
Auckland Transport Report, Maungakiekie-Tāmaki Local Board, April 2016

Purpose

1. The purpose of the report is to respond to Local Board requests on transport-related matters and to provide information to Elected Members about Auckland Transport (AT) activities in the Local Board area since the last report.

Monthly Overview

2. A portfolio meeting was held on 11 April. Items on the agenda included:
 - East West Connections Early Works
 - Onehunga Mall improvements update
 - Local Board Transport Capital Projects
 - Consultations forwarded to the Local Board
 - General transport items
3. Auckland Transport attended a meeting with the Local Board on April 5 to discuss a change to the design around AMETI improvements at Sylvia Park.

Recommendation/s

That the Maungakiekie-Tāmaki Local Board:

- a) Receives the Auckland Transport Report, Maungakiekie-Tāmaki, April 2016.
- b) Selects Option X as its preferred option for the installation of bike parking in Onehunga and requests Auckland Transport to move to detailed design and construction if the project falls within a budget of X.
- c) Requests Auckland Transport to use any savings from the Onehunga Bay Catchment tetrapod installation and other Local Board Capital Fund projects, and a further \$XX to provide for tetrapod installation in the Onehunga Mall Catchment in priority areas as identified by project specialists.

Reporting Back

Consultation Report

4. Consultations forwarded to the Local Board for comment in the last reporting period include:
 - West Tāmaki Road
 - 665 Mt Wellington Highway
 - Great South Road

Matters Raised at the March Board Meeting

Quadrant Road Speed Calming

5. The proposed speed control devices have been positioned closely so as to be the most effective at reducing speed. Three proposed speed control devices were considered necessary along this section of road. If there were only two, the gap between them would be large enough that drivers would have enough time to accelerate and speed past the park

and the parked cars. This would not be an effective solution to the speed concerns on this road.

6. At the time of writing, this project was still under review as the consultation was still in progress so the consultation close out letter was not yet available.

Local Board Transport Capital Projects

7. The Maungakiekie-Tāmaki Local Board has access to the Local Board Transport Capital Fund (LBTCF) for the construction of transport related projects in its area. This fund is administered by Auckland Transport. Each year, Local Board's transport capital fund allocation is \$494,757, and this amount can be accumulated within each electoral term.
8. As the electoral term extends beyond the financial year, it is also possible to anticipate the allocation from the first year of the new electoral term.
9. The Local Board's capital fund was allocated to the following: Onehunga Mall Upgrade project, the Princes Street pedestrian refuge installation, the Beachcroft Avenue improvement and the Onehunga tetraprap programme.
10. Some savings have been made during the rollout of some projects leaving an approximate amount of \$97,000 of the 2015/16 funding that needs to be spent before September 2016 to avoid the risk of losing it.
11. In February, the Maungakiekie-Tāmaki Local Board considered the underspend and asked Auckland Transport for a rough order of costs for bike parking infrastructure in Onehunga and fitting tetra traps in Onehunga.
12. As reported last month, although the Onehunga Mall catchment was not a priority when the catchment study was commissioned, the Onehunga Mall catchment feeds into Onehunga Bay and has now become a higher priority with the establishment of the Taumanu Reserve. Fitting tetra traps in this catchment will assist with improving water quality in Onehunga Bay.
13. There is estimated to be 253 catchpits in this catchment, of which it is estimated that around 230 of them could be accessed to install tetra traps. The estimated cost per tetra trap is \$1,150.00 this includes design, installation and supervision cost. This gives a total cost estimate of \$265,000 to install 230 tetra traps for the Onehunga Mall catchment.
14. GHD (authors of the Local Board catchment study) has recommended installation of approximately 51 tetra traps in the area marked in yellow on the diagram (Attachment B) within Onehunga Mall catchment. This is on the assumption that the board has \$80,000 additional budget to spend. The areas within the red lines are in the Onehunga Bay reserve. The areas within red lines are in the Onehunga Bay reserve.
15. The other rough order of costs requested at the February meeting was for a bike parking project in Onehunga. Five options were considered for this project from utilising a car park near the intersection of Onehunga Mall and Arthur Street to installing bike parking on the existing kerb line. These options which have been undertaken from a desktop study and after discussions/prices with a supplier. The options range from a simple three "Sheffield" bike stands to a full-on extension to the kerb buildout and installation of the most durable Toronto style corral. Points to note are as follows:
 - The Ottawa and Toronto corrals are imported and have a three month lead time
 - AT has had to allow for safety audits, resolution plans, and significant traffic management costs for the options on the road due to its proximity to the intersection.
 - All costs assume fixings can be made without affecting underground services
 - There will need to be consultation with several AT groups for the on-road options

