

Ana Nicholls

From: Olivia Leckner
Sent: Monday, 11 February 2019 4:24 PM
To: BUS: Assurance
Subject: RE: Response letter

Hi Ana

Thank you for the update and kudos for all your work managing these requests.

Ngā mihi nui

Olivia Leckner



Correspondence and Social Media Coordinator | Mayoral Office | Wellington City Council

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From: BUS: Assurance
Sent: Monday, 11 February 2019 2:58 PM
To: Olivia Leckner
Subject: FW: Response letter

Hi Olivia,

 has cc'd in Justin regarding his multiple LGOIMA requests.

I have been currently working on his requests and the team that deal with the traffic signals are going to be discussing some of  points. I have advised  that I will let him know of the outcome of that meeting.

Thanks
Ana

Ana Nicholls

Assurance Advisor | Wellington City Council


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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

From: 
Sent: Monday, 11 February 2019 2:37 PM
To: BUS: Assurance; Justin Lester
Subject: Re: Response letter

Why thank you Ana.

I've cc'd in the Mayor again, as I believe that this has been handled very poorly by the teams involved (apart from the assurance team have been very good at dealing with my many emails), and there is an extreme lack of safety culture at the council that should get resolved.

Can you confirm that the council is aware that the Victoria/Karo intersection is classed as a "Mixed environment".

Can you also confirm that the council has explicitly only programmed the light sequence for cyclists travelling at 20km/h or above?

Can you also confirm that the council is aware that in a "Mixed environment" that the "Cyclist operating speed" is "< 20 km/h".

I would say given the above, the council can surely see that they are not following the standards they claim to follow to the letter. Can this intersection please be fixed at the earliest possible time to ensure the safety of cyclists travelling at speeds lower than 20 km/h.

Can the council then go and find any other intersection that has been termed "Mixed environment", and ensure that the light timing is appropriate for cyclists travelling at speeds lower than 20 km/h.

I should note, the council really should have put all this data together themselves. I had reported this many times over the years, included videos of it happening, requested the data, observed that it was unsafe, gave concrete examples of how it was unsafe. The councils' reaction to this was ... to do nothing. Now that we have gone back and forward for several months, I'm glad the council should now be able to see the error of their calculations, and look forward to seeing the safety of cyclists improve drastically throughout the city.

Cheers,

Withheld under

On Mon, 11 Feb 2019 at 14:21, BUS: Assurance <Assurance@wcc.govt.nz> wrote:

Hi Withheld under

It is on page 9 Table 2.3: **Bicycle network functions** of the Cycling Aspects of Austroad Guides.

Ana Nicholls

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

From: Withheld under section 7(2)(a)
Sent: Monday, 11 February 2019 2:18 PM
To: BUS: Assurance
Subject: Re: Response letter

Hi Ana,

Thanks for that. Can I ask where that reference was? Or at least what the heading above "< 20 km/h" is? Kinda seems like you should be taking into account speeds less than 20, which is kinda what I've been saying all along.

Cheers,

Withheld under
[Redacted]

On Mon, 11 Feb 2019 at 14:03, BUS: Assurance <Assurance@wcc.govt.nz> wrote:

Hi [Redacted]

Mixed environments	Some movement with some place aspects	Low speed, low volume local access to residential destinations in a 'low stress' shared environment	< 20 km/h
	Significant movement with significant place aspects	Low speed, high volume access to key destinations (such as within a CBD) often shared with other users such as pedestrians and motorised vehicles	
	Some movement with significant place aspects	Low speed, high volume access to key destinations often used for other uses (e.g. strip shopping centre)	

The term 'Mixed Environment' is quite broad as details above. The key is that the facility is not separate from other road users therefore you are correct in how you interpreted it . This is why Victoria Street would sit within this category.

