Northcote – town square workshop

Kaipātiki Local Board
23 February 2022

Eke Panuku Development Auckland

Town Centre Masterplan

1. Outward facing & inviting

2. A legible street network

3. Green & sustainable

4. A sunny, sheltered town square

5. Community and library hub

6. Facilitates multiple modes of transport

7. Flexibility to provide car parking options

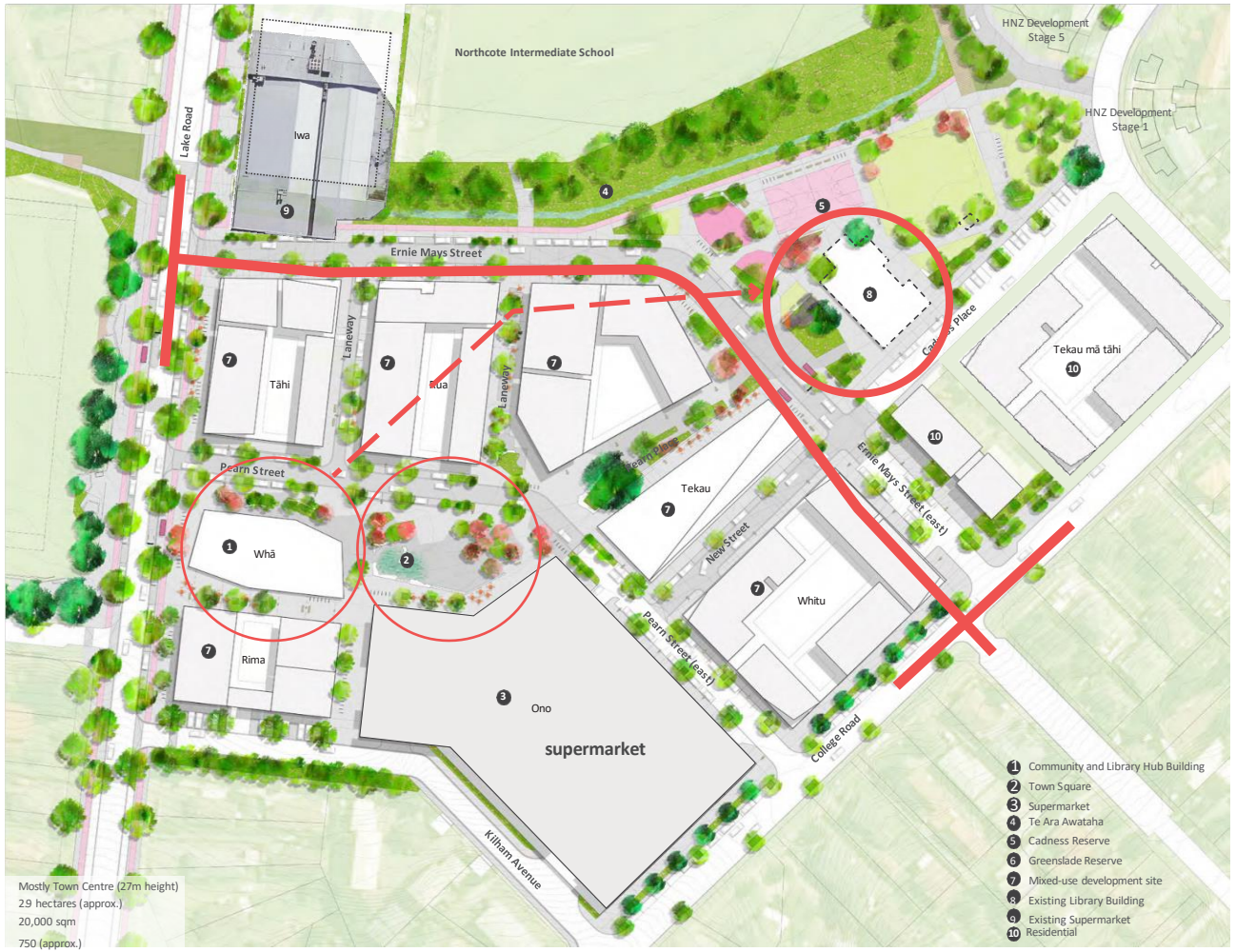
8. A food culture destination

9. An active retail & commercial environment

10. Apartment-led residential

Masterplan Refresh

Realignment of Ernie Mays Street and co-locating community centre and town square adjacent to Cadness Reserve



Compared to the Benchmark Masterplan - realignment of Ernie Mays Street allows the area around the library to be increased, and used for the town square, community facility and open space.

