

28 May 2021

Rod Badcock

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Tēnā koe Rob Badcock,

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 1 May 2021 for information regarding kerb extensions on Woburn Road. You asked the following questions:

1. What risk assessment process, and results, have been made to ensure that risk is not increased, but reduced, for people on bicycles?
2. Why was cycle bypass behind the kerb extension not considered?
3. Were the cycle advocacy or reference groups consulted?
4. Where can the full design and risk assessment of the current construction be obtained?

Our response:

The installation of the pedestrian kerb buildouts and median refuge islands (attached as Woburn Rd Median Refuge) were as a result of a resident's petition presented to Councils Traffic Subcommittee requesting Council look into options to improve pedestrian accessibility and safety in the vicinity of the Hutt Recreation Ground.

The initial investigation undertaken by Council Officers, which included a consideration of risk, concluded that to improve the level of service for those vulnerable pedestrians accessing a crossing facility would require both kerb line build-outs and a median island. However, there is no documented risk assessment as such.

During consultation with local residents, concerns were raised in relation to driveway access and loss of on-street parking. As a result the design of the Wai-iti facility was modified, and relocated closer to the intersection.

This process noted that the design of the Bellevue crossing point met the minimum standards required under Sec 15.7 of the Pedestrian Planning and Design Guide, however identified that eastbound traffic (approaching the Wai-iti crossing point) had visibility issues that resulted in a need to extend the kerb build-out. This resulted in a 4m eastbound lane which met the minimum requirement as set down in sec 15.7 of the Pedestrian Planning and Design Guide, but constricted the westbound lane to 3.7m. A cycle diversion behind the proposed kerb

build-out was not entertained given the height of the existing kerb, the available footpath space, and the awareness of resident sentiment around parking availability.

No specific consultation was undertaken with cycle advocacy or reference groups but prior to formal installation, the median island location was tested with temporary measures and the parking spaces (now occupied by the kerb build-outs) were retained to provide a physical representation of the available space. During this period, the only concerns raised and addressed were in relation to property access.

A post implementation audit has not yet been undertaken.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Please note that this letter (with your personal details removed) may be published on the Council's website.

Nāku noa, nā

A handwritten signature in blue ink, appearing to read 'John Gloag', written in a cursive style.

John Gloag,
Head of Transport