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Auckland Transport
Private Bag 92250
AUCKLAND 1142

Attn:
Daniel McCabe, Senior Communications and Engagement Advisor
Daniel.McCabe@at.govt.nz

Owena Schuster, Elected Member Relationship Manager (Whau Local Board)
Owena.Schuster@at.govt.nz

CC:

Cr Tracy Mulholland
Tracy.Mulholland@aucklandcouncil.govt.nz

Kay Thomas, Chair, Whau Local Board
kay.thomas@aucklandcouncil.govt.nz

Warren Piper, Member, Whau Local Board and RBA Liaison
warren.piper@aucklandcouncil.govt.nz

FEEDBACK ON IMPROVEMENTS TO ASH STREET AND RATA STREET

Introduction

The Rosebank Business Association ('Association') - 'Rosebank – Gateway to the West' - welcomes the opportunity to make this submission.

The Rosebank Business Improvement District is a commercial and industrial hub of 650 + businesses located on the Rosebank Peninsula in West Auckland. It has direct access to the SH16 North-Western Motorway and when the Waterview tunnel was completed, it's traffic count increased to between 25 and 35.000 vehicles per day with immediate access and link to the SH20 Airport Motorway. Businesses in the area generate an estimated \$1 billion in revenue, pay significant rates and employ about 9,000 FTEs. The predictions are that this workforce will increase to 20,000 by 2035.

Background

Auckland Transport has asked to work with members of the Rosebank Business Association to explore how Auckland Transport can make Ash Street and Rata Street, in Avondale and New Lynn, safer for everyone. Auckland Transport is seeking feedback by 6 December 2020.

Tragically, three people have been killed on Ash Street and Rata Street, in Avondale in recent years. A further 46 have been injured or seriously injured in the 213 crashes that occurred on these roads between 2014-2019. To help prevent people from being killed or seriously injured, Auckland Transport is exploring road safety improvements on these roads.

Depending on the availability of funding, the types of improvements possible could include:

- **Speed table** (a raised section of road which aims to slow vehicles to a safe speed).
- **Traffic lights on a speed table** (to make crossings safer by slowing vehicle speeds).
- **High-friction surfacing** (skid resistant road surfacing which helps vehicles to stop quicker when braking).
- **Pedestrian refuge island** (to provide pedestrians a safe place to wait when crossing the road in two stages).
- **Road surface texturing** (imprinted textures on the road to signal drivers to adjust their speed).
- **Rumble strips and wider road marking** (raised markings that make a rumbling sound when driven over).
- **Road safety signage** (including electronic signs warning drivers to slow down and making them aware of pedestrians).
- **Broken yellow lines** (no stopping parking restrictions).

Some of these measures would require a small number of on-street parking spaces to be removed.

RBA Feedback

We understand that members of the RBA have provided individual items of feedback directly to Auckland Transport. In addition, members have provided feedback to the RBA. This has suggested:

- Introducing 'No stopping' restrictions along the entire length of Rata and Ash Streets.
- Introducing Speed humps
- Introducing 'No parking at any time' and a 'Shared, improved cycleway/walkway using the current paths'
- Preventing on-street parking on Rata/Ash streets 24/7
- Changing the pedestrian phasing so it is longer (for example, when crossing Ash Street from Rosebank Road, this is a very large intersection. Pedestrians can leave on a green, but by the time they have walked across to the other side in normal traffic, it is red. The orange phase needs to be for a longer period of time to allow for that.

In addition, there has been feedback that current traffic regulations should be enforced more thoroughly by the Police. In particular concerns have been expressed about:

- Cell phone use in vehicles (ie the use of mobile devices in vehicles is considered endemic, and the number of drivers with heads down looking, texting on their phones is far too prevalent)
- Red light running (ie there are concerns this has become an acceptable practice in Auckland).

The Association would be pleased to be discuss these and any other matters further.

Yours sincerely,



Mike Gibson
Chief Executive
Rosebank Business Association