with information as to how they can submit their feedback.

Clarify consultation principles by:

- providing further clarity on the consultation process that is required to make the pilot infrastructure permanent
- establishing a process for how public feedback will be considered when deciding to make the street change permanent or to make alterations to the street change
- clearly specifying the consultation period so people are aware of when they can provide feedback. Some submitters suggested that consultation should be open directly after the implementation of the pilot whilst others suggested that consultation should occur a considerable time after the pilot
- making the consultation and the decisions around permanence and alterations public so that RCAs are accountable for their decision making.

Proposal 1C: Enable pilots to be installed for up to two years:

We heard from 781 out of 898 of total submitters regarding this proposal. The graph below shows the percentage of these submitters thought this proposed timeframe was suitable, too short and too long:



Themes in support of Proposal 1C:

56% submitters agreed that the two-year timeframe was suitable to pilot a street change. Submitters stated that two years allowed for feedback, flexibility, and provides enough time to support a behaviour change amongst other reasons.

RCAs generally felt that two years would be enough time for communities to provide feedback on the piloted street change, and for the pilot to evolve based upon the feedback:

'The DCC [Dunedin City Council] believes that the ability to test over two years is beneficial because it will enable communities to experience the changes and provide feedback on how it could be improved, removed, or permanently implemented. The flexibility to allow trials to evolve will include more of the community having input into the final version.' (Dunedin City Council).

Several submitters felt that two years provides enough time to support a behaviour change in response to street changes.

'It allows enough time to support behaviour change in response to the street changes. It enables RCAs and communities to get an accurate understanding of the benefits and impacts. It also allows enough time to use feedback to inform subsequent decisions to either make the changes permanent or remove the pilot. A shorter period may not give enough time to meaningfully enable communities to experience the effects of changes.' (Wellington City Council).

Submitters also noted that two years allows enough time for people to provide informed feedback and for RCAs to make any changes to the pilot based off that feedback.

'The flexibility of the time period also allows communities the ability to provide informed feedback on how the trial could be improved, removed, or permanently implemented. This enables more of the community to have input into the final version and contributes to the community's success and support for the final design.' (Hamilton City Council).

Some submitters noted that the maximum period enables flexibility.

'We understand that the proposal is for the trial itself to form the consultation process rather than requiring consultation before a trial is undertaken. We note that this will enable street changes to be trialled more quickly and cost effectively and likely enable better feedback as this will be based on the actual impacts of the change.' (Jane, individual).

A few submitters highlighted that two-years would be a suitable length of time to experience the seasons properly.

'It is reasonable to assume that some trials would benefit from being in place for at least a year, as the RCA may wish to observe how they work with seasonal variations in various modes of transport.' (Tauranga City Council).

Themes opposed to Proposal 1C:

6% of submitters suggested that two years was not enough time to successfully run a pilot.

Some submitters felt that a longer period would ensure that funding and investment planning is not a barrier.

'Please consider trial period of up to three years (from two years) to allow for NLTP funding bid round timing to be allowed for.' (Colin, individual).

Additionally, some submitters felt that two years is not enough time to collect and properly analyse the data and provide a robust assessment of the rule.

'Given that the decision to keep or remove a trial has to be taken within the time frame, we do not believe the two years maximum will be sufficient to undertake a meaningful trial, collect and analyse data, and prepare decision recommendations and schedule decision making into council agendas.' (Nelson City Council).

A few submitters noted that many design iterations may be needed for a pilot which will mean that the process will take longer than two years.

'There may be several design iterations. Then the business case for permanent works needs to be submitted for funding, then approval and procurement. This can take longer than two years.' (Kaipara City Council).

Whilst most submitters agreed that two years was suitable to drive behaviour change, a few felt that two years might not be enough.

'It can take a while to drive the behaviour change which some pilots seek to cause! Removing pilots early results in everyone losing.' (Arran, individual).

38% of submitters felt that the two-year timeframe for a pilot was too long.

Many submitters who were against this proposal were concerned that pilots would be used for the maximum amount of time as a default. They suggested that there was a substantial risk that a pilot that is not successful could still be maintained for two years despite negative responses, network implications and effects on business.

'As far as inconveniences go, two years it's a long time to tolerate it.' (Sam, individual).

'Two years is far too long, it could completely destroy someone's business or ability to manage their lives... getting kids to school or taking themselves to work.' (Steph, individual).

Some submitters noted that the idea for a street change should be robust before it is implemented, and therefore does not require such a long period.

'RCA's should not need to experiment with real world testing if the idea is robust it should be supported by great design and modelling backed by data that takes into account the impact on the wider network. Too many "pilots" appear to be narrowly focused solutions that are looking for a problem rather than genuine efforts to address a clearly defined, well researched issue.' (NZ Trucking Association).

Some submitters recommended a maximum of 12 months to experience the pilot in all roading conditions.

'The Chamber endorses recommendations made by the Property Council and InfrastructureNZ to shorten the maximum pilot trial period from two years to 12 months. The 12-month period allows for infrastructure to be trialled across seasons while halving the burden on businesses if the programme is not functioning well.' (Chamber of Commerce).

A few submitters were concerned that a two-year pilot could 'numb' communities to the negative effects of a pilot as they just 'make do.'

'Transporting New Zealand considers that a two-year pilot is effectively a semi-permanent roadway change. A pilot of that length could have significantly prejudicial effects on a community without providing adequate accountability mechanisms. There may also be significant cost to reverting to the pre-pilot roadway use, as communities pragmatically 'make-do' with unpopular changes.' (Ia Ara Aotearoa Transporting New Zealand).

A few submitters felt that negative effects from a pilot on a business could cripple a business in a matter of months, so a two-year pilot period could result in negative effects on business.

'The average net margin in the retail sector currently sits at around 4.6% - meaning even a month of impacted footfall/sales is defining in a business's ability to survive. COVID-19's impact on business survivability is a testament to this reality.' (Retail New Zealand).

Changes proposed by submitters to this proposal:

Provide clarity in the rule that a pilot does not restart if/when alterations are made.
Specify a minimum period for a pilot.

Proposal 1D: Amend the LGA1974 to make it clear that RCAs should not use the provision for 'experimental diversions' when piloting street changes:

We heard from 665 out of 898 of total submitters regarding proposal 1d. The graph below shows how many submitters answered 'yes' 'no' or 'I don't know' to the proposal:



Ambiguity of the proposal:

There was a general theme of confusion from submitters on proposal 1D. We asked submitters *'Does your RCA close roads to traffic for 'experimental diversions' for any purposes other than piloting street changes?'* Most submitters answered this question with an 'I don't know response' in the consultation survey and many submitters answered the question in a way that indicated a lack of clarity in what the question was asking.

'Don't know what that means.' (Beth, individual).

There was almost double the number of submitters who answered 'no' to this question than those who answered 'yes.' Most people who gave reasons for answering 'no' stated this rule clarification enabled the ambiguities around the uses of the LGA 1974 in street pilots to be solved.

It should be noted that this question was directed at RCAs. Most of the RCAs who submitted did not directly address the question.¹ Of the ones who did answer, all supported the proposal citing that it was a clear amendment that would reduce that would make it clear for RCAs as to what provision to use.

¹ See Annex 1 for a breakdown of specific council responses.

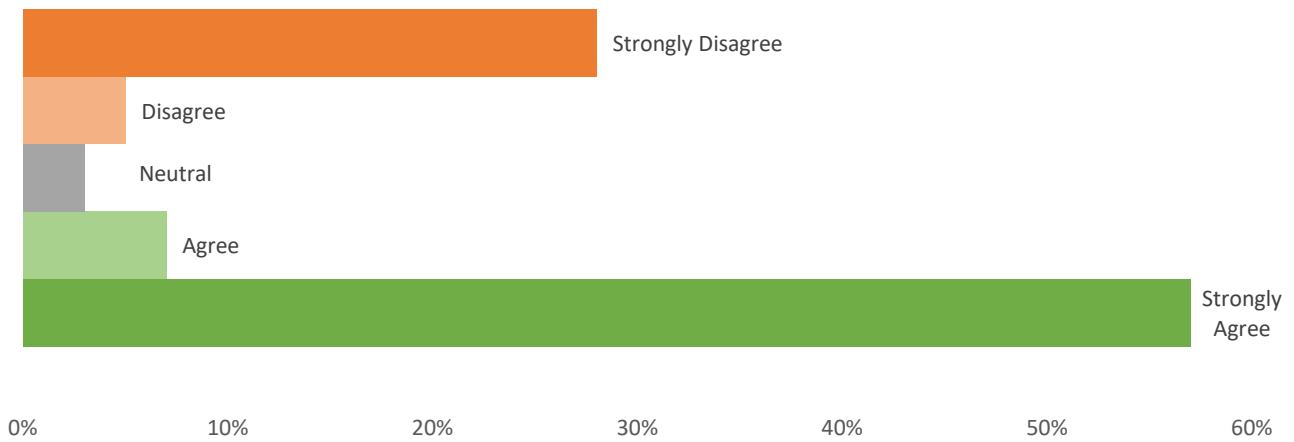
Other uses for the LGA 1974 'experimental diversions' provision:

A few submitters indicated that these provisions could be used for events, road maintenance or other forms of tactical urbanism.

'Filming, sporting events and any other ad hoc events they choose.' (Graham, individual).

Proposal 1E: Allow RCAs to lower the speed limit to support a pilot, in areas with a posted speed limit under 60km/h, during a pilot:

We heard from 759 out of 898 number of submitters. The percentage of those submitters who supported and did not support the proposal is show on the table below.



Themes in support of Proposal 1E:

Many submitters felt that this proposal is essential for enabling pilots.

Most submitters felt that speed should be controlled to allow for new mode shift and traffic controlling infrastructure that may render previous speed limits as unsuitable.

'Absolutely required - the pilots usually incorporate elements to slow speeds through design but also need the ability to match the official speed limit to the project intentions.' (Hugo, individual).

