**Manurewa Local Board**

**OPEN MINUTE ITEM ATTACHMENTS**

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<td>A. Manurewa Youth Council July Update</td>
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<td>Auckland Transport’s Road Safety and Speed Management programme for the Manurewa Local Board area 2018-2021</td>
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<td>A. 19 July 2018, Manurewa Local Board - Item 15: Auckland Transport’s Road Safety and Speed Management programme for the Manurewa Local Board area 2018-2021, Presentation</td>
<td>11</td>
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<td>20</td>
<td>New private way name in the subdivision at 149 Russell Road, Manurewa by RMRR Holdings Limited</td>
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<td>A. 19 July 2018, Manurewa Local Board - Item 20: New private way name in the subdivision at 149 Russell Road, Manurewa by RMRR Holdings Limited, Correct Locality Plan and Scheme Plan</td>
<td>19</td>
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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Event: Education Reform Consultation

Attachment A

Item 11

NCEA is currently under review to ensure that it remains fit for purpose and continues to support young people to succeed on a diverse range of pathways. We are running a social media campaign requesting feedback from the community regarding their experiences and ideas. Our consultation period will end on the 18th of August. We will be forming a submission based on the feedback received from this consultation. We have 64 responses to date.
Event: Rewa Creatives

Supported by the Manurewa Business Association, we are planning an creative arts activation event called Rewa Creatives in Southmall. This event will give young people the opportunity to showcase their talent through creative means such as Poetry, Music and Dance and Art Exhibiting. Food stalls will also be present.
Event: Recruitment

We have recruited four new members.

We would like to welcome to the team:
Ta’a Ramsey - Year 11, James Cook High School
Ariana Poleo - Year 10, Westlake Girls High School
Mareko Tupaea-Petero - Year 12, Alfriston College
Samuel Ward - Year 11, Alfriston College

We have recognised some areas of development within our team. They are Active Communication Skills, Emotional First Aid, Self-care and Support Strategies, and Reflection, Connection & Expression.

All members will be taking part in this leadership development conference this weekend. There will be three speakers present to inspire and challenge us and Action Education will be upskilling us.
Special Mentions

- We are heading to the Auckland Youth Voice Network meetup this weekend. This is hosted by Howick Youth Council.

- We have been having discussions with creative spaces across Auckland regarding their experiences in this space. We are in discussion with Sarah Colcord from the Manurewa Local Board regarding our next steps for opening our creative space. We will be adopting a community led approach: we will be providing the resources and the space and we will let the community do the rest.

- Sarah Colcord is running development workshops with Youth Voice groups across Auckland. We have recognised additional areas of development for our team. We will be taking part in 6 workshops on Effective Engagement, Direction Setting, Design Thinking/Ideation, Effective Decision Making, Effective Planning, Facilitation.

- Adayla and Mauga are attending the Aspiring Leaders’ Forum next week Thursday - Sunday in Wellington as Delegates. Damian will be attending as an Assistant Facilitator.
Auckland faces a road safety crisis

AKLD deaths 78%
AKLD serious injuries 68%
Rest of NZ serious injuries 28%
Rest of NZ deaths 23

AKLD travel growth est. 15%

0 10 20 30 40 50 60 70 80 2014 2015 2016 2017
% change

Manurewa Local Board
19 July 2018

Attachment A
Attachment A

Auckland road deaths and serious injuries have increased for all road users.
Transforming – Road safety, customer, community focus

A Global Culture (R)evolution

1. It is up to every individual to survive in a harsh environment.
2. We have to accept some victims – a price we have to pay for our mobility.
3. It can never be acceptable that people are killed or seriously injured on our roads.

