Date: Tuesday 25 August 2020
Time: 5.00pm
Meeting Room: This meeting will proceed via Skype for Business.
Venue: Either a recording or written summary will be uploaded on the Auckland Council Website

Devonport-Takapuna Local Board Community Forum

OPEN MINUTE ITEM ATTACHMENTS

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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.
Road Safety Improvements
Vauxhall Road

Vauxhall Neighbourhood Society Inc

Keith Robinson FRSA FAPM FEngNZ(retd)

Ken Davis  BA BArch(Hons) FNZIA
Registered Architect
An accident waiting to happen

- A relaxed al fresco street side cafe culture enjoyed by residents and visitors alike
- Adjacent to family beaches, reserves and sports fields
- A village “Hub” used by - cyclists, dog walkers, schools kids, sports enthusiasts, joggers, beach goers
- A busy, sought after “resort” in Summer
- A complex junction with mixed vehicle and pedestrian use
- Bus stops and turning busses
- School bus drop off . young children
- Pedestrian crossing adjacent to junction
- Negligible / out of date hazard warnings
- Lines of sight obstructed motorists and pedestrians
- A lot of visual distractions for drivers
- Increasing volume of traffic
- Excessive speeding - well over 50 Kph
- Vehicles fail to stop at Junction of Tainui Road
We see near misses every day

Tuesday 18\textsuperscript{th} August 2020
Attachment A

Item 8.2
Attachment A
Attachment A
Vauxhall Road Existing
Other examples of mixed traffic zones

Mixed use in High Street in the CBD

Similar schemes in Orewa

Similar schemes in Taupo

Similar schemes in Orewa
Traffic Calming measures in other parts of Devonport

Chicanes in Seacliffe Ave

Speed Bumps in Calliote

Speed Bumps in Tainui

Chicanes in Winscombe Road
Ineffectual & out of date signage

A history of speeding and accidents in the neighbourhood
Headline Testimony from residents

Q2 Can you provide a brief description of any accidents you have witnessed.

- 2003 a car with a young plumber crashed into the wall at 110 Vauxhall. Injured but could have been much worse (his toolbox flew through the window, narrowly missing decapitating him)
- Soon after that a car hit the transformer just below 108 Vauxhall with such force that the car landed in the air stuck between a power pole and a wall the ground.
- A car full of TGS kids hit the wall near 110 Vauxhall (sorry can’t remember year)
- A car parked outside 108 Vauxhall Rd was written off when it was hit by a speeding car that lost control on the corner (2015?). Two young guys in separate cars were racing and lost control on the corner.
- A motorcycle hit the wall near 110 Vauxhall Road (2015?) and the driver was either seriously injured or killed (we were away)
- In 2017 a bus went off the road and hit a block of flats (93 Vauxhall Road luckily nobody was seriously hurt, but substantial damage was done to the building –
- In early 2020 a car hit the power pole outside 118 Vauxhall Road with such force that the bottom 5 meters of the concrete double power pole was cleanly removed and landed on a parked car. The speeding vehicle came then smashed into the gate at 118 before stopping, written off. Neighbourhood power was off for 24 hours while the pole was replaced.
- Around 2018 a high speed incident northbound on Vauxhall Rd outside 108 lost control at Ascot Rd intersection taking out traffic island and hitting wall at 123 Vauxhall Rd Car was a total right off rapped around tree and driver lucky to be alive - could only clamber out driver side window. I heard the whole thing and would guess 120km plus.
- On Friday 31 July 2020 a skateboarder was hit at 630pm on Vauxhall Road near the traffic island at near Bath Street. Taken to hospital with Level 2 injuries (life threatening).
- The same day a lady was knocked off her bicycle outside Chateaubriant
Headline Testimony from residents