Masterplan Refresh

Benefits of co-locating the town square and community facility

- Places the town square closer to the centre of the Northcote community
- Creates a stronger connection to Te Ara Awataha
- Creates synergies between community facility and town square providing greater flexibility and operational efficiencies
- Creates a clear visual sightline to Lake Road along the realigned and widened Ernie Mays Street
- Adjacent to the proposed public transport links

Masterplan Refresh - Key Moves

1. Extend existing library to create new Community Hub

2. Co-locate new town square (1,500sqm) with Community Hub

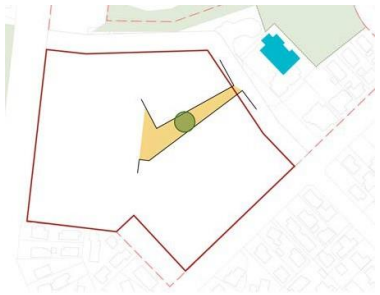
3. Maximise permeability and connections between town centre, Te Ara Awataha and Cadness Reserve

4. Connect Ernie Mays Street from Lake to College roads for multiple modes including public transport

5. Implement streetscape upgrades for existing perimeter streets (Lake Rd, College Rd and Kilham Ave)

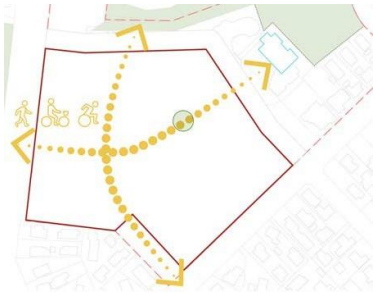
6. Define town centre and College Road development lots and Essential Outcomes (see next slide)

Lake Road town centre development - Essential outcomes



1. A regenerated town centre that reflects and strengthens the character of Northcote

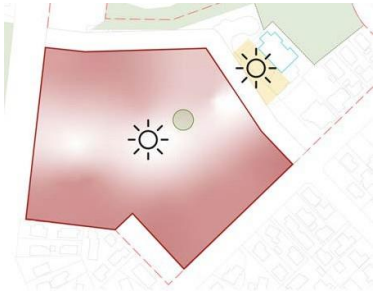
2. A mixed use town centre with a balance of retail, apartments and community uses



3. A legible and connected movement / street network, prioritizing active modes

4. A clearly identifiable retail ‘main street’ – Pearn Place – with pedestrian priority

5. High amenity town centre green streets and public spaces



6. Building height and massing focused in areas, so retail street and public spaces are not overly shaded

7. All perimeter street edges / interfaces specifically addressed

8. A well integrated supermarket, located to support the retail main street

9. Considered and flexible approach to car parking

Next steps

- Procure design team
- Workshops on design brief for Community hub, Cadness Reserve and town square
- Local board approve design brief
- Concept design phase – with community and stakeholder input/workshops
- Local board approve concept design
- Detailed design, consenting and construction

Speed management plan 2023-26

Overview for Kaipātiki Local Board

23.02.2022

Annie Ferguson

Let's go there | Hoake tātou

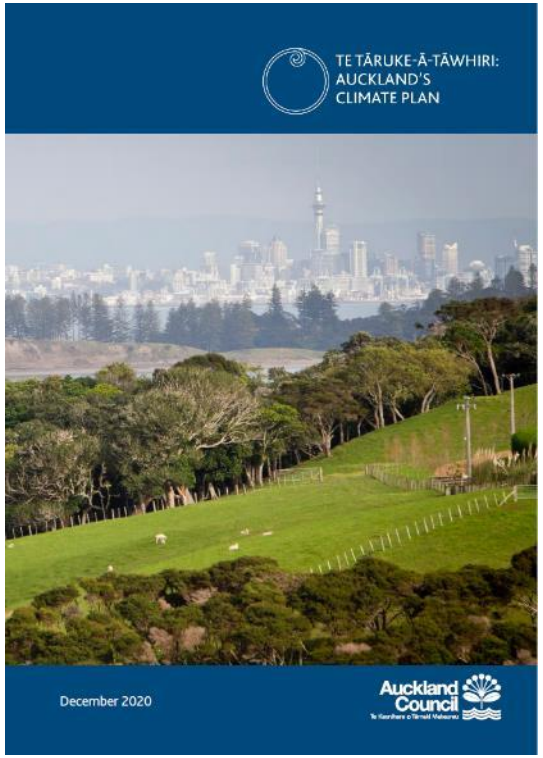
Purpose –

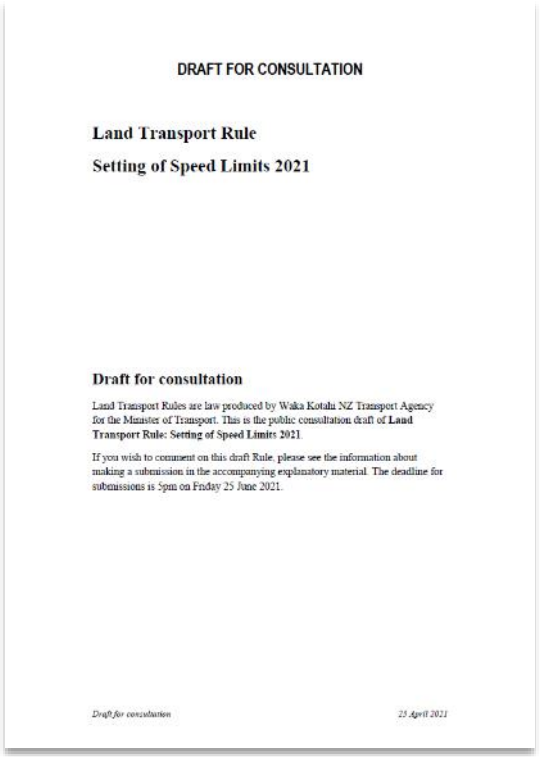
1. To share an overview of the proposed speed management plan 2023-26
2. To hear comments and questions from local board members
3. To outline how local boards can share their local knowledge and insights