Thanks

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Wellington City Council**

Me Heke Ki Pōneke

From: Withheld under section 7(2)(a)]
Sent: Monday, 11 February 2019 12:00 PM
To: Ana Nicholls
Subject: Re: Response letter

Hi Ana,

Thanks for that. What would make my request for council staff cycling less substantial? I was imagining an email to all staff asking the question of whether they are a cyclist, and if they travel less than 20km/h ever. You would get responses back either yes or no, which could be simply counted.

As mentioned above, I'm trying to get the council to realise that not all cyclists can maintain a speed of over 20km/h, and would hope that the council cares about its staff members (so would hopefully make the intersections safe for them, if not for Wellington residents). If you could help me with my request to get *some* data of council staff members travelling slower than 20km/h on a bicycle then that would be great. Otherwise if that is not possible, my next plan is to ask for a list of staff members who cycle, then a follow up request asking for a subset of those staff members whether they cycle at less than 20km/h ever.

Also, I'm very glad that the council is now discussing possibilities of slower cyclists. From the responses before today, it seemed as if the council had made its mind up to ignore any cyclists that can't travel at minimum 20km/h. I would be interested in being kept in the loop for these discussions (ie, whether the council is sticking with the 20km/h minimum and any reasons for that, or whether they are considering fixing the traffic light timing).

Cheers,

Withheld under
[REDACTED]

On Mon, 11 Feb 2019 at 11:43, Ana Nicholls <Ana.Nicholls@wcc.govt.nz> wrote:

Hi [REDACTED],

I have forward on your concerns and points about the maximum speed of 15km/h for the onzo bikes and how we are assessing some intersections based on a cyclist speed of 20km/h. I agree that there are different types of cyclists with different speeds that we need to consider.

The relevant teams are going to be meeting to discuss this and I have asked to be kept in the loop so I am able to report back to you.

As for your request to ask all Council staff if they are cyclists and travel less than 20km/h – I will have to decline under section 17(b) as this information does not exist. This would involve substantial time to retrieve and collate the data.

I have asked the Team about what 'Mixed Environment' refers to again to make sure that I understand it correctly and will get back to you.

I will be in touch.

Cheers

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Me Heke Ki Pōneke

From: Withheld under section 7(2)(a)

Sent: Monday, 11 February 2019 11:19 AM

To: Ana Nicholls

Subject: Re: Response letter

Hi Ana,

Have you had a chance to process my remarks about the internal correspondence (verbal), the evidence of bikes going less than 20kmph, the onzo details. Also an acknowledgement that the request for all WCC staff member bicycle speeds would be good just so I can keep track of it.

Cheers,

Withheld under

On Thu, 7 Feb 2019 at 08:27, Ana Nicholls <Ana.Nicholls@wcc.govt.nz> wrote:

Morena

Withheld under

Thank you for sharing what you want to achieve. This helps a lot.

I am on a course today and will address your questions and request when I am back in the office tomorrow.

Thanks
Ana

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: Withheld under section 7(2)(a) >

Date: 5/02/19 5:18 PM (GMT+12:00)

To: Ana Nicholls <Ana.Nicholls@wcc.govt.nz>

Subject: Re: Response letter

Oh and just realised you didn't mention onz speeds in your response. A prime example of bikes that *struggle* to get to 20km/h, and that sort of bike share scheme was not present back when austroads was developed.

On Tue, 5 Feb 2019, 4:47 PM Withheld under section 7(2)(a)

wrote:

Thanks for that Ana, outlines a lot.

As for my angle. I am all for cycle safety. I have brought up concerns about entering on a green and getting bombarded with cars coming towards me in the past, which I now know is because I travel less than 20km/h sometimes (up hill, after exercise, night time when less visibility, traffic, all sorts of things factor into my decision to travel at slower speeds in order to increase my safety). I am fully aware that if a light turns orange then I should stop, and I like to think I'm one of the good cyclists that actually does that (I see many that don't, or even run through a red). I'm more interested in the case where a cyclist enters on a green and gets caught out. We have narrowed that down to because you use the Austroads standard which appears to have a blanket rule of 20km/h for cyclists.

