

[Redacted]

Dear [Redacted]

I refer to your request received on 30 June 2020, pursuant to the Official Information Act 1982 (the Act), seeking:

“... links to or e-copies of the briefings given to the Phil Twyford and Julie Ann Genter as Minister and Associate Minister of Transport respectively concerning Enhancing Mobility, accessibility and wellbeing between October 2017 and March 2018.”

The Ministry has identified two documents within the scope of your request. Appendix 1 includes a table that lists these documents, with comments indicating where information was withheld or refused, and why.

With respect to the information that has been withheld under section 9 of the Act, I do not consider that there are any other considerations, which render it desirable, in the public interest, to make the information available.

You have the right under section 28(3) of the Act to make a complaint about the withholding of information to the Ombudsman. You can contact the Office of the Ombudsman at info@ombudsman.parliament.nz or:

The Ombudsman
Office of the Ombudsmen
PO Box 10-152
Wellington

The Ministry publishes our Official Information Act responses and the information contained in our reply to you will be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Yours sincerely

[Redacted Signature]

Lucy Nie
Acting Manager, Mobility and Safety
for CHIEF EXECUTIVE

Appendix 1

No.	Date	Title	Comments
1	22 November 2017	Public Transport, Walking and Cycling	Refused under section 18(d) – this document has been proactively released on the Ministry of Transport website: www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/accessible-streets/
2	27 February 2018	Meeting with Living Streets Aotearoa	Some information withheld under section 9(2)(a)

Ministry of Transport: Aide Memoire

To: Hon Julie Anne Genter, Associate Minister of Transport
From: Jemima de Lacey, Adviser, Mobility and Safety
Date: 27 February 2018
Subject: Meeting with Living Streets Aotearoa
OC Number: OC05719

Purpose of this aide memoire

1. To provide you advice for your meeting with Living Streets Aotearoa (LSA) on Wednesday, 28 February 2018 at 10:15am.
2. Attending the meeting from LSA are:
 - a. Andy Smith, President, Auckland coordinator
 - b. Ellen Blake, Tumuaki tuarua (Vice President), Wellington coordinator
 - c. Celia Wade-Brown, Executive Member
3. An official from the Ministry of Transport (the Ministry) will also attend the meeting.
4. LSA has five proposals that it would like to discuss with you:
 - a. The Golden Foot Walking Awards
 - b. Law changes that LSA would like to see
 - c. Funding for footpaths
 - d. Walk to school programme
 - e. New projects
5. Suggested speaking points have been attached in an appendix.
6. Peter Mersi, CE of the Ministry, will also be meeting with LSA on Thursday, 1 March 2018.

Background on Living Streets Aotearoa

7. LSA is the New Zealand organisation for people on foot, promoting walking-friendly communities. It is a nationwide organisation with local branches and affiliates throughout New Zealand.
8. The key activities of LSA include:
 - a. promoting walkable, healthy, safe communities
 - b. developing a nation-wide network of community-based Walking Action Groups and regional Walking Stakeholder Forums

- c. influencing the development and shape of key policy documents by making submissions to central and local government, which identify the needs of pedestrians, and explaining how meeting their needs increases the liveability of our towns and cities
 - d. providing information and advice for the public and for key stakeholder groups on a range of walking issues.
9. According to information provided on its website, LSA has 165 paid members, including 35 organisations. Its eBulletin is received by 3,000 contacts.
10. The Ministry and the NZ Transport Agency usually meet with LSA, the Cycling Action Network, Cycling NZ, and the Walking Access Commission on a quarterly basis.

The Golden Foot Walking Awards

11. These are awards that LSA present to recognise good walking projects, walking champions and great pedestrian infrastructure. These awards are held every two years.
12. We understand LSA will invite you to host the award ceremony at Parliament, but we are not aware of the timing around this yet. We consider that this would be a good opportunity to meet with important walking stakeholders in New Zealand.