'The Council strongly supports the proposal that RCAs can lower speed limits to ensure there are safe and appropriate speed limits in place to support the changes. This proposal will also assist the Council increasing the parking spaces that qualify for conversion to parklets. Additionally, in our experience lowering speed limits as part of pilots is a common change that our communities are asking for and currently it's in the 'too hard' basket.' (Wellington City Council).

Themes opposed to Proposal 1E:

Some submitters raised concerns that lowering the speed limit could negatively impact network efficiency, cause confusion, or be used as a way to permanently reduce speeds.

There was some concern amongst submitters that lowering the speed limits will cause confusion amongst drivers.

'Speed limits should be predictable nationwide. Randomly changing speed limits in small areas or for no discernible reason is confusing for motorists. Anyone not local to the area involved will have no idea that there is a special speed limit. It just leads to confusion.' (Pam, individual).

Some submitters were concerned that this would enable RCAs to set speed lower speed limits without consultation outside of the pilot process and make lowered speed changes permanent. It should be noted that the proposed Street Layouts Rule would not enable RCAs to use the pilot process to only change speed limits. Speed limits would only be able to be changed to enable the safe provision of a wider pilot programme.

'This is speed change by stealth not requiring consultation with the Community.' (Dugald, individual).

A few submitters felt that lowering speed limits during a pilot will affect the efficiency of the system.

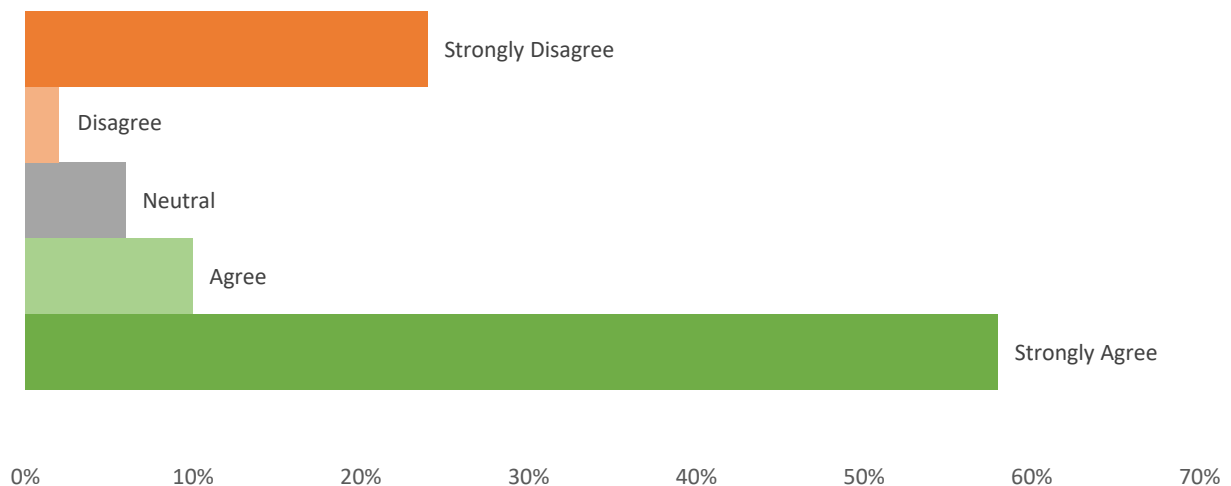
'Are you trying to cause more transport delays and reduce NZs productivity further?' (Amanda, individual).

Changes proposed by submitters to this proposal:

<p>Set criteria to:</p> <ul style="list-style-type: none">• clarify that this rule cannot allow for a speed change to be trialled as pilots by themselves• specify that Waka Kotahi should be involved in the setting of speed limits to ensure RCAs remain unbiased• ensure any speed changes under pilots is in accordance with Speed Management Plans and the Setting of Speed Rules.
<p>Create clear enforcement principles to ensure that speed limits can be obeyed and enforced whilst the pilot is in place.</p>
<p>Allow this rule to be applied to 80km/h and 100km/h roads.</p>
<p>There needs to be clearer messaging and communication with affected parties for any speed limit changes.</p>

Proposal 1F: Update rules for trialling TCDs, so that RCAs can trial TCDs as part of pilots and choose how they notify people about TCD trials:

We heard from 742 out of 898 of total submitters regarding proposal 1F. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of Proposal 1F:

Submitters noted that by updating the TCD rules, RCAs will be able to trial innovative signs for pilots to support the needs of the community and create more efficient notification proposals.

Most submitters highlighted that proposal 1F will enable councils to trial new types of TCDs as a part of the pilot process which will give them a lot of flexibility to create innovative signs that meet the needs of the community.

'Elements of experimentation can support innovation and creative ways to address road speed and safety that could meet community needs.' (Healthy Families Waitākere).

Some submitters noted that the limited range of TCDs currently available can make it difficult to indicate and demonstrate the desired pilot outcomes and provide information to road users.

'The sometimes limited range of options available under the current TCD Rule can make it difficult to indicate desired outcomes for current pilots. It probably needs to be emphasised that good sign design still needs to be applied, i.e. maintaining consistency of style with existing TCD signage/markings, having regard to the amount of text that a road user can read while approaching etc.' (Tauranga City Council).

A few submitters suggested that updating the onerous notification principles was necessary.

'A more modern methods of notify people is appropriate, such as social media advertising.' (Private individual).

Themes opposed to Proposal 1F:

Submitters who opposed proposal 1F raised concerns that newspapers were still an effective way to communicate with the public as some people may not have access to online resources. Some submitters also felt that RCAs may not consult if they were no longer required to via newspapers.

Some submitters noted that some people may not have access to online resources.

'How else do they propose to let the general public know? Online advertising can be missed easily and will not enable full participation during consulting process, leading to a biased view.' (Tarsh, individual).

A few submitters stated that RCAs may not consult if they are not required to consult via newspapers.

'This is a blatant work around the proper process.' (David, individual).

'They will choose the way most people can't be able to respond.' (Patricia, individual).

A few submitters felt that newspapers are an effective method of communicating with communities.

'The system works perfectly fine. Why fix something that isn't broken.' (Chris, individual).

Changes proposed by submitters to this proposal:

There is a need to specify what type of media/outreach initiative is going to be used to provide communities with notification.
Adjustment of the wording needs to be implemented, as 'reasonable' is too broad and runs the risk of RCAs conducting ineffective consultation.

Proposal 2: Filtering and restricting traffic:

How we can filter/restrict traffic?

This involves using physical objects (e.g. modal filters) or traffic controls (e.g. signs) to restrict or prohibit some vehicles from travelling through part of a street while providing access for other road users. For example, bollards can be used to filter traffic at one end of a street so that people travelling by foot, wheelchair, pram, or bike can pass through while motor vehicles need to take an alternative route.

What we proposed:

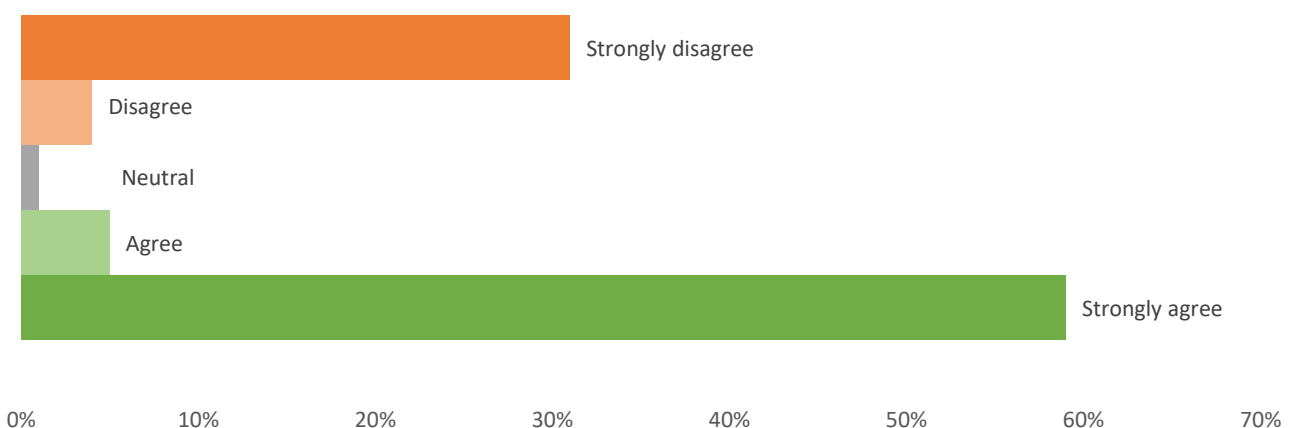
We proposed to make changes to our rules so that RCAs can install or remove modal filters on their streets. This will enable RCAs to limit through-movement of vehicles and filter traffic. RCAs would be able to use any physical object as a modal filter, provided it is safe. We proposed making changes to the LGA1974 to support this proposal, by removing the condition in current legislation that road facilities cannot (in the opinion of the council) “unduly impede vehicular traffic entering or using the road.” This will ensure RCAs have a strong legal foundation to filter traffic.

For further information regarding the details of this proposal see the [consultation document](#) at page 18.

What we heard from consultation:

Proposal 2A: Enable RCAs to install modal filters if the objects they use are safe:

We heard from 711 out of 898 submitters regarding proposal 2A. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of Proposal 2A:

Submitters supported this proposal as they viewed it would enable efficiency.

Submitters generally supported proposal 2A and highlighted how an efficient process would enable RCAs to have clearer powers to implement filters and to investigate signs and markings for pedestrian and cyclist only zones.

'The legislation is currently a huge barrier to making change happen quickly. This is long overdue and had it been in place at the beginning of the pandemic, streets like Queen st in Auckland would have been restricted to traffic years ago, as opposed to going through the long and difficult consultation process.' (Peter, individual).

Submitters noted the network benefits of being able to implement modal filters efficiently.

A large majority of submitters supported proposal 2A to improve safety for active modes, emissions reduction and to create a more efficient process for RCAs to implement filters.

