

**KATOA, KA ORA: DRAFT SPEED MANAGEMENT  
PLAN FOR AUCKLAND - ROSEBANK SCHOOL  
19TH AUGUST 2023**

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## **KATOA, KA ORA: DRAFT SPEED MANAGEMENT PLAN FOR AUCKLAND ROSEBANK SCHOOL**

The Rosebank Business Association - 'Rosebank – Gateway to the West' - welcomes the opportunity to give this feedback to Katoa, Ka Ora: Draft Speed Management Plan for Auckland, with special reference to Rosebank School

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 the 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**

We understand that Auckland Transport's (AT) customer care team have responded to various road safety concerns outside Rosebank School on Rosebank Road, Avondale as follows:

#### "Speed limits around Rosebank School"

There is an existing Variable Speed Limit (VSL) of 40 km/hr for the length of Rosebank Rd which fronts Rosebank School and Avondale College. This speed limit applies during the start and at the end of the school day with the extents of the VSL starting approximately midway between Fonteyn St and Eastdale Rd intersections, then ends approximately midway between the intersections with Canal Rd and Aspen St, please refer to the figure below.

We are proposing to lower this VSL to 30km/h along Rosebank Road as part of the Speed Management Plan. We anticipate consultation for this proposal to be undertaken in August this year and would welcome feedback from Rosebank School and other schools in the area.

Notwithstanding this and based on feedback during recent site meetings, we will consider additional signage and road marking to highlight the lower speed zone during school hours on Rosebank Rd. This is for the interim period until the speed limit is lowered.

For the other streets surrounding Rosebank School such as Eastdale Rd and Holly St, the speed limits on those streets were reduced to 30 km/hr in 2022.