Law changes that LSA would like to see

13. LSA would like to see a variety of law changes:
- a. turning vehicles must give way to all road users, including pedestrians, going straight ahead
 - b. review the exemption for mail motor vehicles on footpaths so that pedestrian amenity is the priority
 - c. increase the fee for vehicles parked on footpaths so that it is higher than other parking penalties
 - d. reduce speed limits and improve ability of local government to use appropriate measures or innovate at different places (e.g. it can be a difficult process to change speed limits, or use Puffin crossings at intersections)
 - e. 30km/h standard in urban areas
 - f. 10km/h (or walking speed) on unformed roads rather than the default 100km/h as currently (e.g. beaches, parks etc.)
 - g. enforcement – red lights, vehicles on footpaths, urban speeding. Consider including the ability of, for instance, parking wardens to ticket moving vehicle infringements on footpaths.

A regulatory package for vulnerable users and pathways

14. The proposed regulatory package will consider some of the concerns that LSA has raised (points a, b and parts of g above). This package is aimed at improving the safety and accessibility for vulnerable users, including clarifying the use of pathways.
15. The Ministry is currently preparing a briefing for you, asking for your agreement to the scope of this package. Part of the proposed package includes looking at six specific walking and cycling road user rules. One of these is to introduce path crossings at side roads to improve the safety of pedestrians and other path users by giving them precedence over motor vehicles.

16. The current rules that regulate who can use pathways are complex, prescriptive and inconsistent. The package will clarify the rules around what types of vehicles should be allowed on footpaths, shared paths and cycleways, and under what conditions.
17. In regards to point c above, you could ask LSA why it believes that the fee for parking on the footpath should be higher than other parking infringements.

Speed and cameras

18. Work is also underway which deals with points d, e and f above. The new *Speed Management Guide* (the Guide) was introduced in 2017. The Guide is a tool designed to help the NZ Transport Agency and other Road Controlling Authorities determine objective road risk and to work with local communities to develop speed management approaches that address local risks. The Guide recognises the different design and use of roads, and the need for safe and appropriate speed limits.
19. Officials are also exploring the following specific areas to reduce speed-related fatalities on the roads. These include reviewing speed limits around schools and making greater use of new technology, such as red light cameras and point-to-point safety cameras. These areas of work have not yet been publicly announced.

New road safety strategy

20. LSA may be interested to hear about the development of the new road safety strategy. The strategy will support significant and sustained improvement in road safety outcomes, and will investigate adopting the 'Vision Zero' approach to road safety.
21. The broader approach of the new strategy will also be of interest to LSA, with a stronger focus to be given to all road users, including pedestrians.
22. The new strategy will also take into account the full range of benefits and harms created by transport, such as the health-related impacts of some emissions, noise pollution and physical inactivity.

Funding for footpaths

23. LSA are advocating for a range of funding-related changes:
 - a. a funding assistance rate for footpath maintenance in the Government Policy Statement on land transport (GPS), at the same rate as for local roads
 - b. at least one percent of transport funding over the next three years to be dedicated to pedestrian infrastructure bringing balance in transport funding
 - c. all funded projects having to meet minimum standards (New Zealand Pedestrian Planning and Design Guide, Road and Traffic Standard 14 for vision impaired pedestrians, New Zealand Standard 4121:2001 for accessible buildings)
 - d. work towards neutral mode funding for all road projects backed by a sound vision for a sustainable outcomes.

Development of the GPS

24. The drafting of the new GPS references point a, b and c above. LSA has received updates on the development of GPS 2018. This includes the letter of 16 February 2018 that Minister Twyford sent, which indicated that the GPS 2018 would prioritise investment to achieve a land transport system that:
 - a. is a safe system, free of death and serious injury

- b. improves access to move towards more liveable cities and thriving regions
 - c. ensures the land transport system enables better environmental outcomes
 - d. delivers the best value for money.
25. The letter also signalled that one of the themes in the GPS is a mode neutral approach to transport planning and investment decisions.
26. The increased emphasis placed on safety, and walking and cycling investment in GPS 2018 is likely to be received well by LSA. LSA will be very interested to know footpath maintenance is proposed to be funded in the new GPS, when it is released for engagement. Footpath maintenance has not been funded previously, from the National Land Transport Fund.