Options table:

	Form	Benefits	Consideration	Rough Order of Cost
1	Install 3 standard "Sheffield" stands for 6 bikes on existing footpath buildout	<ul style="list-style-type: none"> • Readily installed • No loss of parking • Minimal Intrusion 	<ul style="list-style-type: none"> • 6 bikes only • Additional bike parking would involve one of the other options. 	\$11,600
1	Install more durable Corral for 6 bikes on existing footpath build-out.	<ul style="list-style-type: none"> • Readily installed • No loss of parking • Minimal intrusion 	<ul style="list-style-type: none"> • 6 bikes only • Additional bike parking would involve one of the other options. 	\$16,000
2	Remove existing Parking Bay Install Standard "Ottawa" Corral for 12 bikes	<ul style="list-style-type: none"> • Existing bay is difficult to exit from due to the geometry of the pedestrian refuge being close to the build out. • Provides for 12 bikes • Is further from intersection so will not impact on pedestrian visibility 	<ul style="list-style-type: none"> • The corral may be vulnerable to ill-treatment. 	\$32,000
3	Remove existing Parking Bay Install more durable "Toronto" Corral for 14 bikes	<ul style="list-style-type: none"> • Less vulnerable corral construction 		\$38,000
4	Remove existing Parking Bay Extend existing kerb build out Install more durable "Toronto" Corral for 14 bikes	<ul style="list-style-type: none"> • As option 3 but more visually attractive • Reduced risk of vehicles encroaching on corral 		\$46,000

16. Photographs of the Ottawa and Toronto corrals are attached. (Attachment C).

Onehunga Mall Upgrade

17. The physical works on this project were completed by Christmas 2015.

18. The artwork for the project is in detailed design phase and expected to be installed along with the Elizabeth Yates plaque in May 2016.

19. An official opening for the Mall project in June, if desired, is expected to be managed by the Local Board and the Civic Events team with input from AT

Beachcroft Avenue

20. This project is now completed.

Tetra Traps in the Onehunga Bay Catchment

21. As reported last month, the contract has been signed for GHD to undertake the design and supervision work for the installation of the tetra traps. If the Local Board allocate further transport capital fund budget to tetra traps in the Onehunga Mall catchment, it is expected that the contract will be able to be extended to cover that rollout.

Transport Capital Fund Financials

Maungakiekie Tamaki Local Board Transport Capital Fund Financial Summary			
Total Funds Available in current political term (Four years including 2012-13)	\$ 1,979,028		
Spent to Date on Completed Projects (including money spent on cancelled projects)	\$ 802,931		
Committed to date on projects approved for design and/or construction	\$ 1,079,000	77%	Percentage of these commitments spent to date.
Total budget left that needs to be allocated to new projects and spent by the end of the current political term.	\$ 97,097	The current four year budget is not fully committed. More projects need to be approved.	
Total of Projects assessed to a Rough Order of Cost (ROC) stage but not approved by the LB.	\$ -		
Funds available from the next political term (2016-17)	\$ 494,757	This is the full 2016-17 Maungakiekie Tamaki LBTCF budget.	

Links to Glen Innes Station

22. The results of the consultation with the community were reported last month. The results which captured the preferred routes and barriers to cycling experienced in the community were analysed and given to Auckland Transport's walking and cycling team. This team has now come up with a proposed cycle network for the area. (Attachment D).
23. These routes will be investigated over the next three years with 14 possible cycle projects falling out of the consultation. Information will be going out in April to those who provided feedback, to inform them of the direction AT is taking.
24. AT will continue working with local boards, Auckland Council, Tāmaki Regeneration Agency and other agencies to develop and deliver a fully integrated, continuous and connected network of safe cycle links to improve access to Glen Innes Station and town centre.

Glen Innes Station Underpass Investigation

25. Auckland Transport has begun a feasibility investigation into what measures could be introduced to improve safety issues at Glen Innes Station. The investigation will address these matters:
- Gaining access to the station platform without crossing the rail tracks
 - Gating the station to address security issues and fare evasion
 - Providing cycle access to the GI to Tāmaki Drive cycleway under construction and provide continuity for the Links to GI Station project
 - Addressing many of the CPTED issues that current subway demonstrates
26. Currently the project is funded to design stage only.