The vision

Strategic drivers

A significant opportunity to achieve Vision Zero outcomes and support more use of lower-carbon modes. Delivers on recommendations in Road Safety Business Improvement Review to accelerate speed management under proposed rule changes.




DRAFT FOR CONSULTATION

Land Transport Rule

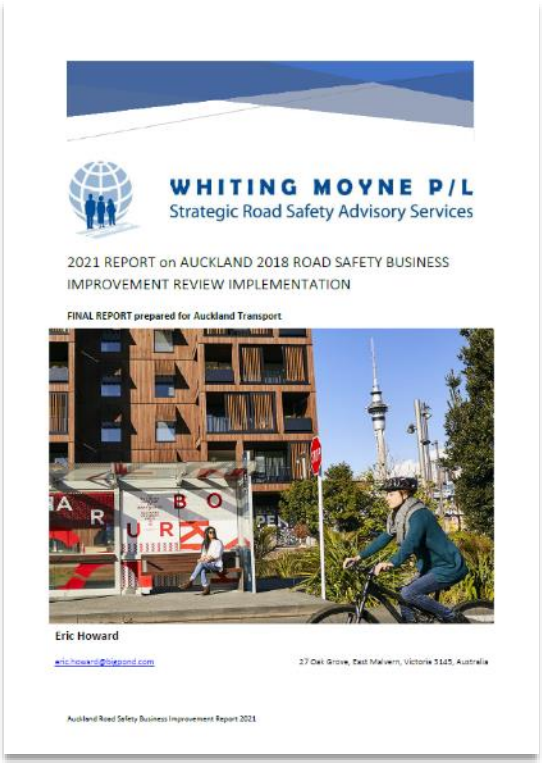
Setting of Speed Limits 2021

Draft for consultation

Land Transport Rules are law produced by Waka Kotahi NZ Transport Agency for the Minister of Transport. This is the public consultation draft of **Land Transport Rule: Setting of Speed Limits 2021**.

If you wish to comment on this draft Rule, please see the information about making a submission in the accompanying explanatory material. The deadline for submissions is 5pm on Friday 25 June 2021.

Draft for consultation *25 April 2021*


WHITING MOYNE P/L
Strategic Road Safety Advisory Services

2021 REPORT on AUCKLAND 2018 ROAD SAFETY BUSINESS IMPROVEMENT REVIEW IMPLEMENTATION

FINAL REPORT prepared for Auckland Transport

Eric Howard

Auckland Road Safety Business Improvement Report 2021

Safety and climate goals are indivisible

"Efforts to reduce speed will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries"

Stockholm Declaration, outcome document of the Third Global Ministerial Conference on Road Safety -2020

