

I hereby give notice that an ordinary meeting of the Kaipatiki Local Board will be held on:

**Date:** Wednesday, 11 December 2013  
**Time:** 9.00am  
**Meeting Room:** Kaipatiki Local Board Office  
**Venue:** 90 Bentley Avenue  
Glenfield

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## **Kaipatiki Local Board OPEN ADDENDUM AGENDA**

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### **MEMBERSHIP**

<b>Chairperson</b>	Kay McIntyre, QSM
<b>Deputy Chairperson</b>	Ann Hartley, JP
<b>Members</b>	Dr Grant Gillon John Gillon Danielle Grant Richard Hills Lorene Pigg Lindsay Waugh

(Quorum 4 members)

**Rebecca Turner**  
**Democracy Advisor**

**6 December 2013**

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## Members' reports

File No.: CP2013/28287

### Executive Summary

1. An opportunity is provided for Members to update the Board on the projects and issues they have been involved with since the last meeting.
2. The attached report was received before the specified deadlines and omitted from the agenda in error.

### Recommendation/s

That the Kaipātiki Local Board:

- a) receives Member Lindsay Waugh and Member Richard Hills' written report.

### Attachments

No.	Title	Page
A	Member Lindsay Waugh and Member Richard Hills' report	7

### Signatories

Authors	Rebecca Turner - Democracy Advisor
Authorisers	Eric Perry - Relationship Manager



**Transport Portfolio Update. October to November 30<sup>th</sup> 2013**

**Portfolio lead: Richard Hills**

**Portfolio alternate: Lindsay Waugh**

Meeting date	Topic discussed	Attendees
27 <sup>th</sup> November	Portfolio Briefing	Richard Hills, Lindsay Waugh, Danielle Grant, Marilyn Nicholls and Sarah Broad
<b>Actions taken and recommendations to the Kaipatiki Local Board</b>		
1.	<p>We have requested that Auckland transport consider the installation of speed cushions in Roseberry Avenue to respond to residential concerns regarding speed in the area. This matter has been brought to the Board's attention on two occasions in the last term with no remedial action initiated. The advice received is that traffic assessment is unlikely to meet the traffic count threshold for speed bumps but the cushions are considerably cheaper but are effective in reducing speed. We also recommend that the Kaipatiki Community Facilities Trust investigate opportunities for placemaking initiatives in partnership with the Community constable to improve driver awareness and reduced speed.</p>	
2.	<p><b>The planned and designed intersection improvements at Chivalry Road, Diana Drive and Chartwell Avenue.</b></p>	
	<p>The current offset alignment of this intersection has been identified as inhibiting efficient PT operation as well as dangerous for pedestrians and motorists. This intersection is patronised by a lot of traffic linked to local schools but due to the offset alignment the light phasing is a three stage phase is inefficient and causes holdups for traffic and pedestrians. The improved layout design needs to be tweaked to ensure it responds to the KLB Plan to improve walking and cycling as well as public transport.</p> <p>This project is no longer in the RLTP because of the NZTA subsidy cuts so in the absence of AT's progress on this intersection improvements we recommend this project be progressed with the Local Board discretionary fund as it represents a significant project for our community.</p> <p>We recommend that in the first instance we advocate that AT reinstate this into its forward work programme for 13/14 as it is long overdue. In the absence of AT's support the Board would allocate the necessary funds to get this project finally completed.</p> <p>This is a legacy project that was well developed before the NZTA subsidy was withdrawn. The property was purchased and the detailed design completed so the physical works could be started early in 2014.</p> <p>The advice received is that If the board contributed the value of the lost subsidy AT would commit the balance of the funding.</p> <p>The Board have resolved on this matter twice in the last term that confirms our interest in progressing these improvements.</p>	

**Auckland Transport Report 28<sup>th</sup> August 2013 Item 23 pages 249/250**

**Discussion**

**Kaipātiki Local Board Resolutions**

3. Resolution KT/2013/199 –

*That the Kaipātiki Local Board requests an update on the schedule for intersection improvements at Chartwell and Chivalry Road.*

4. The proposed improvements at the intersection of Chartwell Road and Chivalry Road were a legacy North Shore Council Project with all the land purchases and design work completed.
5. Both North Shore City and Auckland Transport have planned to develop this intersection. However, the project has slipped out of the LTP through being a relatively low priority and there is currently no committed funding to continue.
6. One of the reasons it has slipped out of the LTP is that it does not rank highly according to the NZTA ranking criteria, and without an NZTA subsidy will have to be entirely council-funded.
7. Auckland Transport engineers are still seeking to have the prioritization of the project reviewed, as all the detailed designs have been completed and construction could get under way within a short timeframe.
8. The total costs for the whole project, which includes the relocation of some underground utility services, have been estimated at \$1.2 million.

