

## The Māngere-Ōtāhuhu Local Board presents the following submission to Auckland Transport's Speed Limits Bylaw 2019 (draft Bylaw)

30 March 2019

### Introduction

1. The Māngere-Ōtāhuhu Local Board is focused on safety to the local area's transport network. Auckland Transport recently reported that Māngere Central ranks 4th out of 275 Auckland communities for fatal and serious crashes. 26% of all crashes in the area involve pedestrians. The social costs of these incidents in Māngere Central is around \$18.2m.
2. This is not acceptable and urges Auckland Transport and the New Zealand Transport Agency to reduce these statistics and improve the safety of the local transport network.
3. The local board supports the draft Bylaw's commitment to a holistic, data-driven and inclusive approach to speed management, as these principles reflect the Māngere-Ōtāhuhu Local Board's Local Board Plan's outcomes:
  - Outcome 4: A well-connected area: Māngere-Ōtāhuhu is well connected by public transport, cycleways and walkways, making it easy for everyone to get around.
  - Outcome 6: A place where everyone thrives and belongs Our communities have safe and healthy neighbourhoods. Our actions ensure positive prospects for the future of children and young people. We come together to celebrate our cultures. We are active and involved in local matters.

### Purpose

4. The purpose of the draft Auckland Transport Speed Limits Bylaw 2019 is to make our roads safer by reducing speeds on the local transport networks through setting new speed limits across the transport network. Auckland Transport's consultation material specifically asks for feedback on:
  - I. The detail of the bylaw that are being introduced, and
  - II. The specific roads where the speed limits are to be reduced

## Māngere-Ōtāhuhu Local Board response

5. The local board support the draft Bylaw to introduce new speed limits across the Auckland region's road network as detailed in the draft Bylaw consultation material, as the local board remains committed towards making the local board area's transport network safer.
6. The local board proposes the speed limit is changed to 50km/h to the following roads specific to the local area (table below). This is a change from the recommendation noted in the memorandum dated 18 February 2019 from AT to the Māngere-Ōtāhuhu Local Board:

Road Name	Local Board	Suburb	Area	Existing Speed Limit	Proposed Speed Limit
Creamery Road	Mangere-Otahuhu	Mangere	full length	70km/h	60km/h
Greenwood Road	Mangere-Otahuhu	Mangere	full length	70km/h	60km/h
Pukaki Road	Mangere-Otahuhu	Mangere	between 375m south of Cyclamen Road and southern end of Pukaki Road	70km/h	60km/h

## Submission comments and recommendations

### Regional Fuel Tax

7. The Māngere-Ōtāhuhu Local Board also acknowledges that the draft Bylaw is part of Auckland Transport's Regional Fuel Tax-funded (RFT) programme that became operative in 1 July 2018. Projects approved to be funded from this revenue includes, Road Safety (Project 8).
8. The Māngere-Ōtāhuhu Local Board's resolution in May 2018 supported the RFT proposal and requested for more safety programmes, streetscape upgrades, and safer active modes of transport to be delivered in the local area. The Māngere-Ōtāhuhu Local Board now calls Auckland Transport to deliver these initiatives in the local area in parallel with the draft Bylaw to reduce speed and make our transport network safer. There are roads in Mangere-Otahuhu that require the existing speed limit to be further reduced. The roads in paragraph 6 should be set at 50 km/h.

## Demographics

9. In addition to the local board's Local Board Plan outcome 4, its focus is to make the local transport network safe for the most vulnerable. Mangere has a significant residential development for Auckland through central government's Auckland Housing Programme (AHP) which will replace approximately 2,700 state houses with up to 10,000 new healthy homes over the next 10-15 years. This will include around 3000 new state houses, as well as 3500 affordable homes and 3500 new market homes.
10. The board urge Auckland Transport that the occupants of these dwellings must be front of mind and require the draft Bylaw to include proper safety activation initiatives for this target group.
11. The local board request that Auckland Transport plan's effective delivery of local safety projects for the local area with a deliberate strategy of ensuring pedestrian walkways and cycleways are clearly marked and enable controlled signalisation in busy connector roads to ensure pedestrian safety to cater to all ages (school children to mobile elderly citizens).
12. Making the local transport network safer in built up areas such as the local area, supports the delivery of local board's Local Board Plan outcome 6. By improving the road network through better road design like raised pedestrian crossings, widened footpaths, the installation of dedicated cycle lanes, upgraded well designed bus shelters and clearly marked bus stops and bus seats, not only helps to reduce speed but this also encourages other benefits like more public transport usage.
13. The local board also request effective controlled signals where required, better signage strategically placed in the local area (specifically placed on council or transport land not on residential properties on berms outside residential properties, well managed planting and street improvements that are maintained regularly in the community trail as this will encourage people to walk or bike around their neighbourhood. This will also provide better health and wellbeing outcomes to the communities in the local area.

#### Town centres

14. Mangere-Otahuhu local board area has two major town centres in Mangere and Otahuhu and two minor shopping areas in Mangere East and Mangere Bridge. The local board agree to the 30km speed restrictions in these shopping areas. Clear strategically placed signage needs to alert or remind drivers to slow down in these designated precinct localities.
15. In addition to the speed restriction draft Bylaw, two projects in the local area are examples (noted below) of a holistic approach to road safety, the local board now request more safety projects in the local area.
  - a. Te Ara Mua - Future Streets project makes it safer and easier to walk and cycle in the Māngere Central area, which includes the Mangere town centre, for improving streets, pathways, crossings, and better safer access to these town centre areas and the local schools nearby.
  - b. The Ōtāhuhu Streetscape project - The Ōtāhuhu town centre upgrade aims to transform the streets and public open spaces, making changes to roads and connections to provide better infrastructure for walking and cycling initiatives.
16. The local board request that these types of projects are fully funded and delivered to the local area, but to minimise disruptions to business operations, their customers, and project areas. If the rollout programme does have disruptions it is important the local board is kept well informed prior to the delivery. The local board also request clear signage is placed with well-marked alternative routes.
17. The local board accepts that potentially minimal delays will occur traveling through its town centres but believes saving lives outweighs such implications. The board request that this restriction is implemented to town centres region wide for consistency and to minimise confusion.
18. The local board agree that traffic speed is one of the factors that people perceive as making roads unsafe. The perception of unsafe roads is a barrier to people visiting local town centres to shop, meet and work. Unsafe speed levels also limit's people from traveling by cycle, walking, and social interaction, with slower traffic speeds, roads are perceived to be safer.
19. The local board request Auckland Transport to rethink local busy pedestrian routes and shared spaces in suburban roads and to think about introducing the colouring of specific road surfaces so that vehicles etc can slow down or drive to a speed of 30 km/hour. This could help influence a driver behaviour

change to help drivers understand they are now entering a frequent pedestrian shared space area and encourage drivers to slow down.

20. In addition to the above roads the board recommend the following roads for speed limits:

Road Name	Suburb	Area	Existing Speed Limit	Proposed Speed Limit
Favona Road	Mangere			50km/h
Mahunga Drive	Mangere			50km/h
McKenzie Road	Mangere			50km/h
Walmsley Road	Mangere			50km/h
Suburban Roads	Mangere Otahuhu			50km/h

That the local board chair and Transport Portfolio alternate lead welcome the opportunity to speak to the Mangere-Otahuhu Local Board Submission direct to the Auckland Transport Board on the Auckland Transport Speed Limits Bylaw 2019.

Kind Regards,

Lemauga Lydia Sosene

Chair

Māngere-Ōtāhuhu Local Board