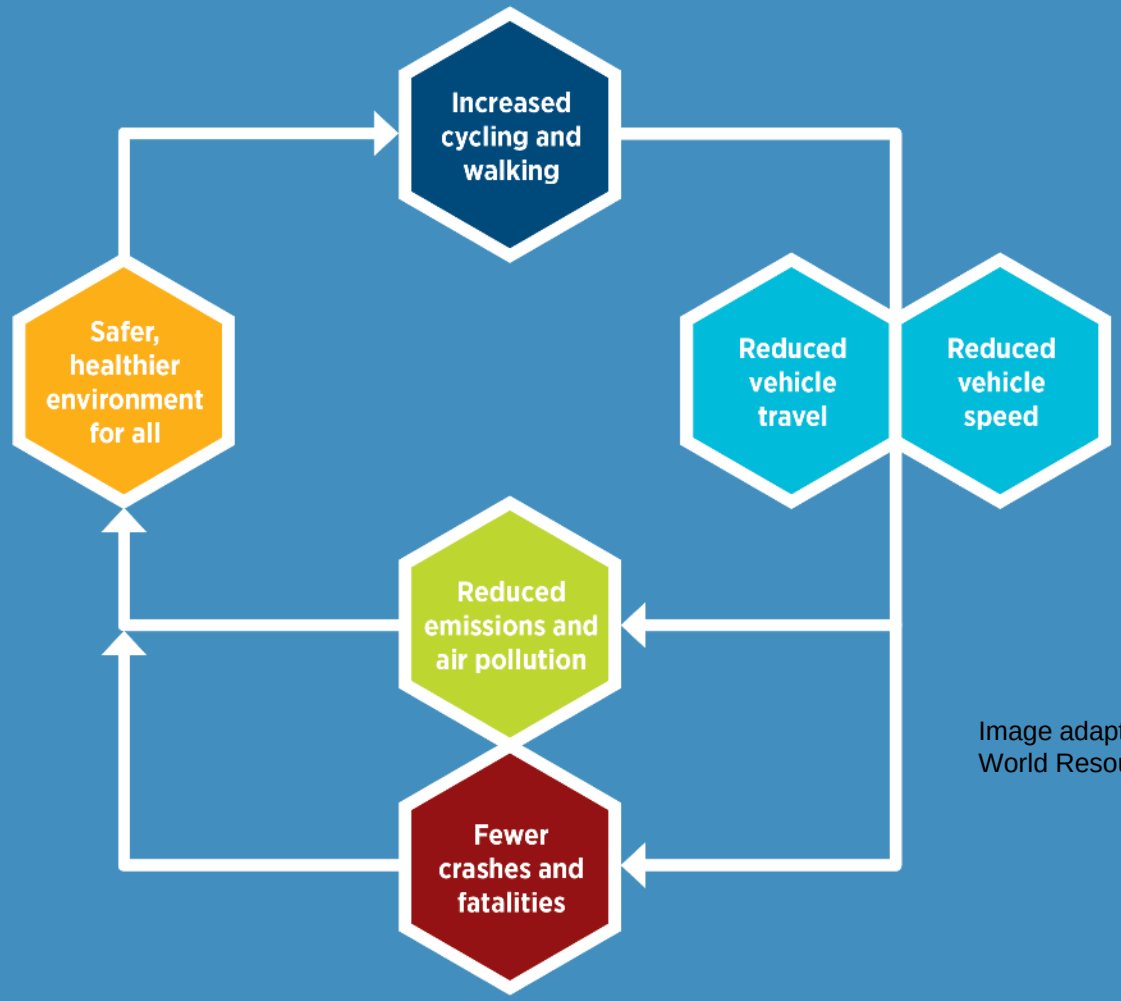
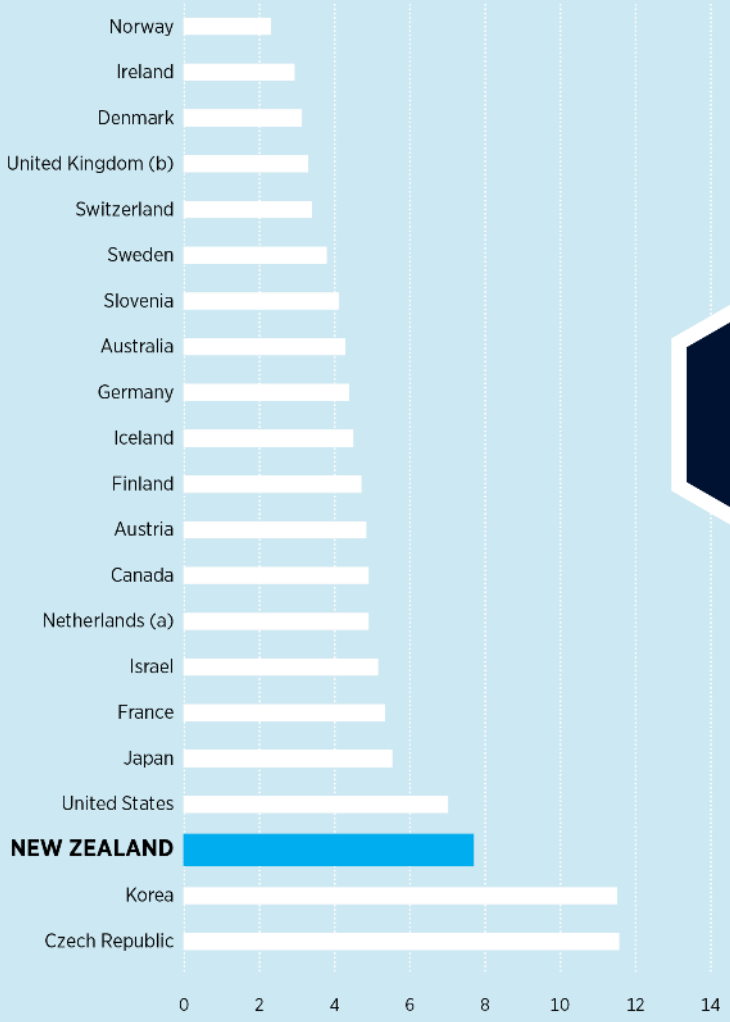


Image adapted from Sustainable and Safe, World Resources Institute 2018

Where we are now

New Zealand's rank in international road safety performance:

Road fatalities per billion vehicle kilometres travelled



If NZ had delivered a rate of fatalities to match Victoria in Australia, 124 less New Zealanders would have perished on NZ roads in each of the last three years*

* Howard, Eric. Auckland Road Safety Business Improvement Review 2021. Based on mean DSI comparative performance over 2017-2020 and based in 2020 populations.