SuperGold concessions and AT HOP cards

27. In June 2015, Auckland Transport received notification from the Ministry of Transport that SuperGold public transport travel benefits were to transition onto smart travel cards from 1 July 2016, where any region operated a single, region-wide smart card system. Auckland Transport has AT HOP cards, which are a single region-wide public transport smart card and consequently began initial planning for the transitioning SuperGold customers wishing to continue to access the public transport travel benefit onto the AT HOP card.
28. As part of an extensive programme of activity to ensure this initiative is successfully completed by the due date, Auckland Transport has informed key senior stakeholder groups (such as Grey Power and Age Concern) of the requirement to purchase an AT HOP card in order to continue to access free travel through the SuperGold public transport scheme from 1 July 2016. Auckland Transport is currently in the process of finalising a comprehensive marketing communication campaign, which will commence upon the completion of a series of workshops and customer focus groups intended to identify opportunities to ease the process to purchase an AT HOP card and register a SuperGold concession on senior citizens.
29. Auckland Transport plans to distribute a direct mail packet of information to all SuperGold card holders in Auckland, with assistance from the Ministry of Social Development (MSD) where possible, which is currently scheduled to commence by early May. To complement this mailing, Auckland Transport has developed a comprehensive marketing campaign to ensure all Auckland residents (including SuperGold customers and their family support members, advocacy groups, retirement villages and residential care homes) are aware of the requirements. Auckland Transport will also be working with MSD to ensure non-Auckland residents are also informed and understand the requirement to have an AT HOP card when accessing the public transport travel benefit.

Auckland Manukau Eastern Transport Initiative - AMETI

30. Auckland Transport has lodged a Notice of Requirement (NoR) with Auckland Council to designate the route for the proposed Panmure to Pakuranga busway and other improvements.
31. The project proposes the creation of the first stage of New Zealand's first urban busway, allowing bus travel on congestion free lanes between Panmure and Pakuranga. The busway is a key part of major improvements to transform east Auckland's public transport network to provide quicker, frequent and more reliable bus services. As part of AMETI, the busway will be extended to Botany in the future.
32. Based on current funding, construction of the busway is planned to begin in 2021 if the designation is approved. Auckland Transport is protecting the route to be ready for earlier construction if funding becomes available. A newsletter can be found as Attachment E.

Panmure to Pakuranga projects include:

- Replacing Panmure roundabout with an intersection with traffic lights, bus priority and more direct pedestrian crossings
- Panmure to Pakuranga busway on dedicated lanes separate to general traffic
- Panmure to Pakuranga cycle and footpaths separate to traffic
- Second Panmure Bridge for the busway, cycle lane and footpath.

Panmure to Pakuranga (Stage 2a) benefits:

- Shorter and safer walking routes around Panmure town centre and station
- Safer new walking and cycling connections between Panmure and Pakuranga
- The Panmure intersection will prioritise movement of vehicles along Lagoon Drive and Eilerslie Panmure Highway
- Improvements to water quality through increased stormwater treatment.

Notice of Requirement process and ways to get involved

33. The Notice of Requirement is aimed at safeguarding land required for the project and providing a higher degree of certainty regarding the future to landowners, developers and those looking to move to the area. It also provides an opportunity for the public to provide comment (make a submission as part of the statutory process) and be heard at an official hearing.

Next steps include

- Continuing stakeholder consultation
- Auckland Council will publicly notify the project, allowing anyone to make a submission
- A public hearing is held in front of independent commissioners, where Auckland Transport and all submitters are able to be heard.

Website

<https://at.govt.nz/projects-roadworks/ameti/panmure-to-pakuranga/>

East West Connections

34. Auckland Transport and the NZ Transport Agency are planning to start work later this year on a package of early works aimed at providing benefits to freight and motorists along SH20 and around Onehunga local roads.
35. These consist of four laning a section of Neilson Street, the widening of State Highway 20 between Neilson Street and Queenstown Road, and the dismantling of the Neilson Street overbridge.
36. As part of the planning and consenting phase of the wider East West project, the NZ Transport agency will be carrying out ground testing work throughout April. Contractors will test ground conditions along the proposed route as well as in the wider project area of Onehunga, Penrose and Otahuhu.
37. The testing will involve drilling boreholes, digging pits and installing probes into the ground. This work will measure what effects the project is likely to have on the surrounding environment and will assist the Transport Agency with preparing the consenting information needed for the project.