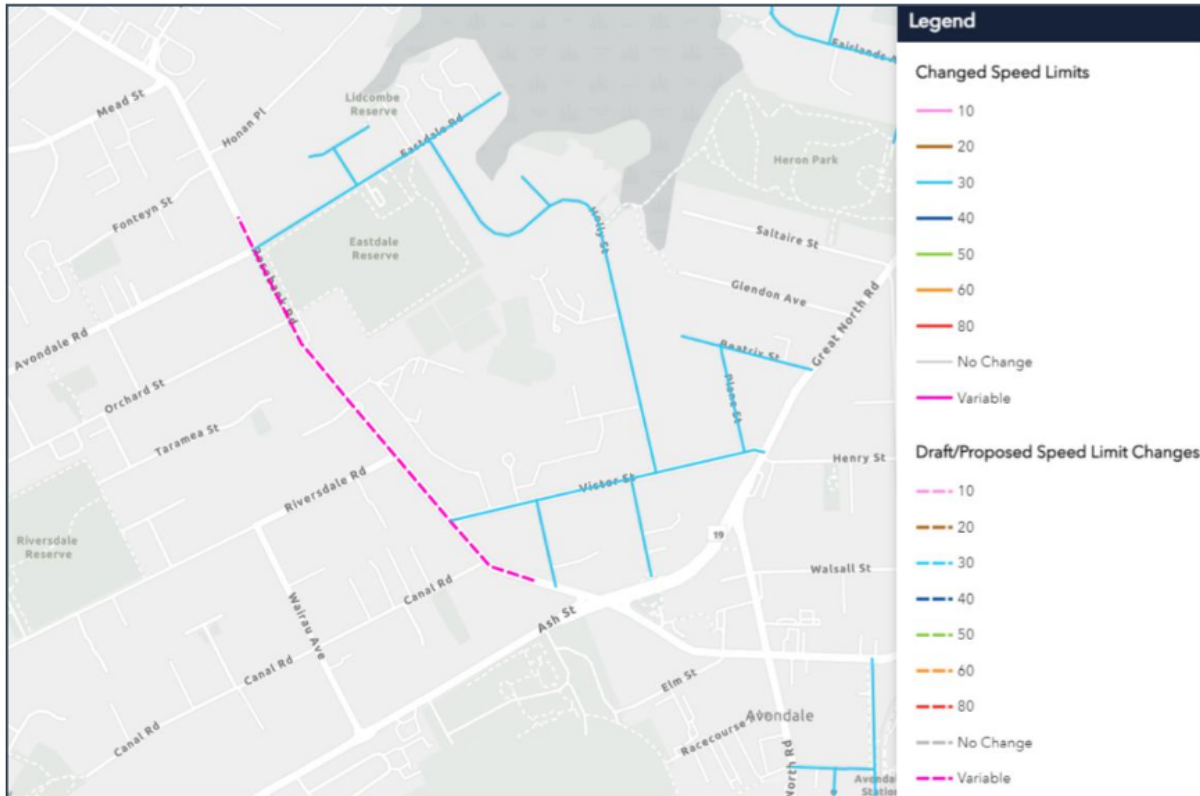


Figure 1: Map showing the speed limits on the roads surrounding Rosebank School

Request for new pedestrian crossing near the intersection of Orchard Street and Rosebank Road

Prior to implementing a pedestrian crossing we need to consider factors such as pedestrian demand, desire lines i.e. where pedestrians tend to cross, traffic volumes and speeds, crash history and proximity to driveways and side streets. We undertake this assessment to ensure that pedestrian crossings are installed at appropriate locations.

We have added the investigation of a pedestrian refuge to our investigation programme for 2023/24 financial year. If considered feasible given design standards and site constraints, the project will be ranked against other proposed engineering improvement projects based on safety and operational concerns. Once funding has been provided each financial year, we can progress projects that are the highest ranking and can be delivered within the available resources and funding.

Given the investigation process and noting that Council Controlled Organisations are currently undergoing budget and staff cuts, we are not able to advise when any pedestrian facility would be consulted on with the public or any potential implementation. For this reason, we recommend that this also be considered by Whau Local Board for potential delivery through their Local Board Capital Transport Fund.

Notwithstanding this, we note that there are two signalised crossing facilities in the vicinity of the school: on the southern end outside Gate A, and on the northern end, approximately 150m from Gate D at the Rosebank Rd / Avondale Rd / Eastdale Rd signalised intersection.

Previous site observations showed that parents are beckoning children to cross Rosebank Rd near Orchard St intersection rather than crossing the road themselves and accompanying their children across Rosebank Rd. We understand that the NZ Police’s School Community Officer (SCO) has also observed this and cited it as unsafe behaviour. Given this feedback regarding extremely unsafe behaviour from multiple observers,

we request that the school educate parents/guardians about the risks of making children cross a congested arterial unaccompanied. We recommend that children, parents and guardians are encouraged to use the nearby pedestrian crossings.

In addition, we would strongly recommend that only Gate A is used as for pedestrian exits during the afternoon peak period to encourage the use of the signalised pedestrian crossing.

#### Pedestrian fence to prevent children from crossing Rosebank Rd away from pedestrian crossings

Pedestrian fences are primarily installed to guide, channel and protect pedestrians from vehicle movements or other hazards such as extreme level or gradient changes, railways, and hazards such as a fall greater than 1m or water courses. These specific circumstances can also include high vehicle speeds, complex vehicle movement patterns and adjacent to pedestrian crossing points where pedestrians are channelled to a location where they can cross more safely and conveniently.

Given the parking available on the school side, gaps would need to be left in any potential fence. This would still not prevent the issue of children crossing outside of designated crossing points and/or unaccompanied by adults as pointed above, and simply shift the issue elsewhere on the road frontage. For this reason, we would encourage parent / children education to prevent unsafe behaviour, as alluded to above.

#### Keep clear marking at the intersection of Rosebank Road and Orchard Street

Site observations in the afternoon school peak showed that when there was a queue across the Rosebank Rd / Orchard St intersection, several drivers provided a gap for drivers turning right out of Orchard St. Over the last 5 years, 2 crashes at this intersection were related to turning movements into and out of Orchard St. While one of the crashes resulting in serious injury, the driver was travelling in a vehicle in very poor condition (no current WOF or registration, bald tyres) and turning right into Orchard St, rather than turning right out of Orchard St.

This indicates that drivers have generally been undertaking turning movements in compliance with the road code.

Please note that the road code states it is illegal to enter or attempt to cross an intersection unless there is space for your vehicle on the other side. We understand that vehicles blocking an intersection can interrupt the road network. However due to the continued road rule compliance challenges we face across the Auckland region we feel that using road markings to indicate something that the motorist should already be doing might indicate that this behaviour is acceptable in similar locations which do not have these markings.

