

Allocation of Ōrākei Local Board Community Safety Fund

Te take mō te pūrongo

Purpose of the report

1. For the Ōrākei Local Board to allocate its share of the Community Safety Fund to road safety projects in its area and to decide on a prioritised list of projects to fully utilise the Ōrākei Local Board area's allocation of the fund.

Whakarāpopototanga matua

Executive summary

2. Established in the 2018 Regional Land Transport Plan, the Community Safety Fund sees \$20 million dispensed across all 21 local boards for road safety initiatives. A local board's share of the fund is based on a formula that assesses the number of deaths and serious injuries in that area. Ōrākei Local Board's budget is \$819,718 over two years.
3. The Community Safety Fund is a capital budget designed to deliver projects raised by the local board that will help to prevent, control or mitigate identified local safety hazards.
4. Individual projects must cost less than \$1million, be best practice, not be already funded and conform to Auckland Transport's (AT) standards. Nor will projects containing unconventional or unproven components such as new trials or pilot projects be considered.
5. The Ōrākei Local Board has put forward a number of potential projects, these have been assessed, scoped and an rough order of cost (RoC) developed. The scoped and costed list of projects has been workshopped with the board and a prioritised list developed. The priority of this list is noted below for confirmation by the Board at this meeting.
6. If the board does not allocate all its share of the Community Safety Fund, it will be returned to AT's capital programme. If the board wishes to progress projects in excess of the available funds, then the balance can be funded from the board's Transport Capital Fund.

Ngā tūhunga

Recommendation/s

That the Ōrākei Local Board:

- a) agree the following prioritised list to utilise the Community Safety Fund allocated to the Ōrākei Local Board area:

Project	Description	RoC
Waiatarua Reserve/Abbotts Way crossing and path	Establish a crossing facility on Abbotts Way and complete a small section of footpath.	\$50,000
Mt Carmel School	Establish a safe crossing point on Temple Street and other appropriate safety measures to support students accessing Mt Carmel School through Lucia Glade.	\$300,000
Kohimarama School	Change the existing kea crossing on Rawhitiroa Road to a raised zebra and consider the use of colour/texture to highlight the crossing.	\$260,000

Roberta Reserve playground crossing	A crossing to be established near the T intersection of Riddell Road and Roberta Avenue. This would service the school/kindergarten/rest home and the reserve area.	\$260,000
Orakei School	A new crossing of is requested as the school has closed its back entrance on Coates Avenue. The desire line for pedestrians has now altered and a new crossing point needs to be established.	\$280,000
Churchill Park School	Warning signage and gateway treatment on Riddell Road requested to alert drivers of children entering and exiting from the back entrance of the school.	\$50,000
Rangitoto Av/Ranui Rd intersection, Remuera	Concerns over speeding and careless driving in this area. Treatment suggested is splitter islands on the side roads to improve vehicle tracking.	\$80,000
Mcfarland/Grand Drive Intersection	Request for speed calming measures on Grand Drive and/or crossing points on Grand Drive and Mcfarland Street.	\$300,000
Kepa Road Pedestrian Facility	Request for a crossing point at approximately 110 Kepa Road where the footpath runs out. This needs further investigation of the recommended treatment due to the topography.	\$260,000
Combes Road, Remuera	Treatment requested to help prevent careless driving and speeding in this street. Estimate includes chevrons, cats-eyes and roadmarking.	\$25,000

Horopaki Context

7. The 2018 Regional Land Transport Plan allocated \$20 million for Financial Year 2019/2020 and Financial Year 2020/2021 for local initiatives in road safety. (\$5 million in Financial Year 2019/2020 and \$15 million in Financial Year 2020/2021). In order to promote safety at the local community level, the fund is apportioned to each local board area based on a formula that focuses on the numbers of Deaths and Serious Injuries (DSI) in that area.
8. The objective is to accelerate local community initiated safety projects, around identified high-risk locations and local schools. Local Boards were invited to submit proposals for projects addressing safety issues their communities have identified and also worked with Auckland Transport's Community Transport Team to identify projects using the new toolbox developed for the Safe School Streets pilot.
9. The Ōrākei Local Board share of the Community Safety Fund is \$819,718 over the two financial years.
10. Criteria for the fund includes physical measures raised by the local community to prevent, control or mitigate identified local road and street safety hazards which expose people using any form of road and street transport to demonstratable hazards which may result in death or serious harm. Individual project cost is to be no greater than \$1 million. Projects must consist of best practice components, conform to AT standards and comply with New Zealand law.

11. The fund does not cover the following:
 - Projects that are funded by existing AT road safety or other capital works programmes including, but not limited to setting speed limits, seal extensions, maintenance, renewals and planned footpath upgrades (but can be used to augment these projects).
 - Projects not within the street, including parks, rail corridor, beaches and property not owned or controlled by AT.
 - Projects that have unacceptable effects on network efficiency or introduce unacceptable secondary hazards or effects.
 - Projects with an unacceptably high maintenance cost.
 - Projects that clash with other planned public projects.
 - Complex projects that may take greater than 2 years to deliver including but not limited to projects requiring significant engineered structures, complex resource consents and complex traffic modelling.
 - Projects containing unconventional or unproven components including new trials or pilot projects.
 - Projects or components of projects that have no demonstratable safety benefit unless they are integral with a safety project.
12. The Ōrākei Local Board developed a list of projects over workshop sessions and received advice from AT's Community Transport team in regard to requests for safety measures from local schools.
13. That list of projects has now been costed by AT. If this costing is more than the budget allocated to the particular local board under this funding, then it has the option of using any of it's available Local Board Transport Capital Fund to top up the project budget.
14. The board prioritised its list of projects at its June workshop and is asked to confirm this prioritisation in order to allow time for design and implementation of the projects in the two following years.

Tātaritanga me ngā tohutohu

Analysis and advice

15. The list of projects put forward for assessment and costing to the board is attached to this report as Attachment C.
16. The budget allocated to the board does not cover all the list of projects. Funding will be used to deliver the board's top prioritised projects, but others can be topped up and completely funded from the Local Board Transport Capital Fund.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

17. The impact of information (or decisions) in this report is confined to AT and 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

18. The projects allocated funding in this report will improve the road safety environment in the communities within the Ōrākei Local Board area.
19. The board members views have been canvassed at three workshops.

Tauākī whakaaweawe Māori

Māori impact statement

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

Ngā ritenga ā-pūtea

Financial implications

21. The Ōrākei Local Board area's allocation of the Community Safety Fund is fully utilised.
22. Unfunded Community Safety Projects can be considered for funding through the Board's Transport Capital Fund.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

23. There are no risks associated with receiving this report.

Ngā koringa ā-muri

Next steps

24. Design and construction of the approved list of projects.

Ngā tāpirihanga

Attachments

No.	Title	Page
C	Community Safety Project List	

Ngā kaihaina

Signatories

Author	Lorna Stewart, Elected Member Relationship Manager
Authoriser	Jonathan Anyon, Manager Elected Member Relationship Unit