



NEW ZEALAND POLICE  
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17 April 2003

The Manager  
 Waitakere City Council  
 Private Bag 93109  
 WAITAKERE CITY

Dear Sir

**TRAFFIC ACTIVITY REPORT FOR THE PERIOD 1 JULY 2002 TO 31  
 MARCH 2003**

**Patrol Function**

Local patrols have recorded the following activity during this reporting period:

45200	Vehicles stopped
2198	Traffic Offence Notices issued
16187	Infringement Offence Notices issued
14512	Drivers Breath Tested
303	Positive Evidential Breath Tests
111	Blood Tests Taken
24153	Road Users Verbally Warned
11060	Road Users Assisted
272	Vehicles Impounded for 28 days
54	Drivers Licences Suspended for 28 days

In addition Police Youth Education staff have continued to deliver the full range of road safety programmes to schools within the City.

**Northern Traffic Alcohol Group**

Local staff continue to be well supported by the Northern Traffic Alcohol Group.

A total of 75 checkpoints were carried out by the Northern Traffic Alcohol Group during the reporting period.

56333	Motorists stopped and drivers breath tested
116	Positive Evidential Breath Tests
38	Blood samples taken
296	Traffic Offence Notices issued
927	Infringement Offence Notices issued

**Safer Communities Together**

2	Stolen vehicles recovered
53	Vehicles seized
39	Persons arrested for a variety of offences involving disqualified driving, drugs, violence and dishonesty

The percentage of drivers found to be driving drunk is still below the national average at 0.24%.

### Fatal Crashes

There were 2 fatal crashes in Waitakere in the 3<sup>rd</sup> quarter of the year.

1. *Lincoln Park Avenue, Massey*. 17 January, 1340 hours.  
A motorcycle rider failed to take an easy right hand bend. He collided with a road sign warning of the bend. Inexperience was the major factor in this crash.
2. *Smythe Road, Henderson*. 9 March, 0200 hours.  
A motorcycle rider lost control and collided with a power pole. Alcohol and speed were main factors here.

### Campaigns

Both speed and safety belt campaigns were carried out during this period.

A video camera has been used on a regular basis in Waitakere resulting in a significant number of offence notices being issued for traffic light breaches and other intersection offences.

### Meetings

Police staff have attended meetings with Council officials in relation to road safety matters within the City.

### Conclusion

A further combined Traffic and General Duties operation in New Lynn. Again this was very successful in terms of traffic behaviour and public order.

The declining number of fatal crashes (2) compared to the same reporting period last year (7) is pleasing.

Yours faithfully



Dick TRIMBLE  
Superintendent  
Manager: Road Policing  
North Shore/Waitakere/Rodney District

Waitakere City Council

# DRAFT Pedestrian and Cycle Strategy

April 2003

A3



Waitakere City Council Pedestrian and Cycle Strategy

**Vision**

For Waitakere to be a walking and cycling friendly City, where people are aware of the benefits of walking and cycling, and walking and cycling are safe, enjoyable and popular forms of transport and leisure.

**Purpose**

The purpose of this pedestrian and cycle strategy is:

- a) To increase the proportion of short trips made by walking and cycling to major destinations, primarily town centres, schools, bus and rail stations in order to reduce the negative elements of reliance on private vehicles.
- b) To increase the number of walking and cycling trips made for leisure purposes, to enhance access to leisure opportunities and parks, and to support resident's health.
- c) To support commuting by walking or cycling to reduce the negative elements of reliance on private vehicles.

# Vision & Purpose



In order to achieve this purpose Council will focus on:

1. The provision of safe, pleasant and direct walking and cycling opportunities.
2. The development of walking and cycling opportunities to town centres and rail stations, and associated destinations.
3. The provision of a citywide walking and cycling network.
4. Establishment of a clearly agreed programme of expenditure
5. Increase walking and cycling promotion and education

# Targets

## Targets

The success of the strategy will be in part measured with regard to the following six targets. The first four are currently being measured, the other two are new.