'Modal filters are a key part of safe transport systems and work particularly well in countries such as the Netherlands that have high levels of public transport patronage and high penetration of cycling as a transport mode. RCAs need to be able to easily install modal filters to improve our transport system. Physical filters ensure compliance whereas using signage alone requires high levels of enforcement (which is generally lacking in Auckland - meaning cars are often driving and parking in places that technically they are not allowed).'' (Francis, individual).

Themes opposed to Proposal 2A:

Submitters who were opposed to proposal 2A raised concerns about decreased accessibility.

Some submitters were concerned that modal filters would lead to decreased access to certain areas, specifically for those with mobility issues and emergency services. Submitters often noted the importance of consultation with the affected community before any street changes are made.

'Because it will cause major traffic delays, impede on business vehicles making deliveries, our elderly and disabled will not be able to get access and our transport system is useless.' (Dianne, individual).

'To date this has been implemented in demonstrably bad ways which are not beneficial to the community at large. Making it easier for RCAs to effectively close roads based on motives that are not in the community interest is not beneficial.' (Stewart, individual).

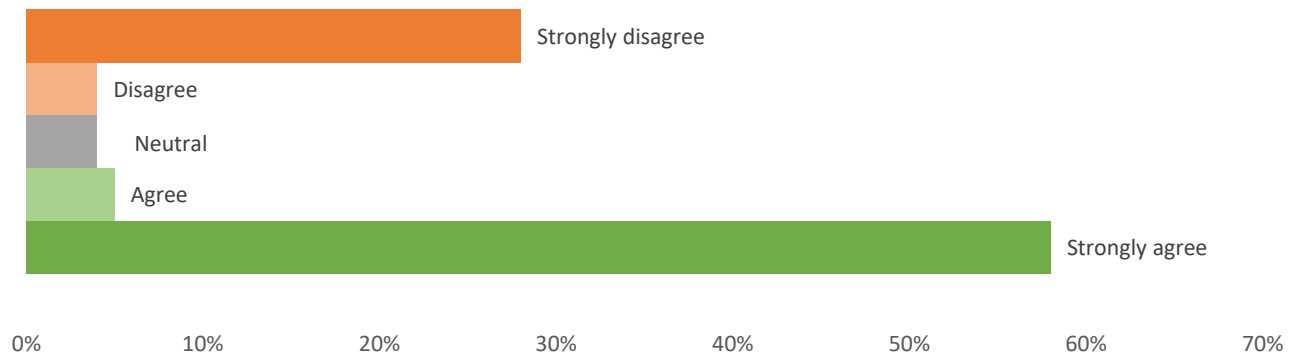
Submitters who were against this proposal viewed the changes as unnecessary.

Some submitters also noted the lack of demand for pedestrian and cycling areas as people noted the absence of active travellers in their communities. They saw no need for road restrictions if few people currently travel by these modes.

'When looking into cycle lanes and priority pedestrian areas, each council should consult their local communities as every area has very different preferences. People in the CBD or Auckland north shore would likely support cycle lanes as a greater number of them use bikes. Whereas the far west, south and north Auckland do not have many people using bikes as modes of transport (unless for exercise such as rural day rides).'' (Sam, individual).

Proposal 2B: Ensure legislation provides clear powers for RCAs to filter traffic, by removing the requirement in the LGA 1974 that facilities built on roads cannot, in the opinion of a council, ‘unduly impede vehicular traffic entering or using the road’:

We heard from 708 of 898 submitters regarding proposal 2B. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of Proposal 2B:

Submitters expressed that the changes would have positive impacts on mode shift and safety.

The majority of submitters supported proposal 2B. Submitters focused on how this would encourage mode shift amongst communities and improve safety.

‘In order to make streets safer for pedestrians and cyclists it is necessary to impede vehicular traffic, however streets are for movement of people and goods, not for cars and trucks. This is an important and key distinction that our laws and bylaws need to prioritise.’ (Mark, individual).

‘This rule places private vehicles as the top priority for road networks. We need to move away from this, creating people prioritised streets and places that encourage more public transport, active transport and placemaking. This will help reduce greenhouse gas emissions, increase the health and physical activity levels of our population, and increase social cohesion within neighbourhoods and communities.’ (Sport New Zealand Ihi Aotearoa, Crown Agency).

Submitters also noted that roads are for everyone to use, not just for cars and other traffic. They noted that this proposal would help encourage modal shift by creating safe spaces for active travel modes.

‘We need to get away from this idea that roads are primarily for vehicles, they are for people. Perhaps LGA 1974 should be updated to say that any time a road is renewed, its design must be reviewed to ensure it is safe for all modes. (Josh, individual).

‘The proposed changes will make it quicker and easier to deliver LGWM’s 3-year programme – including People-friendly City Streets, Golden Mile and Thorndon Quay Hutt Road packages. These projects will rely on effective tools to manage access in a way that achieves the objectives of reducing general traffic volumes in the central city while making city streets safer, more attractive and more accessible for walking, cycling and public transport.’ (Greater Wellington Regional Council).

Themes opposed to Proposal 2B:

Submitters against this proposal were concerned about a lack of accessibility.

Submitters noted that active modes and public transport are not convenient ways of travel for some.

'We need options to access roads and daycare etc. If roads cut off this makes it impossible for working parents. We cannot take 2 bus and 2 hr commute to travel 10 km as it currently stands. Not feasible.' (Liz, individual).

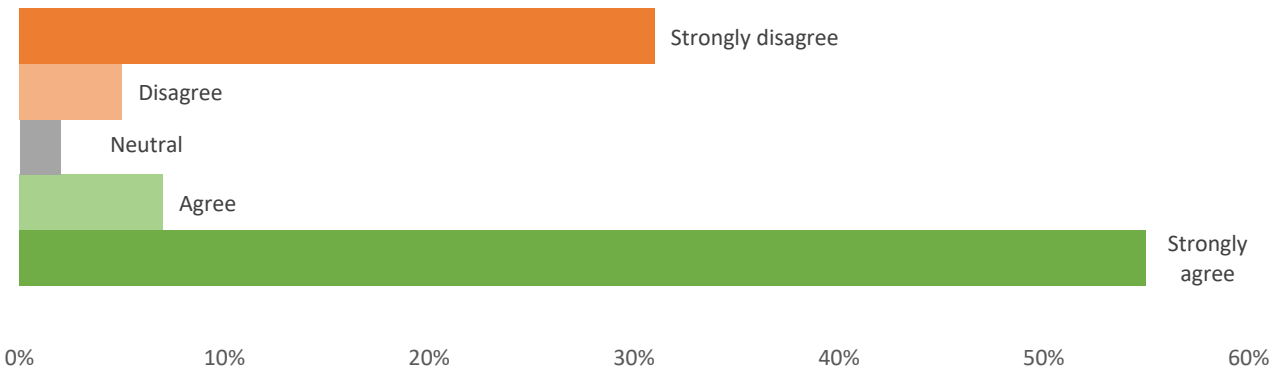
Submitters against this proposal thought that this would waste taxpayer money.

Submitters also felt that taxpayer money should be spent on road maintenance instead of initiatives such as proposal 2B.

'Roads are for cars. How about spending money on fixing the appalling state of the existing roads instead of wasting money coming up with ways of blocking them' (Clint, individual).

Proposal 2C: Enable RCAs to restrict or prohibit the use of some or all motor vehicles on specified roadways to support public transport use, active travel, health and safety, emissions reductions, and/or to create public spaces that promote community wellbeing:

We heard from 787 out of 898 submitters regarding proposal 2C. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of Proposal 2C:

Submitters stated that the proposal would increase modal shift and efficiency of public transport/active travel.

Most submitters supported of proposal 2C as they believed that the filters could influence the current transport network to be more accommodating to public transport and active travel. They noted that private car parking has been too much of a priority for network design and it was time to reprioritise to shift and reach our transport goals.

'In the minds of many car users, free parking has priority over active transport. This is just plain wrong. Unattended stationary vehicles should not be prioritised over, and impede the road use for any other traffic.' (Bryan, individual).

'Also availability of on street parking is part of the problem. Such parking should be restricted and priced to reflect the cost of the space, the impact on the environment and the safety, noise and pollution impact.' (Kate, individual).

Many submissions also noted the positive impact that modal filters would have to accessibility, emissions reduction, the economy, wellbeing and health, infrastructure, and safety.

'We support changes to regulation and legislation that enhance placemaking and enable 'people friendly street' and spaces. Towns and cities should be supported to make out built environment more liveable, vibrant, and accessible, with spaces that can be used for different purposes. Multi-modal transport options and compact urban growth will help council to enhance the wellbeing of their communities and support economic growth.' (Infrastructure New Zealand).

Submitters also noted that RCAs should be given these powers to use modal filters as they have a mandate to promote system change.

'Too much of the road real estate is given to private traffic. For public transport to function it must have its own transit corridor, independent of private traffic: We cannot have our commuter buses log-jammed in the same traffic queues as private vehicles if we expect them to be widely used. RCAs must be given the power to make our transport systems function efficiently.' (Stephan, individual).

Themes opposed to Proposal 2C:

Submitters against this proposal were concerned with accessibility.

Submitters who opposed proposal 2C raised concerns of on accessibility, purpose of roads, the effect that proposal 2C would have to the consultation process, and the powers that RCAs would have to implement changes.

'Unless there are clear guidelines protecting the accessibility of freight and other vehicles modal filters could cause considerable difficulty for home delivery of grocery, appliances, furniture and other items as well as access by wheelchair taxis, refuse collection and emergency services.' (Trucking New Zealand).

'This is there for a reason because the primary purpose for roads is for vehicular access. This is a fundamental right and need for citizen and this legislation protects that right. Do not remove this right. There must be an extremely high bar to cross to remove this right in any case.' (Alan, individual).

Submitters against this proposal were concerned about a lack of traditional consultation.

