

## Auckland Transport July 2018, update to the Devonport Takapuna Local Board

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### Te take mō te pūrongo / Purpose of the report

1. To provide an update to the Devonport Takapuna Local Board on transport related matters in their area.

### Whakarāpopototanga matua / Executive summary

2. Activities and issues raised by members and consultation undertaken during June 2018.
3. An update is provided on the local board transport capital fund.
4. Information on road rehabilitation and maintenance.
5. Traffic Control Committee items carried in July within the Devonport Takapuna Local Board area.
6. Quarterly report on Auckland Transport's activities April to June 2018.
7. Report on Auckland Transport Safety and Speed Management program in the Devonport Takapuna area.

### Ngā tūtohunga / Recommendation/s

That the Devonport Takapuna Local Board:

- a) receive the Auckland Transport July update to the Devonport Takapuna Local Board.

### Horopaki / Context

8. This report addresses transport related matters in the Local Board area.
9. Auckland Transport (AT) is responsible for all of Auckland's transport services, excluding state highways. They report on a monthly basis to local boards, as set out in their Local Board Engagement Plan. This monthly reporting commitment acknowledges the important engagement role local boards play within and on behalf of their local communities.

### Tātaritanga me ngā tohutohu / Analysis and advice

#### Local board transport capital fund

10. The table below summarises the balance of Local Board Transport Capital fund (LBTCF) remaining budget and has been updated to include the increased allocation from 1 July 2018. Attachment A.

<u>Takapuna Devonport Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$2,390,735
Amount committed to date on projects approved for design and/or construction	\$738,141
Remaining Budget left	\$1,652,594

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## Road Rehabilitation and Maintenance

11. Elected members often comment on the length of time it takes to rehabilitate roads and they often also suggest that sites are left for long periods of time when no work is undertaken.
12. To help dispel these myths, a brief outline of the project process is explained.
13. AT operate under the Auckland Transport Code of Practice (ATCOP). Chapter 16 covers road pavement and surfacing's and is attached to show the complexity of the work and for member's information. Attachment B.
14. A typical Road rehabilitation may take 1 – 4 months depending on the works required, the window of opportunity to carry out the work and the site constraints.
15. The work requires close liaison with all stakeholders, road users and local residents. Traffic Management Plans and Traffic Impact Studies are essential to any of the rehabilitation projects. A project Management Plan is prepared for all projects of significant nature.
16. The start of the project usually sees the enabling works carried out. Opening up of services, installation of subsoil drains, rebuilding of footpaths as well as curb and channel, this phase usually takes longer than the actual pavement rehabilitation itself.
17. Following this work the base for the carriageway is excavated and/or stabilised and rebuilt and can take some time dependant on if the work is carried out during the day or restricted to night works to avoid causing congestion and delays to normal traffic, especially disruption of bus services. This is also weather dependant so any delays caused by weather will inevitably push the construction out longer.
18. Work near schools are usually programmed to coincide with school holidays. Emergency services and buses are given priority where special traffic management is required to accommodate these, sometimes at great expense.
19. Night-time works are avoided as much as possible, but some work can only be carried out at night, such as the road pavement reinstatement part of the rehabilitation. Again this is only to ensure traffic thoroughfare and avoid congestion problems. This is at times very annoying to some residents, but this is unavoidable when the work has to be carried out.
20. The actual pavement rehabilitation consists of two phases, firstly the construction of the pavement (road) as per the design. This could be granular stabilised layers or foamed bitumen stabilisation, depending on the design for the particular circumstances. This first phase is protected by a membrane layer which consists of a chipseal finish. This usually is deemed by customers to be very rough and untidy, but this is an important part of the construction as there is a three weeks curing time required for testing of the pavement and also for evaporation of volatiles from the bitumen binder of the membrane seal. Secondly, if the deflection tests are all good, the final surfacing layer will follow three weeks later.

## Auckland Transport quarterly report on activities

21. Attached is information on Auckland Transport activities from April 2018 to June 2018. Quarterly report attachments include-
  - AT activities report from the AT departments on what they have done in the board area over the last quarter, as well as a regional list of project. Attachment C.
  - Travelwise School Activities. Attachment D.

## Auckland Transport road safety and speed management program

22. A workshop was held with the Devonport Takapuna Local Board on 7 August 2018, on AT road safety and speed management program as it relates to the Devonport Takapuna Local Board area.

23. The report provided at the workshop is attached as Attachment E.

## Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

24. The proposed decision of receiving the AT report has no local, sub-regional or regional impacts.

25. The table below summarises issues raised by Local Board members and responded to in July 2018.

Devonport Takapuna Board members Issues responded in July 2018			
	Issue Name	Details	Current Status
1	Intersections along Lake Road	The Local Councillor asked a number of questions regarding phasing at intersections along Lake Road. This issue has also been raised by board members.	<p>9 July 2018. CAS-728359. 1) The intersection of Lake Road and Bardia Street, Winscombe Street has seemed to malfunction for a long period of time. - The detectors for the right turn from Lake Road to Bardia Street were faulty therefore the right turn phase was currently being called every cycle, regardless if there were vehicles waiting on this approach or not. The faulty detector has been fixed and the intersection operating as usual.</p> <p>2) Is Lake /Bardia/Winscombe and Lake/Bayswater/Williamson SCATS controlled? Yes both of these intersections are operated by SCATS unless there is a fault on SCATS or the communication line. In this instance, the intersection will operate under fall-back mode. The majority of intersections in Auckland are operated by SCATS and the green times are calculated automatically based on the information fed from the detectors on every approach. SCATS adapts to the traffic demand and adjust signal timings accordingly.</p> <p>3) The free left turn from Bayswater Ave to Lake Road northbound is controlled by a Give Way. Constituents advise that traffic moves through the pedestrian crossing at speed to get onto Lake Road during the morning rush hour. To make this pedestrian safer can a change from Give Way to stop be investigated. Drivers are required to stop at the pedestrian crossing. The markings at the crossing make this legally enforceable. As per the Manual of Traffic Signs and Markings (MOTSAM) a Stop control is typically installed if and when, at a point nine metres back from the limit line, a driver does not have adequate visibility relative to prevailing speed conditions. This condition is not met at this slip lane. Therefore, we regret to advise that we will not be converting the Give Way control to a Stop. Doing so would mean that traffic controls, including at pedestrian crossings, are inconsistently applied across the region.</p> <p>Notwithstanding the above, AT are looking at improvements to this intersection in the future. We are currently developing design plans for different options. One potential option is to signalise the left turn which would prevent left turning vehicles from speeding through, and hence improve</p>

