

Waitematā Local Board City Centre Workshop

March 2023

ekepanuku



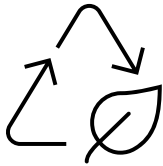
1. City Centre general update
2. Midtown Programme Update
3. Karanga-a-hape Programme Update
2. Te Ara Tukutuku Plan



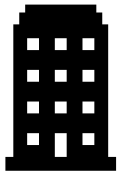
City centre team- introduction

- Simon Oddie, City Centre Priority Location Director
- Fiona Knox, Priority Location Director – Waterfront

City centre snapshot



Quality, well-located properties with good tenants and strong covenants will support the rental growth story into 2023. The race to net zero for carbon emissions from



countries and cities will provide increased focus from investors and developers, to refit and/or repurpose rather than demolish and build new – JLL Market insights report



Vacancy in city centre decreased from 8.6% to 8.2% in Q1 2023. Several vacancies taken up at Courthouse Lane, Customs Street East, Elliot Street and Queen Street.



Patridge Jewellers and SC Luxury most recent addition to a rejuvenating Queen Street. New city centre hospitality businesses include – Wahlburgers, Panacea, Bivacco, BOSSI, Shake Out, Saigon Chill, Moodie Foodie and Machi Machi.



Pedestrian count on Queen St was 16,800 on 28 Feb 2023 vs 7,000 on 28 Feb in 2022. Was 23,000 on 28 Feb 2019



International cardholder spend in the city centre was \$125m in Jan 2023 vs \$113m in Jan 2020.

Midtown Programme Update



AUCKLAND'S FUTURE IN PROGRESS



Karanga-a-hape Programme Update

AUCKLAND'S FUTURE IN PROGRESS



eke panuku

Ngā mihi



Katoa, Ka Ora

Auckland speed
management plan

Waitematā local board workshop
March 2023

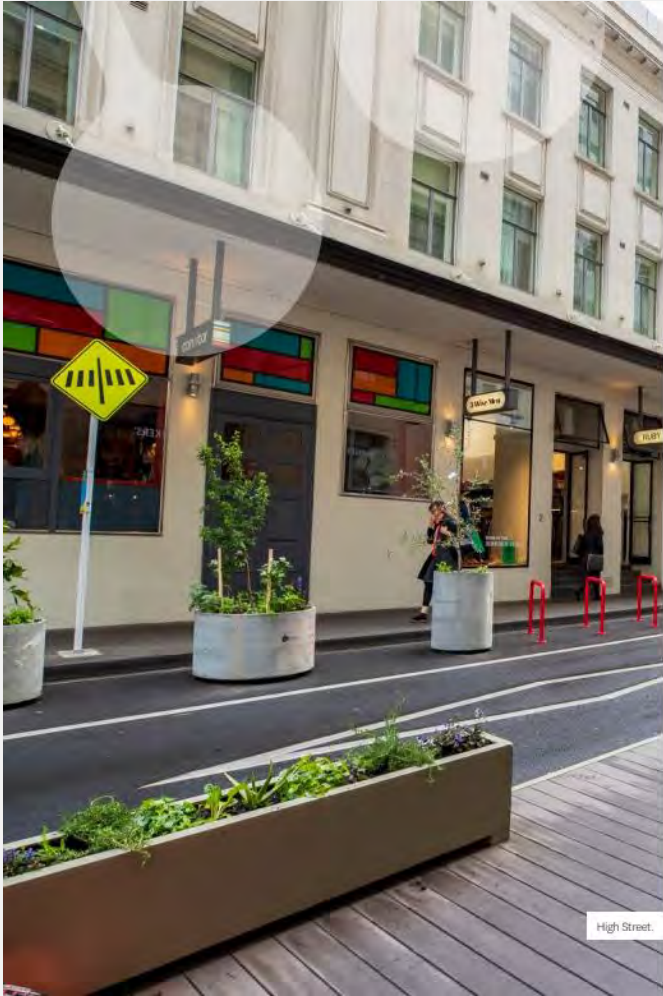


Purpose

The purpose of this engagement is to listen to and understand local board concerns and aspirations for the different ways to set safe speed limits in their area.

1. To share current picture of road safety and speed environment for your local board
2. Workshop ways speed management could be applied to your local board
3. Hear local knowledge and insights that can inform speed management planning - including local board requests for speed limit review





High Street.

Whakaotinga rima: He kōtuitui ikiiki e haumaru ana, e haratau ana

Outcome 5: Sustainable transport network that is safe and accessible

Our transport network is connected and provides for sustainable travel choices. Our streets are safe for families, pedestrians, and put vulnerable users first.