#### Potential changes to the road marking near the bus stop south of the Rosebank Rd/ Eastdale Rd signals

For southbound traffic leaving the intersection, concerns were raised about the length of the merging lanes south of the Rosebank Rd/ Eastdale Rd signals. The length of the two lanes is approx. 44m long. The length between the of the double lanes and the bus stop, is approximately 45m. The merge length required for this section of Rosebank Rd is approximately 37m, based on the existing lane widths and operating speeds. Therefore, the existing merge length exceeds the minimum required for the road environment.

### No right turns out of Orchard Street

We understand that the purpose for requesting a right-turn ban out of Orchard St is to reduce conflict that pedestrians crossing in the vicinity of the Rosebank Rd / Orchard St intersection would encounter.

For this reason, we will need to investigate the feasibility of undertaking as part of the investigation into the pedestrian facility mentioned above. Please note that the feasibility of any right-turn ban would require assessing factors such as the volume of turning movements at this intersection, potential impact of banning movements on rat-running through Oregon St and Avondale Rd, consequent impact at the signals of Rosebank Rd / Avondale Rd / Eastdale Rd, infrastructure to accommodate any right-turn ban (e.g. central island on Rosebank Rd), whether the ban would be complied with outside of school hours including consideration of any other undesirable behaviour that may result with the ban such as unsafe u-turns elsewhere on the network.

We will add a potential left-in/left-out arrangement at Rosebank Rd / Orchard St to the investigations into a pedestrian refuge on Rosebank Rd. We would not support any right-turn ban using signs and markings, as it is unlikely to be complied with. Please also note that any turn-restrictions proposed at this intersection would need to be consulted on with the wider public.

### Impact of developments in the wider Avondale area

Private developments are approved by Auckland Council's Regulatory arm as part of the resource consent process. Auckland Transport provide advice only on select developments that are sent to us for review by Council, and therefore do not hold any definitive list of developments currently in the resource consent process or approved through it. This lies with Auckland Council. Auckland Council also sets the conditions deemed necessary to mitigate any adverse traffic-related effects from private developments.

However, any post-construction issues that may occur, and which are not required to be mitigated by the developer as their resource consent conditions, are monitored by AT through the usual process to consider public feedback.

### Actions

In summary, AT will undertake the following:

- Consultation on 30km/h variable speed limit on Rosebank Rd on the school frontage.
- In the interim before the lower speed limits are implemented, install additional signage and road markings on Rosebank Rd highlighting the school speed zone. We plan to undertake this by October 2023.
- Investigate a pedestrian refuge on Rosebank Rd in the vicinity of the Orchard Rd intersection, including consideration of a potential right-turn ban on Orchard St.
- Request Whau Local Board to consider funding stream for a pedestrian facility on Rosebank Rd.

As per site observations and feedback from the NZ Police, we would strongly recommend that Rosebank Primary School:

- Consider using only Gate A for pedestrian exits during the afternoon peak period to encourage the use of the signalised pedestrian crossing
- Consider education of parents / guardians to not beckon unaccompanied children to cross Rosebank Rd and ensure that any parents/ guardians accompany their children while crossing the road.

**Rosebank Business Association  
Feedback on Katoa, Ka Ora: Draft Speed Management Plan for Auckland  
Rosebank School**

The Rosebank Business Association is also very concerned for the safety of students and others outside Rosebank School.

The RBA understands that submissions on Katoa, Ka Ora: Draft Speed Management Plan for Auckland may be asking ask for the 30km speed limit proposed to be 24/7.

Unfortunately, the counterfactual is that this will likely create an issue with traffic congestion, build up and stoppage as a lot of trucks also come down that way

Perhaps there is a suggestion that the speed limit could be lowered to 30km during the time children are arriving at school and for the 20 minutes after 3:00 pm that they are leaving school.

With regard to the proposal for a Kea crossing opposite Orchid Street, again, this would likely cause even further congestion as there is currently a set of lights at Eastdale Road and another just up from main school gate entrance.

One option may be to introduce balustrading to restrict people crossing down to the bus stop just past Orchard Street, but this would mean taking away the current street carparking.

Finally, although formal feedback is being sought by Auckland Transport here, the RBA believes the set of factors is very complex and deserves specific workshopping with the community and key stakeholders to come to a preferred option.

Yours sincerely,



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