			<p>pedestrian safety. The design is expected to be completed at the end of this year and implementation to be prioritised by the end of the 2018/2019 financial year.</p>
2	<p>Parking issues in streets surrounding Smales Farm</p>	<p>The Local Councillor asked if the issues were with people blocking driveways in the area and are hockey sticks installed.</p>	<p>28 June 2018. CAS-787009. AT have just finished public consultation regarding the proposal of parking controls around the North Shore hospital. Observations whilst undertaking this work in the area recently are that in some of the Streets off Shakespeare Road (western kerb) the majority of residential properties have limit lines or a triangle. They are present on Thornton Road, Brook Street, Napoleon Ave, Waterloo Road and the residential sections along Shakespeare Road. It is AT understanding that North shore Councils policy was to include limit lines and triangles on entire roads. AT's policy is to paint advisory lines (Hockey sticks) when there has been a history of enforcement being requested to the address. Therefore, if residents require advisory lines they are advised to report instances of illegal parking to AT.</p>
3	<p>Request for Bus Shelter on Esmonde Road</p>	<p>At a workshop with the Devonport Takapuna local board on the New Network a member asked that the installation of a bus shelter be investigated on Esmonde Road by the Harbourside Church.</p>	<p>21 June 2018. CAS-786240. Auckland Transport (AT) is currently in the process of rolling out New Network projects for the entirety of Auckland. The Bus Infrastructure Development Team is responsible for the installation of bus stops and shelters. As part of the New Network roll-out, the team is currently fully occupied in prioritising improvements to stops that are critical for the New Network Central and North Auckland areas, which are the next phases to be implemented in July and September of this year. AT aims to eventually install shelters and seating at all bus stops within the Auckland Region. However this project is subject to funding and priority is given to bus stops with high patronage. Unfortunately, we are not at this time in a position to confirm when the bus stop at Esmonde Road, by Harbourside Church, will be supplied with a shelter and seating. After completing the New Network Go-Live for Central and North, the team will then commence with reviewing and upgrading as appropriate, the distribution of bus stops across the whole of Auckland and at that time attention can be given to the needs of specific locations.</p>
4	<p>NSAAT Lines Requested Corner of Eversleigh and Northboro Road</p>	<p>A constituent asked that NSAAT Lines be installed at the corner of Eversleigh Road and Northboro Road so large vehicles can turn</p>	<p>5 July 2018. CAS-739903. AT Bus Infrastructure Team Bus Priority Lead confirmed that bus priority is currently being investigated for a number of routes on the North Shore ahead of the roll out of the New Network. The current 803 route is included in this work and is currently being analysed to reduce delays on the route. No Stopping lines at the intersection of Eversleigh Road and Northboro Road has been added to the list of improvements to be investigated. Changes to the New Network for the North Shore include many improvements that need to be prioritised according to efficiency and urgency, so no date is currently available for when these would be implemented. It is expected the changes will take place in due course.</p>

## Consultations

26. The table below summarises the consultations in the Devonport Takapuna Local Board area which closed in July 2018.

Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.	
Bus stop improvements Ihumata Road in Milford Area, in preparation for the New North bus Network.	17 July 2018. This was distributed to the local board members. No comments were received which was taken as an indication members had no objections to the proposal.
Bus stop installation opposite 62 Beach Road, in preparation for the New North bus Network	28 June 2018. This was distributed to the local board members. One comment was received in support of the proposal. No other comments were received which was taken as an indication members had no objections to the proposal.

## Traffic control committee (TCC) report items July 2018

27. The table below summarises the carried decisions of the traffic control committee in July 2018 that were within the Devonport Takapuna Local Board area.

Agenda Item	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
6	First Avenue	Stanley Point	Permanent Traffic and Parking changes	15085	No Stopping At All Times
7	King Edward Parade, Church Street	Devonport	Permanent Traffic and Parking changes Combined	14998	No Stopping At All Times, Rescinded, Stop Control

## Tauākī whakaaweawe Māori / Māori impact statement

28. The proposed decision of receiving the report has no impacts or opportunities for Maori. Any engagement with Maori, or consideration of impacts and opportunities, will be carried out on an individual project basis.

## Ngā ritenga ā-pūtea / Financial implications

29. The proposed decision of receiving the report has no financial implications.

## Ngā raru tūpono / Risks

30. Auckland Transport will put risk management strategies in place on a project by project basis.

## Ngā koringa ā-muri / Next steps

31. Auckland Transport will provide another update report to the Local Board next month.

## Ngā tāpirihanga / Attachments

No.	Title	Page
A	Local Board Transport Capital Fund List	
B	Auckland Transport Code of Practise Chapter 16	
C	AT Quarterly Report on Activities April to June 18	
D	Travelwise School Activities	
E	Auckland Transport Safety and Speed Management Program	

## Ngā kaihaina / Signatories

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport



## Attachment C.

### Auckland Transport Code of Practise (ATCOP). Chapter 16.

#### **16.1.2 Road Pavement**

The scope and intent of these works is to design and construct pavement renewal works on the road network (including pavement rehabilitation, seal extension, pavement widening, new pavement construction and pavement reconstruction works) in a safe, efficient and timely manner that will provide the best whole of life cost option to return the pavement serviceability life in accordance with the relevant standards and industry guidelines whilst minimising any inconvenience to road users and other stakeholders.

The work covers the design and construction of road reconstruction and rehabilitation works on all roads, intersections, service lanes, park and ride facilities, carparks and town centres. The work includes pavement reconstruction and rehabilitation, investigation, preparation of programmes, design, testing, reporting, estimate preparation, economic evaluation, road rehabilitation, road reconstruction, seal extension, seal widening and new road pavement construction and includes but is not limited to:

- All associated earthworks, subgrade preparation, protection of utility services, undercut and replacement works, supply and construction of all pavement granular and asphalt layers, pre-treatment of existing granular pavement layers, stabilisation of existing layers (lime, cement, KOBM, foamed bitumen or emulsion), construction of structural asphaltic pavement layers, kerb and channel, construction of interlocking paving, associated drainage of pavement reconstruction, construction of concrete pavements and construction of unsealed granular pavements.

Physical works may involve any or a combination of the following:

- Construction of granular pavement layers;
- Construction of premixed stabilised basecourse/subbasecourse layers;
- Stabilisation of the existing pavement with lime, cement and/or KOBM;
- Stabilisation of the existing pavement with foamed bitumen or emulsion;
- Construction of structural asphalt pavement layers.
- Construction of interlocking block paver roads

Works at each site may include some of the following:

- Development of an inspection and test plan for each site to demonstrate conformance with the pavement design and any relevant industry or project specifications.
- Digging, logging and reinstatement of test pits (up to 1m<sup>2</sup> and up to 0.7m in depth).
- Undertake all necessary site investigations, desk top studies and walk overs of each pavement renewal site.
- Undertake a topographical survey of sites as instructed by the Auckland Transport representative.
- Prepare pavement design calculations, A3 drawings and a preliminary design report recommending a preferred pavement renewal option.
- Prepare estimates for the various pavement renewal options and prepare economic analyses suitable for lodging with NZTA as part of the funding application for the projects.
- Prepare A3 drawings for construction purposes and a final design report.
- Construction management and monitoring of all pavement renewal works.
- Earthworks and subgrade preparation and improvement
- Undercut unsuitable material and subgrade, backfill and compact with approved filling material
- Construction of subsoil drainage systems and connection to the nearest catchpit
- Disposal of milled and excavated material

- Location and protection of existing underground services and installation of new services and ducts.
- Construction of granular layers
- Construction of asphalt surfacing including membrane seal
- Placing of Tensar ARG Geogrid (or approved equivalent)/Geotextile including tack coat where necessary
- Construction of a first coat seal
- Construction of kerb and channel, traffic islands and medians
- Road marking and signage
- Raising or altering of utility service covers. All service covers must be raised during new surfacing or resurfacing operations to be flush with the adjacent finished pavement surface level.

#### Site reinstatement

- As-built plans and RAMM information

## **Devonport-Takapuna Local Board**

**This report provides a picture of Auckland Transport activities over the April - June 2018 Quarter.**

**The report is in two sections:**

- (a) Information on AT projects that are located within the Devonport-Takapuna Local Board area;**
- (b) Information on Regional Projects.**

**The numbering used in the report has no meaning other than as a reference to facilitate subsequent discussion.**

**The report has been compiled by Auckland Transport's Elected Member Relationship Unit from data supplied by the Operations Division, Capital Development Division and Strategy and Planning Department.**

## **Devonport-Takapuna**

### **Assets and Maintenance**

Programme	Item	ID	Start	Finish	Status	Notes	
35426	Clarence St Pedestrian Safety	The Devonport Master Plan (2006) identified Clarence Street as needing improvements to pedestrian connectivity to facilitate strong connections along Clarence Street to the Depot Artspace and Devonport Community House.	C.101078	Jan 16	Jun 18	Detailed Design	Detail design complete. Tender and contract award expected end July. Construction planned to be complete end October 2018.