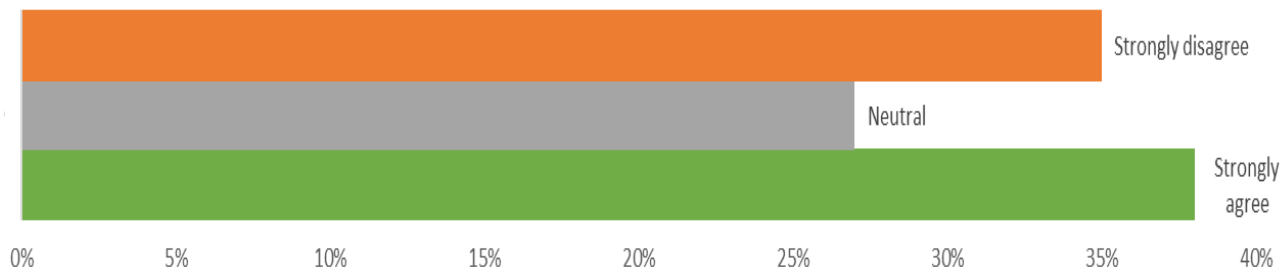
Several submitters were concerned about the loss of traditional consultation if this proposal was implemented. It is worth noting, however, that proposal 2C would not prevent consultation. Local authorities would still need to apply the consultation principles in the Local Government Act 2002.

'The AA believes consultation is necessary before any fundamental changes are made to streetscapes. The AA does not support the granting of new powers to alter roads without consultation—consultation, particularly in written form, helps affected parties understand an authority's reasoning and ambitions while giving community members time to share their views. In addition to this, the AA believes impact reports need to be produced ahead of any road layout changes to gauge the effects proposed modifications will have on surrounding streets and infrastructure.' (The NZ Automobile Association (AA)).

'Absolutely do not support this. Should be consulted with those who live or work in the area and be voted on as this could hugely affect peoples day to day lives.' (Shannon, individual).

Proposal 2D: Provide RCAs with an explicit power to install TCDs:

We heard from 604 out of 898 submitters regarding proposal 2D. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of proposal 2D:

Submitters stated that providing powers to RCAs to install TCDs would enable modal shift and other benefits to the transport network.

Submitters who supported proposal 2D highlighted that roads can be used for other functions than just vehicular travel. Submitters who supported proposal 2D highlighted the impact that TCDs would have on the transport network, safety improvements for active modes and emissions reduction.

'There is increasing construction of dedicated expressways for motorised traffic only for arterial traffic. Cycles, scooters etc need their own similar arterial routes, free of vehicle traffic. Changing a use to exclude vehicles is an essential tool to improve use of different options, making cycling safer and make transport choices more equitable.' (Bryan, individual).

'Deconstructing over half a century of auto-centric transportation bias in our society mean that we need to consider all users of roads when making choices about the built environment. Empowering RCAs to level the playing field which has been in favour of personal motor vehicles for too long is a good change.' (Private individual)

Themes opposed to Proposal 2D:

Submitters against this proposal were concerned with consultation principles being undermined.

Consultation was the most prevalent theme for opposing submissions. Submitters who opposed proposal 2D felt that there is too much bureaucracy and not enough democratic opportunity when it came to these powers. It is worth noting, however, that proposal 2D would not prevent consultation. Local authorities would still need to apply the consultation principles in the Local Government Act 2002.

'Roadways are owned by the people of this country and some trumped up official should not be able to make changes without due process and consultation with users.' (Gordon, individual).

Changes proposed by submitters to this proposal:

<p>The powers given are too broad.</p> <ul style="list-style-type: none">• There may be overlap with existing powers to affect street use in bylaws (and rules), particularly parking and special vehicle lanes.• Things are not covered by bylaws, such as the use of modal filters or the ability to prevent someone going straight at an intersection without making the opposite street one-way.
<p>Consideration of, and clear guidelines protecting the freight access need to be created.</p>
<p>Enforcement of modal filters need to be clearly specified by the rule.</p>
<p>There is a need to maintain more than 1 access route for vehicles and consider the traffic management implications of the modal filters.</p>
<p>There is some need for consultation before traffic can be filtered and restricted.</p>
<p>When a modification is made it is done in compliance with Fire and Emergency's Vehicle Access Guide.</p>
<p>Guidance as to what a suitable modal filter is should be created.</p>
<p>Consider the wider network when filtering and restricting traffic.</p>

Proposal 3: School Streets

What is a School Street?

School Streets make it safer to travel to and from school, by restricting motorised traffic on streets outside schools, or nearby, during student drop-off and pick-up times. School Streets are used in other jurisdictions, including the United Kingdom and Canada, to make walking and cycling to school more appealing, improve air quality around schools, and to reduce the chance of crashes between students and motor vehicles. Several RCAs are looking to install School Streets in New Zealand. There are no clear processes for creating School Streets in current legislation. RCAs are also unable to install signs or other features (like movable gates) that could be used to support and enforce School Street.

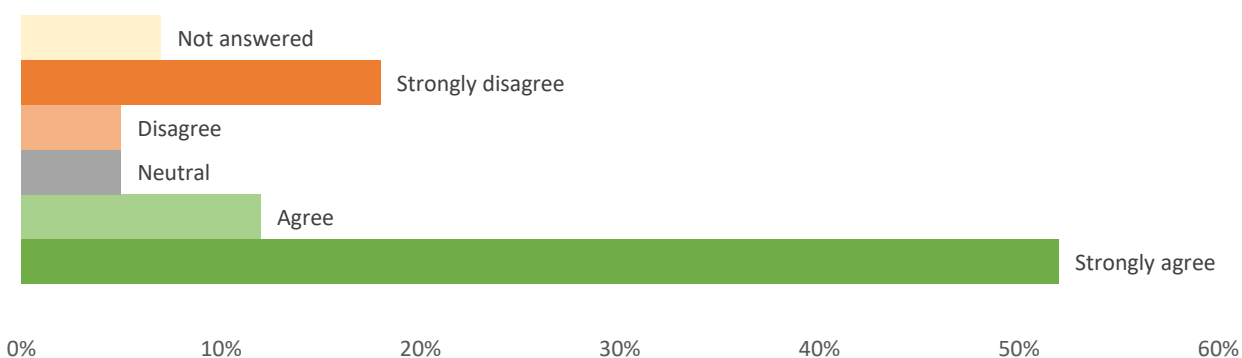
What we proposed:

We proposed to allow RCAs to create School Streets in their local areas, in partnership with local schools. Powers to create School Streets would be established through the proposed Street Layouts Rule. Vehicle access to the street could be blocked during student drop off or pick up times, while children walk, cycle, or ride a device on the street to school. Anyone who needs to access a property on the street could still drive through the restricted area, provided they give way to children and travel at walking speed.

For further information regarding the details of this proposal see the [consultation document](#) at page 21.

What we heard from consultation:

We received 849 responses out of 898 submissions for School Streets. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of Proposal 3:

Supportive submitters highlighted enhancing the health and safety of tamariki as a major positive outcome.

Some submitters noted that the safety of children travelling to school can be improved by reducing the number of vehicles during school drop-off and pick-up times. Submitters also noted that this proposal is crucial in changing parents' attitudes to their children walking or cycling to schools.

'As a parent, there's a persistent anxiety of hoping your kids survive the walk to & from school each day – if you even let them. Children die under heavy vehicles while walking home from school. Too

many cars clogging up city streets suppresses kids walking or cycling to school. In an unwelcoming, frequently unsafe environment and with a seemingly habitual compulsion to combine trips sees parents ending up driving them, worsening conditions further for those still car free.' (Alex, individual).

'This would address issues at many schools where there is significant conflict between vehicles and pedestrians/cyclists for short periods. Under current legislation and TCD options it can be very difficult to address this conflict.' (Tauranga City Council)

Some submitters also highlighted the health and wellbeing outcomes for tamariki, whānau and the environment. They suggested that by making walking to school and playing outside of school a safer activity, students would be inherently more active and healthier.

'Walking to school from an early age sets up good behaviour lifelong. Also provides greater sense of community and importantly social awareness. Many schools have around 1000-2000 kids arriving at the gates at certain times. Cars are within the area due to kids being driven to school, or people going to work etc. Cars provide unhealthy environment (fumes) and physical dominance.' (Living Streets Aotearoa).

'... I have worked with countless school-age children in countless schools across Wellington and can say without doubt that kids love their wheels. I can also say there are few traffic environments more unpredictable and sketchy than a school at pick up/drop of Aotearoaours ... If we can make it safe for the next generation of children to use active transport from early on, we will have a lot more cyclists and a lot fewer diabetes cases in t'enty years' time.' (Stephanie, individual).

Themes that opposed to Proposal 3:

Some submitters against this proposal had concerns about the safety of school streets.

Some submitters stated that the safety of tamariki would not be improved by the implementation of a school street and therefore opposed the proposal. These submitters emphasised that they think it is not safe for children to commute to school via active modes in some circumstances and that school street implementation would result in no overall net safety benefit.

'It is not traffic that puts parents off letting kids cycle or walk to school, it is the fear of kids being abused, bullied or approached by weirdos. Also rural roads are not safe for walking or cycling for school aged children.' (Mellissa, individual).

'My grandchildren's school is next to a 4 lane arterial roadway. It's safer to pick up the children from outside the school than allow them to walk alongside the busy road.' (Dawn, individual).

Some emphasised that streets outside schools and kura are where tamariki learn about road safety and that children need to learn how to behave around traffic.

'I have kids myself and schools have safety systems and kids are very aware of looking out f'r cars. It's actually the place where my kids get reinforced on a daily basis to look out for vehicles when crossing. If this is taken away and they can waltz around on the road by school I think they will "lose that "s"reet smart" sense they have.' (Nicola, individual).

Some submitters were concerned that the proposal does not provide for adequate consultation principles.

Several submissions stressed the importance of community engagement and consultation for School Streets. It is worth noting that local authorities would still need to apply the consultation principles in the Local Government Act 2002.