Safe System/Vision Zero
a paradigm shift

<table>
<thead>
<tr>
<th>Traditional</th>
<th>Vision Zero/Safe System</th>
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<tbody>
<tr>
<td>Accidents</td>
<td>Fatalities and serious injuries</td>
</tr>
<tr>
<td>Human factors</td>
<td>Humans make mistakes Humans are fragile</td>
</tr>
<tr>
<td>Individual road users</td>
<td>System designers</td>
</tr>
<tr>
<td>People don’t want safety</td>
<td>People want safety</td>
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<tr>
<td>Optimum number of fatalities and serious injuries</td>
<td>Eliminate fatalities and serious injuries</td>
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</table>

If one part of the system fails, other parts must still protect people involved in crashes.
Local Board road deaths and serious injuries

2016 and 2017

-Rodney: 95, 76
-Hibiscus & Bays: 22, 29
-Kaipatiki: 27, 30
-Upper Harbour: 0, 6
-Davenport-Takapuna: 17, 24
-Great Barrier: 5, 42
-Waiheke Island: 5, 33
-Waitakere: 17, 31
- Albert-Eden: 55, 47
-Pukekohe: 48, 51
-Rakahou: 54, 56
-Maungakiekie-Tamaki: 54, 56
-Walla-Walla: 44, 31
-Henderson-Massey: 54, 56
-Whau: 44, 76
-Mangere-Otahuhu: 44, 76
-Orakei: 44, 76
-Other: 26, 76

2016 DSI  2017 DSI
Speed influences whether someone lives or dies

`Survivable Speeds`

- **20 km/h**: 10% risk of death, 90% survival
- **30 km/h**: 50% risk of death, 50% survival
- **40 km/h**: 80% risk of death, 20% survival
- **50 km/h**: 100% risk of death, 0% survival
- **60 km/h**: 100% risk of death, 0% survival

Small changes in speed have a large impact on fatality risk. Fatality risk for three crash types over a range of impact travel speeds.

(Based on P. Wramborg, 2005)

Fatality risk and crash types for crashes at varying travel speeds.
## Accelerated road safety capital programme 2018-21

(figures in millions)

<table>
<thead>
<tr>
<th>Programme</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>Total</th>
<th>Outputs</th>
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<tbody>
<tr>
<td>High risk urban roads and intersections</td>
<td>$8.8</td>
<td>$15.35</td>
<td>$30.1</td>
<td>$54.25</td>
<td>5 high-risk intersections and 5 high-risk roads each year.</td>
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<td>Safe access to public transport, pedestrian crossing upgrades and</td>
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<td>improvements, countdown timers, signal timing and phasing, urban</td>
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<td>motorcycle route safety improvements.</td>
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<td>High risk rural roads and intersections</td>
<td>$15</td>
<td>$16</td>
<td>$16</td>
<td>$47</td>
<td>5 high-risk intersections and 5 high-risk roads each year, 1,500km</td>
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<td>signage, 500 high friction bends, 313 km ribbed edge markings.</td>
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<td>Minor safety</td>
<td>$14.5</td>
<td>$14.5</td>
<td>$14.5</td>
<td>$43.5</td>
<td>30 low cost safety improvements each year.</td>
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<td>Safer communities</td>
<td>$5.5</td>
<td>$5.5</td>
<td>$5.5</td>
<td>$16.5</td>
<td>3 communities each year.</td>
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<tr>
<td>Safety cameras</td>
<td>$0.6</td>
<td>$0.6</td>
<td>$0.6</td>
<td>$1.8</td>
<td>6 high-risk intersections each year.</td>
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<td>Speed management</td>
<td>$8.8</td>
<td>$8.8</td>
<td>$8.8</td>
<td>$26.4</td>
<td>10% of network treated, 250km rural, 60km rural engineer-up, 10 urban</td>
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<td>arterials, 20 town centres, 10 residential, CBD.</td>
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<td>Total</td>
<td>$53.2</td>
<td>$60.75</td>
<td>$75.5</td>
<td>$189.45</td>
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Figure 1: Site locality plan 149 Russell Road.
Figure 2: Scheme Plan 149 Russell Road.