The Pedestrian Planning and Design Guide

27. In reference to point c above, the NZ Transport Agency is currently looking at its Pedestrian Planning and Design Guide and how it is being implemented across the country. This is part of work in response to the Disability Action Plan 2014-18¹.
28. The NZ Transport Agency are developing a proposal for research on the influence of current policies, and planning and design guidance, on the development, maintenance, and use of footpaths within the urban transport network.
29. Depending on the outcome of this work, the Government and the NZ Transport Agency could look at ways to increase consistency of implementation of this Guide nationally.
30. Completing this work would give the NZ Transport Agency a better understanding of the current standards of footpaths in New Zealand, in order to prioritise safety improvements (i.e. potholes, and cracks in the footpath). This work may be considered as part of the vulnerable users and pathways package mentioned above.

Walk to school programme

31. The LSA considers that urgent attention is required to increase the number of children walking to school. It believes a national goal is needed alongside a coordinating cross government group, which would include officials from the education, health, transport and environment sectors.
32. You may like to ask LSA about strategies it believes would help to increase the number of children choosing active modes to get to and from school.
33. The Ministry is planning to complete a stocktake of the Government's current walking and cycling initiatives. This is to determine if there are any gaps that need to be addressed to achieve the Government's objectives of a step change in walking and cycling in New Zealand. Following this stocktake, we will begin scoping the Active Neighbourhoods project in the second half of 2018. This project will include investigating ways in which we can increase the number of children walking and biking to school.

¹ The Disability Action Plan presents priorities set by the Ministerial Committee on Disability Issues for actions that advance implementation of the UN Convention on the Rights of Persons with Disabilities and the New Zealand Disability Strategy 2001.

New projects

34. The LSA believes that there is the need for a variety of new projects:

- a. Resource Management Act (RMA) national environmental standard on subdivisions to include good pedestrian provision to meet appropriate standards (could include parking policy)
- b. review the needs of mobility vehicle users so that they are appropriately provided for while protecting pedestrians, and what adequate provision would look like
- c. review regulation of recreational vehicles/devices to ensure they do not interfere with pedestrian amenity.

Work underway on the RMA and environmental standards

35. In regards to point a above, the Urban Growth Agenda (UGA) is progressing work to create the conditions for the market to respond to growth, bring down the high cost of urban land to improve housing affordability, and support thriving communities. The objectives of the UGA are:

- a. improved housing affordability, underpinned by affordable urban land
- b. improved choice for the location and type of housing
- c. improved accessibility to employment, education and services
- d. ensuring emission reductions
- e. enabling quality built environments.

36. Part of this work includes looking at the RMA and its national standards. It is being progressed through the pro-growth planning workstream, led by the Ministry for the Environment. It aims “to improve the ability of the planning system to provide for growth and support quality built and well-functioning urban environments by improving the quality of planning regulation, methods and practice, and enabling integrated strategic (spatial) planning.”

Mobility vehicle users

37. Points b and c around the regulation and needs of mobility vehicle users will be considered as part of the regulatory package on vulnerable users and pathways mentioned above. Further work will also include a broader look at provisions for mobility users, including a review of the Total Mobility Scheme.

38. You may like to ask LSA about how they think pedestrian and mobility device conflict can best be resolved.

Contact:

Jemima de Lacey
Adviser, Mobility and Safety
Phone: [REDACTED]

Withheld under section 9(2)(a)

Appendix: speaking points

The Golden Foot Walking Awards

- You may like to ask when the Awards are taking place and what would be required of you in presenting them.

Law changes that LSA would like to see

- You could note that the Ministry has work underway, which covers the issues that LSA has raised and that you hope to make announcements about this work soon.
- You could enquire if LSA has any examples of incidents between mail motor vehicles on footpaths and pedestrians.
- You could ask LSA why it believes that the fee for parking on the footpath should be higher than other parking infringements. You could also enquire as to whether any councils have already implemented such policies.
- You may like to ask whether LSA has any examples of issues arising from the 100km speed limit on unformed roads.

Funding for footpaths

- You could ask LSA for its thoughts on Minister Twyford's latest letter on the update of the development of the GPS.
- You might like to update LSA that the GPS will go out for public engagement in March and encourage them to submit their feedback through this process.

Walk to school programme

- You could ask LSA about strategies it believes would help to increase the number of children choosing active modes to get to and from school.
- You might like to note that you expect work to develop an Active Neighbourhoods package to be underway by the second half of 2018.

New projects

- You may like to ask LSA about how it thinks pedestrian and mobility device conflict can best be resolved.