### **Major Capital**

Programme	Item	ID	Start	Finish	Status	Notes	
35425	Taharoto/Wairau - Stg 3 Forrest Hill - Shakespeare	Last stage of a nine stage project that will widen the eastern side of Wairau Road between Forrest Hill Road and Shakespeare Road.	C.001651	May 13	Nov 19	Investigation	Detailed business case complete. No budget in the RLTP. Project will be put on hold until funding becomes available.

### **Network Management and Safety**

Programme	Item	ID	Start	Finish	Status	Notes	
35177	Minor Cycling Improvements	Victoria-Calliope Safety Improvements. Speed calming and pedestrian/cycling safety measures on Victoria Road from north of Calliope to south of Kerr Street extension of cycle lanes, addition of raised zebra and paired crossings and kerb buildouts. This will be delivered in combination with the road safety speed management scheme through Devonport town centre.		May 18	Mar 19	Scheme design	No funding in 2018/19 has been allocated to fund this project.
35178	Walking and Cycling Transport Planning	Devonport and Belmont Cycle Network Improvement. Early key stakeholder engagement with Local Board, Peninsula Transport Alliance, Business Association and local schools.		Jan 18	Jun 18	Key stakeholder engagement	

35221 Minor  
Improvements

48 Sunnynook Road Anti-skid Surfacing

Jun 18

Construction  
started

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**Cycling Safety and Promotional Programme**

Programme	Item	ID	Start	Finish	Status	Notes
35176	Cycling Education and Events		Apr 18	Jun 18	Complete	Delivered one adult drop-in bike session covering maintenance and beginner skills. Delivered one adult on-road cycle skills session. Delivered two learn to ride sessions for kids and families. Delivered three bike safety check-ups at North Shore Hospital and Devonport Wharf. Delivered two winter pit stops at Smales Farm and Bayswater Marina. Delivered one Try a Bike event in Narrowneck. Supported three Bike to Soccer events in Devonport.

**Network Efficiency**

Programme	Item	ID	Start	Finish	Status	Notes
35179	Network Optimisation Programme		Jun 18	Jun 19	In Detail Design Phase	Lake Road / Bardia St / Winscombe St Signal improvement

**Pedestrian Improvement**

Programme	Item	ID	Start	Finish	Status	Notes
35275	Minor Improvements		Jul 18	Jul 19	Consultation complete	Geoetch issues identified prior to safety auditing and detailed design
35276	Minor Improvements		Jul 18	Jul 19	Consultation complete	Jutland Rd raised table zebra crossings and refuge island

**Road Safety Campaigns, Education and Events**

Programme	Item	ID	Start	Finish	Status	Notes
35174	Community and Road Safety Programme		Apr 18	Jun 18	Completed	Delivered a social media campaign targeting the safety of young drivers. Delivered a learner licence programme to at risk young drivers with virtual reality equipment in Takapuna. Delivered a free mechanical safety check for mopeds at North Shore Hospital and at Devonport wharf.
35175	Community and Road Safety Programme		Jul 18	Sep 18	On-going	Will deliver a learner licence community programme



## Safety

Programme	Item	ID	Start	Finish	Status	Notes
35235	Minor Improvements	Sunnynook Rd [48] Anti-skid treatment	Jan 18	Mar 18	Consultation complete	

## Parking Services

Programme	Item	ID	Start	Finish	Status	Notes
35148	North Shore Hospital Parking	The parking around North Shore hospital is in high demand and there are very few restrictions. The local board asked AT to look at improvements. Consultation with stakeholders commenced in June and over 700 submissions were received.	C.001812	Feb 18	Dec 18	Consultation review

## RCD North

### Pavement Rehabilitation Programme 2017/18

Programme	Item	ID	Start	Finish	Status	Notes
35030	Inga Road - Target Length (m) 421					Complete
35031	Jutland Road - Target Length (m) 519					Physical work underway
35032	Puriri Avenue - Target Length (m) 129					Complete

## Strategy

Programme	Item	ID	Start	Finish	Status	Notes
35014	Lake Road Improvements Indicative Business Case	AT has been investigating the preferred way forward to address transport issues along Lake Rd. Following public consultation, AT has completed an Indicative Business Case and is now scoping the Detailed Business Case phase, based on a multi-modal approach including targeted transit lanes. Engagement with the Local Board will continue	Aug 16	Oct 17	Indicative Business Case complete.	

throughout the development of the project. Progression of the project

**Safety**

## **Regional**

### **Assets and Maintenance**

Programme	Item	ID	Start	Finish	Status	Notes	
35475	Double decker network mitigation works	Mitigation works on identified risks for Double decker buses such as building verandas, street furniture & signage, low hanging power/phone lines, service poles, overhanging trees, low bridge structures to allow the passage of double decker buses.	C.100553	Jul 14	Jun 24	Construction	Manukau Road route – Physical works almost complete. Beginning trials prior to implementation. Remuera Road route – Investigation complete. Consultation underway, preparing detailed designs and starting physical works.

### **Major Capital**

Programme	Item	ID	Start	Finish	Status	Notes	
35474	PT Safety Security & Amenity	Enhancing station safety, security and amenity. Current projects include electronic ticket gating at Henderson, Manurewa, Middlemore, Papatoetoe and Papakura in addition to the trial and installation of gap filler at Fruitvale Road, Baldwin Ave and Sunnyvale stations.	C.100206	Jul 13	Jun 20	Detailed Design	Manurewa and Henderson ticket gates are operational. The pedestrian level crossing at Papatoetoe Station has been permanently closed. Ticket gates to be operational at Papatoetoe Station in July. Ticket gates to be installed at the remaining stations Middlemore, Papakura, Glen Innes and Grafton.

### **Network Management and Safety**

Programme	Item	ID	Start	Finish	Status	Notes	
35345	Minor Cycling Improvements	Reactive Works Programme. Chicane removals, misleading edge line removal and skid resistance testing.		Apr 18	Jun 18	Construction	

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35346	Regional New Footpaths Programme	New footpaths - Rolleston Road, Hibiscus Coast Highway, Rolleston Road, Stanmore Bay Road, Kahika Road, Tapu Street and Wattle Farm Road.	May 18	Jun 18	Construction
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35347	Regional New Footpaths Programme	New footpaths - Spencer Road, Noel Avenue, Woodlands Park Road, Oue Road, and Selfs Road.		Nov 17	Jun 18	Consultation	
35348	Regional New Footpaths Programme	New footpaths - Grey Street, Great South Road, King Street, Levy Road, Sunset Road, Upper Queen Street, South Lynn Road, Sea View Road, Manuel/Bankside Road, Shelly Beach Parade, West Hoe Heights, Opanuku Road and Walters Road.		Mar 18	Jul 18	Scheme design	

### Cycling Safety and Promotional Programme

Programme	Item	ID	Start	Finish	Status	Notes
35344	Cycling Education and Events	Delivered the Bike Safe Cycle Skills education programme in schools across Auckland.	Apr 18	Jun 18	Complete	