Regional Signage Project Update

38. Installation of trial signage has now been completed in the following areas:
- New Lynn town centre with a focus on public transport extended to cover Avondale and Fruitvale rail stations
 - Northcote Town Centre
 - Matiatia Wharf Centre, Waiheke Island
39. A newsletter from the project team is included as Attachment G.

Glen Innes to Tāmaki Drive Shared Path

40. In October 2015, construction began on a seven kilometre path stretching from Merton Road near Glen Innes Train Station to Tāmaki Drive and the Waitemata Harbour.
41. This joint AT and NZ Transport Agency project is being constructed in four sections with the first section between Merton Road and St Johns Road on track to open in late 2016. Project completion is expected in late 2018.
42. Later this year, construction will start on sections two and three:
- Section 2 – St Johns Road to Orakei Basin
 - Section 3 – Orakei Basin Boardwalk

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43. A newsletter update is attached to the report (Attachment F) detailing two open days to be held in April.

Lane changes at State Highway 1 (SH1) Takanini from 14 March

44. Work on the NZ Transport Agency (NZTA's) Southern Corridor Improvements project, which is creating extra lanes to ease bottlenecks on SH1 Auckland, is now well underway and motorists will begin to see changes that may affect their journey from Monday 14 March, with lane widths being slightly reduced from 3.5m to 3.25m between Alfriston Road and the Takanini Interchange.
45. Median barriers will also be installed in the same area and a reduced speed limit of 80kph is also being introduced to help keep motorists and workers safe throughout the construction area.
46. The narrower lanes and barriers will be in place for approximately a year to create a safe work zone in the centre of the motorway.
47. Reducing the lane widths and creating a safe zone will enable construction work to be undertaken throughout the day, which will mean construction can be completed earlier than if work was only undertaken at night. This will mean less disruption to motorists and nearby residents in the long term.
48. There will be sign posted detours during night closures.
49. Further lane narrowing and median barriers will be introduced on the northbound lanes in March, and the work zone will be extended from Takanini to Papakura in April this year.
50. The \$268 million project being delivered by the NZTA on behalf of the Government is expected to be completed in 2018. It extends from Manukau to Papakura along SH1 and will improve safety and journey reliability on Auckland's Southern Motorway. Extra southbound lanes will be completed in early 2017 as part of the Western Ring route construction.
51. Walking and cycling improvements will also form a key part of the improvements project. A new 4.5km off-road, 3m wide shared-use pedestrian and cycleway is proposed to run along the corridor from Papakura to Great South Road at Takanini.
52. The Southern Corridor Improvements Project is the second of four Government accelerated transport projects in the Auckland region which supports current investment in the Western Ring Route and the regional connections south of Auckland.
53. For more information on the Southern Corridor Improvements project visit:
<http://www.nzta.govt.nz/projects/southern-corridor-improvements/>

Drone flights over public roads

54. The legal situation regarding use of drone aircraft over Auckland streets has been clarified along with Auckland Transport's authority and responsibilities.
55. Drones of all sizes are classified as aircraft and Civil Aviation Authority regulations require drone operators to obtain property owner approval before drone flights over property. Auckland Transport is considered to be the property owner of roads and facilities under its control.
56. Following consultation with stakeholders, Auckland Transport has made the decision to decline requests for property owner approval for recreational drone use over its roads and facilities, but to allow commercial operations subject to a set of conditions. The conditions and approval process will be managed through Auckland Transport's Road Corridor Access team.
57. Auckland Transport's decision is supported by the NZ Police and the NZ Automobile Association and reflects the same approach that has been adopted by the NZTA for property owner approvals for drone flights over its property.

Central city construction and Central Rail Link works (CRL)

