

### Purpose

1. This report provides an update on issues raised by members during August 2016 and the schedule of issues **Attachment A**. It also includes general information about matters of interest to the board and an update on Local Board Transport Capital Fund (LBTCF) projects schedule **Attachment B**.

### Executive Summary

2. This report covers general information about matters of interest to the Kaipatiki Local Board relating to transport activities, or the transport sector.
3. Activities and issues raised by members during the month of August 2016.
4. A schedule of the Boards projects and an update on LBTCF Projects, Birkdale Shops safety and enhancement, Moore Street Streetscape at Monarch Park entrance **Attachment C & D**.

### Recommendation/s

That the Kaipatiki Local Board:

- a) receives the Auckland Transport September 2016 Monthly Update to the Kaipatiki Local Board.
- b) requests that as part of the Birkdale Shops streetscape project AT combine the controlled pedestrian work with the forecourt upgrade and, plan to carry the construction out at the same time and come back to the board after the elections with an updated estimate of costs.

### Local Board Transport Capital Fund

5. Within Auckland Transport capital programme, \$10 million per annum is ring fenced for local board transport priorities that are local in nature. (Distributed between Local Boards per head of population, except Waiheke and Great Barrier).
6. On 8 May 2014, the Budget Committee resolved to recommend that Auckland Transport (AT) be requested to enable the Local Board Transport Capital Fund (LBTCF) to be allocated outside the transport corridor where there is clear benefit in terms of supporting alternative means of transport including walking and cycling.
7. The schedule of the Boards Local Board Transport Capital Fund Projects is provided in Attachment B.

### Birkdale Shops pedestrian amenity improvements – Update

8. In June 2014 the Kaipatiki Local Board requested AT to investigate an upgrade of the area in the vicinity of the Birkdale Shops.
9. A progress report was provided to a board workshop in October 2015 which presented draft options and concepts for improvements within the Birkdale Shops street environment which included enhancement of the shops forecourt, improvement of the interaction between through traffic entering and departing the forecourt parking, and improved safety and convenience of pedestrian crossing movements through and past the shop area.
10. In November 2014 (KT2014/221) the board resolved: Request AT progress the following projects using the LBTCF - concept design for improvements to Birkdale Road shops street environment – estimated cost \$7,000.
11. In December 2015 (KT/2015/182) the board resolved: *(d - h specific to Birkdale Project)*
  - d) requests Auckland Transport commence detailed design of stages one, two and three on the enhancement of the Birkdale Road shops, and allocates up to \$10,000 from the Local



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Board Transport Capital Fund to progress this work, noting that in the event more funding is required, this matter be reported back to the board for consideration.

- e) requests Auckland Transport include a raised pedestrian crossing as part of stage one of the Birkdale Road Shop upgrade, due to the high numbers of children that are expected to use this facility, and because a raised pedestrian crossing is much safer than a pedestrian refuge in the board's view.
  - f) allocates \$80,000 from the Local Board Transport Capital Fund towards stage one of the Birkdale Road Shop upgrade to improve the pedestrian safety, enhance and increase the space in front of the shops, reduce traffic speeds and improve the provision of trees and seating, acknowledging that this figure is a rough cost estimate and that a final figure will be confirmed following detailed design.
  - g) requests Auckland Transport fund stages two and three of the Birkdale Road Shop upgrade, as ensuring pedestrian safety on a road with four schools should be core business for Auckland Transport.
  - h) notes the total rough estimate of cost for the Birkdale Road Shop upgrade Stage 2 and 3 pedestrian safety and footpath improvements is \$280,000.
12. Consultation has been undertaken on the proposed footpath upgrade, in the area in front of the Birkdale Shops.
13. This area has been identified as an important pedestrian area particularly for students from the local schools in the area and is the first of a three stage plan to upgrade the footpath on Birkdale Road into a shared path from the Eskdale Road intersection to the proximity of Salisbury Road intersection.
14. Future stage proposals are still under study and a separate request for feedback will be made at the appropriate time.
15. In the submission to the consultation the Local Board Transport Leads indicated they would like to see a raised pedestrian platform investigated, as per the Boards resolution, therefore the design was put on hold whilst:
- a) A camera survey and traffic count be undertaken to see if a raised pedestrian is justifiable. The count will be analysed to see if technically there is the ability as to where and if it would fit.
  - b) The survey will be undertaken over a 12 hour period.
  - c) The survey will cover the area from the Birkenhead College to the end of the shops in Birkdale Road.
16. The survey has been completed which showed good counts for a controlled pedestrian crossing in this vicinity. AT Traffic Operations are supportive of the outcome with the best practical location likely to be at the lower end of the shops as per the Draft Concept.
- Attachment D.**
17. The current LBTCF allocated to this project is \$97K of which \$25K has been spent on the design concept, without a raised controlled pedestrian platform leaving a balance of \$72K
18. There are three options to consider:
- 1) The balance of \$72K could be used to construct the forecourt work at the Birkdale Shops themselves with the proposed controlled pedestrian crossing considered in one of the next stages
  - 2) Or if the board preferred the controlled pedestrian crossing could be progressed and the work at the shops considered in the next stage.
  - 3) Or the board may wish to combine the controlled pedestrian work with the forecourt upgrade and carry the construction all out at the same time.
19. An indication from the Board is necessary to continue with this project, so AT can come back to the board after the elections with updated estimates of costs.