Source: Road Safety Annual Report 2020, International Transport Forum

The facts: A typical Auckland road death or serious injury (DSI)

WHEN?
A weekday afternoon.

3-6pm on a weekday is the most common time for a DSI to occur

WHO?
Someone outside a vehicle

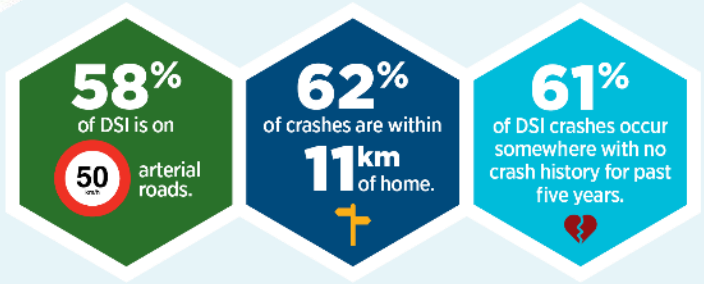
Two in three serious injuries are someone walking, cycling, scooting or motorcycling.

Young people, older people, Māori and people walking, cycling and motorcycling are over-represented in road harm in Auckland.

WHY? System failure

Two in three crashes are caused by system failure, not reckless behaviour.

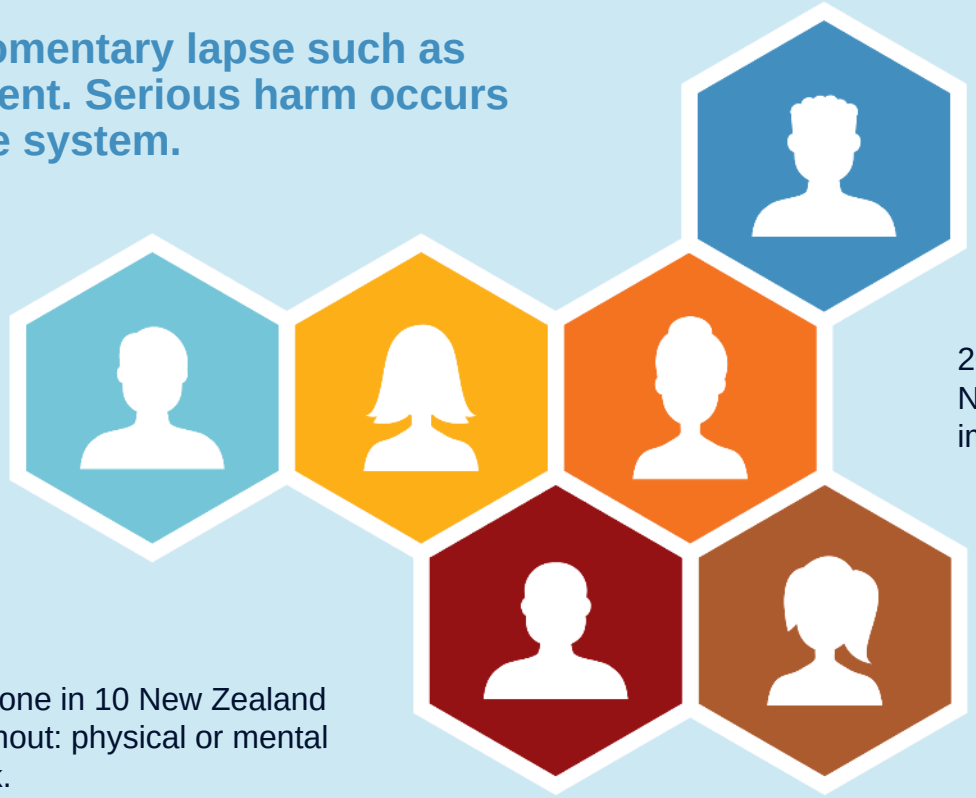
WHERE?
50km/h arterial road close to home, with no crash history



References (clockwise from top): WHEN: The most common time for Auckland deaths or serious injuries from 2016-2020 was during weekday mornings (6am-9am) and afternoons (3pm-6pm), with the afternoon peaks being higher. WHY: Mackie, H. 2017. Serious injury crashes: How do they differ from fatal crashes? What is the nature of injuries resulting from them? An AA research foundation NZ study found that in around two thirds of crashes where vehicle occupants were killed or seriously injured, the drivers were generally following the rules of the road, but made a mistake. These unintentional errors leading to serious harm were termed 'system failures' by researchers. WHERE: 58% of Auckland DSI from 2016-2020 was a 50km/hr arterial roads. Burdett, B, Starkey, N and Charlton, S. 2017. The close to home effect in road crashes. This University of Waikato research shows New Zealanders are more likely to be injured close to home, with roads within 11 km of home accounting for half of all travel and 62% of all crashes. *Safety Science* vol 98. Road to Zero Action Plan 2020-2022. WHO: Ministry of Health overnight hospitalisation data in Koorey, G. 2021. Safety of people traveling outside vehicles deep dive 2021.

