



Date: Thursday 27 June 2024
Time: 10:00 am
Meeting Room: Devonport-Takapuna Local Board Office
Venue: 1-7 The Strand
Takapuna

Devonport-Takapuna Local Board OPEN MINUTE ITEM ATTACHMENTS

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Additional points for Auckland Transport:

Safety:

1. Electric scooters: Increasingly popular for their convenience and eco-friendliness, pose significant safety concerns when ridden in shopping centres and on roads. In these busy environments, the fast speeds and nimble manoeuvrability of electric scooters can endanger both riders and the public. In shopping centres, narrow pathways and the high foot traffic increase the risk of collisions, potentially causing injuries to pedestrians and riders alike. On roads, electric scooters often share space with larger, faster vehicles, leading to a heightened risk of serious accidents. The lack of dedicated infrastructure and clear regulations exacerbates these dangers, underscoring the need for stricter safety measures and awareness campaigns to protect all road users.

2. Sunnynook School 30kph area: The proposal to enforce a 30 Kph speed limit 24/7 around Sunnynook Primary School has sparked concerns about the unnecessary misuse of speed limit regulations. While the safety of school children is paramount during school hours, imposing such a low speed limit around the clock seems excessive. Delivery trucks and emergency vehicles operating at say 3 am, when pedestrian activity is minimal, are unnecessarily burdened by this restriction. Right through the day the AT Metro 843 buses must comply with this restriction for the full length of Juniper Road, a distance of 750 metres. This round-the-clock restriction disrupts efficient service delivery and emergency response, highlighting the need for more balanced and context-sensitive speed limit policies that prioritize safety without imposing undue restrictions on essential services during off-peak hours.

Lake Road:

1. General Lake Road congestion: Bringing together cars, trucks, and buses on Lake Road between Esmonde Road and the Belmont Shopping Centre on the North Shore presents a significant challenge. This stretch of road is notoriously congested, with high volumes of traffic from various types of vehicles. The narrow lanes exacerbate the issue, causing frequent bottlenecks and delays. If Auckland Transport insists on

accommodating cyclists in this area, Lake Road will need to be widened. This expansion is essential to create a safer and more efficient flow of traffic for all users. Without widening, the current infrastructure will struggle to support the diverse mix of vehicles, leading to increased congestion, safety hazards, and frustration for commuters and cyclists alike.

2. Tidal Flow traffic management: Lake Road has become increasingly congested with all forms of traffic, including buses, leading to significant delays and frustration for commuters. The growing traffic volume exacerbates the bottlenecks, particularly during peak hours, making the current infrastructure insufficient to handle the load effectively. Mayor Wayne Brown has proposed the implementation of a tidal flow system, similar to that on Whangaparaoa Road, as a potential solution. This system, which adjusts the direction of traffic flow based on peak usage times, could significantly alleviate congestion by optimizing lane usage and improving overall traffic movement. Given the urgent need to address the traffic woes on Lake Road, this proposal merits serious consideration and swift action to enhance the efficiency and safety of this vital transport corridor.

3. Lake Road/Bardia Street intersection: To ease traffic congestion at the Lake Road and Bardia Street intersection, removing the right turn from Lake Road into Bardia Street is a crucial measure. This change would streamline the flow of northbound traffic on Lake Road, reducing the frequent bottlenecks caused by vehicles waiting to make this turn. By eliminating this right turn, the intersection would allow for a more continuous and efficient movement of through traffic, significantly decreasing delays and improving overall traffic conditions during peak hours. This adjustment would not only enhance the commuting experience for daily travellers but also optimize the use of the existing road infrastructure, contributing to a smoother and more reliable traffic flow in the area.

4. Implement Clearway between Bayswater Avenue & Bardia Street: To alleviate the heavy traffic congestion on Lake Road during weekday morning peak hours, it is imperative to establish a clearway between Bayswater Avenue and Bardia Street. This clearway would ensure that the northbound traffic flows more smoothly, reducing delays and improving overall

travel time for commuters. By restricting parking and other obstructions during peak times, the clearway would maximize the available road space, facilitating a more efficient movement of vehicles. Implementing this measure is essential for easing the traffic burden on Lake Road, enhancing the daily commute for residents and reducing the stress on the surrounding road network.

5. Secondary road and bus route needs attention: The secondary roads via Hart Road, Purchas Street, Jutland Road, Northboro Street, Eversleigh Road, Creamer Street, and Bardia Street have become increasingly popular for local and commuter traffic. The AT Metro buses 801 and 802 also utilize these routes. This surge in use has led to significant traffic congestion, exacerbated by street parking that further narrows these already busy roads. To alleviate the traffic burden and improve the flow of vehicles and buses, it is essential to implement measures such as restricting street parking especially during peak hours. Additionally, other traffic management interventions, such as timed or bus activated traffic lights and designated bus lanes, could be considered to ensure a smoother and more efficient travel experience through these streets. These changes would not only benefit daily commuters but also enhance the overall functionality of the secondary road network in this area.

Reroute the AT Metro 814 bus:

1. To enhance the efficiency of the AT Metro 814 bus route heading north towards Takapuna, a slight modification is proposed. Instead of making a right turn at Old Lake Road, the bus could divert into Achilles Crescent, making a right turn slightly further south. This re-route would also address the challenging right turn from Old Lake Road onto Lake Road at Belmont South, as traveling along Achilles Crescent could provide an exclusive right turn for the bus at certain times. Additionally, this adjustment would bring the bus route closer to Ryman's Retirement Village, improving accessibility for residents.