Over 90,000 people travel into Waitemātā each day for work, shopping, study or entertainment. There has been a significant shift away from private vehicles and more people are choosing public and active transport modes. It is important that we continue to support the move away from private vehicles to reduce congestion, emissions, and environmental degradation. Reducing our reliance on private cars will also improve health and social equity, urban amenity, and improve access to social and economic opportunities. To support this move, we need a transport network that is connected and provides travel choices that are safe, easy and intuitive for people to get in and around.

Safety for all road users

Safety for all our road users is the number one priority. We will actively pursue safer speeds, traffic calming, and safer intersections in line with Vision Zero goals of zero deaths or serious injuries on our transport network by 2050.

We will continue working with our partners to ensure our urban design is safe and people focused and look after all vulnerable road users such as pedestrians.

Our focus this term is to improve safety around our schools. We will begin with Freemans Bay and Newton Central schools, and work with Auckland Transport to make changes that will improve safety.

“ It is important that we continue to support the move away from private vehicles to reduce congestion, emissions, and environmental degradation. ”



Shared Vision

A widely-shared vision for Auckland to be the world’s most liveable city.

Everyone alive, healthy, and well on our roads.

Safety for all our road users is the number one priority. We will actively pursue safer speeds, traffic calming, and safer intersections in line with Vision Zero goals of zero deaths or serious injuries on our transport network by 2050.



Outcome 5: Sustainable transport network that is safe and accessible

Objective

Improve safety for all road users particularly around schools

Key initiatives

Improve school safety around Freemans Bay School and Newton Central school

Improve safety for all road users through traffic calming and initiate safe speeds zones in line with Vision Zero

Work with delivering organisations to ensure streets and footpaths are people focused