We promote good choices but plan for mistakes

Most crashes are caused by a momentary lapse such as micro-sleeps or errors of judgement. Serious harm occurs when that happens without a safe system.



The most skilled drivers (licenced race and rally car drivers) have the most crashes on public roads

Around 25% of men and 10% of women in New Zealand suffer from Obstructive Sleep Apnoea (OSA).

2021 research showed two out of three NZ drivers take medication likely to cause impairment.

97% of New Zealanders say their own driving is good or excellent and 44% of other New Zealanders' driving is poor or very poor.

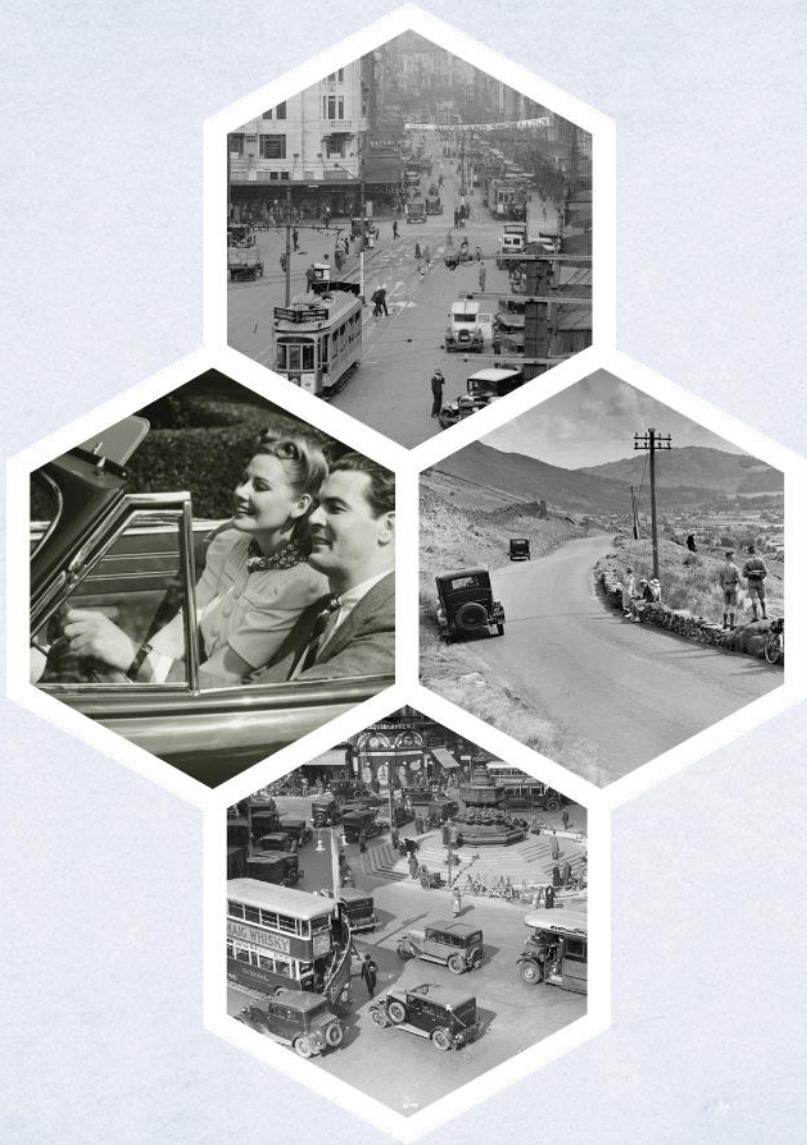
In-depth Monash University study found the most common cause of driver inattention was having inward thoughts

AUT research suggests more than one in 10 New Zealand workers might be experiencing burnout: physical or mental problems due to stress or overwork.

References (clockwise from top): Job, Soames. 2020. The Psychology and Politics of Speed, Speed and Speed Management in Road Safety Policy, Speed Input Paper, European Commission Executive Seminar. https://www.nzta.govt.nz/safety/driving-safely/medication/. Monash University, 2020, Enhanced crash investigation study. https://www.nzherald.co.nz/lifestyle/feeling-the-burnout-more-than-1-in-10-new-zealanders-are-stressed-at-work/OJCIQBYZGSI6NULKP4FOCCIGHQ/. Reference: 2021 Public Perceptions of NZ Road Safety: Penalties and Enforcement
https://www.healthnavigator.org.nz/health-a-z/o/obstructive-sleep-apnoea/

From historical experiment...

The story of our 50km/hr speed limits starts more than 90 years ago, when cars looked like this and we followed Britain's decision to try a 30 m.p.h (48km/h) speed limit. Prior to 30 m.p.h, Britain had experimented with no speed limits, which had led to a spate of road deaths.