1. To complete the pedestrian and cycling network by 2015 (see page 14).

	2000	2005	2010	2015
Total	5%	25%	65%	100%

Estimate of amount complete – based off GIS data

2. To increase the proportion of trips made by alternative modes to work (including working from home, passenger transport, carpooling, walking and cycling).

	2000	2005	2010	2015
Total	22.5%	30%	40%	45%

Census or Omnibus survey (2000 data from Omnibus survey)

3. To reduce the proportion of pedestrian and cycling injury.

	2000	2005	2010	2015
Pedestrians	29.31	28	26	25
Cyclists	28.16	30	30	30

Hospitalisation data (Injuries per 100,000 people). NB Cycle figures are likely to be low due to low cycle use in the city.

4. To increase residents satisfaction with the provision for pedestrians and cyclists.

	2000	2005	2010	2015
Pedestrians	53%	58%	65%	70%
Cyclists	32%	40%	45%	50%

Postal survey

5. To increase the participation of walking and cycling for leisure.

6. To increase the proportion of students walking or cycling to school (including primary, intermediate, college and tertiary institutions).

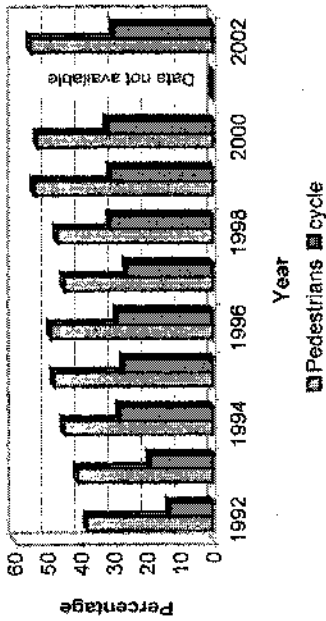
Figures within 2000 are actual figures remaining figures are targets.

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# Trends

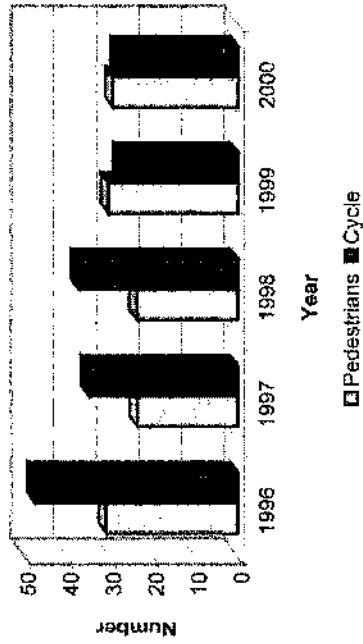
Trends

Residents Satisfied With Provision



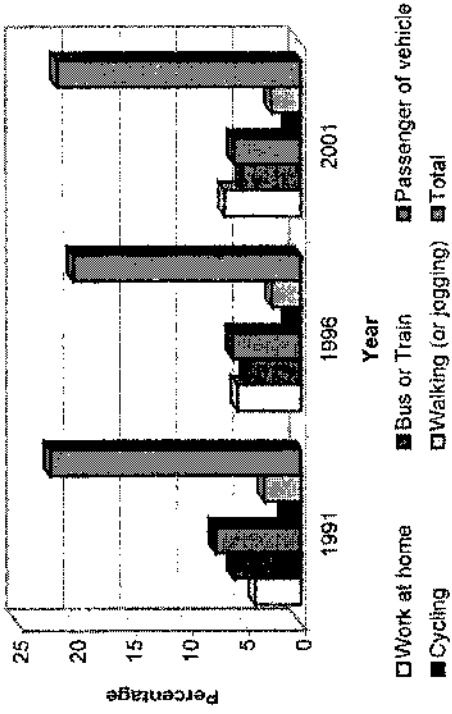
Postal survey of a sample of residents, margin or error of +/-4%

Injuries Per 100,000 People



Hospitalisation data

Commuting Alternatives



Census data

**Review and updates**

The pedestrian and cycling strategy will be reviewed every 3 years to keep up with best practices and to update the 10-year implementation programme.

The review will include surveys for monitoring purposes and to identify key issues for Council to address.

