Maungakiekie-Tāmaki Local Board

OPEN MINUTE ITEM ATTACHMENTS

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9.2 | Nicholas Lee - Safer Streets in Onehunga and Paula Luijken - Bike Onehunga  
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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.
Growing a cycling city from our neighbourhoods
Why cycling is better for everyone
“A study of nearly 20,000 children - the Mass Experiment 2012 - found that children who walked or cycled to school were able to concentrate better than others for the first four hours of the day. The results showed that having breakfast and lunch has an impact, but not very much compared to having exercised. As a third-grade pupil, if you exercise and bike to school, your ability to concentrate increases to the equivalent of someone half a year further in their studies.” [ref]

“Fitter, healthier, more engaged young people” - Former NZ PM Sir John Key, Launch of Bikes in Schools, 2010 [ref]

“Teaching them to ride has got to be one of the best things we can do for the next generation.” Hon Julie Anne Genter Associate Minister of Transport.

“Children who travel and play freely in their neighbourhood socialise more frequently with their peers and adults and develop a sense of belonging to their community which is important for developing social skills and a sense of identity.” [ref]

Recent Vancouver study finds residents living within 300m of a new protected bike lane saw odds of getting average of 20 min of moderate exercise double while chances of being sedentary for 9+ hours dropped 56%. And personal vehicle use fell 25%. [ref]
Protected cycle tracks are for everyone.
Maungakiekie Tamaki Local Board, Key Themes - Annual Budget

Key themes across all feedback received (through written, event and social media channels) were:

- support for improved environmental outcomes
- mixed support for a business pop-up school
- support for improving safety and access to alternative transport modes, such as public transport network, walking and cycle ways
- support for enforcement of parking infringements
- support for maintenance and renewal of community facilities, including playgrounds.

Feedback on other regional proposals with a local impact:

There were 103 responses received from the Maungakiekie-Tamaki Local Board area on other regional proposals.

Transport: 27 feedback points related to transport, the majority of which supported improvements to public transport, cycling and walking networks. Verbatim comments include:

- “Get on with the East-West Link and train system to the Airport! It’s overdue and it won’t get cheaper.”
- “Strongly support investment in transport – particularly building new cycle infrastructure.”
- “Encourage Aucklanders to be active e.g. through developing paths, as great things to have an alternative to my opinion.”
- “Reasonably priced and reliable public transport, focus on safe cycling and walking routes.”
- “The upgrades to Auckland’s public transport system over the last few years have been very good. The train station upgrades and the introduction of double-decker buses have had a positive impact. More needs to be done to the transport system to help with congestion.”

Feedback received through written submissions:

Out of 107 submissions from people living in the Maungakiekie-Tamaki Local Board area, 84 respondents were received on the Maungakiekie-Tamaki Local Board proposal. Of those, 35% of people either partially supported or opposed the local board’s proposal.

Some verbatim comments include:

- “Support for improving transport and reducing congestion on the roads.”
- “Investment in transport is essential to not just the Tamaki Local Board, but to Auckland and New Zealand.”
- “Take the stress out of getting around in Auckland. More investment in public transport is a must.”
- “I want to see how the pop-up business area will work.”
- “I do not think Auckland Transport priority is a good idea for the city. There is a need to address the congestion on the roads.”
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How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.

The practice of taking these less tangible costs and benefits into consideration and entraining them a dollar value is known as "full-cost accounting." While there are many ways of doing this, this infographic shows one example of how these costs and charges can be calculated.
Is it Safe?
Road Safety

- NZ in recent years has a poor record of road safety.
- On average 1 person is killed every day on New Zealand roads. Another 7 are seriously injured. [ref]
- The total social cost of motor vehicle injury crashes in 2017 was $4.8 billion. [ref]
- Auckland’s record is worsening faster than its population or vkm growth.
- 64 deaths in 2017 = 70% increase since 2014.
- Speeding or phone inattention is as dangerous as drink-driving.
Auckland drivers have a problem with speeding.
Road Safety
Number of cars on the road is increasing faster than the rate of population growth. Currently 8.5 cars per 10 people.
Attachment A

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Unenumeration, Royal Oak, Oranga All Crashes 2016 - 2018

[Image: Map of crash analysis data in Unenumeration, Royal Oak, Oranga. Legend indicates crash severity levels: Minor, Moderate, Severe, Fatality. Image source: Lisa Clark.]
Are children biking to school?
Children want to use their bikes and scooters.
Since 1990 secondary school aged children in New Zealand have switched from biking (20% to 3%) to being driven in car (20% to 32%). [ref]
Looking at active travel in general (irrespective of accompaniment) the average time children spent in active travel modes decreased from 130 minutes per week to 72 minutes per week in the two decades prior to 2011. Latest household travel statistics show 70% of travel time for children is spent as a car passenger, and 10% is spent in active travel modes. [ref]
Why are children driven to school?

- We may think otherwise, but the data shows that the average time children spent in active travel modes has more than halved in the last twenty years.
- When lifelong habits are being made, these children are spending most of their travelling time as car passengers.