### Public Transport

Programme	Item	ID	Start	Finish	Status	Notes
35113	Public Transport Operating Model (PTOM)	Bus: • South, West and Eastern Public Transport Operating Model (PTOM) agreements implemented. • Central PTOM agreements signed; services to commerce 8 July 2018. • North PTOM agreements signed; services to commerce September 2018. - Tranzit has signed agreements for one unit - NZ Bus has signed agreements for three units - Bayes has signed an agreement for one unit - Go Bus has signed an agreement for one unit - Ritchies has signed agreements for six units - Birkenhead has signed agreements for three units. • Waiheke consultation completed. Report is being written. Ferry: • Discussions with the proposed preferred tenderers are complete. • A revised ferry service strategy is the subject of a separate board paper.	Rail/Bus/ Ferry	Oct 14	On-going	On-going
35114	Rail Improvements	Train Patronage for the current Financial Year is currently behind target, with final results due in the first week of July.	Rail		Jul 18	On-going
35115	Rail Improvements	Since the start of the financial year, we have operated over 168,000 train services. Punctuality for the last financial year was 96.1%, and Reliability was 97.7%.	Rail		On-going	On-going
35116	Rail Improvements	The Right Time departure KPI, introduced in July 2017 is achieving 87%, against a target of 86%. The introduction of this KPI has also had a demonstrable benefit across the Network. (Right Time is defined as the number of services that depart between 0-59 seconds of the scheduled departure time).	Rail	Jul 17	On-going	On-going

35117	Rail Improvements	Customer Satisfaction decreased by a further 0.9% to 92.5% in the latest Customer Satisfaction survey - the second consecutive decrease. In order to prevent any further falls, we have undertaken a full review with Transdev, and implementing an Improvement Plan to address the highlighted issues.	Rail	Jun 18	On-going
35119	Rail Improvements	Due to an increased instances of Graffiti on the EMU's, a security review of the at risk areas and stabling sites has been carried out and recommendations provided to be actioned. A number of projects are now underway to secure those facilities from further vandalism.	Rail	Sep 18	On-going
35120	Rail Improvements	The new Auckland Train Timetable has been agreed, and will be introduced on Sunday 26 August. Key features of the new Timetable are noted below: • Improved journey times across the Southern, Eastern & Western Lines, including further reduced dwell times. • An increase to three trains per hour, from 0700-1900, across the Southern, Eastern & Western Lines at Weekends, and Public Holidays, up from two trains per hour. • PM Peak will transition from the 10-minute frequency to a 20-minute frequency from 7pm until 8pm, and to a 30-minute frequency thereafter. • Services to Parnell Station would be increased to include all Western Line services, throughout the day. Currently, Western Line services only operate to Parnell after 7.00pm, and at weekends. • Pukekohe Shuttle services would continue to operate three trains per hour during the Morning and Afternoon peaks, with an increase to two trains per hour during inter-peak periods and at weekends, up from one train per hour. • Later night services on Friday evening's.	Rail	Jun 18	On-going
35121	Rail Improvements	CRL enabling works are continuing at Britomart. Work has been completed on the installation of temporary Train Crew accommodation at the end of Platform 5. This is now operational. Work has commenced on the demolition of the former train crew accommodation behind the platform level escalators. The CPO building has now been successfully underpinned to allow for excavation of the CRL tunnels.	Rail	Jun 18	Complete
35122	Rail Improvements	Due to an increase in trespass incidents across the rail network, Auckland Transport and KiwiRail are working with a specialist security consultancy to provide additional recommendations to both reduce the number of trespass incidents, but to also reduce the safety risk to those people who choose to access the rail corridor. Further, by adding these additional protection measures to the rail corridor, we would also expect to see a corresponding reduction in near miss incidents.	Rail	On-going	On-going
35123	Rail Improvements	Road level crossings & Rail Overbridges-Working with AT Roading to implement improvements to signage, medians, road markings, etc to		i m	prove safety.

Rail/Road

Jun 18

Complete

35124	Rail Improvements	We have recorded an increase in road vehicle collisions with Level Crossing barrier arms since the start of the financial year. To help reduce the risk that this causes to both train operations and vehicle drivers, we are working with colleagues in AT Transport Operations to review the placement of additional fixed or mobile CCTV cameras to help find those responsible. We will also be introducing CCTV Analytics to fully understand the level of risk, and review the required management and mitigations that may need to be introduced. If an offence is detected, photographs of the incident are saved and verified.	Rail/Road	Sep 18	On-going
35125	Rail Improvements	Phase two of the Railway Station data enrichment project will be introduced in July. In addition to Phase one which included non-stopping services, this phase will now trigger scrolling messages and will include train length (three car or six car trains), and train station routing/calling at information.	Rail	Jul 18	On-going
35126	Rail Improvements	The CRL Train Plan (proposed Timetable), has been agreed by the AT Board. Further analysis is underway to determine the future requirements including future Train Fleet, Stabling and Maintenance requirements.	Rail	Dec 18	On-going
35128	Rail Improvements	Pedestrian level crossings 3 year programme to install automatic pedestrian gating at every crossing in the Auckland Metro has started with work on the Western Line. Gates have now been installed at the following pedestrian crossings - Metcalfe Road, Glenview Road, Rossgrove Terrace, Asquith Avenue, Fruitvale Road, Lloyd Avenue and at Woodward Road at end of July 2018.	Rail/Pedestrian	Jul 20	On-going
35129	Rail Improvements	Eighteen of our network stations will soon receive new energy efficient LED lighting, replacing the current fluorescent lights. Manufactured in New Zealand, these LED Lights will help Auckland Transport realise important benefits, such as reduced energy and maintenance bills. The improved lighting is also expected to improve customer satisfaction and station safety.	Rail	On-going	On-going
35131	Rail Improvements	Trial of flashing tactiles at Glen Innes, Mt Eden & Homai Pedestrian Crossings. Video Analytic cameras installed at Glen Innes and Mt Eden to monitor crossing compliance. Completion of installation by August 2018.	Rail	Jul 18	On-going

35132	Rail Improvements	We are in the final stages of introducing Automated Station Platform Announcements across our Rail network. The introduction of automated public announcements at our Stations will increase the level of Customer awareness, and safety at our stations. Initially intended to aid our blind and partially sighted customers, the pre-recorded automated announcements will also provide routine safety information and instructions aimed at inexperienced passenger, such as platform information, next destination, etc. The project will be introduced in two phases, with our first station (Parnell) going live on 2 July, with all Stations due to be complete by early September.	Rail	Sep 18	On-going
35134	Rail Improvements	We have recently introduced Te Reo messaging onboard our EMU Train Fleet. This initial phase now includes bi-lingual messaging covering key safety messages, start of journey, and mid journey messaging. We have encountered a number of problems with the audio quality, primarily relating to the volume – this is being addressed with an upcoming software fix that should be available by late July. Further Te Reo scripts will be added to the current playlist, following an exercise to refine the current number of messages. This will meet customer feedback to minimising the current number of messages.	Rail	Sep 18	On-going
35135	Rail Improvements	We have started working with BT to scope the installation requirements for new LCD PIDs at selected Stations across the Western Line (in this first phase), all of which are due to be in place by the end of July. Our initial renewal stations are Parnell, Newmarket, Grafton, Kingsland and Morningside, as we've identified these as the Stations that would be most affected by the single line working, required for the construction of the CRL. Linked with our introduction of the enrichment project, and automated announcements, these new double-sided PIDs will increase Customer awareness and safety at each Station. During CRL construction, we have to operate single line working, Customers will be warned of non-stopping services, the train service destination and also the service consist (3 car / 6 car), both audibly and visually.	Rail	Sep 18	On-going
35136	Rail Improvements	With the introduction of Te Reo, we've also introduced a change to the front and side destination displays on the electric trains, which will now show the line name in addition to the destination and replaces the current use of "via Panmure" or "via Newmarket" to indicate the route. This change will help customers identify the route to Britomart from stations served by more than one line. Customer feedback was that the "via Newmarket" and "via Panmure" method currently used is not always helpful - such as for identifying Southern Line trains that stop at Parnell.	Rail	Jun 18	Complete

