

25 September 2020



Mr Rick Stone

By email: fyi-request-13614-1266e9d5@requests.fyi.org.nz

Dear Rick

INFORMATION REQUEST – Totara Street safety upgrades public engagement

We write in response to your email dated 29 August 2020 in which you requested the following information:

A copy of all internal or external reports obtained by TCC , used to make design and build decisions for the proposed bike lane solution along Totara Street (from Hewlett’s road intersection to Rata Street intersection)

Tauranga City Council Project known as : “Totara Street safety upgrade”

Reports may include:

- **Any independent safety audits**
- **Any Risk / Audit reports detailing heavy traffic movements (West verses East Side) cross drive ways and intersections**
- **Any independent reports detailing requirements or recommended supporting road changes to make safe . I,e**
 - **Requirements for supporting signalised crossings and or Street intersection infrastructure**
 - **Safety audit guideline requirements for shared solution two-way pedestrian and cycling path / lane (First section)**
 - **§ i.e May include: Safe shared path ‘speed limit’ restriction set for cyclists on 45kmh ebikes , road recreational cyclists at 25 to 35+kmh, 30kmh eScooters**

We have considered your request in accordance with the Local Government Official Information and Meetings Act 1987 (“**LGOIMA**”) and respond as follows:

We acknowledge the desire for people to bike on the Port side of Totara Street rather than on the eastern alignment. One of the key considerations is the fact that KiwiRail do not permit crossings at the turn out (where two sets of rails separate). This is true of the crossing north of Waimarie. This means, that even if driveway conflicts could be mitigated, crossing over the eastern alignment would be required prior to the crossing.

Please find the following attachments included with this response in answer to your request:

- **Attachment 1: Totara St Crossings LCSIA Report .pdf.** It should be noted that the initial proposal was to provide facilities on the Port side of Totara Street in 2017 and plans were developed. You will note in the attachment that KiwiRail outlined that any separate cycleway level crossing lanes are not permitted through the body of a turnout (where two sets of rails separate). It must be located on plain line track. This location is relevant to the Port side of the railway crossing north of Waimarie Intersection
- **Attachment 2: Totara dd safety audit SAT Sept 2017**
- **Attachment 3: Totara Street Design Review September 18**
- **Attachment 4: Totara safety audit SAT FINAL MAY 2020**
- **Attachment 5: Abley Totara Street VRU Risk Assessment 20200626**
- Please see the following links for safety audit guideline requirements:
 - <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/between-intersections/shared-paths/>
 - <https://www.nzta.govt.nz/assets/pub-resources/high-use-driveway-treatment-for-cycle-paths-and-shared-paths-design-guidance-note/High-use-driveway-treatment-for-cycle-paths-and-shared-paths-design-guidance.pdf>
- Waka Kotahi NZTA set rules and standards for use across New Zealand. No regulations currently exist that restrict speed limit of the devices you have mentioned i.e. cyclists on 45km ebikes, road recreational cyclists at 25 to 35+km, and 30km eScooters.

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.

We may publish this response on our website as your request may be of interest to others. All personal information will be removed and only the question and answers will be seen.

If you wish to discuss this decision with us, please feel free to contact the writer.

Yours sincerely



Coral Hair
Manager
Democracy Services