## Update Moore Street improvements (Monarch Park entrance)

20. In November 2014 (KT2014/221) the Board resolved: request Auckland Transport progress the following projects using the Local Board Transport Capital Fund - enhancement at Moore Street and Monarch Park entrance in collaboration with Parks – estimated cost of \$135,000.
21. During a Local Boards own bus tour of the area, members did a visit to this site and following this requested AT to consider if the bus shelter at the Moore Street location was in the right position as it felt like it ‘closed’ the park entrance in. This has been investigated by AT Metro and is to be included in the Moore Street Project.
22. Several site meetings with the local interest groups have been carried out, including the Design Consultant, AT Metro, Stormwater and AC Parks as well as the Friends of Monarch Park group, to better understand what key elements of design should be considered within the road carriageway which work for the operation of the area whilst enhancing the park entrance.
23. Based on information gathered to date it is anticipated the key milestones to achieve this project are:

Milestone	Date
Production of the draft concept Design	September 2016
Complete public consultation	October 2016
Final Design and Final Estimate of Costs (FEC) for approval by the Local Board	December 2016
Award Construction Contract	February 2017
Start Construction	March 2017
Construction Completed	May 2017

24. In order to progress this project during the election hiatus approval of the draft concept design will be required in September, so it can then progress to public consultation. A Draft Preliminary Concept is attached for the board’s information. **Attachment C**

## Auckland Transport News and Media Notifications

### New bus and train zones are here

25. Simpler Fares, which commenced on 14 August 2016, have been successfully rolled out for bus and train users across Auckland.
26. Simpler Fares is the new zone-based public transport system to make fares simpler and it operates on all bus and train services (except SkyBus).
27. The new zone map has 13 zones, and fares are now calculated according to the number of zones travelled through for the entire journey.
28. Colour coded zones along with a new fare table make it simpler to work out cash or AT HOP fares no matter which buses or trains you take. Simply add up the number of zones you are travelling through and use the fare table to work out the fare.
29. It is anticipated 33 per cent of ATHOP customers will see a fare decrease and for 66 per cent there will be no change.
30. With an AT HOP card it’s even simpler for bus and train journeys, with a single fare being charged for each journey, even if you take several buses or trains to get to your destination.

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This will become increasingly important as Auckland Transport rolls out the New Network for public transport over the next two years, beginning with south Auckland later this year. The New Network aims to be much simpler and easier to understand and use. It will be better connected and generally more frequent, and the new fare system will help customers to make the most of it.

31. A new AT HOP day pass costing \$18 provides unlimited travel until midnight on the day it is first used on all buses and trains plus inner harbour ferry services (except SkyBus services). Inner-harbour ferries are Devonport, Stanley Bay, Bayswater, Northcote Pt and Birkenhead services.
32. A new AT HOP monthly pass costing \$200 provides unlimited travel on all buses and trains (except SkyBus services).

### New AT Metro App



33. The new AT Metro public transport mobile app has been released ahead of the implementation of Simpler Fares. The updated app replaces the existing AT Public Transport mobile app and includes new functionality based on customer feedback, making it more customer-friendly.
34. The updated app replaces the existing AT Public Transport mobile app and includes the new fare structure, Simpler Fares.
35. The existing AT Public Transport app will no longer display the correct fare for your journey so it is recommended that customers update to the new AT Metro app as soon as possible.
36. The app design itself has been updated so that the functionality now matches the [Journey Planner and the Real-Time Board from AT.govt.nz](#). This will make it far easier for people who are already familiar with how these features work on the website to also use the AT Metro app, particularly as more people want to access this information on the go.

What's new with this version:

- Updated design now matches the AT website.
- New Simpler Fares zone map and associated zone fares from 14 August 2016.
- Map now shows the entire journey.
- Displays the AT HOP fares for the entire journey and cash fare for each leg of a journey.
- Ability to filter journey search based on bus, train or ferry, or any combination.
- “Find My Stop” functionality is now incorporated into the Real-Time board.