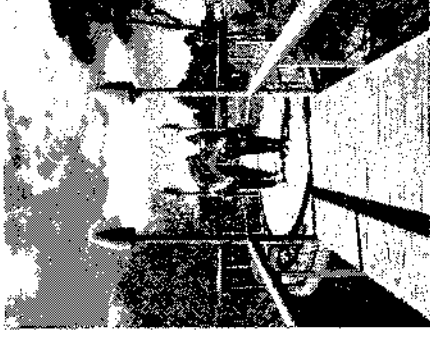
# Assessment of Council Provision

## Assessment of Council Provision for Walking and Cycling (2002) Background Report

Council has completed an assessment of its provision for walking and cycling in the city. That assessment:

1. Described the way in which Council currently provides for walking and cycling in the city.
2. Described the regional and national context for provision of walking and cycling.
3. Assessed how well Council provides for walking and cycling and recommended improvements.

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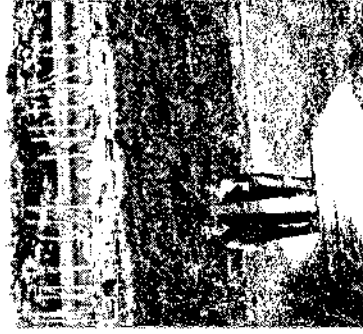


The assessment found that Council is active in most of the types of activities that assist the development of walking and cycling.

In many areas the quality of Council's involvement in the promotion of walking and cycling is good. In other ways Council can improve its practice.

Statistics available on walking and cycling show that very few people walk or cycle to work. However, these are popular leisure and neighbourhood activities.

At the regional and national levels there is now a lot more activity associated with promoting and funding walking and cycling than has been apparent in previous years. There is a supportive national and regional context for the development of these modes.



# Assessment of Council Provision

The background assessment concluded that key issues arising for Council with regard to the promotion of walking and cycling are:

1. Council needs to write down and map where it plans to prioritise its expenditure on walking and cycling. This is in progress, with the Transport Assets team documenting a citywide strategic network of walking and cycling routes. However, this needs supplementing with a clear programme of expenditure on parks assets, which is linked to the network Transport Assets is producing and the Council's priorities for town centre expenditure and rail station development.
2. Council should develop a number of high amenity walking routes that link centres, rail stations and other major public services.
3. Council should look more closely at how to provide adequately for pedestrians crossing main roads in particular. Children between the ages of 5 and 14 make up a large percentage of casualties and these occur mainly before and after school. Council undertakes 'black spot' studies every three years (for all road users). This study provides a three-year implementation programme for improvements. Solutions may include more safe crossing schemes and focusing more road safety education on the vulnerable groups through Council's road safety coordination programme.
4. Council needs to consider the rate at which it implements a cycle and walking network across the city. This will be linked to Council's ability to attract Transfund and Infrastructure Auckland funding. On a per capita basis Council appears to spend about the same amount per year on walking as Manukau City Council, but about half that of Auckland City Council. However, Council's expenditure on the dedicated cycle element has been extremely small. Council may

choose to increase the amount it spends each year to increase its rate of asset development. Submissions received from stakeholders indicate that lack of footpaths, lack of cycle lanes, maintenance and safety are key issues for Council to improve.

5. Council needs to decide whether it wants to provide cycleways on road by, for example, using green paint, or whether it wants to provide these facilities off-road wherever possible. Off road options could include wide footpaths and the use of parks. It is suggested that the facility is determined on a case-by-case basis reflecting the users and site constraints.
6. Council has in place a strong programme to support walking school buses. Council has increased the resource for this programme in the 2002 / 03 year but should consider whether it wants to further expand school trip management projects given the potential benefits of reducing the number of children being dropped at the school gate by private vehicle.
7. Council has a very good cycle education programme for children. However Council needs to implement higher profile and better-resourced promotion of walking and cycling opportunities in the city. Education of all road users groups is also required.
8. At the national level there is significant work being undertaken to help develop walking and cycling. This includes a national walking and cycling strategy, planning guides and facility design guidelines. It is suggested that Council participate in the development of these documents and to review its own standards to maintain best practice and regional consistency.