**Minutes 28<sup>th</sup> August 2013 Item 23**

Resolution number KT/2013/266

MOVED by Member LJ Waugh, seconded Member NN Kearney:

- b) **approves the final order of costs for the following projects from the Local Board Transport Capital Fund and authorises Auckland Transport to proceed to construction:**
  - i. Queen Street and Stafford Road (including consultation), \$225,000
  - ii. Beach Haven Gateway Project, \$152,000
  - iii. raised Pedestrian Crossing outside the Birkenhead Library and angle parking in Hinemoa Street, \$50,000
  - iv. 450 Glenfield Road to accommodate informal parking, \$84,880
- c) **acknowledges that Auckland Transport will not proceed with the following projects:**
  - i. centre tree planting in Mahara Ave
  - ii. access lane to Rawene car park access lane (now being followed up by City Transformation)
- h) **as a consequence of Auckland Transport declining the Rawene car park access lane under the Local Board Auckland Transport Capital Fund, asks Auckland Transport to confirm budget for this crucial link as part of their Birkenhead town centre improvements programme and that this be planned for the 2015/2016 financial year.**
- i) **asks the Governing Body to amend the criteria for the Local Board Auckland Transport Capital Fund so that the funding can be used towards projects which are not legally road but which are critical to enabling transport connections, e.g. cycleways, laneways, and the securing of land access rights.**
- j) **requests that officers report to the incoming board on the proposed improvements at the intersection of Chartwell Road and Chivalry Road, which was a legacy North Shore Council Project with all the land purchases and design work completed, for its consideration as an Auckland Transport Local Board Capital Fund candidate project.**

**CARRIED**

3.	Glenfield Road Bus Shelter update
	The Glenfield Road bus shelter is awaiting final sign off for the licence to occupy over the McDonalds part of the land. This is not a problem but the paper work has taken some time to work its way through the sign off process. Until this is officially signed off the physical works can't begin.
4.	Glenfield Road Wairau Road intersection U-Turn
	<p>The reinstatement of the permitted U-Turn sign at the traffic lights at the Glenfield Road Wairau Road intersection has still not been delivered.</p> <p>This signage, to indicate that U-turns were permitted at this intersection, was an absolute clear commitment between the community and the Auckland Transport at the consultation stage for the Glenfield Road upgrade.</p> <p>Urgent action is required to resolve this matter which is not only affect existing businesses but impacting on new businesses considering taking tenancies in this precinct.</p> <p>The light phasing at this intersection was specifically designed to allow for traffic to U-Turn and the absence of this sign is leading to confused and dangerous traffic movements from motorists trying to access these local shops.</p> <p>AT's on-going delay in addressing and resolving this matter and the current confusion is unacceptable and unsafe.</p> <p>Lindsay will write to David Warburton to request immediate resolution to this unacceptable impasse.</p>
5.	Hinemoa Street pavement renewal
	Resin and pebble surrounds were planned for the street trees in Hinemoa Street as the final stage of the resealing of the pavement delivered in partnership between Auckland Transport and Watercare. However the UFB roll out is currently active in this area so this final stage of renewal may need to be delayed until the UFB work is finished.
6.	Road Corridor Maintenance schedule
	<p>The report on planned maintenance in the road corridors is published on the Auckland Transport's Internet Website under the following link.  <a href="http://www.aucklandtransport.govt.nz/moving-around/delays-roadworks/CurrentRestrictions/Pages/Road-Works.aspx">http://www.aucklandtransport.govt.nz/moving-around/delays-roadworks/CurrentRestrictions/Pages/Road-Works.aspx</a></p> <p>Members can access this information to see if there are any planned maintenance or renewal projects scheduled in areas of interest. There could be opportunities to align projects or capitalise on renewals to initiate minor improvements</p>

<b>Follow up on matters raised by community.</b>	
<b>Access to Crow's-nest for Birkenhead Boat club</b>	<p>Access to the Race Tower in Auckland Transport's Birkenhead Ferry Terminal is for open application as it continues to be used by other organisations including, New Zealand Water Skiing Association, various Waka groups and power boat race organisers. Auckland Transport has been liaising with Mr Thow to reconfirm that the same access arrangements established by ARTA remain operative. The established method for access requires it to be booked by e-mail or phone call prior to the scheduled event.</p> <p>The race tower underwent significant renewals and works to make it compliant for multi race use as part of the consent requirements and recent fire rating works were carried out to make the site fully compliant. The race tower has a no children access requirement, controlled numbers and is accessed by an exceptionally steep navy access ladder, which requires sensible use. On that basis uncontrolled access would compromise H&amp;S and insurance.</p>
<b>Lack of cycling infrastructure in Kaipatiki</b>	<p>Partly in response to Steve Southall's recent deputation, Richard and I want to undertake a review of the project priorities for the walking and cycling track network plan with key stakeholders. The primary objective of this plan was to improve connectivity and reduce traffic around trip generators. I have expressed concerns in the past that the emphasis on park tracks may be out of balance with the primary objectives and want to review the priorities to ensure both aspects (walking and cycling), on and off road, is addressed through the progressive roll out of the projects identified.</p> <p>The section of motorway between Northcote Road and Wairau Road along the motorway shoulder adjacent to the Fred Thomas Golf course has long been discussed as a walking and cycling route. The Board needs clarification from NZTA and Auckland Transport on how this link fits with regional plans for connectivity.</p>

### Signatories

Authors	<b>Richard Hills</b> <b>Lindsay Waugh</b>
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