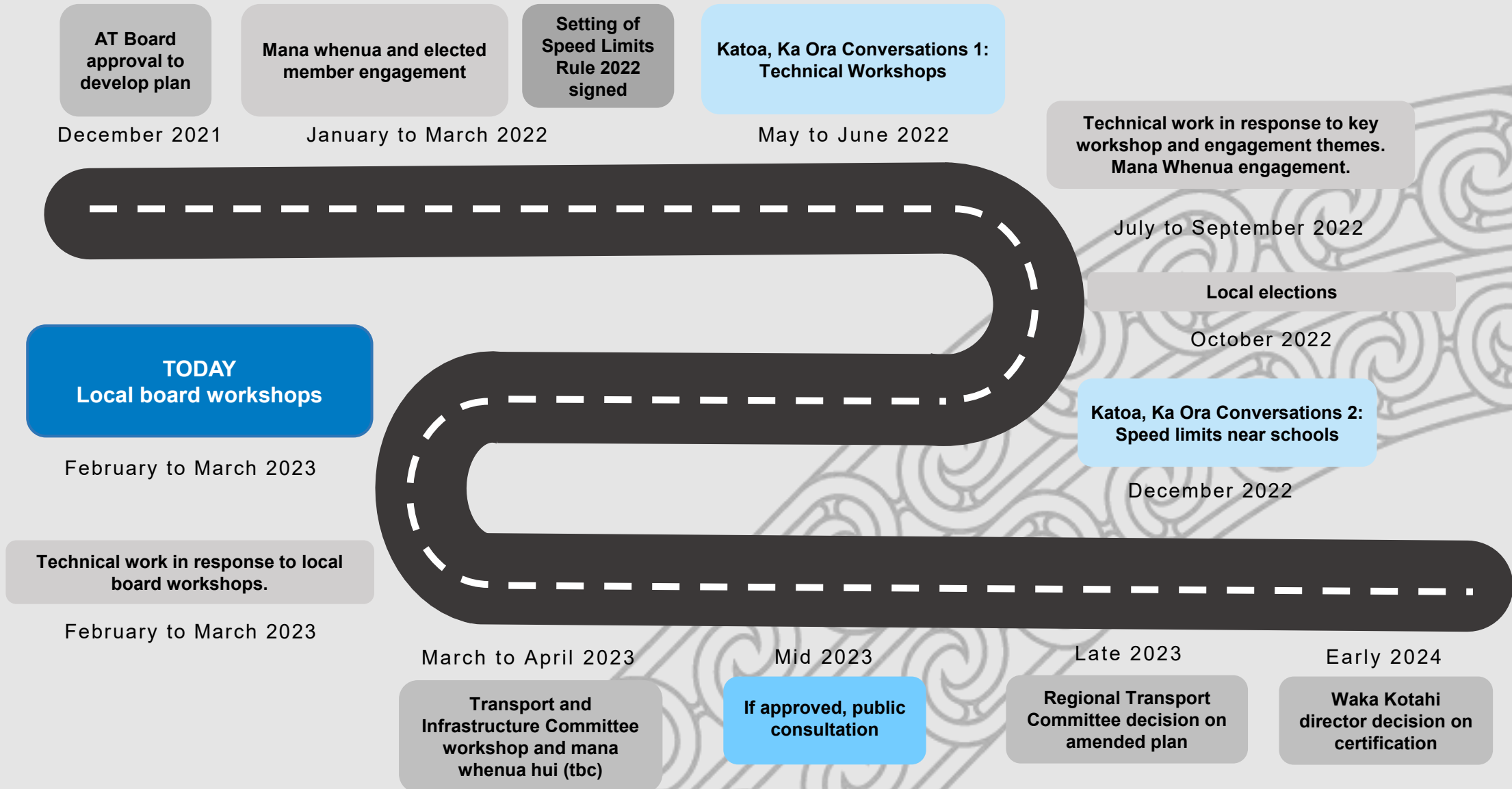
Connect our transport

Encourage installation of amenities such as shelters,



Katoa, Ka Ora timeline

Inform



What is Katoa, Ka Ora: Auckland speed management plan 2024-7?

A plan to set safe and appropriate speed limits supported by infrastructure, enforcement, communications and engagement in order to reduce road deaths and serious injuries.

Timing

- Mid-2023 consultation

2022 rule*

- Targets for safe and appropriate speed limits around all schools by 2027

Current budget

- \$45 million**
- Includes development, consultation and delivery

Scope

- Speed limit changes
- Signage and line marking

Funding dependent

- Traffic calming
- Pedestrian crossings
- Other infrastructure needed to support/reinforce speed limits

Out of scope

- High-cost road upgrades
- Public transport infrastructure



*Land Transport Rule: Setting of Speed Limits 2022 ** To be confirmed following the Regional Land Transport Plan process.

Draft working principles

Updated following feedback in Katoa, Ka Ora conversations 1, mana whenua, local board and stakeholder engagement.

- 1. Tiakitanga.** The top priority of speed management is to keep people safe and alive on Tāmaki Makaurau, Auckland's roads.
- 2. Easy to understand.** Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand for all.
- 3. Safe children.** Safe speeds around schools will ensure the safety of children (and all ages and people).
- 4. Safe speed limits.** Speed limits align with government guidance . We consider complex factors ranging from the function of our roads and streets* to how many people travel outside of vehicles.
- 5. Safe infrastructure.** Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits.
- 6. Partnership.** We work with our Te Tiriti o Waitangi/Treaty of Waitangi and other partners in governance, design, delivery, education, communication, enforcement and monitoring.
- 7. Healthy communities.** Safe speeds support more walking and cycling; this improves health and is better for the environment.
- 8. Measure results.** We constantly monitor the roads to evaluate any changes required to make our roads and streets safe.

*AT's Future Connect and Roads and Streets Framework tools to be used.

Long term vision

The 2022 speed management guide provides all road controlling authorities in New Zealand consistent safe and appropriate speed limits for types of roads and streets. The 10 year vision of Katoa, Ka Ora is to move to these speed limits based on national guidance, supported by safety infrastructure and enforcement.

Speed limit (km/h)	Urban roads
10-20	Civic spaces, beaches
30	Local streets
30-40	Activity streets, main streets and city hubs
40-60	Urban connectors
80-100	Transit corridors

Speed limit (km/h)	Rural roads
40-80	Stopping places
50-80	Peri-urban roads
60-80	Rural roads
60-100	Rural connectors
60-110	Interregional corridors

Community requests for lower speed limits



Requested Speed Limit Changes

1 to 4

5 or more

Note: This map shows road that community members have asked for lower speed limits on since 2019. This includes all requests made during safe speeds consultations in phases one to three, and other community, stakeholder and partner requests in between times.

Current picture map – Waitematā local board



Legend

- Local board requested road (2022) — Black line
- Local Board requested area (2022) — Orange area
- Phase 1 to 3 speed changes — Blue line
- School — Purple dot
- Schools we've received support for speed limit review* — Yellow star
- High risk roads** — Red dashed line

*This include schools that have responded to the recent school survey with support or strongly support permanent 30km/h speed limits on local roads near their schools, schools that have responded to Phase 1, 2 or 3 safe speeds consultations and requested speed limit review, schools that have contacted AT directly, schools that have attended 2022 Katoa, Ka Ora conversation workshops and raised concerns, and all kura as supported at mana whenua wānanga. Note the survey is open till end of February 2023 so more schools may reply.

