Eastview Low Traffic Area – FAQ's #1

Questions which we have received either online via the www.akhaveyoursay.govt.nz project website, or via direct conversations with the community, we have collated a list of frequently asked questions.

1. **Why is this happening?**

   Auckland Transport traffic speed and incident data indicated that traffic speed is an issue in the Eastview area of Glen Innes, which is why the area was considered an ideal location for a Low Traffic Area project when funding became available to Maungakiekie-Tamaki Local Board through Waka Kotahi's nationwide Innovating Streets programme. The aim of the project in Eastview is to trial methods of slowing or reducing traffic to create safer streets and neighbourhoods.

2. **What were the speeding issues?**

   During the pre-trial speed assessments, it became clear that cars travelling down Apirana Avenue were often well over the speed limit when entering Eastview Road through the northern slip lane. 40% of vehicles on Apirana were over the posted 50kph speed limit, putting pedestrians and other vulnerable members of the community at risk when crossing Eastview at the bottom of Castledine. By trialling the closure of the northern slip lane and redirecting traffic through the southern slip lane it reduces the speed of vehicles making it easier for all road users. As Apirana is an arterial road no work could be done on it for this trial, but there was an opportunity to make it safer for residents on residential streets within the trial area.

3. **How was the community communicated with?**

   From the end of 2020 there have been four community events seeking input on the design of the plan as well as notification and feedback sought via social media, via printed newspapers, on signage located on local streets. There have been two flyer drops to every letterbox in the low traffic area. There have also been on-street surveyors and regular updates via emails to those addresses collected from the events and feedback received.

4. **How was the community consulted with?**

   Input from the community was sought from December 2020 until May 2021 via the channels listed above. Initial consultation sought input on the design of the low traffic area installations, following consultation – from June 2021 – seeks feedback on the results of the changes.

5. **Do the boxes have to be so ugly?**

   These are sturdy plywood boxes, a cost-effective way of trialling measure to change traffic movements. In this trial the aim is to reduce traffic speeds and improve safety. The boxes provide flexibility to change and move improvements to their locations. Whilst we agree that they aren't the most attractive additions to the neighbourhood, they are temporary and cost effective whilst still achieving the management of traffic required. Should the measure prove to be successful an installation design better fit to the look and feel of the urban landscape will be considered.

6. **Are the visibility issues caused by the large boxes being addressed?**

   Visibility issues raised in community feedback so far were the subject of a post implementation site visit on June 15. We are working with the contractors now to find solutions.

7. **What are the green patterns on the roads?**

   The on-road artwork on some of the intersections indicate pedestrian focused areas. The artwork helps differentiate that space. Local artist Tamati Patuwai gifted the design, called 'Te Ara Manaaki – the pathway of care'.

8. **Where did the money come from?**

   Most of the funding was provided by Waka Kotahi as part of their $27million nationwide initiative Innovating streets, which is looking at ways to future proof our streets, reduce traffic issues and improve safety. More information can be found at: www.nzta.govt.nzroads-and-rail/innovating-streets 10% of the project funding for the Maungakiekie-Tāmaki LTA trial projects was provided by the local board