As for comments on your requests:

- * Twice you have referred to a "mixed environment", but I haven't found that in any of the references you've provided (or online in other austroad documents). I'm assuming it is because there are both cars and cyclists involved and no cycle lane at that point. If this is correct then we can call that finished.
- * You also originally referred to the incline being taken into account for the all red timing. From the austroad reference you provided last time, it appears that the incline is only taken into account for the

yellow/amber timing, not for the all red timing, and not specifically for cyclists. Can you confirm that incline is not taken into account for cyclists during the all-red timing, and that all cyclists are assumed to travel at 20km/h no matter what the incline.

In the email, paragraph "Between the time you sent your email on 10 January – 11 January all the internal discussions have been verbal."

I request this information, and have requested this information originally as "internal correspondence", and I would regard that as information as held by the agency under s 2(4) of LGOIMA.

As for the paragraph started "In response to your request to have any evidence of any cyclists travelling at the speed

lower than 20km/h on any intersection without the Council's control".

I would have thought the evidence I've provided over the years (showing screenshots with speed information on them, or actual videos which you can gauge timing information) would have fallen under that. I had a feeling that other cyclists may have been caught out similar to myself, so any reference to cyclists entering on a green and exiting on a red would also fall under that (by definition they are not travelling 20km/h, otherwise they would exit before red). If no other cyclists have reported any of that, then we can leave it with that, though I would hope that the council takes it on board that at least one person travels slower than 20km/h, which could indicate that more do as well.

As for the paragraph started "To answer your question about any submissions from public and internal employees

regarding cyclist speeds under 20km/h, in order to collate this information we would have to go through each submission individually."

Can we limit this to just council staff. This can be done with minimal time via an all staff email asking for responses on whether they are a cyclist, and if so whether they ever travel slower than 20km/h. Note that this information should be deemed to be held as per s 2(4) of LGOIMA.

The point I am trying to make here is that it is possible for cyclists to travel less than 20km/h, and maybe the standard you use could be wrong. I understand it is a national standard, but it was also designed a long time ago, before cycling was such a big culture. Now all sorts of cyclists ride on roads, including children (seen via personal experience, and many photos of the island bay cycle way debarkle), elderly (ditto), and just plain unfit (I've been caught behind them sometimes, and sometimes I am one of those people, and what better way to get fit than cycle!). I am hoping from this continual pressure to the council that they might put a tiny amount of resource into researching this, deciding for themselves that 20km/h is either perfectly fine (absolutely no cyclists travel less than 20km/h), or it might need changing (council could use their own policy, or push back to the national standard providing them with research).

In terms of the other intersection I requested timing for (and heavy vehicle stopping time) at the Willis/Chews intersection. You may have noticed that there was an article in the paper today (<https://www.stuff.co.nz/national/110350912/bus-drivers-running-red-lights-attract-almost-200-complaints-in-a-year>) about buses running red lights. Some top comments on that was that the orange light was too short for the buses to safely stop in time. I understand that you have probably designed that intersection (and others in the area) for the speed limit of 30km/h, however, when a bus has standing passengers they have to reduce their stopping time to ensure passenger safety and comfort. In the austroads references I've read on traffic signal timings, there was no indication that this is taken into account.

I hope that makes sense, and you can acknowledge my clarifications on the gathering of cycle speeds under 20km/h.

Cheers,

Withheld under
[Redacted]

On Tue, 5 Feb 2019 at 15:37, Ana Nicholls
<Ana.Nicholls@wcc.govt.nz<mailto:Ana.Nicholls@wcc.govt.nz>> wrote:
Kia ora [Redacted],

Attached is your response which addresses multiple requests and the concerns you have raised regarding cycle speeds and traffic light timings.

Between the time you sent your email on 10 January – 11 January all the internal discussions have been verbal.

I have worked with multiple Council networks to collate this data and I am comfortable with Councils decision. I have asked if I could call you to talk to understand what you want to achieve and I am still happy to do this. It will help with understanding your why and can better help provide what you need. Please let me know when you are available.

Cheers
Ana

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