## **Strategy**

Programme	Item	ID	Start	Finish	Status	Notes
35020	Supporting Growth: Transport Networks for Growth		Nov 15	Dec 22	DBC/In Progress	The Supporting Growth programme (formerly known as the Transport for Future Urban Growth programme) has now formed an Alliance to investigate and route protect the preferred networks needed to support future urban growth areas (greenfields areas) over the next 30 years. It will be developed by a new planning alliance comprised of Auckland Transport, the Transport Agency, Aecom, Beca, Bell Gully and Buddle Finlay. • The Alliance is working with our partners to confirm the preferred network from the 2016 Programme Business Case and commence development and identification of a short-list of corridor options by the end of 2018. • We are working closely with Council to respond to ongoing land use and community development, including working with them on the Structure Planning that Council has underway, (e.g. Warkworth, Silverdale West, Drury and Pukekohe / Paerata). • Mid-August (but running through September and October) the Alliance will commence community and stakeholder engagement on the short-list options that have been identified. • We want to work with Local Boards to get their early input into the short-list options (before community engagement commences). And we will present more detail in the July Local Board Cluster Meetings.
35021	North Shore Rapid Transit Network Study		Dec 15	Dec 17	Study/PBC Complete	This work is being undertaken to provide an updated view on public transport requirements for achieving strategic growth and the most appropriate options to meet the future needs of the North Shore. The Programme Business Case (PBC) was finalised in December but formal endorsement is pending central government confirmation of regional RTN direction and funding. The likely first next step in business case development is likely to focus on enhancements to the Northern Busway.

Devonport-Takapuna Local board report - School Community Transport

<b>Devonport-Takapuna</b>  <i>C = Completed</i> <i>O = Ongoing</i> <i>P = Planned</i>	Travelwise status  <i>(i.e. active, inactive)</i>	Total WSB routes	WSB event/route audit	Active mode promotion events  <i>(e.g. cycle follow up, WOW event, park and ride, walking promotion)</i>	Speed event  <i>(e.g. SDAS, back to school)</i>	Young drivers event  <i>(e.g. driver licencing training)</i>	Safety at the school gate	Other safety promotion event  <i>(e.g. kea crossing, crossing training, roads and roadsides, ball talks)</i>	PT promotion event  <i>(e.g. railsafe week)</i>	Meetings/works hops  <i>(e.g. lead teacher, students, WSB volunteer)</i>	Engineering info  <i>(where relevant)</i>
Bayswater School	Active	2	C	C P	C			C O		C C P	
Belmont Intermediate	Active			C P						C O	
Belmont School	Active	1		C P			C	C O		C	
Campbells Bay School	Active	4	C	O	C		O	O		C P C	
Carmel College	Active					P	O			C	
Devonport School	Active	3					O			P	
Forrest Hill School	Active		P	P			O			C P	
Hauraki School	Active	4		C	C		O			C C P	Three pedestrian crossings (one raised table) to be installed in 2018/19 year (Jutland, Waitemata & Walters).
Milford School	Active	2	C P	C P	C P		O			C C P	
Rosmini College	Active			P			P			C P	
St Leo's Catholic School (Devonport)	Active		P	P						C C P	
Stanley Bay School	Active	2		C				C		C P	
Sunnynook School	Active	1	C C C P	C P	C		O	C O		C C C P P	Pedestrian refuge to be installed on Sunnynook Rd (near Tabago Dr) in 2018/19 year subject to funding.
Takapuna Grammar School	Active			C						P	
Takapuna Normal Intermediate	Active			C C						C P	
Takapuna School	Active		P	P			O	C		C	

								P		C P P	
Vauxhall School	Active	3		C						C P	
Wairau Intermediate	Active			P						C	

## Auckland Transport's Road Safety and Speed Management programme for Devonport-Takapuna Local Board 2018-21

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### Te take mō te pūrongo / Purpose of the report

1. To update the Devonport-Takapuna Local Board on Auckland Transport's (AT) Road Safety and Speed Management Programme.

### Whakarāpopototanga matua / Executive summary

2. Auckland has a serious problem with people needlessly dying and being seriously injured on our roads and streets. In 2017, 64 people died on our roads and an additional 749 were seriously injured.
3. Road Safety performance in the Devonport-Takapuna Local Board area has also worsened over the last five years due to various factors. These include economic and population growth, new demands on the unforgiving high speed road network, and growth in people walking, cycling and motorcycling.
4. The Tāmaki Makaurau Road Safety Governance Group (TMRSG) has been established to provide leadership for improving safety and reducing the high number of death and serious injuries (DSi) on the Auckland road network. This group has a strong national and regional mandate to drive safety outcomes and the partners include AT, NZ Police, NZ Transport Agency (NZTA), Accident Compensation Corporation (ACC), Auckland Council (AC), Auckland Regional Public Health (ARPH) and Ministry of Transport (MoT).
5. As AT moves to the Vision Zero approach, it is also proposing an ambitious safety infrastructure acceleration programme estimated to reduce DSi by up to 18% over an initial three year period. It will work closely with its partners to deliver on the Vision Zero goal for Auckland.
6. This follows the New Zealand's Government's commitment to deliver a new road safety strategy as outlined in the Government Policy Statement on Land Transport.
7. There is a strong focus on safety at AT. The Board and Executive Leadership Team have recently endorsed an increased three-year investment in road safety engineering, a Speed Management Plan and behaviour change activities to reduce road trauma, including in the Devonport-Takapuna Local Board area. The Auckland Road Safety Capital Programme 2018-28 is a systemic response to improve road safety outcomes and create a more forgiving road network. Investment will be lifted by an additional \$550 million over ten years. The Regional Fuel Tax will allow AT to improve a larger number of high-risk intersections and routes by installing roundabouts, red-light cameras, and segregated facilities. The combined impact of these accelerated programmes is estimated to reduce DSI by 60% over ten years from the 2017 baseline, as well as contribute towards additional congestion reduction benefits and increased health and environment benefits. Our aspiration is to move towards zero deaths or serious injuries on Auckland's roads.
8. One of the fastest and most cost effective ways to reduce road trauma is to implement speed reduction measures. AT is currently working to identify areas and roads around the Auckland region to set lower speed limits. These roads will be added to the Schedule of Speed Limits and drafted into the bylaw. The bylaw will be consulted on Auckland-wide (consultation on the entire programme of works for the Auckland region at a strategic level). Post-consultation, the bylaw will need to be approved by AT's Board, after which the new lower speed limits will become legally enforceable.

9. The primary road safety focus areas in the Devonport-Takapuna Local Board area for the next three years include safe intersections and roads, safe speeds and vulnerable road user safety (pedestrians and people on bikes). These areas will be addressed through a combined annual programme of investment in safety engineering, speed management, education and training of road users and enforcement of safe road user behaviour with NZ Police.
10. A senior AT representative will present a PowerPoint presentation at a workshop with the local board.

## Ngā tūtohunga / Recommendation/s

That the Devonport-Takapuna Local Board:

- a) Receives the report entitled Auckland Transport's Safety and Speed Management programme 2018-21.