Recent paper by Assoc. Prof Melody Smith (Environment and Health, UoA), has these comments:

- Parents are the ‘gatekeepers’ who determine the travel mode of their children. Although children seek to influence their mobility licence, parents’ views are invariably stronger than children’s in determining independent mobility. Safety from traffic is a key priority for parents.
- Over half of parents (50.3%) mentioned a need for a safer transport environment (less, slower, and safer traffic; and having safe places to cross, cycle, and walk), with the greatest need being less, slower, and safer traffic (19.9%).
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Paint is not protection
There are many places where children cannot safely ride on the road.

(credit: Bike Auckland, Su Yin Khoo)
For adults, there also many places where paint is not protection. (credit: personal experience Nicholas Lee)
Further Video and References

1. 6YO cycling to a Merseyside school on narrow roads filled with cars. [link]
2. Commuters on Grey St passing a bike at 60+ kph. [link]
3. Almost run over on Victoria and Grey St. [link]
4. Blocked by traffic in Wellington. [link]
5. Trapped between buses in Mangere Town. [link]
6. Dangerous intersection by two Nelson schools a 'waiting game'. [link]
7. Girl crossing road to go to playground when she was hit by car near Queenstown. [link]
Summary of Problems in Onehunga

- Rat running - due to traffic volumes (Waterview)
- Speeding vehicles
- Trucks
- Intersections with wide splays - difficult for children and people with restricted mobility
- Inattention
- Pollution
Onehunga Safe Cycling Proposal
What to do?

I propose the Local Board makes an application to the Auckland Transport Community Safety Fund by 30th June 2019.

- For the first stage, a protected bike lane on Grey Street.
- This is a relatively flat and well connected corridor.
- According to the “All Crashes” data, it is “safer” than Church Street and Mt Smart Road.
- Can be start of a route that connects seven primary schools, one intermediate and two colleges; and other amenity like the Onehunga pool.
- Existing Walking School Bus route.
- Wide enough road, with space to allocate to a protected path.
- Evening parking counts show residents can be accommodated with parking on one side of the street.
- It supports the HNZ and HLC development areas.
Why do we need to do this?

A mode shift strategy requires action on multi-levels, but the first step is protected bike paths. This safe space this gives parents license to allow their children independent mobility, and shift journeys that lead to better health outcomes and emissions reduction.

The best thing that can be done to increase the safety of people on bike is to build connected network of protected bikeways. The rate of cycling injuries and fatalities is significantly lower in global cities that have extensive networks of protected bikeways, where significantly more trips are taken on bike (over 35 percent of trips in some cities in Denmark and the Netherlands), and where helmet use is rare.

Just like it is rare to bump into a fellow pedestrian in a way that results in serious injury, the same is true on bike when there is infrastructure that separates bikes from cars. Helmets do not cause harm, but they should not be the first focus for enhancing bicycle safety.

We can’t wait until people are hurt or killed on the roads.
Why do we need to do this? (part two)

“Building safe, enjoyable walking, biking & transit infrastructure isn't necessarily about responding to the movement you currently have in your city. It's about realizing & supporting the movement your city needs.”

“The protected lanes didn't just make the streets safer for those on bikes; they also improved traffic flow for vehicles and spurred increased retail sales for businesses nearby.”

- Why Protected Bike Lanes Save Lives. [link]
- “Hard to justify a bridge by the number of people swimming across a river.” [link]
- Why protected bike lanes are more valuable than parking spaces. (Interview with Janette Sadik-Khan, chief transportation official for New York City in 2007.) [link]
Why now?

- The school roll at Onehunga Primary has increased from 400 (5 years ago) to 500 (end of last year). It is projected to reach 800+ in the next 5-10 years.
- There is no room for more cars to take these new school children.
- HNZ Jordan North block - 62 units to 194 units. Victoria/Spring/Arthur/Grey block - currently 60 “units”, capacity for 480 (total) units under THABZ rules.
- On or off street parking will never be sufficient for this intensification. [ref]
- Around 17 percent of New Zealand’s carbon dioxide equivalent emissions come from domestic transport.
- Early riders are long term riders.
Example: Bourke Street, Sydney - This cycleway section is part of a 7 km north-south cycling corridor from Mascot to Sydney Harbour. There are up to 2000 bike trips a day on the Bourke Street cycleway.
References

- Growing a cycling city from our neighbourhoods. [link]
- Children's Transport Built Environments: A Mixed Methods Study of Associations between Perceived and Objective Measures and Relationships with Parent Licence for Independent Mobility in Auckland, New Zealand. [ref]
- What is the full cost of your commute? [ref]
- Road deaths up sharply so speed limits will fall. [ref]
- Speed crash facts. [ref]
- Cars are killing us. Within 10 years, we must phase them out. George Monbiot. [ref]
- All aboard the bike train, thanks to parents and teachers in Pt Chev! [ref] [ref2] [ref3]