58. AT has undertaken an extensive process to work out how best to re-route the buses required to accommodate the CRL enabling works, including traffic modelling to assess the effects.
59. This process began in March 2015 and is ongoing with Auckland Transport Operations Centre (ATOC) establishing a control team to monitor the CBD to gauge and manage the anticipated logjams, and planning to bring in extra buses daily, if available, to assist with the peak periods.
60. The CRL is just one of a number of construction projects whose complexity requires an extra focus to keep the city moving.
61. Extensive traffic modelling last year determined that peak hour motorist trips into the city needed to reduce by 6-10%, if congestion is to remain at current levels. The Build is On campaign was planned to motivate that shift, with Public Transport capacity increased to deal with an anticipated shift to Public Transport. Bus, rail and ferry weekday average seat numbers were increased by 35,251 in the period April 2015 to February 2016, 3,780 in March this year, and there is an increase of 14,148 planned from April to June 2016 this year – a total of 53,179 more seats.
62. Auckland CBD is very constrained in terms of increasing bus capacity, so the PT changes required have been very difficult to implement. Phase 1 was rolled out in the City Centre in October 2015. It involved new bus lanes on several key roads in response to CRL early works construction at a number of intersections along Albert Street. The bus route changes and priority lanes were designed to reflect the future New Network plan for the City Centre wherever possible.
63. Phase 2 of the CRL Public Transport changes will be launched on April 17th with all buses currently using Albert Street, Lower Queen Street, Tyler Street and Galway Street relocated to other roads in the City Centre. To mitigate the impacts of these changes a number of measures are being implemented including relocation of parking, taxi stands and Loading Zones and new bus lanes and bus stops.
64. Over 5,000 bus trips are affected per day by these changes. There are numerous reasons these roads were chosen and these include:
 - Buses are large and difficult to manoeuvre, there are several roads and intersections in the Central City that buses are not able to use because of this.
 - It was important to ensure the bus movements were efficient and did not create congestion.
 - Wherever possible the new routes were chosen to match what is proposed under the New Network (buses) for the central city. The New Network Central which is proposing changes to bus routes on the isthmus and central city is yet to be consulted on. However, the CRL enabling works have meant that certain aspects will be brought forward.
 - The need to ensure that customers get where they want to without excessive detours as these add time to people's journeys.
65. This includes bus lanes 24hrs/7days a week to be implemented on the following streets:
 - Queen Street – between Victoria Street and Customs Street.
 - Customs Street – new bus only right turn into Queen Street from Custom Street.
 - Hobson Street – between Wellesley St and Cook St

Auckland Transport News

The Build Is On for The City Rail Link

66. In the second week of March, the public education messaging known as the 'Build is ON' campaign started for the City Rail Link.
67. This phase of the campaign is two-pronged and designed to:
 - Raise awareness of traffic delays in the central city likely to happen once the build begins and to get motorists to reconsider their transport options into the city
 - To inform bus users of changes to bus stops in the central city that are moving as a result of CRL early construction.
68. The campaign material directs customers to the AT.govt.nz/buildison website where there are links to the appropriate pages.
69. Bus changes come into effect from 18 April and will see a large number of buses that currently depart and terminate in the Britomart area relocated.

March Madness

70. Auckland Transport has received recent public and media comments with regards to public transport capacity (March Madness), particularly with regards to buses.
71. This is a phenomenon that causes the demand for public transport in March to be unusually higher than other months. This is due to a number of factors including, large student numbers returning to study and adjusting to their timetables. However there is usually an approximate 30% decrease in bus patronage in April compared with March.
72. To help alleviate the increase Auckland Transport brought on extra buses, as they were available, to assist with the peak. This particular period required everyone's patience and commuters in general were understanding. This was appreciated by Auckland Transport Metro services.
73. Over recent times, Auckland Transport has been increasing capacity on the public transport network, with approximately 35,000 seats having been added to the public transport network, including rail, bus and ferry services, since last April and another 18,000 are planned over the next four months.
74. This includes;
 - Additional bus frequency for Birkenhead Transport buses along Glenfield Road & Onewa Road – an additional 17 urban and school trips per day introduced on 2 February.
 - Additional capacity on Howick & Eastern Buses. One additional trip each to the 545, 575 & 580 services in East Auckland to improve customer travel options.
 - Additional West Harbour ferry service capacity was provided from 1 March 2016.
 - Additional Pine Harbour ferry services introduced 29 February 2016, with a 25% increase in service.
 - Additional Gulf Harbour ferry services introduced 29 February 2016.
 - Additional capacity from larger vessels provided on Gulf Harbour and Half Moon Bay ferry services for March.
 - The order for 53 new double decker buses by Howick & Eastern Buses, Ritchies and NZ Bus, under contract to AT, is progressing. 18 Double deckers will be in operation on the Northern Express by end of May 2016.
 - Waiheke Bus Company have put in place additional service trips to meet the additional Fullers ferry services from 28 February 2016
 - Additional 7 trips introduced on Ritchies services from 29 February.

- Additional NZ Bus trips and frequency will be implemented in March on Mt Eden Road, Dominion Road and New North Road.
- The table below shows changes, by mode, since March last year. AT Metro has added over 38,000 seats to an average work day, with a further 14,000 coming on stream over the next few months. Whilst not exclusively peak-based, there is a large bias to those two times of the day when the bulk of our customers travel.