Evening Post, Wellington, 21 and 23 November 1936

In 1936, local bylaws to lower speed limits when going through town, passing schools, intersection crossings and 'notoriously dangerous spots' were abolished for a 30 miles an hour (48km/h) national default. *"The decision of the Minister of Transport (Mr. Semple) to remove local restrictions is no doubt based on a similar step taken in Britain last year"*

"England, it was remarked by one who has been there, had gone back to 30 m.p.h after removing all speed limits. This did not say that England was satisfied with the 30 miles limit, but was merely endeavouring to get back towards something safer than it had"

To evidence-based risk management

We use risk management every day, mixing people with low risks and physically separating people from fatal risks.

One year on, Auckland roads where speed limits were changed on June 2020 have had a 67% reduction in fatalities while deaths increased across Auckland overall.

Low height

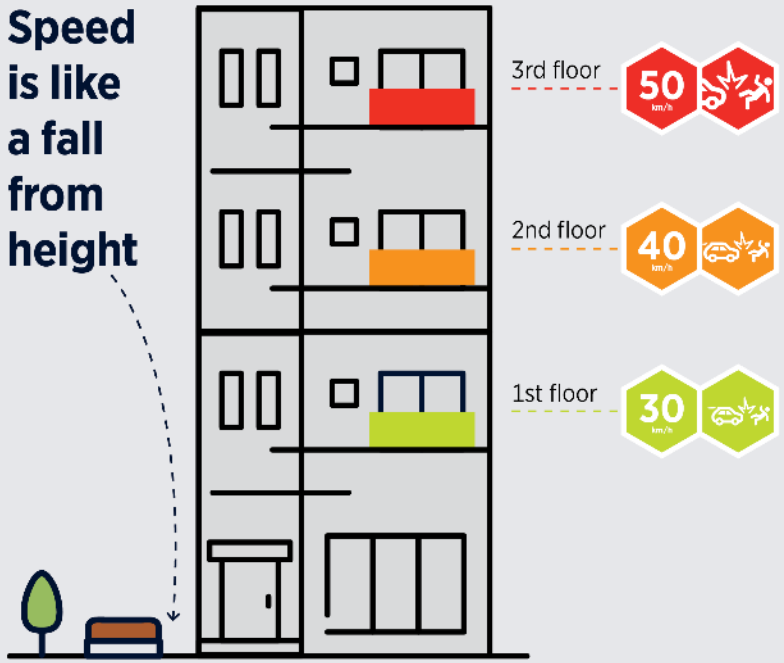
Higher height

Low electrical current

Higher electrical current

A safe road system: why speed matters

"***Speed is the pathogen,*** insofar as kinetic energy is the causative agent of injury"



Survivability rates vary based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560 published in March 2018 by Austroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities. Quote on top of page from Peden, M and Breen J. 2020 Managing speed and links with other policy areas, Speed and Speed Management in Road Safety Policy, Speed Input Paper, European Commission Executive Seminar.

If we could see the risk of speed, roads might look like this:

Unprompted, New Zealanders say speed is our biggest road safety issue.

Reference: 2021 Public Perceptions of NZ Road Safety: Penalties and Enforcement

Interim speed management plan 2023-26
Working objectives

Outputs: What we make

Primary outputs:

1. An approved interim Speed Management Plan 2023-2026 including implementation plan and geospatial map
2. Budget and co-funding approved to deliver first implementation plan
3. Three-year speed management programme

Interim outputs: (key interim outputs only)

1. Develop and deliver an aligned communications and engagement plan with key partners
2. Research to understand customer benefits, health and climate change, and economic impact
3. AT's speed limits migrated to national speed limit register
4. Enhanced monitoring and evaluation system
5. Data analysis on equity in road harm

Results: Shorter term outcomes

- Build on success of safe speeds programme by leading change and engagement partnership with communities
- Accelerate safe speed limit setting following the new Rule and Road Safety Business Improvement Review 2021
- Safe speeds protect people outside vehicles and encourage active mode use
- Principles based approach to speed management where safe speed limits are supported by engineering, enforcement and education interventions
- Tāmaki Makaurau Transport Safety Governance Group partners deliver a comprehensive, cohesive and collective communications and engagement plan
- Robust monitoring data used to identify and deliver further engineering, enforcement and education interventions post speed limit changes

Benefits: Longer term outcomes

- Less road death and serious injury
- Increased safe active mode use, including to school
- Less greenhouse gas emissions due to reduced vehicle kilometres travelled
- Increased community understanding and support of speed management
- Improved equity in road safety outcomes including for Māori
- Improve public health outcomes through active mode shift and less road noise
- Improved journey time reliability

Note: Blue text shows outcomes linked to Road to Zero.