## Council's Strategy for Improving Walking and Cycling

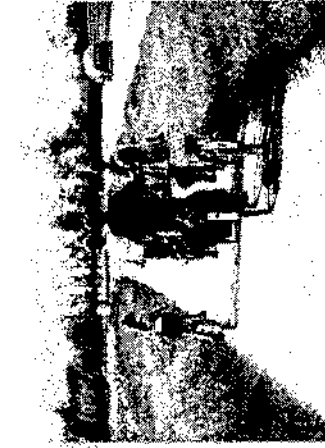
Council's investments in walking and cycling will be built on the following six objectives.

- 1) To continue providing and promoting safe, pleasant and direct walking and cycling options throughout the City.
- 2) To continue improving pedestrian and cycle safety throughout the City.
- 3) To provide a network of pedestrian and cycle routes across the City.
- 4) To provide high amenity routes linking key destinations through and around town centres and rail precincts.
- 5) To continue supporting walking and cycling for leisure and health.
- 6) To increase walking and cycling promotion and education in the City.

Council has a strategy to cluster residential and employment development and the provision of services around town centres. High levels of passenger transport will support these centres. The Pedestrian and Cycle Strategy supports these wider goals by increasing the provision of safe access for pedestrians and cyclists.

It is intended to make the road environment in Waitakere safer for pedestrians and cyclists and to improve their access as legitimate road users. To achieve this Council will continue to undertake the following measures (not all included in this strategy):

1. Traffic reduction in selected centres
2. Traffic calming
3. Junction treatment and traffic management
4. Redistribution of the carriageway
5. Cycle lanes and tracks



# Objectives and Actions

## Strategy Objectives and key actions

Council's investments in walking and cycling will be built on the following six objectives and associated key actions.

1. **To continue providing and promoting safe, pleasant and direct walking and cycling options throughout the City.**

### **Discussion**

There are many environmental, health and mobility benefits of cycling and walking. These are also modes of transport compatible with higher density, mixed-use living environments as they allow people to make short trips without imposing pollution and severance costs on others. Further, the presence of cyclists and pedestrians increases surveillance and thus safety in our communities.

While Council has already made a very significant investment in such infrastructure as footpaths, walking and cycling have the potential to make a much larger contribution to the City's transport pattern. In 1992, 18% of household travel journeys, by all modes, were for a distance of less than 2 kilometres and 27% were less than 3 kilometres. These are walkable distances for many purposes. However, 63% of these short trips were made by car, moving more trips to walking or cycling will reduce the negative effects of transport on the City.

Submissions received from stakeholders indicate that maintenance and safety are two key issues for Council to improve.

In order to effectively promote more cycling and walking, routes will need to be safe, direct and pleasant.

### **Key Actions**

- a) Continue to promote interconnected street networks especially in new developments.
- b) Make explicit provision for walking and cycling in structure plans and town centre plans and link that provision to the cycle network and to audit structure plans in terms of walk/cycle.
- c) Ensure public facilities have safe, high quality walking and cycling access.
- d) Promote the status of walking and cycling in the urban area by ensuring signalised crossings enable pedestrians and cyclists to cross frequently and setting crossing times to allow for elderly and disabled requirements.
- e) Promote the status of walking and cycling in the urban area by providing frequent, safe crossing points of major roads.
- f) To take into account requirements of people with restricted mobility (such as older persons and wheel chairs) in street, footpath and route design.
- g) Continue to invest in footpath development and maintenance throughout the City, and where possible link this to expenditure on town centres, public transport, parks and other projects.
- h) Ensure that detailed design for cycle and walkways addresses issues of safety, amenity and enhancement adjacent to the route.
- i) Significantly increase the level of funding for new footpaths and new cycle facilities (network development) budget from 2002/2003 levels.
- j) Significantly increase the footpath and cycle facilities maintenance budgets from 2002/2003 levels.
- k) Review Council's standards for provision of walking and cycling, in conjunction with regional and national reviews of these standards.