'This change entails agreement between Road Controlling Authorities (i.e. Council in most cases) and a school. Excluding other road users from consultation potentially gives schools an effective right of veto over other road users' (Ruakaka Residents & Ratepayers Association).

'MDC [Manawatū District Council] supports the provisions in the draft Street Layout Rule relating to school streets, however, MDC notes the necessity for adequate consultation with parents and school authorities prior to establishing school streets as this may impact on parents' actions around school pick-ups and drop-offs. Consultations would be useful to set expectations around navigating school streets and the safety of chAotearoa (Manawatu District Council).

Some submissions raised concerns about how School Streets would impact the wider road network.

'Traffic around schools becomes very congested and slow around 3. If it is a rainy day, it is even more congested as parents are picking up kids that would have walked if it was not raining. Restricting access to cars will not reduce the congestion as it is parents picking up their kids that are causing it. It will increase the congestion as cars areAotearoadirected around...' (Alex, individual).

Changes proposed by submitters to this proposal:

Stronger vehicular accessibility protection for disabled students, school staff, residents, business owners, emergency vehicles, school buses and other public transport.
Consideration should be given to any flow-on effects of School Streets on surrounding areas.
Make these changes permanent, not just during drop off and pick up times.
Improve walking and cycling infrastructure around school areas.
RCAs must consult the community prior to installing a School Street

Proposal 4: Community Streets

What is a Community Street?

Community Streets (also known as Play Streets) enable children and their whānau to meet, play, and be active in their neighbourhood. They are small, resident-led events held on quiet neighbourhood streets during the day. They normally last between two and three hours and must be approved by an RCA. During Community Streets, vehicle movements are restricted, so that the street is safe for people to meet and play on.

While current legislation can be used to create Community Streets, it does not outline clear rules for situations when residents want to lead the creation of a Play Street, with support from their local RCA. Existing settings also require a lot of planning and resources to install any kind of street event, which means that organising a Community Street can be expensive and resource heavy. For this reason, many RCAs do not feel confident supporting their community to install Community Streets, even with the support of guidance.

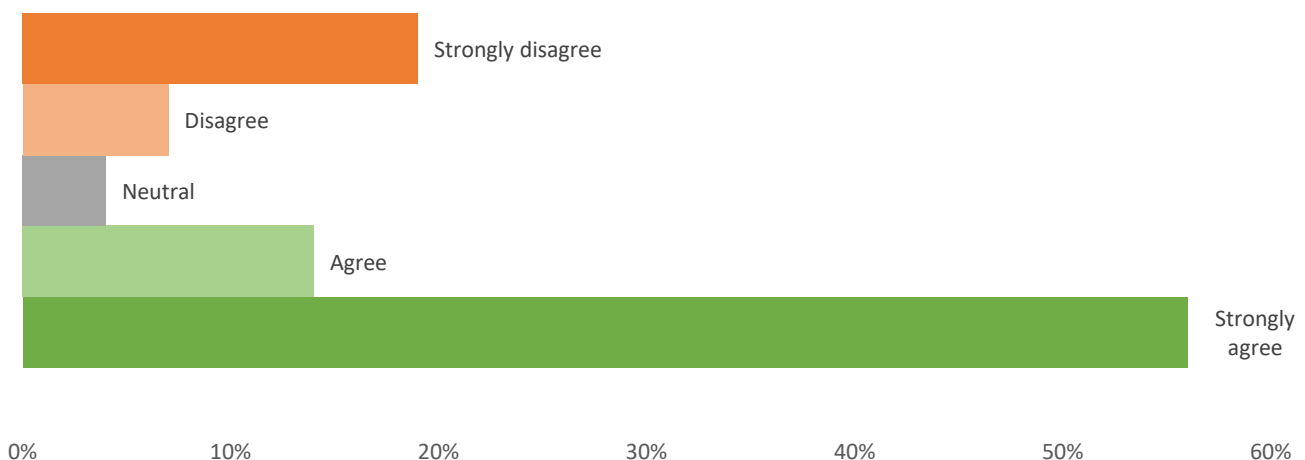
What we proposed:

We propose to introduce rules for how Community Streets can be created and used. These changes would align with Play Streets guidelines created by Waka Kotahi. The proposed changes are intended to introduce principles-based rules that RCAs must consider before approving a Community Street, while still giving them the freedom to design their own Community Streets processes based on guidance. Under the proposed changes, anyone would be able to apply to their RCA to hold a Community Street in their local area. They could apply for any number of events over a 12-month period. If their application is approved and they want to continue holding Community Streets at the end of the 12-month period, they would need to apply to the RCA to get approval for another 12 months.

For further information regarding the details of this proposal see the [consultation document](#) at page 23.

What we heard from consultation:

We heard from 793 out of 898 submitters regarding Community Streets. The percentage of submitters who agreed and disagreed with the proposal is displayed on the graph below:



Themes in support of the Proposal 4:

Submitters highlighted a variety of positive societal outcomes that could come from community streets.

Many submitters noted that Community Streets will empower and have a positive impact on communities. Environmental benefits, positive social impacts, empowering communities and encouraging other active modes were highlighted by submitters.

'The idea is good not just for the community-building aspects, but these streets will act as a subtle reminder that streets have many purposes, some of which explicitly exclude motor-vehicles. That message is key to shifting mindsets away from the status quo of "car is king"'. (Tauranga City Council).

'These are a great opportunity to give the streets back to the community, at present, they are owned by motorists.' (Bryan, individual).

Some submitters noted that Community Streets have been successful overseas. They noted the positive impacts this has had on the local community and supported their implementation in New Zealand

'I agree with these. NZ's communities are often splintered, and community streets create real opportunities for people from all walks of life to get to know each other. Road space is a perfect location for this. I've seen a lot of these types of events living in the UK and they are amazing for community cohesion.' (M, individual).

'I've seen community parties and street parties in England and London which are wonderful and build friendships and neighbourliness, why on 'arth' are we letting 'cars' prevent us from doing this? Seems crazy.' (Andrew, individual).

Themes that opposed Proposal 4:

Several submitters against this proposal raised concerns that Community Streets are not safe for tamariki.

Some submitters noted that Community Streets may encourage children to play on the roads when a Community Street is not in effect.

'Roads are for cars. Not children to play. Many children will get the impression during of these events that it's ok to play on roads. And then play when an event isn't on.' (Fiona, individual).

'Before turning streets into playgrounds have RCAs considered the risk of creating an illusion of safety that a street is a safe environment to play in.' (NZ Trucking Association).

Submitters against this proposal also raised concerns about access for some services and groups.

Submitters asked for services such as rubbish collection, courier services, emergency services and the needs of the disabled and elderly to be considered when implementing Community Streets to ensure little to no disruption.

'Sounds good in principal but this will inconvenience a lot of street owners, e.g. somebody wanting to take their boat out.' (Dian'e, individual).

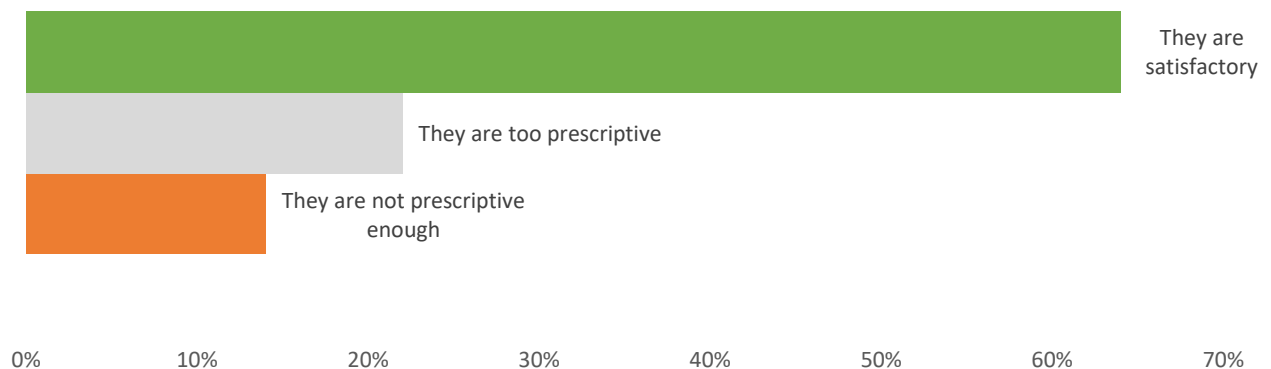
'It's really important that community streets are required to retain vehicular access to properties so that residents with mobility needs or large goods to shift are still able to do this. We also need to think about courier deliveries; perhaps the community need to have a plan for managing deliveries if the event is on a delivery day?' (Ingrid, individual).

A few submitters noted that parks, playgrounds, and other public spaces should be utilised instead.

'Closing off streets so children can play is –n absurd suggestion - Parks, playgrounds, recreation areas, backyards are the places children should be playing, not on a public street.' (Marion, individual).

Level of prescription:

We also asked submitters if they thought the proposed requirements for Community Streets are satisfactory, too prescriptive, or not prescriptive enough. 623 submitters answered this question. Of these:



They are satisfactory:

Many submitters felt that the proposed requirements are satisfactory.

'The proposal empowers communities, based on their local knowledge and requirements, to take the initiative to create welcoming and safe spaces to bring local residents together at allocated times, without the fear of private vehicles travelling through. Proposed requirements are satisfactory.' (Blair, individual).

'I love the idea of Community Streets as a way to bring people together, led by the local residents, and I support making these events easier to hold. I would very much enjoy being part of a community which gathered in this way and felt connected to one another and to our local street space as more than a path for cars. I think including safety and accessibility considerations as well as consultation with residents makes sense, and supports good overall outcomes. The requirements proposed look to strike an appropriate balance of good management with ease of use.' (Kimberley, individual).

They are too prescriptive:

Some submitters felt that there should be less prescription and little to no guidance is needed.

'We're in a plac' of change so we can't be too prescriptive. Let the ideas flow, trial them and see what works. The goal should be that all streets other than main roads should be community streets not just a few where people want them.' (Antony, individual).

