

2 September 2021

Rod Badcock

By email: fyi-request-16306-4764ee3d@requests.fyi.org.nz

Tēnā koe Rod Badcock

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

We refer to your official information request dated 5 August 2021 regarding pedestrian refuges and kerb extensions that are currently being installed on Wainui Road.

The information you have requested is enclosed.

Hutt City Council was approached by Our Lady of the Rosary School on Wainui Road to improve the pedestrian crossing facility outside their school. Consideration of all road users was undertaken in the design and, as is often the case, judgement was required to resolve the conflicting requirements of different users.

We believe we have achieved the objective of this investment, improved safety for children crossing the road outside the school, without compromising the safety and functionality of other road users.

To specifically answer the questions raised:

1. What risk assessment process, and results, have been made to ensure that risk is not increased, but reduced, for people on bicycles?

Response: As there is no on-road cycle facility on Wainui Road, no cycle facility had to be terminated to accommodate the pedestrian crossing improvement. It should also be noted that along the entire length of Wainui Road there are kerb extensions with mature trees which allow parking adjacent to them. When a vehicle is parked, the available carriageway width for cyclists and vehicles is similar to that available at the crossing.



2. Why was cycle bypass behind the kerb extension not considered?

Response: While cycle bypasses behind a kerb extension can give a relatively safe passage for cyclists, they also create a conflict risk with pedestrians. In this instance a cycle bypass was considered but it proved impractical due to the different levels between the road and footpath. As can be seen in the image below, the camber of Wainui Road is significant close to the kerb. To create a cycle bypass between the kerb and the extension would require significant reconstruction of Wainui Road over a length of at least 150 m to enable safe passage and an acceptable crossfall for cyclists. While adding significantly to the cost of this project it would also require the removal of four mature Pohutukawa trees and this could not be justified.



3. Were the cycle advocacy or reference groups consulted?

Response: Cycle advocacy or reference groups were not specifically consulted; however cycle considerations are undertaken on all road designs.

4. Where can the full design and risk assessment of the current construction be obtained?

Response: A documented risk assessment has not been undertaken; however the design engineer did undertake consideration for all road users in the development of this design, as mentioned previously. The full design is provided attached.

I trust this answers your specific questions and provides some insight into the decisions that need to be made when designing a facility within an existing road.

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

Marian Radu
Senior Traffic Engineer
Transport