** These are high risk roads for all modes and for people walking and cycling.

Safe school neighbourhoods and school gate variable speed limits near schools

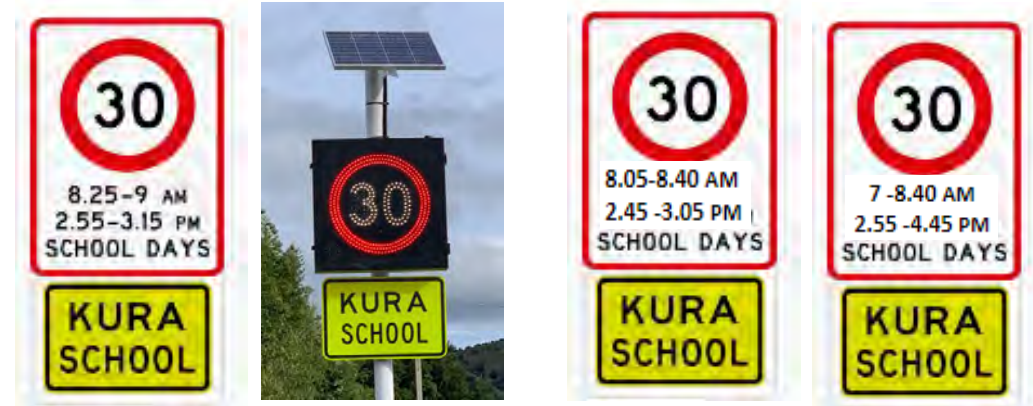
Safe school neighbourhoods



First choice for local urban roads

- High benefit-cost ratio and death and serious injury savings
- Estimated travel time increase 12-15 seconds per average car trip
- Consistent and easy to understand
- Benefits all residents

School gate variable speed limits



More suitable for high-speed rural roads and arterials

- Expensive, around \$20,000 per electronic sign
- Widespread use may be confusing and inconsistent as all side roads require static variable signs with different fine print
- Estimated travel time increase of 12 seconds per average car trip through a lower speed area when activated

Safe school neighbourhoods for local urban roads together with variable speed limits for arterial roads has an indicative benefit-cost ratio of \$4 – \$7 return for each dollar invested. Only using variable signs has a benefit-cost ratio of 20c return for each dollar invested.

