

5 August 2022

Michael Brown
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REF: OIA-10594

Dear Michael

Request made under the Official Information Act 1982

Thank you for your email of 22 July 2022 requesting information under the Official Information Act 1982 (the Act). A response to each of your questions is provided below.

- 1. NZTA policy (if such exists) about consulting with cyclists and/or cycling interest groups in planning cycleway developments.*

Waka Kotahi uses a business case approach as the basis for activity and programme development for investment from the National Land Transport Fund (NLTF). The business case process and the consenting phase for most transport projects, including cycling infrastructure projects, generally includes public engagement. The public engagement provides the opportunity for any interested individuals to provide feedback.

Our engagement policy can be found at: <https://nzta.govt.nz/assets/resources/public-engagement-manual/docs/nzta-public-engagement-guidelines.pdf>. This details our rationale, expectations, principles, and processes for public engagement as they relate to our projects. Please refer to page 16 for a concise summary of guidance for our project teams on who to engage with. This includes potential users, such as cyclists, as well as advocacy groups, including cycle advocacy groups.

Alongside the engagement policy, Waka Kotahi also has comprehensive Cycling Network Guidance (CNG) that provides a range of technical advice for our transport planners, including advice on engaging with cycling stakeholders. You can find more information that guide the planning and design of cycling infrastructure projects at the following links:

- <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/>
- <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/cycle-network-and-route-planning-guide/>
- <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/cycle-network-and-route-planning-guide/process/engagement-and-consultation/>

It is important to note that there is no policy that sets out the precise form of engagement as it varies depending on the type and size of the project.

2. Any assessment of how such policies are being implemented.

Waka Kotahi has a continuous improvement programme in place to update the existing guidance where appropriate and carry lessons learned forward from past projects. The output from these learnings and improvements are encapsulated in case studies available on our website at: <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/case-studies/>.

3. NZTA policy (if such exists) around cycleway planners conducting their own field research by cycling routes to gain experience and insights.

Waka Kotahi does not have any such policy. However, the detailed design phase commonly includes street/route walks with advisory group.

4. What consultation with cyclists and field research (as described above) occurred during planning of the Te Ara Tupua cycleway along Wellington Harbour.

The first engagement on the Te Ara Tupua project commenced with cyclist surveys in 2012/13. A report that outlines the findings from these surveys can be found at: <https://www.nzta.govt.nz/assets/projects/w2hvlink/docs/n2p-cyclist-survey-findings.pdf>

During the business case phase in 2014, Waka Kotahi carried out community and stakeholder consultation, which considered two main alternatives for the project – a seaward-side option and a road-side option. This included consultation with walking and cycling advocacy groups and the wider public on the two options. The consultation report can be found at: <https://www.nzta.govt.nz/assets/projects/w2hvlink/docs/w2hvlink-consultation-report-20141110.pdf>

During the consenting phase in 2019, further community and stakeholder consultation was completed to further develop the seaward side option. The engagement summary can be found at: <https://www.nzta.govt.nz/assets/projects/wellington-to-hutt-valley-walking-and-cycling-link/n2p-engagement-summary.pdf>

You may also be interested in the report of engagement and consultation, which was submitted as part of the project's consent application (please refer to page 126) here: https://epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/Te-Ara-Tupua/LP01_Te_Ara_Tupua_AEE.pdf

There has also been ongoing engagement with local cycle advocacy groups, such as Cycle Action Network, Hutt Cycle Network, Cycle Wellington and others, as the project progressed. This includes regular meetings about the wider regional approach to developing the cycling network.

In addition to this engagement, at different times during the project's development, our project team members have cycled the existing SH2 route to understand the existing user experience better.

If you would like to discuss this reply with Waka Kotahi, please contact the Ministerial Services team by email to official.correspondence@nzta.govt.nz

Yours sincerely



Sarah Azam
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