

## **MISSION BAY SAFETY IMPROVEMENTS – ORAKEI LOCAL BOARD FEEDBACK**

**29<sup>th</sup> April 2019**

### **General Points:**

- The Board is disappointed that the infrastructure changes proposed for local centres has not been publicly consulted widely and visibly, and believes that it should have formed part of, and been run in conjunction with, the speed reduction consultation.
- The Board is very concerned about the excessive loss of parking for both Mission Bay and St Heliers town centres that will be the outcome of implementing the proposed infrastructure changes to support Auckland Transport's proposed speed limit, and therefore cannot support the extent of the proposed changes.
- The data provided by Auckland Transport to support these proposed changes does not justify the provision of all the proposed additional pedestrian crossings.
- The Board does support the provision of an additional safer pedestrian crossing in Mission Bay across Tamaki Drive from Selwyn Reserve to the café precinct, extra planting to create barriers, and other urban design solutions to deter the current practice of 'jaywalking' that is becoming increasingly prevalent in this location.
- The proposed safety improvements have not included any consideration of the slip road on the Selwyn Reserve. This slip road, which exits very close to the Reserve carpark, is not part of the Tamaki Drive road corridor. However, it has a very high volume of road users, including buses and a pedestrian crossing. It should have formed part of any plans for safety improvement for the Mission Bay Town Centre.
- A 'Left Turn' only rule for Carpark Selwyn Reserve East carpark exit should be considered if the proposed roundabout at the Marau Crescent/Tamaki Drive intersection is installed. This would help prevent bottle necks in the car park, with the vehicles needing to travel west able to use the roundabout to reposition to travel in the desired direction.
- The Board supports footpath widening but notes that what is proposed is inconsistent and piecemeal with resulting 'pinch points' which is not an optimal outcome.
- Lack of clarity and failure to respond to the Mission Bay Business Association during the consultation phase in order for them to provide informed feedback has been unsatisfactory.

Further comment on the bullet points as follows:

### **Consultation Process:**

The Board is deeply disappointed that the speed limit consultation did not include reference to, or enable feedback on, the substantial infrastructure changes in Mission Bay that support of a 30km/hr speed limit will mandate.

The Board has been concerned with the consultation process for the speed limit reduction proposal and proposed safety improvements for both St Heliers Village and the Mission Bay Town Centres. It was disingenuous in particular, to separate the consultation on the speed limit reduction from the consultation on the proposed changes to the roading environment in both Mission Bay and the St Heliers Village. The two matters are inextricably linked and business owners and the public should have had information on both provided simultaneously in order to provide informed feedback.

We note with concern the recommendations in the AECOM report to Auckland Transport that the means of ensuring the adherence to any proposed speed limit reduction should be through the creation of the “self-explaining/ self-enforcing” road environment involving substantial changes to roading infrastructure and the removal of an unacceptable number of carparks. Auckland Transport should be considering the option of simply reducing the speed limit, and then using normal enforcement process to enforce it. It is the Board’s view that consulting on the two components separately - ie the reduction of speed, and the substantial traffic calming devices - is misleading. It is not apparent to the members of the public giving support to the speed reduction proposal that this may then be used as a mandate by Auckland Transport to also implement the built roading infrastructure changes to the St Heliers Village, and Mission Bay town centres.

### **Supporting Data**

The Board lacks confidence that the supporting data for the proposed works justifies the extent of the proposed changes to Mission Bay. Despite high traffic volume Auckland Transport’s own data for the period 2013-2017 show that despite 116’000 traffic movements weekly/ circa 6 million annually, there has not been a single death or serious injury in the Mission Bay Town Centre. The Board further notes that Auckland Transport’s own design guidelines recommend protected bikeways when either traffic speed or traffic flows reach a certain level yet no provision has been made for this in the proposed Mission Bay safety improvements despite those volume levels being well above the 1’000 – 2’000 considered acceptable for mixing riders with traffic. Traffic movements in Mission Bay are on average 16’000 per day – well above the acceptable volume for mixed road use.

### **Slip Rd – Selwyn Reserve**

The Board has safety concerns about the slip road which being part of the Selwyn Reserve, and adjacent to the signalized intersection at Tamaki Drive and Patteson Ave, has high volume of pedestrian and vehicle usage – including regular tourist buses. It is important that any infrastructure or design changes proposed for Mission Bay Town Centre include consideration of this area for safety improvements. Given that this slip road is within the legal boundary of the Selwyn Reserve, the Orakei Board may consider whether it should be physically incorporated back into the Reserve at a later stage. Auckland Transport cannot assume that this road will continue to form part of the road network at this location indefinitely.

### **Mission Bay Redevelopment**

A major development, with a mix of retail, hospitality, commercial and residential housing is proposed for the block extending from Patteson Ave along Tamaki Drive east towards Selwyn Ave. This development will have significant effect on the traffic movements in the Mission Bay Town Centre. The impact of the development on the Town Centre should be considered alongside the safety improvements proposal to ensure any changes are future-proofed.

Mission Bay is an extremely popular recreation destination point, particularly during summer months. It is a destination point for local visitors, and an increasing number of national and international tourists. Large-scale removal of parking facility will affect locals and visitors alike and negatively impact on the economic viability of this popular commercial and recreational area.

### **Carpark Safety Selwyn Reserve East**

A left turn only rule (or no right turn) needs to be considered for vehicles exiting the carpark at the eastern end of the Selwyn Reserve should a roundabout be installed at the Tamaki Drive/Marau Crescent intersection. During times when there are high visitor numbers,

congestion occurs both in the carpark itself, and along Tamaki Drive as vehicles try to turn right into a slow moving line of traffic creating bottlenecks, and cars parked across the footpath that pedestrians and other pathway users need to weave in and out of.

**Tamaki Drive Masterplan:**

As a general principle, the Board welcomes safer streetscapes in our Local Board area that enable our residents to move around using various transports modes safely and easily. We are concerned however that the designs for these proposed works do not adequately reflect the Tamaki Drive Masterplan in creating adequate separation of pedestrians and cyclists. With the proliferation of scooters as an alternative transport mode, and the increasing demands on Tamaki Drive the need for safe and separated biking facilities is more urgent than ever. Any works should be future-proofed to allow for implementation of the Tamaki Drive Masterplan. The Board is disappointed that Auckland Transport appears to have failed to take the Tamaki Drive Masterplan into account when formulating these proposals.