

## Auckland Transport February 2019, update to the Devonport-Takapuna Local Board

**File No.:** <<leave blank – Infocouncil will insert this when the report is saved in HPRM>>

---

### 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. This report updates the Board on activities and issues in the Devonport-Takapuna local board area, which have been raised by members and responded to in December 2018 and January 2019.
3. It provides information on the public consultations, which closed in December 2018, undertaken by Auckland Transport in the local board area and summarises recent carried decisions of AT's Traffic Control Committee.
4. A table is provided on the local board transport capital fund projects showing all funds committed.
5. General information on implementation of red light safety camera installation in the Auckland Region and an update on AT's speed management programme.
6. Quarterly Report on Auckland Transport's activities in this local board area October 2018 to December 2018.

### Ngā tūtohunga Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Transport February 2019 update to the Devonport-Takapuna Local Board.

### Horopaki Context

7. This report addresses transport related matters in the Local Board area.
8. Auckland Transport (AT) is responsible for all of Auckland's transport services, excluding state highways and reports on a monthly basis to local boards, as set out in the 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

9. The table below summarises the balance of Local Board Transport Capital Fund (LBTCF) showing there is no remaining budget, which has been updated to include the Local Boards Resolution (DT/2018/144) passed at the August Local Board meeting.

<b>Takapuna Devonport Local Board Transport Capital Fund Financial Summary</b>	
<b>Total Funds Available</b> in current political term	<b>\$2,390,735</b>
<b>Amount committed</b> to date on projects approved for design and/or construction	<b>\$2,390,735</b>
<b>Remaining Budget left</b>	<b>\$0</b>

### **Red light safety cameras**

10. Auckland Transport (AT) are launching an eight week regional awareness campaign for Red Light running (RLR) from the 4<sup>th</sup> February 2019.
11. In Auckland between 2013 and 2017, running red lights at signalised intersections resulted in the deaths of 7 people with 93 people being seriously injured. (NZTA Crash Analysis System (CAS) Data).
12. AT is substantially increasing investment in safety and have a target of reducing death and serious injuries by 60% over the next ten years. This investment, including additional safety cameras will improve high-risk routes and intersections, creating a more forgiving and safe road network.
13. This also ties in with the new memorandum of understanding (MoU) recently signed between AT and the NZ Police for the ongoing enforcement of Auckland's red-light safety cameras at high risk intersections.
14. The key objectives are:
- To raise awareness around the dangers of running red lights and change behaviour to help reduce the number of deaths and serious injury (DSI) crashes at signalised intersections across the Auckland region
  - To stop completely at red traffic lights and includes stopping at amber when it is safe to do so
  - To increase driver awareness regarding the serious consequences of RLR crashes and that drivers should always stop at red lights.
  - For drivers to adopt positive behaviour strategies relating to intersection safety. 'Red means stop. No exceptions.'
  - The overall objective is to help contribute to the annual 2.6% reduction in total death and serious injuries on the Auckland local network.

### **Update on AT's speed management programme**

15. In December 2018, Auckland Transport's Board approved a public consultation on the Bylaw. This is in accordance with the special consultative procedure under the Local Government Act 2002 and in accordance with the Land Transport Rule: Setting of Speed Limits 2017 with regard to the new speed limits themselves.
16. The consultation will last for approximately one month and any member of the public, whether an Auckland resident or not, will be able to submit their views if they wish to. Those who wish to be heard by a Hearing Panel will be given the opportunity to do so.
17. The Bylaw will contain a complete list of the roads proposed for speed limits changes and will include information on their current speed limits and the new proposed speed limits.
18. Following consultation the feedback will be analysed and any required changes made. The Auckland Transport Board will then make and pass the new bylaw with the recommended changes.

19. Once consultation on the bylaw is complete and the bylaw is adopted there will need to be changes of signage and sometimes supporting engineering measures to encourage driving at slower speeds. These measures could include installing raised zebra crossing, raised tables, speed humps and narrowing roads.

#### **Details of the Speed Limits Bylaw consultation**

20. The consultation will run from the 28<sup>th</sup> of February to the 31<sup>st</sup> of March 2019.
21. The purpose of the Bylaw consultation is to encourage people to choose safe speeds on our roads, and to provide them with the opportunity to provide feedback Auckland Transport's proposed solutions. Specifically, the consultation will ask for feedback on:
- The detail of bylaw we want to introduce
  - The specific roads where we want to reduce the speed limits
22. To communicate the consultation, we have embarked on a large stakeholder management stage which includes working with our key partners and core stakeholders, such as, but not limited to: local boards, resident's associations, business associations, boards of trustees, health professionals, the freight industry, schools, accessibility groups and groups that represent the elderly. We have identified and are contacting approximately 500 stakeholder groups across Auckland.