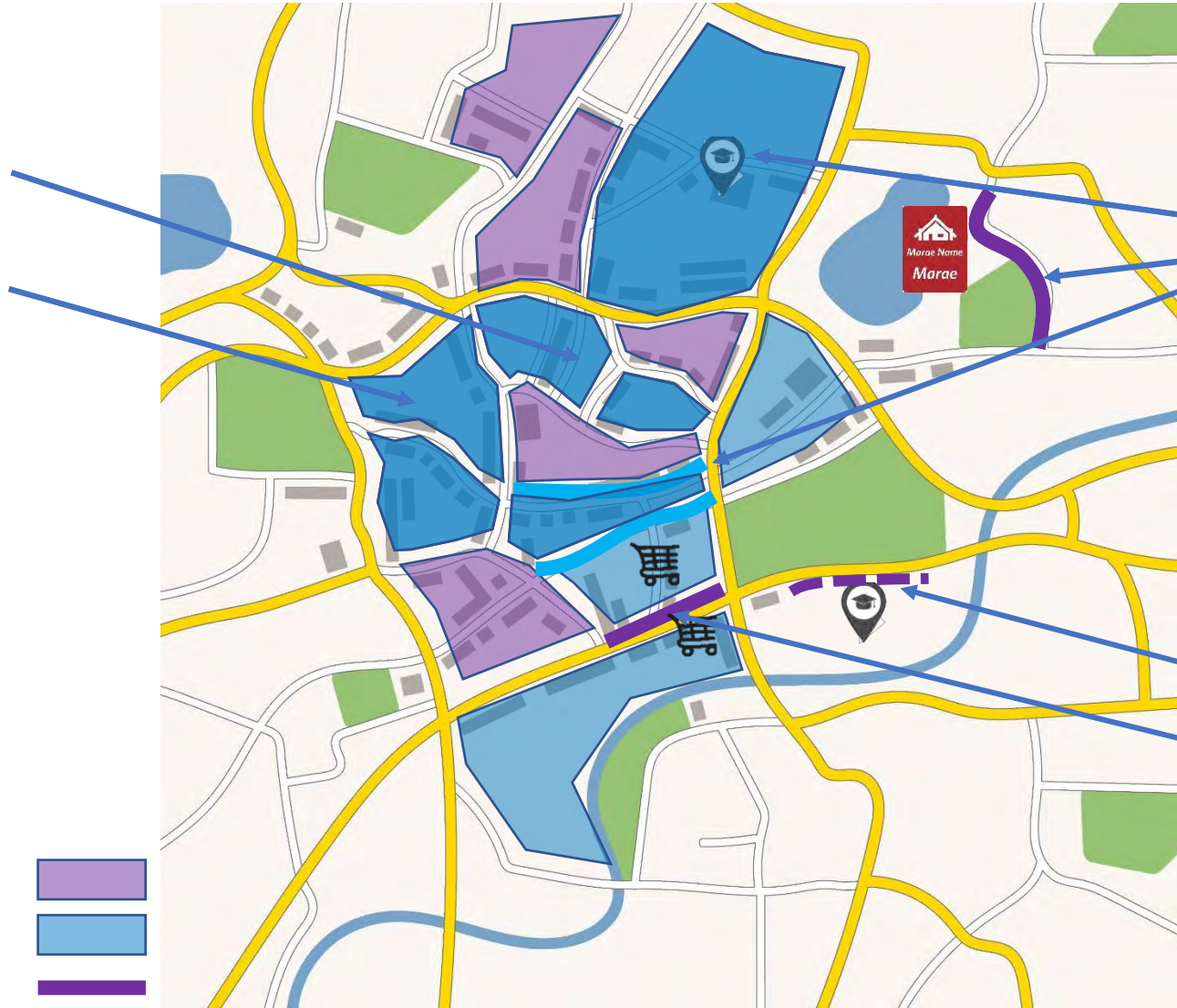
Draft urban mapping approaches

Discuss

These draft mapping approaches are based on the key themes we have heard are most valued.

1. Easy to understand.

- Filling in the gaps
- Include roads with slower road design or lots of people out and about
- Reduce rat-running



2. Partner and community requests.

- Respond to local board, mana whenua, mātāwaka, school and community requests.

3. Benefit-cost ratios

- Permanent changes for local roads, variables focused on arterial roads
- High-risk town centres and high-risk roads
- Complements planned infrastructure or developments

Key

- Existing 30kph areas
- Potential 30kph areas
- Potential 30kph road
- Potential 40kph road
- Potential variable 30kph roads



Tēnā koutou Thank you

Any questions, please contact:
atspeedprogramme@at.govt.nz





Supporting information



Katoa Ka Ora is overseen by the Tāmaki Makaurau Transport Safety Governance Group

We are a group of partners committed to working together to achieve a road safety vision of a transport system where no-one is killed or seriously injured by 2050. Together, we're making a speed management plan for Tāmaki Makaurau Auckland.



Meaning of Katoa, Ka Ora.

In te reo Māori, katoa means everyone or all. Ka ora has a broad meaning including to be alive, to be well, to be safe, to be cured, to be recovered, and to be fit.

Together, the phrase 'Katoa, Ka Ora' means everyone lives, and everyone is safe. Katoa placed at the beginning of this phrase reminds us that ka ora is something we all support.