Primary benefit: safety

Working performance indicators

Output indicator

- Kilometres of network treated with speed limits to align with Safe and Appropriate Speed
- Kilometres of high risk roads treated with speed limits to align with Safe and Appropriate Speed*
- % of schools with 30km/h speed limits
- % of schools with 60km/h speed limits or lower***
- Mobile speed camera deployment activity (hours)
- Number of Police operations targeting restraints, impairment, distraction and speed offences

Lead performance indicator

- % of road network where speed limits align with Safe and Appropriate Speed
- Mean speed of vehicles (urban, rural, urban centres)
- % of road network covered by automated safety cameras

Benefits (lag) indicator

- # overall DSI reduction**
- # of pedestrian and cyclist DSIs**
- # of motorcyclist DSIs**
- # of ACC entitlement claims related to walking and cycling injuries (motor vehicle involved)
- # of DSIs where the speed limit does not align with the Safe and Appropriate Speed

Note: Blue text are Road to Zero indicators. Black text align with Waka Kotahi Speed and Infrastructure Programme.
* In this indicator 'high risk' means 'high' or 'medium high' collective risk in Urban KiwiRap and at the time when the speed changes were made. 'Safe and Appropriate Speed' in these indicators refer to what was defined as such at the time when speed changes were made. Posted speeds lower than the Safe and Appropriate Speed also meet this indicator. These are cumulative indicators based on adding the total kilometres of roads together across the duration of the programme.
** When reporting on these indicators we will explore using Ministry of Health data in additional to Crash Analysis System data to provide a more complete picture of death and serious injury.
*** Awaiting update to Road to Zero indicators following release of new Speed Management Guide guidance on school speed limits

Co-benefits

Working performance indicators

Benefit (links to AT objectives and business cases)	Output indicator	Lead performance indicator	Benefits (lag) indicator
Climate change (links to climate change strategic spotlight)	• Climate change and health research quantifies potential benefits • Safety indicators	• Perceived safety of walking and cycling (by rural, urban, urban centres, & around schools) • Reduced vehicle kilometres travelled or increase in safe active mode use	• Reduced greenhouse gas emissions by xx%
Equity (links to supporting Māori wellbeing outcomes business objective)	• Equity data analysis completed on who is over-represented in road harm including Māori road safety outcomes	• Consultation document includes voices of impacted communities • Explore options to better represent feedback by population demographics and road harm	• Improved equitable transport safety outcomes for Māori and all road users
Health (links to walking and cycling programme business cases)	• Safety indicators • Climate change and health research quantifies potential benefits	• Increase safe active mode use • Increase in active mode use to school	• Public health benefits through transport mode shifts • Reduced traffic noise by xx%
Operational (links to optimisation business case)	• Safety indicators	• Safety indicators	• Increased journey time reliability
Leading change (links to Whirinaki, building trust, mana and confidence strategic spotlight)	• Customer benefits research • Delivering a partnership based communications and engagement approach with communities • Tāmaki Makaurau Transport Safety Governance Group collective communications and engagement plan	• % of the general public who understand the risk associated with driving speed • % of the general public who agree that they are likely to get caught when driving over the posted speed limit • % of the general public who agree that safety cameras are an important intervention to reduce the number of road deaths	• Community understanding and support of speed management

Note: Blue text is Road to Zero indicator. Black text are additional indicators that may need to be refined and data sources established.

Draft working principles

These principles are intended to remain consistent across the interim and 10-year plan.

Tiakitanga, the safety of people, is the first priority in speed management.

Speed management work supports climate change, health, equity, and operational co-benefits.

Speed limits are supported by infrastructure planning, design and operation, effective deterrence, and community engagement.

Speed management considers the functions of roads and streets* - movement, place, strategic modes - and how many people travel outside vehicles.

We manage safety risks and use lower ends of speed limit ranges unless safety infrastructure allows otherwise.

Engineering treatments focus on places with high risk, operating speed, active mode or co-benefit priority.

We work in partnership in governance, design, delivery, enforcement and monitoring.

We continuously monitor all changes and respond agilely with further treatments when needed.

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

Draft working focus areas

These focus areas guide location selection in the interim speed management plan:

- Areas around community destinations and places with high active mode priority.
- Rural and urban roads with higher risk of death or serious injury.
- Places where speed calming engineering or safe infrastructure is being funded by other parties.
- Places where there is community demand for safe speeds.
- Places where safe speeds complement other infrastructure investment.

How to share local knowledge and insights

1

Online map

Go to haveyoursay.at.govt.nz/auckland-speed-management-plan-partner-knowledgebase

Please mark on the online map the areas or roads where you are aware of speed issues, and, which are not covered by existing proposals.

2

Written feedback

Local boards may choose to delegate the provision of formal feedback to one member, or provide feedback via a business report by **31 March 2022.**

Tēnā koutou
Thank you

For more information, please contact:

Programme Director, Nathan Cammock
Nathan.Cammock@at.govt.nz or

Transport Safety Technical Lead, Ping Sim
ping.sim@at.govt.nz

Let's go there | Hoake tātou