## Horopaki / Context

11. Auckland's rapid growth has resulted in a number of challenges including housing, transport and public health. The recent increase in road trauma is both a transport and public health issue for the region with significant economic costs. More important, the after-effects of road trauma on the victims' whānau, friends and community are devastating.
12. AT's long-term Vision Zero goal is about being more people-centred and emphasises that no loss of life on our road network is acceptable. Road designers and operators need to take greater responsibility for preventing road trauma.
13. The Vision Zero approach also accepts that road users are people who make mistakes and therefore all parts of the transport system need to be strengthened through a safe road environment, safe speeds, safe vehicles and safe road use, so that when mistakes occur, it does not lead to people dying or being seriously injured.
14. Speed management is a central part of the Vision Zero approach for reducing speeds to survivable levels for road users, particularly on unforgiving rural roads and in urban streets where there are large numbers of vulnerable road users. For individuals, the risks of a severe crash might seem small, but from a societal point of view there are substantial safety gains from reducing average speeds on streets.
15. Speed management is a low-cost area-wide treatment that will deliver substantial savings including reduced deaths and serious injuries, increased walking, cycling and public transport use, and increased public health benefits. Speed is currently responsible for 30% of all road deaths and serious injuries, and small reductions in average speeds of 1% or a few kilometres per hour can reduce the risk and severity of crashes by up to 4% (Speed and Crash Risk, ITF, 2018).
16. Speed determines both the likelihood of a crash occurring and the severity of the outcome. Regardless of what causes a crash, whether someone walks away or is carried away will depend on the speed vehicles are travelling. For example if hit by a vehicle travelling at 30km/hr, a person walking has a 90% chance of surviving when compared with only a 20% chance of surviving when hit at 50km/hr. Speed also determines the braking or stopping distance and the time it takes for the driver to react to take evasive measures. A small increase in travel speed corresponds to a relatively large change in stopping distance. The higher the speed the longer the braking or stopping time.
17. AT and its partners have a Road Safety Action Plan (RSAP) in place that identifies key actions from partners for addressing Road Safety Focus Areas in the Devonport-Takapuna Local Board area, including speed management. The RSAP is developed collaboratively by AT, NZ Police, Accident Compensation Corporation and NZTA. It covers the NZ Police

districts of Auckland City, Waitematā and Counties Manukau. The document is updated quarterly and a new one for the current financial year is being developed.

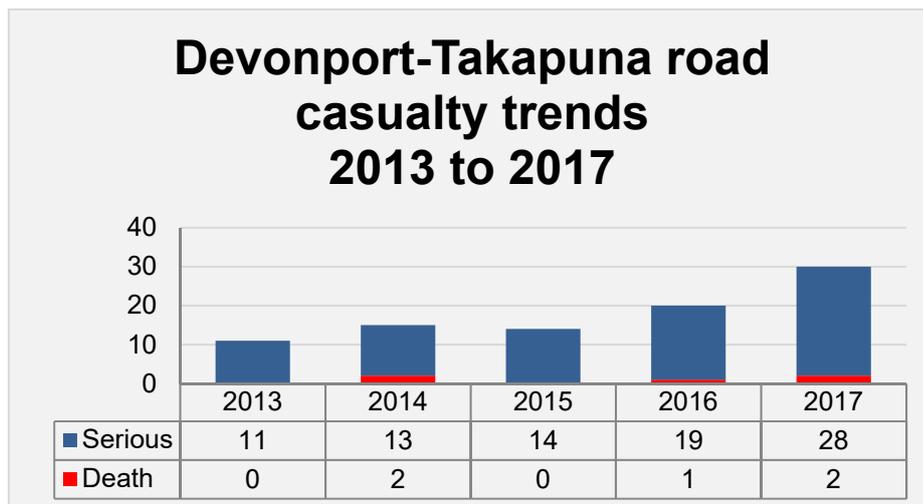
- AT is investing in an ambitious road safety programme including safety engineering, speed management and behaviour change over the next ten years that will contribute towards a 60% reduction in road trauma across Auckland.

## Tātaritanga me ngā tohutohu / Analysis and advice

- Auckland's DSI rates have increased by 67% from 486 in 2013 to 813 in 2017 as outlined in the table below.

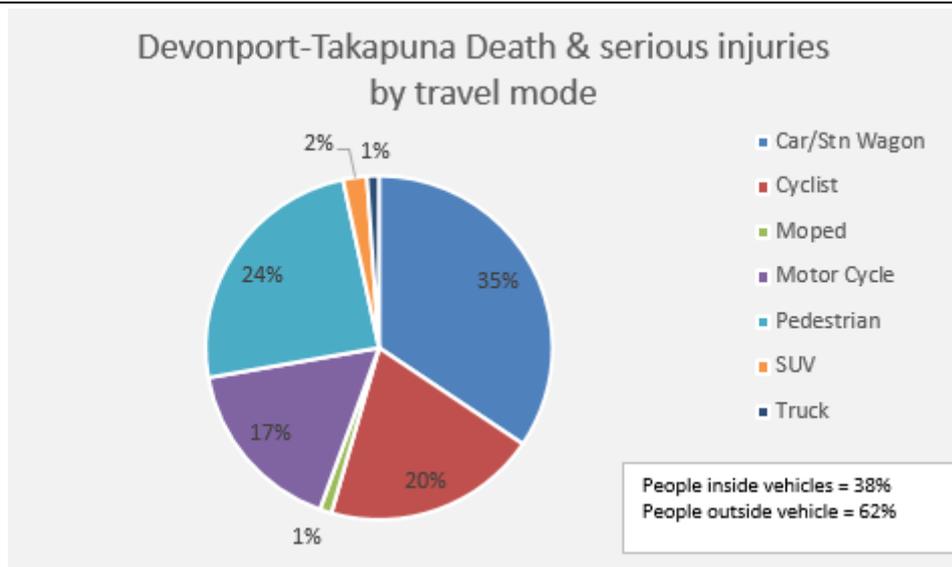
Auckland Region	2013	2014	2015	2016	2017
<b>Deaths</b>	48	36	52	46	64
<b>Serious injuries</b>	438	447	568	618	749

- Devonport-Takapuna Local Board road deaths and serious injuries (DSi) have increased 173% from 2013 to 2017 and made up 4% of Auckland's total DSI in 2017. While Devonport-Takapuna achieved Zero road deaths in 2013 and 2015, it had the 13<sup>th</sup> highest level of DSI among all local boards in 2017 and the 19<sup>th</sup> highest rate of serious road injuries per capita, out of all local boards in 2016.



## Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

- In the Devonport-Takapuna Local Board area 62% of all DSI involved vulnerable road users, the second highest percentage of vulnerable road user DSI after Waitematā Local Board.