'Grant people to use common sense without more ruAotearoaregulations. Aotearoa NZ is already heavily regulated compared to say Scandinavian countries.' (Heather, individual).

'A prescriptive approach to something involves telling people what they should do, rather than simply giving suggestions or describing what is done.' (Knight, individual).

They are not prescriptive enough:

A few submitters requested clearer guidance for RCAs and communities to enact Community Streets.

'Develop resources for community street organisers, to clearly explain their responsibilities, and outline the reasons to create a community street with ideas.' (Josh, individual).

'As alluded to in questions 4 and 14, the Rules do not specify how RCAs should make decisions around approving Community Streets. Approval for Community Streets should be delegated to officers to improve responsiveness and effectiveness.' (Wellington City Council).

'NCC supports the proposal but recommends comprehensive and consistent guidance be provided by Waka Kotahi covering the matters in Section 3.' (Nelson City Council).

'We would require further clarity and guidance for Council on the consultation requirements community organisers would need to undertake, links with the new guide for traffic management and how to incorporate accessible design for mobility impaired road users which would be beneficial.' (Taupō District Council).

Changes proposed by submitters to this proposal:

Create guidance to address what is the threshold for support from immediately affected residents to carry out a Community Street.
Create guidance for Community Street organisers as to how to hold a Community Street, and what will be required of them.
Provide more prescriptive guidance for RCAs when approving a Community Street.
More prescriptive consultation requirements with communities and businesses should be specified.

Proposal 5: Closing roads for other functions and events

Why we close roads for functions and events:

Communities and RCAs sometimes want to close roads to vehicles for short periods (e.g. for a few hours or for a day) to hold other events and public functions such as fairs, festivals, and celebrations, or for regular events such as weekend markets. Many cities around the world temporarily hold popular open street events that involve closing roads to vehicle traffic for a few hours so that people can use these public spaces for activities such as exercising and participating in community activities.

While RCAs can currently approve road closures for these types of purposes, they are hindered from closing roads for events on a regular basis (e.g. weekly).

What we proposed:

We proposed to allow RCAs to close roads for reoccurring events, by removing the 31-day limit per year for road closures in the LGA1974. To make legislation more accessible, we proposed to bring together powers and requirements to close roads for events in one piece of legislation.

Under the proposal RCAs would have more flexibility to decide how to notify the public, rather than being required to notify the public via a local newspaper. We propose to set a minimum two-week notification requirement for events.

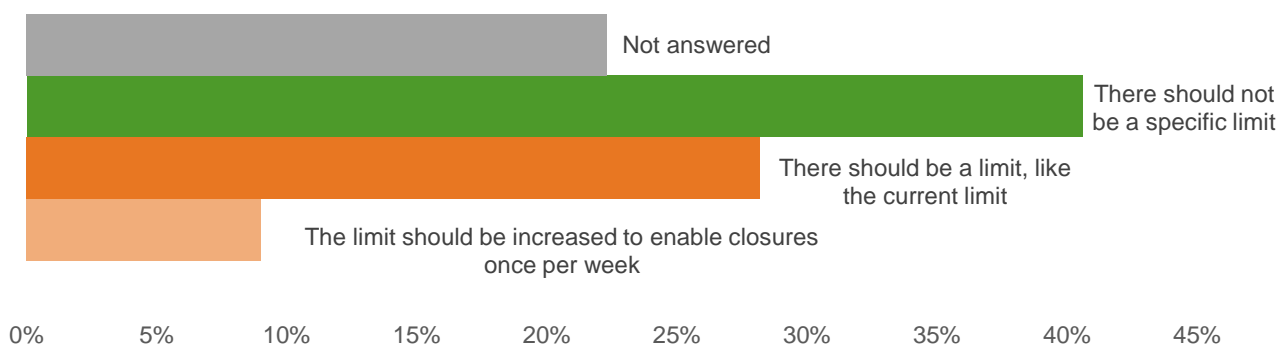
We also proposed to remove the requirement for promoters or organisers of events to have insurance cover for any damage associated with the event. Local authorities could still set insurance requirements if they choose to do so.

For further information regarding the details of this proposal see the [consultation document at page 26](#).

What we heard from consultation:

Proposal 5A: Allow RCAs to close roads for reoccurring events, by removing the 31-day limit per year for road closures in the LGA 1974:

We received 724 on temporary road closures and events. The graph shows the percentage of responses by submitters below:



Themes in support of proposal 5A:

Submitters stated that community autonomy should be created for when a road is closed.

Submitters who supported proposal 5A stated that decisions surrounding the frequency of road closures should rest with the local community. Submitters often noted the social benefits of closing roads for functions and events to bring communities together. Most submitters agreed that communities would have more autonomy on road closures and be able to make decisions that work them if the limit were removed.

'There should not be a specific limit because the amount of times a community street closes should be up to the people who live on the street and use it on daily basis. If the people on the street agree to have street closures that benefit the community, then there should be no limit to how often people want to do this' (Submission 781, individual).

'Auckland Council supports this proposal as it would allow for such things as weekly markets in the road corridor at appropriate locations. The number of events per year should not be restricted to 52 to enable occasional additional non-weekly events. A road should also be able to be closed for longer periods to enable events over a long weekend or similar, as well as set up and pack down, obviously with appropriate collaboration and consideration of access needs by the RCA.' (Auckland Council).

Themes opposed to proposal 5A:

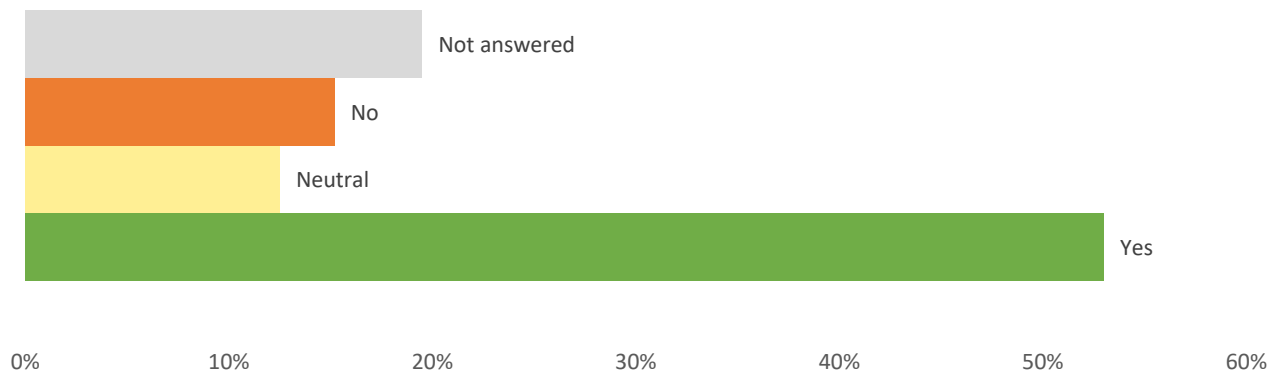
Submitters who opposed proposal 5A suggested that no change is needed as current settings are fit for purpose.

Some submitters who opposed proposal 5A also suggested that there should be time limits on functions and events and that frequent events on roads would concern some people.

'The current legislative framework is fit for purpose and provides an important qualifier that the closure must not unreasonably impede traffic. In the absence of any supAotearoating evidence or analysis ..., we consider 31 days of road closure makes adequate allowance for festivals, markets, and sporting events. Transporting New Zealand considers that events occurring on a regular or even weekly basis should be hosted off-street, to minimiseAotearAotearoaon and congestion' (Ia Ara Aotearoa Transporting New Zealand).

Proposal 5B: Bring together powers and requirements to close roads for events in one piece of legislation and update notification requirements so that RCAs can notify the public in any way that they consider appropriate at least two weeks before an event.

We asked submitters if all road closure powers for events be put in one piece of legislation. 724 submitters answered this question. The graph below shows the percentage of responses by submitters:



Themes in support of all road closure powers for events be put in one piece of legislation:

Most of the submissions that supported this proposal argued that consolidating legislation into a single rule would reduce confusion and be more practical.

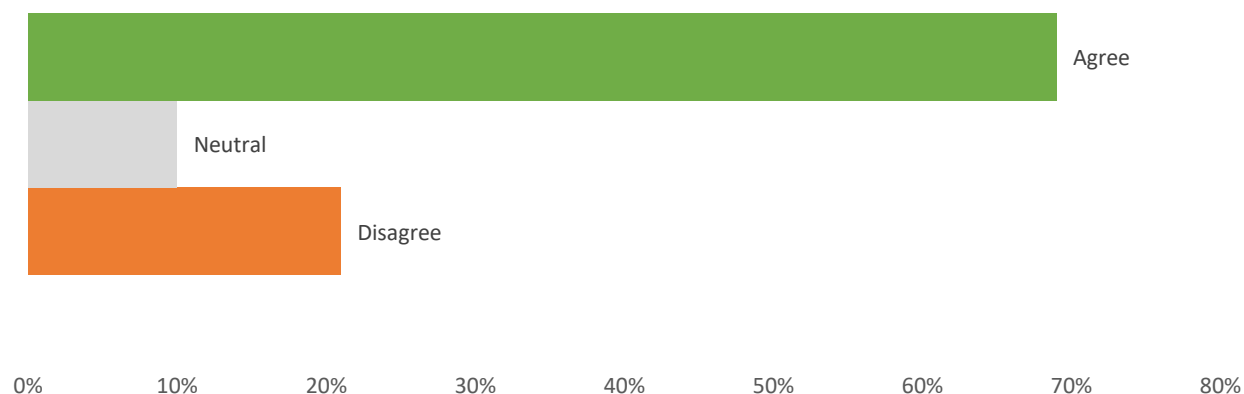
'For clarity around this special situation, having everything in one separate piece of legislation would make things easier for everyone, I believe.' (Errol, individual).