Summary AT METRO Capacity Increases Since April 2015 (weekday average seats)				
	April 2015 - February 2016	March 2016	April - June 2016	Total
Bus	13,485	3,080	13,446	30,011
Rail	19,399	-	702	20,101
Ferry	2,367	700	-	3,067
TOTAL AT Metro	35,251	3,780	14,148	53,179

Karangahape Road Open Streets Day

75. Open Streets is an international initiative to temporarily make a road or area traffic-free to claim the street for walking, cycling, playing and socialising.
76. Karangahape Road will host Auckland's biggest traffic-free street event of 2016 on Sunday 1 May from 12pm-7pm. Open Streets 2016 is a chance to take in live music, street dining, art installations, pop up performances and more on Auckland's famous street. It will be traffic-free between Upper Queen St and Ponsonby Road.
77. The family-friendly day will see Karangahape Road businesses host activities and games for kids, sharing the food and drink from local eateries and showcasing the local artistic offerings through street performance, music and art.
78. Karangahape Road, which is set for a streetscape enhancement, was chosen for Open Streets 2016 for a number of reasons - its got a vibrant art, music and culture scene; rich heritage and historic buildings; celebrated eateries and bars; and a rapidly expanding residential community. It's also centrally located with great connections to our growing network of cycleways, so AT is encouraging people to cycle or walk there on the day.
79. The pink Lightpath is right behind Karangahape Road so it's a chance for people to walk or cycle Lightpath and continue around the whole inner city cycle loop. They can also enjoy a drink, some food and listen to free music with friends and family on Karangahape Road.
80. Part of Nelson St and Sturdee St (Nelson St Cycleway phase two) will be closed so people can cycle the entire inner city loop. The route starts at Lightpath, continues down Nelson St, Sturdee St to Quay St where cyclists can continue on the Beach Road and Grafton Gully Cycleway and then back up to Lightpath at the bottom of Mercury Lane.
81. Staff from Auckland Council and Auckland Transport will be there on the day presenting early plans for the Karangahape Road Streetscape Enhancements and Cycleway. It will be an opportunity for all Aucklanders to give feedback on and ask questions about this exciting project.
82. Go to the Open Streets webpage for more information of what's happening on the day and details on how to get to there.
<https://at.govt.nz/openstreets>
<https://www.facebook.com/events/1701373230152089/>.

Issues Raised through/ by Board Members

Location or Name of Issue	Description	AT Response
Line Road	The temporary bus stop causes hold ups on line road and causes cars to drive into opposing traffic lane. The temporary bus stop is on yellow lines outside Te Oro and has the staff at Te Oro concerned about safety. Also there is a gap between the yellow lines and cars are parking here which is dangerous, this section of Line road is in front of Te Oro.	In regard to the gap in the broken yellow lines on Line Road, this has a major impact on road safety, particularly given the proximity to the pedestrian crossing. Physical works to re-instate the broken yellow lines have therefore been authorised and the contractor has been advised to prioritise this work. With regard to the temporary bus stop on Line Road, this was in place while Apirana Avenue was being resealed. The works are now complete and the temporary bus stop has been removed.
Fenchurch Street	Complaint about speedsters who are spraying gravel up over the footpath and endangering pedestrians.	<p>The investigating engineer has advised that he has had contractors sweep the road.</p> <p>There have not been any reported crashes relating to speed at this location in the last five years, suggesting there is not a significant risk. Recently as a result of this complaint, tube counts were conducted on Fenchurch Street. The results showed that vehicles travelling on Fenchurch Street were doing so at an 85th percentile speed (the speed at or below which 85 percent of all vehicles are observed to travel under free flowing conditions past a nominated point) at or under the posted speed limit of 50km/h. These results were gathered as part of a seven day survey where 'tubes' were laid across the road and counted both vehicle volumes and speeds.</p> <p>As the results of this speed data and onsite observation of the road layout and condition, and the review of crash history did not raise any concerns, AT does not recommend speed humps as a good option for Fenchurch Street.</p>

Attachments

No.	Title	Page
A	Consultations	
B	Recommended Area for Tetratraps	
C	Bike Corral Options	
D	Proposed Links to Glen Innes Station Cycle Network Map	
E	AMETI Update	
F	Glen Innes to Tāmaki Drive Cycleway Newsletter	

G	Regional Signage Newsletter	
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Signatories

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