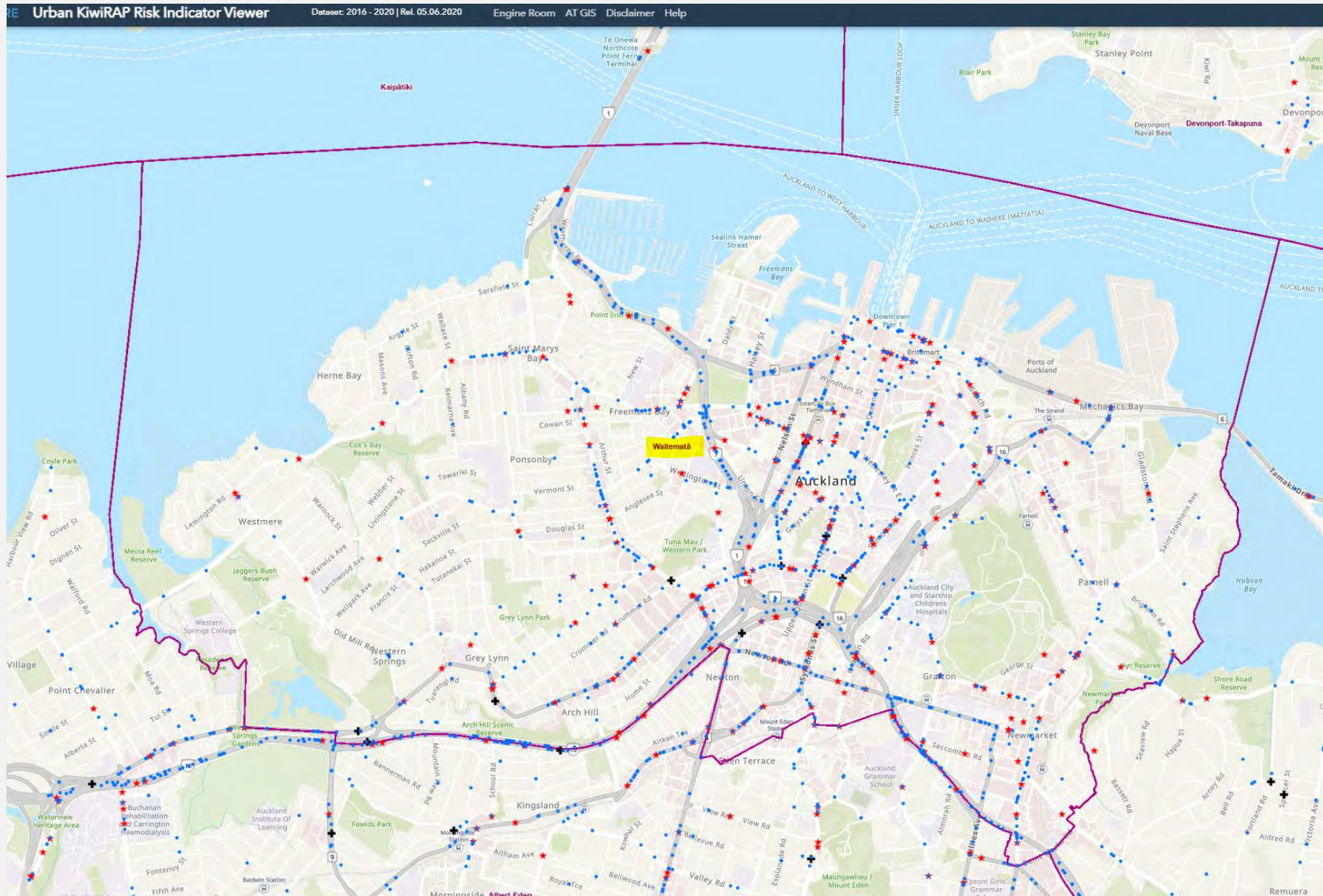


Working with the people of Auckland, Waitemata and Courties Manukau



Waitematā crash map

For every injury shown, there are around three more that have not been recorded.



Note: This map only includes data captured through the Waka Kotahi Crash Analysis System. The SORTED study of road trauma evidence and data 2017/18-2018/19 shows this is only 25% of all injuries.

Waitematā road deaths and serious injuries per population



Local Boards: Deaths and serious injuries per 1,000 people

Deaths and serious injuries
per 1000 people*

















Auckland Mean	1.99
Aotea/Great Barrier	5.34
Franklin	3.93
Rodney	2.94
Waitematā	2.47
Ōtara - Papatoetoe	2.23
Waiheke	2.21
Papakura	2.15
Waitākere Ranges	2.07
Maungakiekie - Tāmaki	1.91
Māngere - Ōtāhuhu	1.89
Manurewa	1.85
Devonport - Takapuna	1.48
Albert - Eden	1.46
Ōrākei	1.40
Whāu	1.36
Henderson - Massey	1.34
Howick	1.31
Upper Harbour	1.24
Puketāpapa	1.22
Hibiscus and Bays	1.11
Kaipātiki	0.87

* Based on 2018 Census data of usually-resident population, and road deaths and serious injuries recorded in the Waka Kotahi Crash Analysis System, 2017-2021 (mean values). Note that people involved in a crash in a local board may not be residents of that local board. State Highway data has been excluded as this is likely to reflect higher numbers of non-residents involved in crashes. Note that DSI rates for local boards with small populations may be affected by smaller variations in numbers.