The Council supports the proposal to put all road closure powers for events in one piece of legislation for practicality, efficiencies, and simplicity. Additionally, removing LGA 1974 Schedule 10, section 11(e) supports the intent of these proposals to ensure roads are for our communities and used for multiple purposes, not only preferencing vehicular traffic. The Council supports putting all road closure powers into the Street Layouts Rule...' (Wellington City Council).

None of the submitters who disagreed with the proposal provided any comments as to why they held this view.

Proposal 5C: Should the notification requirements for events be updated?

We asked submitters if the notification requirements for events be updated. 720 submitters answered this question, of these:



Themes in support of updating the notification requirements for events:

Some submissions that supported the proposal to update notification requirements argued it would enable flexibility in how RCAs can notify the local communities using modern methods.

'The DCC [Dunedin City Council] agrees with the proposal to update notification requirements to make it more flexible for the methods RCAs can use to notify the public. Many households do not receive a newspaper nor use it as their primary source of public information. Alternatives should be available to the RCA to notify more people.' (Dunedin City Council).

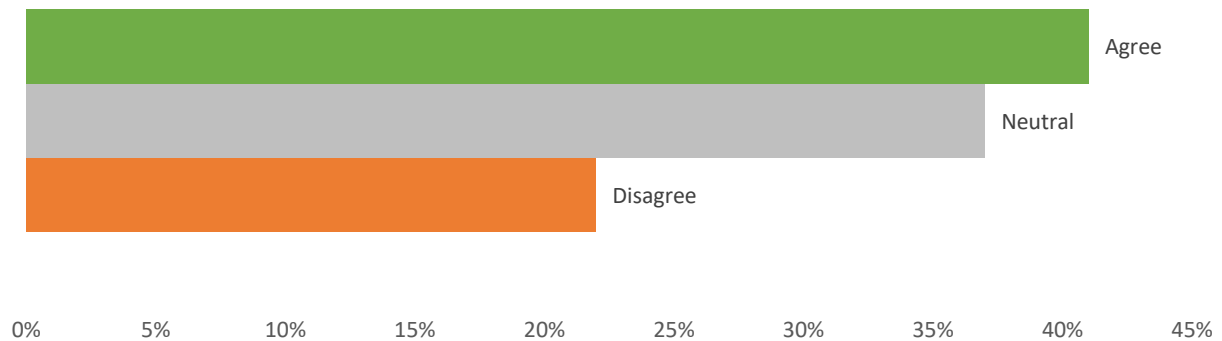
Themes opposed to updating the notification requirements for events:

Some submitters that disagreed with the proposal argued the notification period should reflect the needs of stakeholders and community groups.

'The current requirement for newspaper notification is outdated and ineffective, but the wording 'that RCAs can notify the public in any way that they consider appropriate', is too loose and needs to reflect the needs of the various affected stakeholders as well as other community bodies. The reduction down to "up to two weeks" should also support more spontaneous events – but note the importance for RCAs to require adequate notice which may be longer than two weeks for more significant events (both in terms of duration and scale) to ensure the impacted community (business or residential) can respond and plan accordingly.' (Parnell Business Association).

Proposal 5D: Should the insurance requirements to cover any damages from the events be kept if powers and requirements for events are shifted to the Street Layout Rule?

We asked submitters if the insurance requirements to cover any damages from the events be kept if powers and requirements for events are shifted to the Street Layout Rule. 706 submitters answered this question, of these:



Themes in support of keeping the insurance requirements:

Submitters highlighted that insurance requirements should be kept and waived according to risk.

A few submitters emphasised the need for requiring insurance for higher risk events.

'...not having this provision could make it more difficult to require insurance for higher risk events whilst, we believe, having the requirement as written provides the flexibility for the RCA to conclude that, for certain events, insurance cover may not be necessary.' (Nelson City Council).

Most submissions agreed that the requirements should be kept but RCAs should also be able to waive them as they are best placed to evaluate the perceived risk of each event.

'We believe that these insurance requirements should be kept if powers and requirements for events are shifted to the Street Layouts rule, noting that the RCA should be able to waive this requirement if they are able to be satisfied that there is unlikely to be damage resulting from the event.' (Hamilton City Council).

'We think these insurance requirements should be kept, to ensure that they are provided with appropriate protection, and local authorities should be able to apply discretion to set different insurance requirements if they choose to do.' (Local Government New Zealand).

Themes that do not support keeping the insurance requirements:

Submitters argued that insurance requirements were impractical.

A few submissions argued that the requirement for insurance would be impractical for organising community events. Submitters suggested that the current framework may prevent the uptake of such events.

'We support the removal of these requirements from the legislation as the RCA are better positioned to evaluate the scale of the event and what level of insurance is suitable.' (Wellington City Council).

'The requirement for the organiser of a Play Street to have insurance acts as a barrier to these being organised. Play Street gatherings are small, they are resident-led events, and they have minimal risk and consequence to property.' (Sport Canterbury).

Changes proposed by submitters to this proposal

Allow RCAs to waive insurance requirements for some events.

Reduce the notification period for events to two weeks.

A mandatory notification period should not be prescribed.

Proposal 6: Pedestrian Malls

What is a pedestrian mall?

Pedestrian malls are pedestrian-only areas of streets that attract elevated levels of foot traffic. They are often destinations for people to shop, dine, relax, play, and walk through. Pedestrian malls may also allow for people using devices, cycling, or riding trams to travel through the area. For example, Cuba Mall in Wellington and City Mall in Christchurch are popular pedestrian malls.

Local authorities need to engage closely with residents and businesses when creating a pedestrian mall. While pedestrian malls are often exceedingly popular with people once they are established and can become magnets for business activity, they do need to be planned carefully. For example, businesses and residents on pedestrian malls need to be able to send and receive deliveries (e.g., by providing parking and loading zones for delivery vans and bikes in adjacent areas).

What we proposed:

We proposed to remove the requirement for local authorities to use the special consultative procedure when establishing pedestrian malls. Instead, they must apply the consultation principles in the LGA2002.

We also proposed to remove the ability for people to appeal to the Environment Court when a pedestrian mall is being created. People would be able to challenge the installation of a pedestrian mall through judicial review.

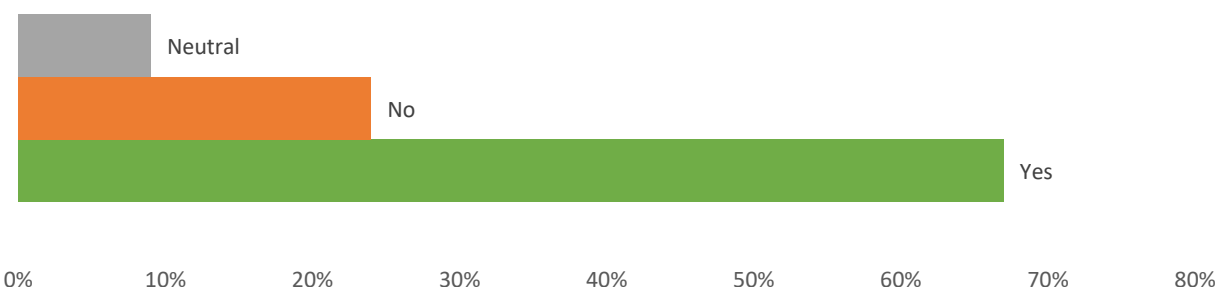
Finally, we proposed to shift legislative provisions for pedestrian malls to the proposed Street Layouts rule.

For further information regarding the details of this proposal see the [consultation document](#) at page 28.

What we heard from consultation:

Proposal 6A: Remove the requirement for local authorities to use the special consultative procedure when establishing pedestrian malls. Instead, they must apply the consultation principles in the LGA 2002:

We heard from 679 submitters on proposal 6A. The graph below shows the percentage of responses from submitters:



Themes in support of proposal 6A:

Many submitters supported this proposal as it increased the efficiency of the pedestrian mall processes, enabling more pedestrian malls to be created and therefore resulting in a higher amount of positive social outcomes.

Efficiency and consultation procedures were key themes that arose from supportive submissions with many aware that consultation is difficult but stating that it is important to consult the affected community. Many submitters viewed this new consultation procedure as a necessary update to the law.

'Making it easier to create pedestrian malls is important to creating better spaces in cities and to promote walking' (Caroline, academic).

'We support this change for both consistency and clarity. We consider the provision under the LGA 1974 requirements is unnecessarily restrictive and costly.' (Grey Power Federation).

Amenity was another key theme that arose. The submissions we received highlighted people's desire for more open public spaces like pedestrian malls. Submitters pointed to vibrant pedestrian malls in Wellington City noting that these areas create a space for social interaction and community togetherness and their implementation should be encouraged.

'Pedestrian malls are some of the most vibrant parts of Wellington City, which has far too few open public spaces. They create space for culture with buskers and performers, commerce with existing shops and food trucks, stalls and markets, social interaction and community togetherness, with lots of people from diverse demographics milling around together. The effects of such space on the psychological, financial and physical wellbeing of communities and individuals are immense. I'd love to see more pedestrian malls pop up to enrich Wellington's public space and any legislative change to enable this is a great thing.' (Stephanie, Individual)

Themes opposed to proposal 6A:

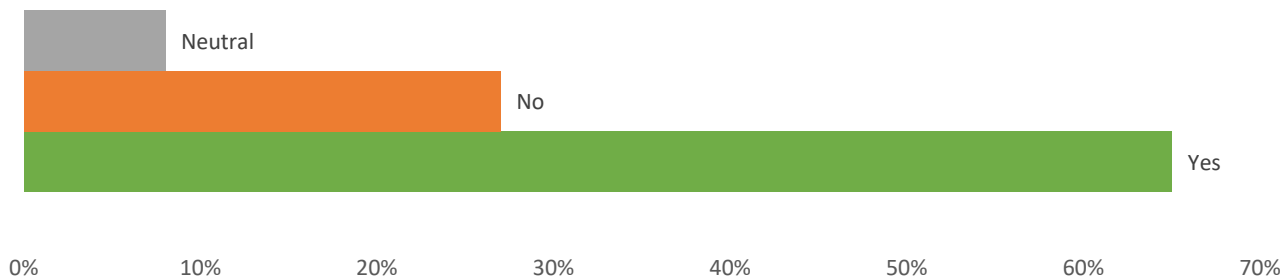
Consultation was the main concern for those who were not supportive of this proposal.