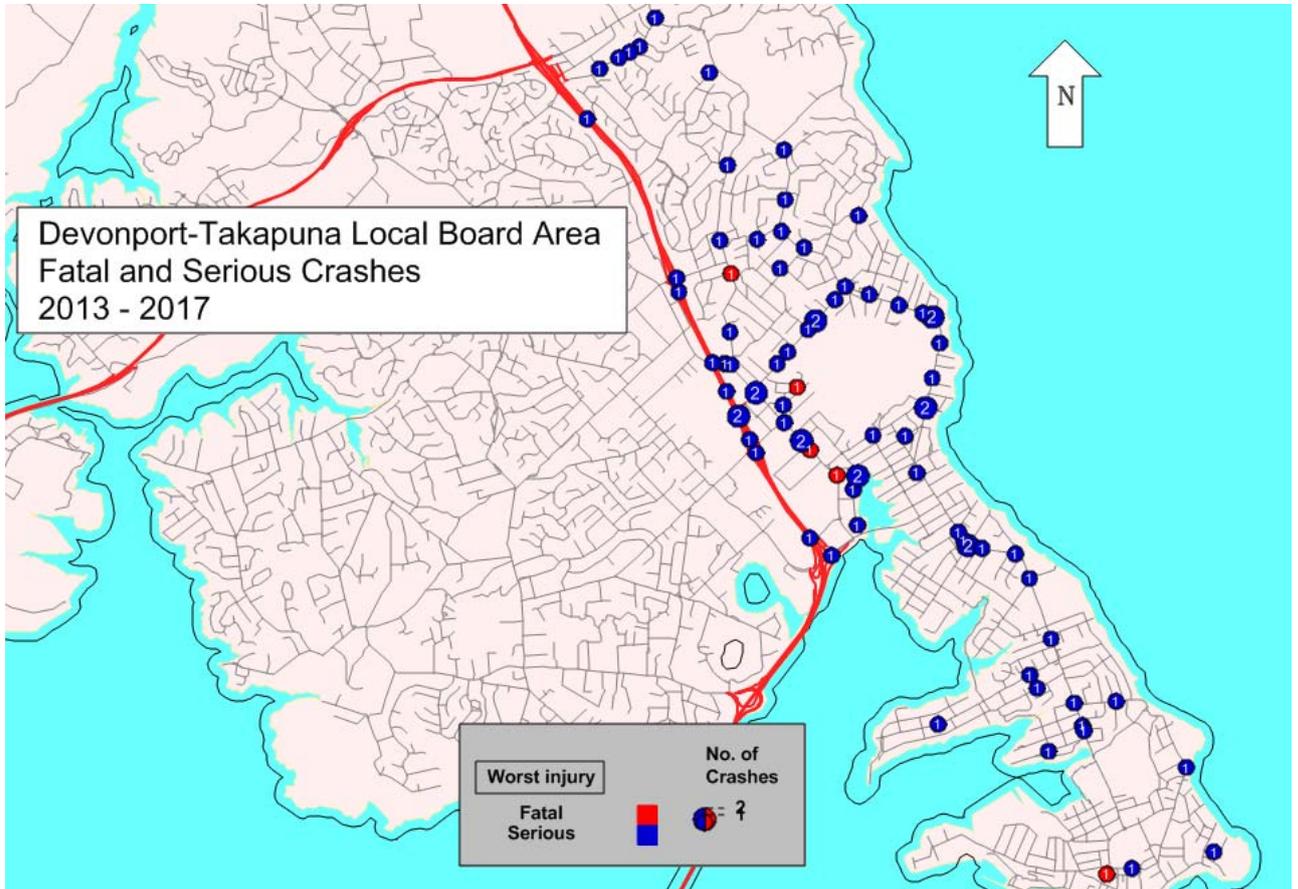
22. AT's Road Safety Action Plan for 2018-19 covers the Devonport-Takapuna Local Board area. Below is an excerpt from the action plan showing five-year DSi trends from 2013 to 2017 for the Devonport-Takapuna Local Board area. The primary safety intervention measures include aspects from the Safe Systems approach: improving the safety of the roads and intersections, improving safety for people walking, cycling and motorcycling, and speed management. Please note that DSi Focus Areas overlap i.e. one DSi can appear in multiple focus areas.

Road Safety Focus Areas for Devonport-Takapuna 2018-19								
Focus areas		Five year Road Death and Serious Injury (DSi) trend						Interventions
Increase Focus	Safe System Management	2013	2014	2015	2016	2017	Total	Waitematā Police Road Safety Action Plan.
	Safe Intersections	6	6	3	6	10	31	Safety engineering, enforcement and campaigns.
	Safe Roads	9	11	13	19	28	80	Safety engineering, enforcement and campaigns.
	Pedestrian Safety	1	3	1	7	10	22	Travelwise schools, walking school bus routes, safe crossings and Safer communities.
	Motorcycle Safety	3	2	3	3	5	16	Safety engineering, checkpoints, enforcement and campaigns.
	Safe Speed	3	5	4	2	5	19	Speed management, education and enforcement campaigns.
Maintain Focus	Alcohol/Drugged Driving	3	3	3	2	1	12	Education and enforcement campaigns.
	Young Drivers	1	0	1	2	1	5	Young driver training, education and enforcement campaigns.
	Cycle Safety	1	2	4	4	7	18	School cycle training.
Emerging Focus	Restraints	0	0	0	2	2	4	Restraint education and enforcement, including child restraints.
	Older Road Users	1	3	0	1	6	11	Development of a 2018-21 programme.
	Distraction and Fatigue	1	1	1	2	0	5	Safe travel stop education and enforcement campaigns.
	Māori	0	2	1	2	1	6	Marae-based learner license workshops, speed management Hui.

23. The table also highlights how AT and its partners combine their resources and programmes to address high-risk areas and road user groups through a combination of safety engineering, speed management, education, training and enforcement activities. While a

majority of these activities are planned, the action plan is revised quarterly to be more responsive to emerging trends.

24. Road crashes are investigated by NZ Police and then mapped by NZTA across the Devonport-Takapuna Local Board. The map highlights locations of Devonport-Takapuna fatal and serious crashes from 2013 to 2017 where a slightly higher number were midblock (not at intersections) crashes on straight roads.



25. Road death and serious injury locations are also analysed to identify high-risk intersections and routes that have a high collective crash-risk (number of DSI per km or intersection) and personal crash-risk (rate of DSI per vehicle kilometres travelled). This methodology identifies a small percentage of the network carrying a large percentage of the road trauma.
26. Within the Devonport-Takapuna Local Board boundaries there are two high-risk intersections and two high-risk routes (based on 2012 to 2016 data). All of the high-risk routes are also high-risk for motorcycles.

<b>High risk routes in the Devonport-Takapuna Local Board area</b>					
Ranked in the top 100 high risk routes in the Auckland Region (2012-2016 data)					
<b>Regional Ranking</b>	<b>Route Name</b>	<b>Speed Zone</b>	<b><sup>1</sup>Collective Crash Risk</b>	<b><sup>2</sup>Active Road User Collective Crash Risk</b>	<b>Motorcycle Collective Crash Risk</b>

<sup>1</sup> Collective Crash Risk = total number of fatal and serious crashes or estimated deaths and serious injuries within 50metres of an intersection or within one kilometre of a corridor in a five-year crash period

<sup>2</sup> Active Road Users (ARU) = Pedestrians and Cyclists

39	Lake Road (Hauraki Rd to Victoria Road)	50	High	Medium High	High
78	Wairau Road (Shakespeare Road to boundary with Kaipatiki Local Board)	50	Medium High	Medium	High

<b>High risk intersections in the Devonport-Takapuna Local Board area</b> Ranked in the top 100 high risk intersections in the Auckland Region (2012-2016 data)					
Regional Ranking	Location	Speed Zone	<sup>3</sup> Collective Crash Risk	<sup>4</sup> Active Road User Collective Crash Risk	Motorcycle Collective Crash Risk
Not ranked	Esmonde Road / Barrys Point Road	60	Medium High	Low	Medium
Not ranked	Esmonde Road / Fred Thomas Drive*	60	Medium High	Low Medium	Low Medium

\*A red light camera has recently been installed at this intersection.

27. AT has embarked on a bold programme to reduce the incidence of death and serious injury by 60% in a 10-year period. The initial three-year target is to reduce the incidence of death and serious injury by up to 18% from the 2018-19 financial year.
28. The tables below highlight some of the engineering improvements, speed management changes, and behaviour change activities that will be delivered in the Devonport-Takapuna Local Board area in 2018-19 as part of the 2018-21 AT programme.

### Safety engineering improvement projects 2018-19

Vicinity of Karaka Street	Taharoto Road mid block pedestrian crossing facilities.
422 Lake Road, Takapuna	Pedestrian zebra crossing.
208 East Coast Road, Forrest Hill	Pedestrian zebra crossing.
58 East Coast Road, Milford	Pedestrian zebra crossing.