Q1 are you in support? - Yes

- Vauxhall Road is extremely dangerous in places and there are frequent serious accidents and near misses.
- We live in Vauxhall Rd and would be extremely supportive, as would be the neighbours we have talked to.
- Anything would be a great improvement on the current situation.
- We are very keen to see traffic slowed around the notorious “Vauxhall corner” (which we live on) where most of the accidents seem to occur.
- [The] exit from Bath Street on to Vauxhall Rd is quite dangerous and any way of reducing their speed makes sense.
- Visibility from Sinclair Street is restricted by parked cars which makes turning into Vauxhall Road very dangerous.
- We agree with the raised area down at Vauxhall shops (and particularly the pedestrian crossing)
- ……the overall speed limit to be reduced, with speed cameras being fitted in the area and firm police action
- Yes, I am definitely in favour of the proposed “village hub” scheme.
- A proposed traffic speed through the village of 20 kph is most definitely essential.
- I am totally in favour on this plan. Full support from me.
- We are absolutely in support of the effort to improve the safety and amenity of the Vauxhall/Tainui area.
- We are strongly in favour of a design that slows traffic and creates a safer and more pleasant space for the community to enjoy –
- we also strongly feel there should be chicanes or other methods to slow the traffic, further up the hill
- Yes very much in favour of the proposal and suggest it should extend from Bath Street to Sinclair Street on Vauxhall, and just beyond the corner with Arawa on Tainui.
- This is an excellent initiative and I welcome it,
- The proposal put forward seems to be too localised and timid to represent a safety improvement. The entire length of Vauxhall Rd is affected by speeding problems and needs to be looked at as a whole.
The NZ Transport Agency’s BCA Strategic Options toolkit Edition 2, Amendment 0 Effective from September 2014

The number of pedestrians and cyclists killed when hit by a car reduces as vehicle speed is reduced.

A study in Sweden concluded that the risk of fatal injury at 50kph is twice as high as at 40kph and five times as high as 30kph (Rosén and Sander, 2009). In London, the introduction of 20mph zones has led to a 42% reduction in road casualties after correcting for underlying trend, with the greatest reduction in serious injuries and deaths of younger children (Grundy, 2009).

The visual appearance of any street should make it clear to a driver what is expected of them and what speed is reasonable, although sometimes traffic calming relies uniquely on signs to reduce speeds.
NZTA Waka Kotahi

**Rule change allows roadway art to support safer streets projects**

Changes being made to the rules for road markings will support street safety projects, by allowing roadway art to be used by councils on low risk streets, similar to many projects seen overseas.

The Land Transport: Traffic Control Devices Rule 2004, which has been amended to enable the change, specifies requirements for the design, construction, installation, operation and maintenance of traffic control devices, and sets out the functions and responsibilities of road controlling authorities.

> From 30 August 2020, the rule change will support the delivery of projects across the country that intend to use roadway art to test how they improve the safety and vibrancy of towns and cities. Roadway art can include colourful designs, artwork, or murals on the road. Used properly and alongside other tactical changes, overseas experience shows that roadway art can help achieve safe operating speeds of 30km/h or less.

Waka Kotahi is developing guidance on the use of roadway art and will work with councils through the Innovating Streets programme. **Get in touch** if you have any questions.
Options

• Do nothing ... not acceptable...another accident waiting to happen

Viable Action plan
• Community and AT Consultation on detailed design and implementation
• Set up temporary works as “an experiment” to see how well it works and gain acceptance

End Game
• Install traffic calming chicanes towards Narrow Neck and Albert road as a priority
• Create a safe mixed traffic area bounded by raised pedestrian crossings as proposed
• Hi Vis markings in road to show this is a mixed use area
• Reduced speed - Impose 20 Kph limit
Benefits

Safety
- Reduced Vehicle speed
- A MUCH safer environment
- Highlights pedestrian activity/ hazard

Placemaking
- An improved destination
- Enhances place making
- Develops a thriving social hub
- Aesthetically pleasing

Local Economy
- Increased economic activity - vibrant and sustainable
- Potential for a community business hub / working from home

- An asset to our community
- Costs justified / offset Vs cost of accidents

Local support
- Shop keepers and Cafes in favour
- Our members surveyed and in support
- Supported by Police
- Initial indication – supported by residents

Is there a down side ???

Do we have your support ?
Thank you for listening!