Communications of the consultation and inviting public submissions will be wide ranging, including:

- A region-wide multi-media campaign of social media, media, online and radio. Specifically, radio ads running during key commuter times.
  - There will be a large social media presence with both organic (through AT and stakeholders' channels) and a paid Auckland-wide targeted campaign.
  - We will brief key media and provide spokes people and are seeking publicity opportunities with Scott McLaughlin (current super car champion) to be an ambassador of speed safety.
  - We will hold public drop in sessions for people to get more information at locations across Auckland with a focus on sites where people are already going, for example shopping malls and sporting events.
  - There will also be public events in collaboration with key stakeholders and panel discussions with AT leaders accompanied by academic, health and safety experts.
  - Brochures (with a Freepost feedback form) in the post to residents on affected roads
  - Posters on public transport and in public places (libraries, community centres, AT carparks, Kindergartens and schools etc.)
  - The AT Website will be the home of all content ([AT.govt.nz/speed](http://AT.govt.nz/speed)). This page will outline our rationale for the bylaw, provide the list of roads where we plan to reduce the speed limits, and provide a link to the online survey.
  - Electronic Direct Mail through AT and stakeholder channels.
23. All channels will lead to the AT website where the background and context of the Bylaw will be available. It will also link to the online feedback form.
24. We are working very closely with our partners in the police and NZTA with supporting messaging and joined up communications.

## Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

25. The impact of information (or decisions) in this report is/are confined to Auckland Transport and do/does not impact on other parts of the Council group.

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

26. The proposed decision of receiving the AT report has no local, sub-regional or regional impacts.
27. The table below summarises issues raised by Local Board members and responded to in December 2018 and January 2019.

Devonport Takapuna Local Board Members Issues Responded in December 2018 and January 2019			
	Issue Name	Details Raised by Board Member	Response Provided
1	Intersection of Salamanca Road and Sycamore Drive - Visibility Issues	A resident wrote to the Local Board suggesting that some parking needed to be removed in Sycamore Drive as it was obstructing visibility when turning right out of Salamanca Road and that there had recently been crashes at this intersection.	<p>1 December 2018. CAS-846833. AT believe on-street parking is a valuable asset for residents with limited off-street parking and therefore we only install restrictions at locations where a significant safety or accessibility issue has been identified.</p> <p>Sycamore Drive is not considered a narrow road. We consider a street to be narrow if the road is less than 6.8 metres wide. At a minimum, this width allows two metres worth of parking on each side of the road while retaining a 2.8 metre through lane, which emergency services have confirmed is the minimum space required for their vehicles to have access.</p> <p>There are existing broken yellow lines at the intersection and the pedestrian islands where appropriate to allow the required visibility distances. There is a bend near this intersection, however the bend is such that it allows visibility of vehicles approaching along Sycamore Drive. In addition there have been no reported crashes at the intersection in the last five years. For these reasons we believe the intersection is operating relatively safely, and are unable to justify any further parking restrictions at this time.</p>
2	Abandoned Vehicles	The Local Board Chair received complaints of two abandoned vehicles parked on road Reserve on the corner of Morton Ave and William Souter Street	<p>17 January 2019. CAS-920515. A site visit was undertaken on 5 December 2018. The owners of the vehicles were located and spoken to, which indicates that the vehicles are not abandoned. It was brought to the attention of the owners that because both vehicles do not have valid registration or Warrant of fitness, they will be subject to receiving infringements unless they moved to private property.</p> <p>Due to the owners being located, the vehicles are not classed as abandoned. No further action will be taken in this regard.</p> <p>Vehicles can only be uplifted and relocated if they are causing a safety issue to other road users and pedestrians.</p>