### Other safety improvement projects 2018-19

260 Forrest Hill Road, Forrest Hill	Upgrading the existing pedestrian refuge island to a zebra crossing to provide prioritised crossing for pedestrians.
19 Sunnynook Road, Sunnynook	Installation of a pedestrian refuge island between Morton Avenue and Tobago Place to provide a safe crossing point for pedestrians.
Castor Bay Road - Beach Road intersection, Castor Bay	Installation of kerb buildouts to slow down turning vehicles into and out of Castor Bay Road and shorten the crossing distance for pedestrians crossing Castor Bay Road. Realignment of the existing zebra crossing on Beach Road.

<sup>3</sup> Collective Crash Risk = total number of fatal & serious crashes or estimated deaths and serious injuries within 50metres of an intersection or within 1kilometre of a corridor in a 5-year crash period

<sup>4</sup> Active Road Users (ARU) = Pedestrians and Cyclists

Jutland Road, Waitematā Road and Walter Street, Hauraki	<p>Installation of new school patrolled raised zebra crossings on Waitematā Road and on Walter Street to provide safe crossing facilities for pedestrians walking along Jutland Road.</p> <p>Upgrading the existing zebra crossing on Jutland Road outside the Hauraki School gate into a school patrolled raised zebra crossing.</p> <p>Installation of a new pedestrian refuge island on Jutland Road to provide a safe crossing point for pedestrians walking to and from the Lake Town Green playground.</p>
Castor Bay Road - Beach Road intersection, Castor Bay	<p>Installation of kerb buildouts to slow down turning vehicles into and out of Castor Bay Road and shorten the crossing distance for pedestrian crossing Castor Bay Road.</p> <p>Realignment of the existing zebra crossing on Beach Road.</p>
Northern Busway (outside Westlake Girls High School), Takapuna	<p>Relocation of the zebra crossing to meet the desire line of pedestrian walking to and from the school.</p>
Inga Road Road – Commodore Parry Road, Milford	<p>Upgrading the existing pedestrian refuge island to a pedestrian crossing to provide a prioritized crossing for pedestrians.</p>
East Coast Road/Sunset Road/Constellation Drive	<p>Investigating optimisation of intersections including potential signalisation of East Coast Road/Sunset Road</p>

### Pedestrian safety and shared path network expansion 2018-19

Victoria Road at Calliope Road	Street safety improvements and speed management.
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### Speed management investigations 2018-19

Devonport Town Centre – 30km/hr speed limit with engineering measures to reduce traffic speeds and make it safer for vulnerable road users.
Milford Town Centre – 30km/hr speed limit with engineering measures to reduce traffic speeds and make it safer for vulnerable road users.

### Road safety and school travel behaviour activities 2018-19

18 active Travelwise school programmes and 22 active walking school buses, along with re-engaging inactive Travelwise schools and walking school buses.
Driver distraction campaign.
Motorcycle and scooter safety workshops.
Safe speed awareness campaign.
Red light running campaign and educational events with NZ Police.
Deliver a learner licence community programme.

29. Speed has an impact on both the likelihood of a crash occurring and the severity of injury, should a crash occur.
30. Therefore, one of the fastest and most cost effective ways to reduce road trauma is to implement speed reduction measures. Research shows that there is a very strong relationship between speed and road safety. It is difficult to think of any other risk factor that has a more powerful impact on crashes or injuries than speed.
31. A Vision Zero or Safe System speed is defined as the maximum survivable speed upon impact where the chance of death is less than 10%.
32. Speeds of 30 km/h are the maximum any vulnerable or unprotected road user (pedestrians and people on bikes) can withstand without sustaining death or serious injuries. Although this speed is common on local roads in Europe, it is uncommon in New Zealand.

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33. Speeds over 50km/h dramatically increases the chances of death and serious injury in the event of a crash between two vehicles at an intersection.
  34. Contrary to popular belief, the majority of Auckland road deaths and serious injuries occur on 50km/h urban roads, involving vulnerable road users.
  35. While a smaller percentage of speed related crashes occur on rural roads, the ones that do happen are more likely to result in death.
  36. Many people fear that reducing the speed limit in urban areas will dramatically increase journey times. However, research shows that lower speed limits only marginally increased journey times. An NZTA study tracked travel times along six different routes in New Zealand. It found that when driving at the maximum posted speed limit wherever possible, drivers arrived at their destination as little as 1.08 minutes faster than when they drove 10km/h slower.

### **Tauākī whakaaweawe Māori / Māori impact statement**

37. AT is committed to meeting its responsibilities under Te Tiriti o Waitangi, and its broader legal obligations in being more responsible or effective to Māori.
38. Māori residents in Auckland experience a much higher risk of road traffic injury than other ethnicities, at all age groups.
39. Māori are also over-represented in road deaths and serious injuries related to speed, making up 22% of all speed-related DSi.
40. The Te Ara Haepapa Road Safety programme is AT's response to reduce death and serious injuries involving Māori and Rangatahi Māori. The programme is intended to focus delivery through whānau, hapū, iwi, and marae, kohanga reo, kura kaupapa Māori and Māori communities.
41. Devonport-Takapuna Local Board area has seen an upward trend in Māori-related DSi and some Māori communities will be engaged with the Te Ara Haepapa Road Safety programme.

### **Ngā ritenga ā-pūtea / Financial implications**

42. There are no financial implications for the local board.

### **Ngā raru tūpono / Risks**

43. There are no risks for the local board.

### **Ngā koringa ā-muri / Next steps**

44. AT welcomes input from the Devonport-Takapuna Local Board to help address the road safety challenge that is generating such a significant burden on road users and their families.
45. Getting aligned with our partners and stakeholders (Local Boards, Councillors, Ministers, MoT, NZ Transport Agency, NZ Police, AA, Walk Auckland, Bike Auckland, Road Freight Association to name a few) is imperative for the success of the AT road safety and speed management programme in the Devonport-Takapuna Local Board area.
46. Aucklanders and Local Boards have indicated their support for an increased road safety and speed management programme in the recent Regional Land Transport Programme (RLTP) consultation, to help address Aucklanders' concerns concerning increase in road trauma.
47. The RLTP has committed to investing in an accelerated speed management programme, of which the first year will include treatment on approximately 800km of the network. This will require expedient delivery by AT and a more efficient process for changing speed limits.

48. Reducing speed limits is a sensitive topic, with expectations from some stakeholders that AT should deliver rapid changes to speed limits across Auckland, while others in the community may not like the speed limit reductions and speed calming measures. For individuals, the risks of a severe crash might seem small, but from a societal point of view there are substantial safety gains from reducing average speeds on streets.
49. AT will do this by talking about the unacceptable loss of human life and focus on road safety with our communities, stakeholders and the media.
50. This will include running a publicity awareness campaign followed by a consultation process on the Speed Limit Bylaw. The campaign will aim to change the road safety conversation by educating Aucklanders that lower speeds provide survivable crash outcomes as well as enabling our kids to walk and cycle to school, a more liveable streets environment, and many health and environmental benefits.
51. Before and during the awareness campaign, AT will engage with our key stakeholders (NZTA, NZ Police, AA) to identify roads that will be affected by the speed limit changes.
52. The bylaw will be consulted on Auckland-wide (consultation on the entire programme of works for the Auckland region at a strategic level). Due to the urgent imperative to reduce, the number of deaths and serious injuries AT will in many cases not consult on each individual element of the safety improvement plan.
53. Once the bylaw has been approved by AT's Board, then the speed limits become legally enforceable. AT will continue to discuss in partnership with local boards on all safety and speed limit changes in their area.

## Ngā tāpirihanga / Attachments

There are no attachments to this report.

## Ngā kaihaina / Signatories

Authors	Andrew Bell, Strategy and Performance Team Leader, Auckland Transport Michael Brown, Road Safety Engineering Team Leader, Auckland Transport
Authorisers	Randhir Karma, Group Manager Network Management and Safety, Auckland Transport