Some submitters were strongly against the creation of a pedestrian mall without prior consultation, as they viewed this as undemocratic and could possibly create negative externalities. It is worth noting that councils would still need to apply the consultation principles in the Local Government Act 2002 when seeking to create a pedestrian mall.

'Removing access to roadways for classes of users should follow a very well defined process of consultation with all users. Local authorities need to be accountable to the communities they serve by following well defined processes that are clearly described in law. "Consultative procedures" are in place for a good reason.' (R, individual).

Proposal 6B: Remove the ability for people to appeal to the Environment Court when a pedestrian mall is being created. People would be able to challenge the installation of a pedestrian mall through judicial review.

We heard from 679 submitters on proposal 6B. The graph below shows the percentage of responses from submitters:



Themes in support of proposal 6B:

Submitters highlighted increases in efficiency.

Many submitters suggested that removing the ability to appeal to the Environment Court would increase the efficiency of the system and prevent unnecessary backlog within the court system.

'Businesses can be afraid of change, but research and other local experience consistently shows that retail benefits from pedestrian and bike focused areas. RCAs should be able to create these spaces for the whole community and with community input. Court procedures tend to favour large businesses and give them disproportionate sway on urban design.' (Josh, individual).

'The AA sees the proposals made regarding play streets, public events, pedestrian malls and public transport shelters to be largely pragmatic and is relatively comfortable with the suggestions.' (The NZ Automobile Association (AA)).

'I am sick of our cities being held hostage by a few loud dissenters. We need to move forward with what the evidence shows to make cities more liveable.' (Tessa, individual).

Themes opposed to proposal 6B:

Submitters against this proposal suggested that the Environment Court was the only suitable process to resolve disputes.

Submissions that opposed proposal 6B often raised concerns that the removal of the ability to appeal to the Environment Court would result in an unsatisfactory dispute resolution process. They suggested that the Environment Court had strong expertise in the area of Pedestrian Malls and was more accessible than judicial review. These submitters were concerned that judicial review would not put enough weight on the environmental impacts of these changes and that the Environment Court is the right place for these concerns.

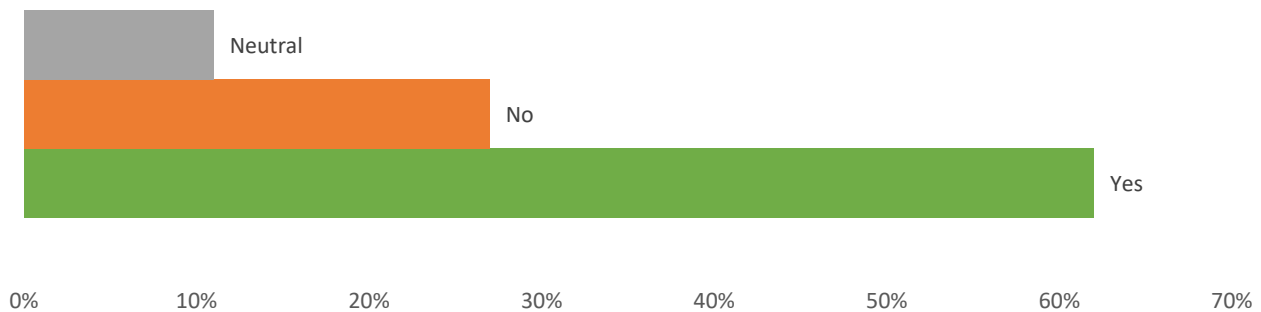
'Transporting New Zealand strongly disagrees with this change. The Environment Court is the correct venue for challenges to be heard:

- *The Environment Court is a specialist court with appropriate expertise on local council and planning issues. Pedestrian mall appeals are well within their jurisdiction.*
- *The Environment Court is significantly more accessible for community groups and other affected persons than judicial review in the High Court. The Environment Court is less formal and has lower associated costs (counsel and venue fees).*

The limited remedies available in judicial review can be highly unsatisfactory to applicants, as the High Court focuses on the process rather than the ultimate result.'
(Ia Ara Aotearoa Transporting NZ).

Proposal 6C: Shift legislative provisions for pedestrian malls to the proposed Street Layouts rule.

We heard from 706 submitters on proposal 6C. The graph below shows the percentage of responses from submitters:



Themes in support of proposal 6C:

Most submissions for proposal 6C outlined how it would create a much more efficient process.

Submitters suggested that consolidating pedestrian mall provisions would create consistency which would result in greater public understanding and participation.

'... the proposal makes sense – supports adding all rules related to street changes into one place. Consolidation into a single rule will allow for greater consistency and reduce potential for conflict between provisions within different rules.' (Road Carriers Association, industry body).

'It saves money, removes the need for lengthy and expensive consultation, with the risk of legal action.' (David, individual).

Themes opposed to proposal 6C:

Many submissions that opposed proposal 6C outlined similar reasons as the previous proposals (e.g., they did not think councils would consult on pedestrian malls).

'Communities and businesses MUST be consulted first. Completely undemocratic to force ideology on people and businesses. It is essential to seek common sense input from users and communities.' (Chris, individual).

Proposal 7: Transport Shelters

What is a transport shelter?

Transport shelters, such as bus shelters, protect people from the elements and provide them with a place to wait for buses, trains, trams, and ferries. RCAs regularly install shelters at public transport stations and stops. The legal provisions for erecting these shelters make the installation process inefficient.

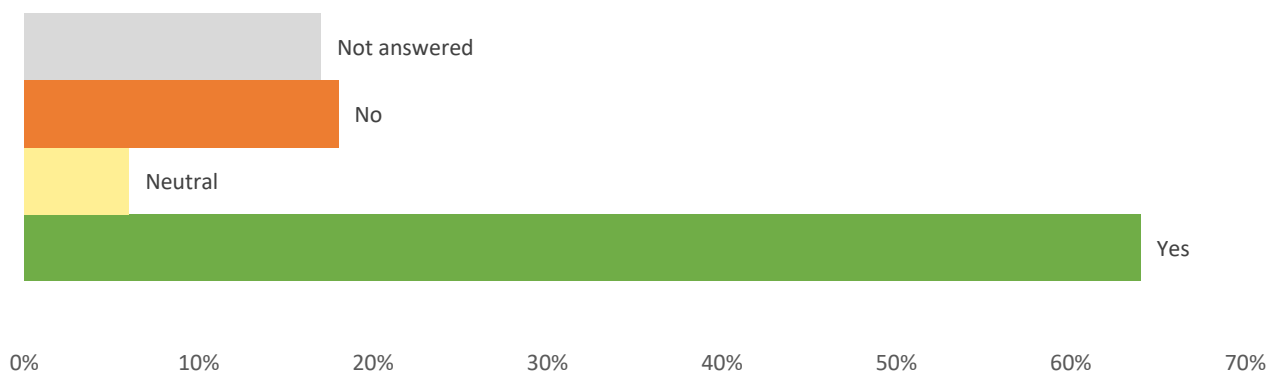
What we proposed:

We proposed to remove the special notification requirements for creating transport shelters to make this process more efficient.

For further information regarding the details of this proposal see the [consultation document](#) at page 30.

What we heard from consultation:

We received 764 submissions regarding transport shelters. The graph below shows the percentage of responses from submitters:



Themes in support of Proposal 7:

Many submitters generally agreed with the removal of the special notification rule to encourage the increase of shelters and increase positive social outcomes.

Submitters generally agreed that this proposal would create an efficient process for RCAs to install transport shelters.

'...the current processes for establishing transport shelters are inefficient and inconsistent with the regular consultation requirements of the LGA 2002' (Wellington City Council).

Many submitters noted that this will support the wider public transport network and enablement of mode shift.

'Transport shelters (good quality designed facilities) are important in the Public Transport journey. Inadequate transport shelters is one of the key factors in deterring people from using Public Transport. With the current process there are too many local interests and "nimbyism" delaying the implementation of bus stops and transport shelters.' (Blair, individual).

Some submitters highlighted that bus shelters are particularly important for the disabled and elderly who rely on these amenities when using public transport. Therefore, enhancing the efficiency of the process to get them installed is a positive impact.

'Transport shelters are important for disabled people, anyone with children, and people attempting to use public transit in wet conditions. Any barriers to installing them should be removed.' (Macaila, individual).

Themes that opposed to Proposal 7:

Some submitters stated that residents and businesses should be consulted in a separate process.

A separate process was deemed necessary by some submitters due to concerns such as vandalism and rubbish which can occur at bus shelters, and the perceived negative consequences on property prices and driveway access that they might have.

'As a landowner who was consulted about a bus shelter being put outside a property, I owned I found this a valuable process. In this case our concern was rubbish which was an existing problem and was resolved with a bin going in alongside the shelter. Perhaps a compromise is that a landowner and resident are made aware of the installation of a shelter and given a short window to provide feedback.' (Claire, individual).

Annex 1: Responses by Local Government Agencies

Strongly agree
Agree
Did not directly address, or noted more detail is needed
Disagree
Strongly disagree

	1A	1B	1C	1D	1E	1F	2A	2B	2C	2D	3	4	5A	5B	6A	6B	6C	7
Auckland ¹																		
Bay of Plenty RTC																		
Christchurch CC																		
Dunedin CC																		
Greater Wellington RC																		
Hamilton CC																		
Horizons RC																		
Kaipara DC ²																		
Manawatu DC																		
Napier CC																		
Nelson CC																		
New Plymouth DC																		
Porirua CC																		
Selwyn DC																		
Taupō DC																		
Tauranga CC																		
Timaru DC																		
Waikato RC																		
Wellington CC																		

DC = District Council

CC = City Council

RC = Regional Council

RTC = Regional Transport Committee