3	Tennyson Ave- Request for Traffic Calming	The Local MP's Office received a request to have traffic calming and pedestrian crossings installed on Tennyson Ave due to the number of Early Childhood Centres in this location.	11 December 2018. CAS-848230. Improving safety for everyone using our roads is priority for Auckland Transport. We are currently developing a plan to reduce speeds on Auckland roads. This plan will identify the highest priority areas for the initial roll out of speed reduction, on approximately 10% of our road network, including residential areas. The new area based focus recognises that traffic calming changes on one street have a flow on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road condition. We can advise that we have found the majority of vehicles travelling on Tennyson Ave to be doing so at or below 45km/h. This result was gathered as part of a seven day survey where tubes were laid across the road and counted both vehicle volumes and speeds. The results of our speed data, our onsite observation of the road layout and condition and our review of crash history at this local do not raise any concerns As such we do not believe that the installation of traffic calming measure sis appropriate, With regard to pedestrian improvements, our assessment showed that traffic speeds and volumes were such that safe crossing gaps are created in the traffic flow. While we understand the concerns raised with the current road conditions we are unable to justify the installation of speed calming and pedestrian crossing facilities at this time.
---	---	--	---

### Consultations

28. The table below summarises the consultations in the Devonport-Takapuna Local Board area which closed in December 2018.

<b>Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.</b>	
Consultation - Broken Yellow Lines Ander place	13 December 2018. This was distributed to the Local Board members. Members were generally supportive of the proposal.
Consultation - Pedestrian crossings 208 East Coast Road and 58 East Coast Road	14 December 2018. This was distributed to the Local Board members. No objections to the proposal were received.

### Traffic control committee (TCC) report items November and December 2018

29. The table below summarises the carried decisions of the traffic control committee in November and December 2018 that were within the Devonport Takapuna local board area.

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
9	Devonport-Takapuna	East Coast Road, Elizabeth Place, Ihumata Road, Milford Road, Frater Avenue, Sunset Road, Omana Road	Mairangi Bay	Permanent Traffic and Parking changes Combined	15329	No Stopping At All Times, Bus Stop, Bus Shelter, Lane Arrows, Traffic Islands, Stop Control, Roundabout, Give-Way Control, Flush Median, Edge Lines, Shoulder Markings

10	Devonport-Takapuna	Anzac Road, Clyde Road, Downing Street, Shakespeare Road, Smales Farm Bus Station, Browns Bay Road, Taharoto Road	Browns Bay	Permanent Traffic and Parking changes Combined	15016	No Stopping At All Times, Authorised Vehicles, P90 Parking, P120 Parking, P15 Parking, Bus Stop, School Bus Stop, Bus Shelter, Bus Parking, At Metro Bus Parking, Small Passenger Service Vehicle Stand, Roundabout, Traffic Island, Pedestrian Crossing, Traffic Signal, Stop Control, Give-Way Control, Flush Median, Edge Lines, Shoulder Markings, No Passing
23	Devonport-Takapuna	Hurstmere Road	Takapuna	Temporary Traffic and Parking changes (Event)	SE001294	Temporary Traffic and Parking restrictions
13	Devonport-Takapuna	Hurstmere Road / The Strand Channel View Road	Takapuna	Temporary Traffic and Parking changes (Event)	SE001293	Temporary Traffic and Parking restrictions
6	Devonport-Takapuna	Craig Road	Milford	Permanent Traffic and Parking changes Combined	15014	No Stopping At All Times
22	Devonport-Takapuna	Fleet Street, Victoria Road, Clarence Street, King Edward Parade	Devonport	Temporary Traffic and Parking changes (Event)	SE001313	Temporary Traffic and Parking restrictions
5	Devonport-Takapuna	Anzac Street	Takapuna	Permanent Traffic and Parking changes	13996A	Paid Parking, Mobility Parking, Motorcycle Only Parking, Lane Arrow Markings
6	Devonport-Takapuna	Anzac Street, Como Street, Huron Street, Northcroft Street, Auburn Street, Byron Avenue, Bracken Avenue, Lake Road, The Terrace, Channel View Road, Hurstmere Road, Killarney Street, The Promenade	Takapuna	Permanent Traffic and Parking changes	13994A	Parking Zone Pricing Review

### Auckland Transport quarterly report on activities

30. Attached is information on Auckland Transport's activities in this local board area, from October 2018 to December 2018. Quarterly 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 projects. Attachment A
- Travelwise School activities. Attachment B

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

31. 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**

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

## **Ngā raru tūpono me ngā whakamaurutanga** **Risks and mitigations**

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

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

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

## **Ngā tāpirihanga** **Attachments**

No.	Title	Page
A	AT Quarterly Report on Activities	Infocouncil inserts in agenda
B	Travelwise School Activities	Infocouncil inserts in agenda

## **Ngā kaihaina** **Signatories**

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