



**Infrastructure**  
New Zealand

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## **Submission of Infrastructure New Zealand on the *Reshaping Streets regulatory changes* consultation document**

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### **1. Introduction**

- 1.1 Infrastructure New Zealand (INZ) welcomes this opportunity to make a submission on the Reshaping Streets regulatory changes consultation document as published by Te Manatū Waka – Ministry of Transport and Waka Kotahi – NZ Transport Agency in August 2022.
- 1.2 Infrastructure New Zealand is New Zealand’s membership organisation for the infrastructure sector. We promote best practice in national infrastructure development through research, advocacy and public and private sector collaboration. Our members come from diverse sectors across New Zealand and include infrastructure service providers, investors and operators.

### **2. General Remarks**

- 2.1 We welcome the proposed changes as progress towards enabling road controlling authorities (RCAs) to contribute to the transport emissions reductions necessary to meet our domestic and international climate obligations.
- 2.2 One of INZ’s strategic pillars is focused on climate change and the role of infrastructure to mitigate its effects through sustainable infrastructure.
- 2.3 INZ recognises that to meet our emissions reduction goals we cannot only build new, so must use existing infrastructure more effectively to meet our commitments.
- 2.4 This focus on improved use of existing infrastructure to meet our climate goals and infrastructure deficit is also a key principle of Rautaki Hanganga o Aotearoa – the New Zealand Infrastructure Strategy.
- 2.5 There is an opportunity to design and build our cities in a way that makes them more sustainable places to live and that enables Crown investment in active and public transport modes to achieve optimal value for money.

- 2.6 INZ notes that the proposed Reshaping Streets regulatory changes are enabling proposals that are designed for application in urban areas only. RCAs and communities will be able to choose whether to undertake initiatives and use these provisions.
- 2.7 INZ supports the overall purpose of these regulatory system changes that would make it easier for RCAs to make street changes.
- 2.8 We support the development of transparent and consistent processes to enable safer facilities for active transport mode use, priority for public transport operations and vibrant urban spaces which support decarbonisation.
- 2.9 INZ recognises that street change provisions like those proposed are used widely for roadspace management in the United Kingdom, Canada, the United States and Australia and reflect international best practice.

### **3. Provision for Piloting Street Changes**

- 3.1 Currently, nearly all roads are equally prioritised for through-movement of vehicles and parking storage.
- 3.2 INZ recognises that streets are public spaces and supports optimisation efforts to improve their operation and to support public transport, placemaking and active modes of transport.
- 3.3 INZ notes that the Local Government Act 1974 is outdated and fails to adequately support councils to make changes required in urban areas in a consistent and transparent manner.
- 3.4 We, therefore, support the pilot proposals discussed as an example of a clear and consistent approach with a fixed timeframe and process to follow once the pilot is complete.
- 3.5 Consultation is through operation of the proposed pilots. Hence, it is vital that councils take action and change pilot setup immediately if there are serious safety or unanticipated access concerns identified by the community, including business operators.
- 3.6 Guidance will be important to assist councils undertaking these initiatives. There should be an opportunity for public consultation on these also.
- 3.7 We are, however, conscious that there should be ample time for businesses and residents in the pilot area to be notified.
- 3.8 INZ recommends that the notification period for street change pilots be extended from the proposed two weeks to an eight week period, noting that this would also allow time for councils to hear any public deputations.
- 3.9 Further, INZ recommends that the maximum pilot trial period be shortened from two years to 12 months. This period of time will allow for the proposed street changes to be trialled during each season but would reduce disruption and increase certainty for surrounding businesses and residents.

#### **4 Transport Shelters**

- 4.1 INZ supports this proposal to remove special notification requirements for creating transport shelters and align these with the consultation process for establishing bus stops.
- 4.2 INZ advocates for world-class infrastructure and the elimination of impediments and excessive red tape to implementing these. Excellent public transport services and infrastructure, including transport shelters, are vital to our cities and encourage the increased uptake of this mode of travel.

#### **5 Conclusion**

- 5.1 I thank the Ministry of Transport and Waka Kotahi for giving INZ the opportunity to make this submission on the proposed Reshaping Streets regulatory changes.
- 5.2 If you have any queries or require further information, please feel free to reach out to me at [Michelle.McCormick@infrastructure.org.nz](mailto:Michelle.McCormick@infrastructure.org.nz)

Yours sincerely,



**Michelle McCormick**

Policy Director