Waitematā walking and cycling deaths and serious injuries

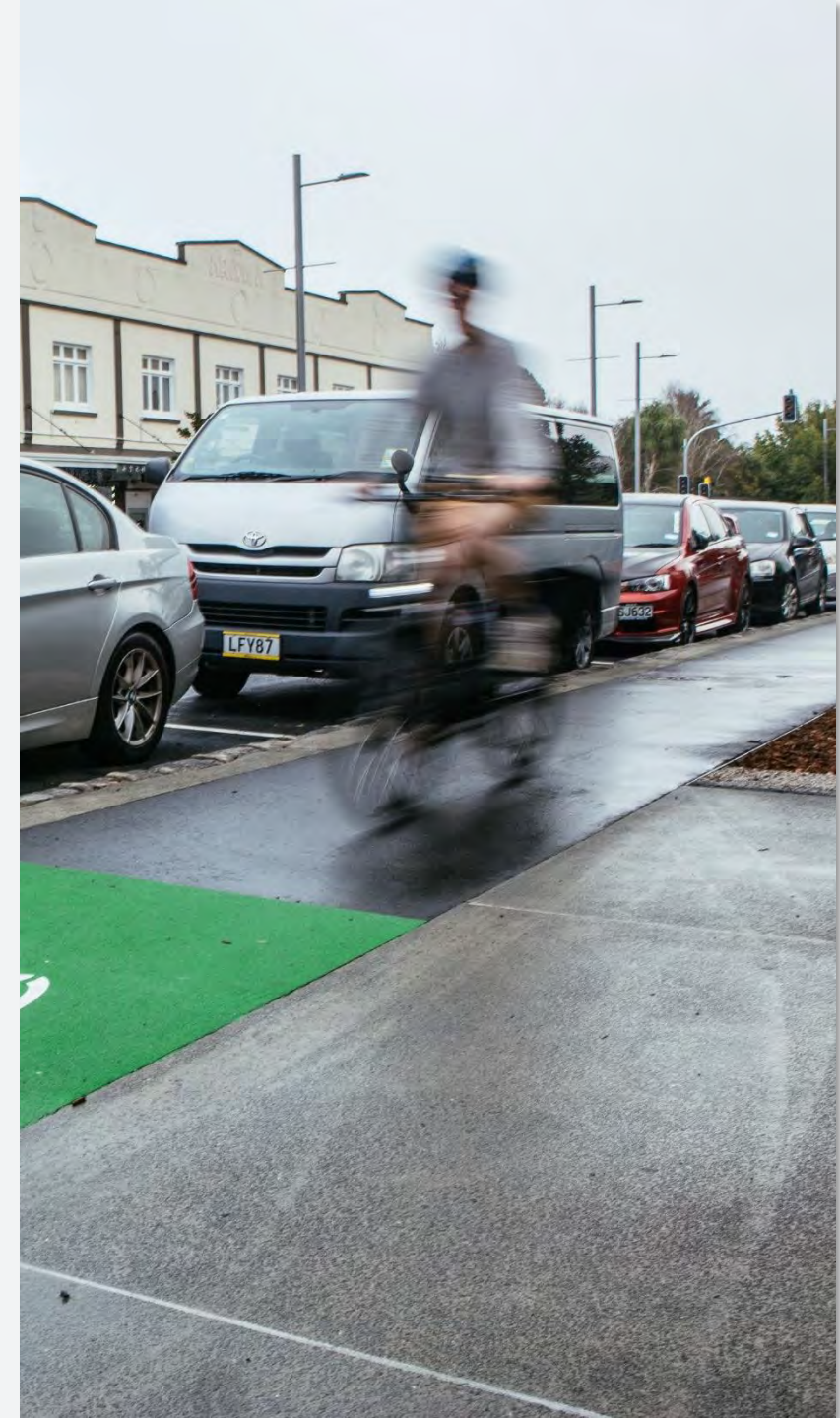


Key road safety factors

• People outside a vehicle % of total DSI	 74%	
• Speed*	 71%	
• Microsleeps* – may be up to	 20%	
• Alcohol or drugs % of total DSI	 2%	
• Distraction or fatigue % of total DSI	 1%	
• Seatbelt not worn % of total DSI	 1%	
• Red-light running % of total DSI	 1%	
• Potholes*	 0.1%	

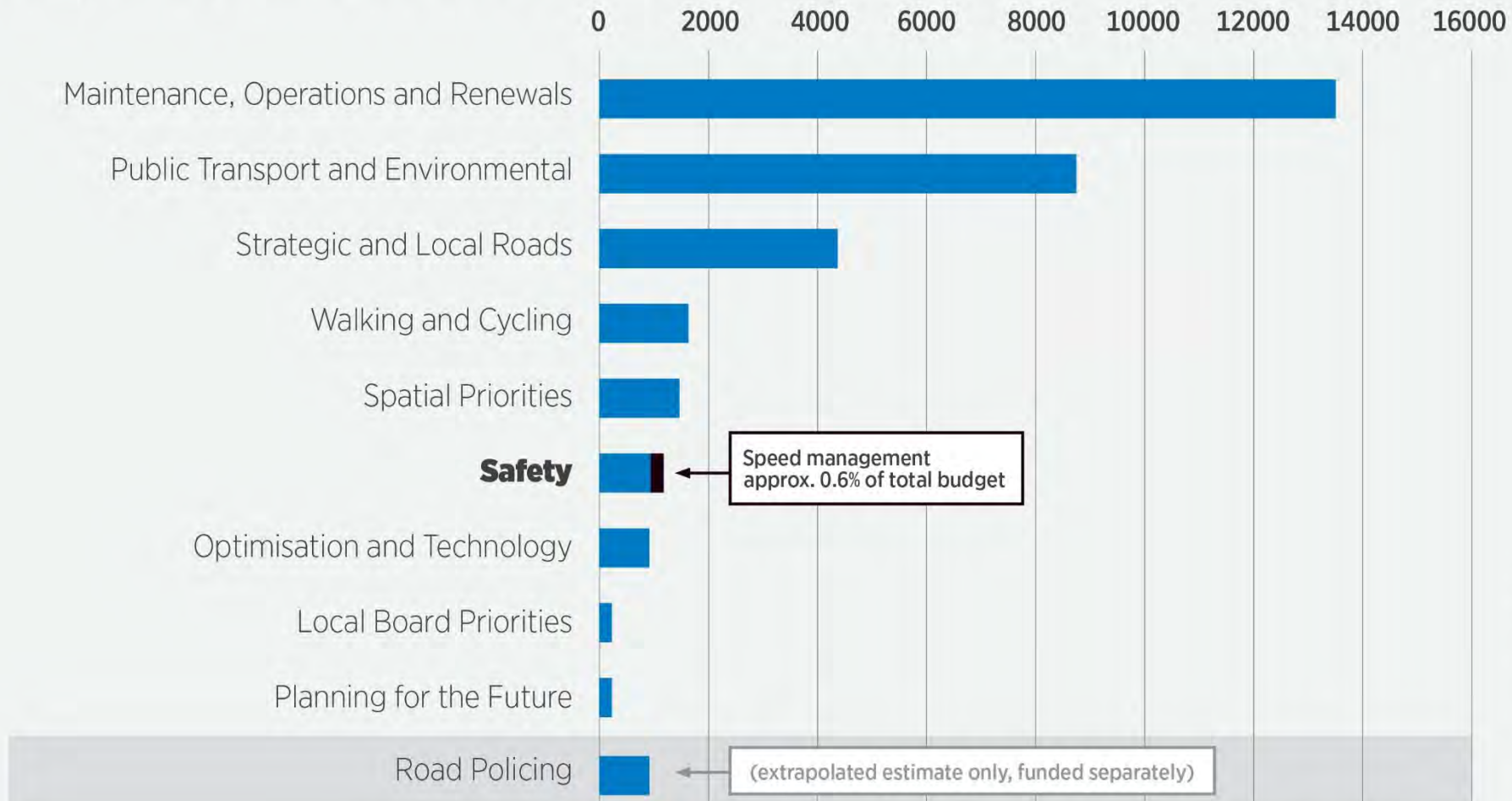
*Speed, microsleep and potholes factors are NZ based due to data available and other factors specific to this local board.

Reference notes: Speed: Soames Job and Colin Brodie: Understanding the role of Speeding and Speed in Serious Crash Trauma: A Case Study of New Zealand, Journal of Road Safety, Vol 33, Issue 1, Feb 2022, 71% of injury crashes in New Zealand involve speeds above our Safe and Appropriate Speeds. Microsleeps: Characteristics, dangers, underlying mechanisms, and countermeasures. Richard Jones, University of Canterbury. People outside vehicle, alcohol or drugs, red-light running, seatbelt not worn and distraction or fatigue factors taken from Crash Analysis system for Auckland deaths and serious injuries from 2017-2021. Potholes factors based on 2012 to 2021 Crash Analysis system data for Auckland and New Zealand.



Speed is only one piece of the puzzle

Planned investment in Auckland's transport system 2021-2031



² Auckland Regional Land Transport Plan 2021-2031

³ <https://www.transport.govt.nz/assets/Uploads/Presentation/Overview-of-Road-Safety-in-NZ-Data-packs-for-reference-groups.pdf> Page 17

⁴ <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>

⁵ Auckland Regional Land Transport Plan 2021-2031 Appendix 8: "\$826 million is invested in road policing activities (2018-2021), with around 30 percent allocated to Tamaki Makaurau". Graph shows an extrapolation if current rates were to continue.

Slower speed limits save lives

Change in annual road deaths and serious injuries on Auckland roads where speeds were lowered in June 2020