### Monthly passes for ferries now on AT HOP cards

37. Ferry users can now use their AT HOP card to load new monthly ferry passes.
38. Until now, ferry users have only been able to use an AT HOP card for individual trips but from 14 August AT HOP monthly pass options are also available on most ferry routes thanks to the development of the new Simpler Fares system.
39. For the first time monthly passes will be available for travel on the Beach Haven and Hobsonville ferry services as well.
40. The new system will make ferry travel simpler. These new products increase customers' ability to travel around Auckland with one card. The new passes allow unlimited travel for a calendar month (e.g. if activated on 15 November the pass will be valid until midnight, 14 December) on a specific group of ferry services. For example, customers can have the

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choice of using any of the Inner Harbour ferry services when an Inner Harbour pass is loaded.

41. The addition of monthly passes for the West Harbour, Beach Haven and Hobsonville services will also make travel to and from those areas more affordable.

<i>Pass Name</i>	<i>For use on</i>	<i>Price</i>
<b>Ferry Inner Harbour Monthly</b>	Devonport, Stanley Bay, Bayswater, Northcote Point and Birkenhead ferry services	<b>\$145*</b>
<b>Ferry Mid Harbour Monthly</b>	Half Moon Bay, Beach Haven, Hobsonville and West Harbour passenger ferry services	<b>\$250*</b>
<b>Ferry Outer Harbour Monthly</b>	Gulf Harbour ferry service *	<b>\$290*</b>

\*The monthly pass price does not include the one-off cost of an AT HOP card which is \$10. Cards must be topped up before use, and where cards are purchased from train and ferry ticket offices, AT Customer Service Centres or AT HOP retailers, cards must be topped up at the time of purchase. Minimum top up is \$5. The purchase price is non-refundable.

42. Please note that the Ferry Outer Harbour Monthly pass is not currently available on Pine Harbour, Waiheke or Rakino passenger ferry services.

### Auckland seniors on board with HOP

43. The latest figures show 97 per cent of seniors travelling on public transport are using SuperGold AT HOP cards.
44. Numbers have been steadily climbing since the introduction of the SuperGold AT HOP card and Auckland's senior citizens are seeing the benefits of using the cards.
45. Using a HOP card means people can simply board the bus, ferry or train and tag on, which makes journey times quicker for all customers.
46. From, Sunday 14 August, SuperGold paper tickets were no longer available to purchase on board buses, from ticket offices or from Customer Service Centres.
47. Seniors without an AT HOP card loaded with a SuperGold concession are able to purchase a paper ticket to travel on public transport but will have to pay the full adult cash fare.
48. To access the SuperGold public transport concession, a gold AT HOP card with a SuperGold concession applied to it is needed.

### Carpooling takes thousands of cars off the road

49. Imagine a line of cars stretched bumper to bumper from Auckland's CBD to Hamilton.
50. That's the number of cars that have been taken off Auckland's roads each week during the morning peak thanks to the Let's Carpool programme, increased public transport use and extra cycling and walking facilities.
51. Auckland Transport's annual evaluation shows that each week there are 33,570 fewer cars on the roads during morning peak traffic as a result of the Commute programme engaging with organisations and individuals throughout the region.

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52. AT advise this year's results are a reflection of the increasing number of travel choices available to Aucklanders and their desire to find more efficient ways of commuting. The Travel Demand team work with businesses and individuals throughout the region to promote these travel choices.
53. This decrease equates to an annual reduction of 1.64 million trips and a total distance of 17.2 million km travelled, enough to go around the earth more than 420 times. It also means a 5582 tonne reduction in CO2 emissions.
54. Registrations for the Let's Carpool programme reached 9720, exceeding the target of 8000.
55. The programme is a way for organisations and individuals to find other people in Auckland making a similar commute, and joins them up to share the ride. It reduces the number of cars on the road and saves drivers money.

### Local Board views and implications

56. This report is for the Local Board's information and consideration.

### Māori impact statement

57. No specific issues with regard to the Maori Impact Statement are triggered by this report.

### Attachments

No.	Title	Page
A	August Issues List	
B	Local Board Transport Capital Fund Projects	
C	Moore Street Draft Preliminary Concept	
D	Birkdale Shops Draft Concept	

### Signatories

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport

## Kaipatiki Local Board Members Issues August 2016 – Attachment A

	Issue Name	Details	Current Status
1	View Road/Glenfield Road North Intersection	A Local Board member received a request for installation of some sort of safe crossing near the intersection.	<p>12 February 2016 CAS-213767. Logged for investigation.</p> <p>22 June 2016 Update: AT have visited the area concerned and undertaken a site assessment. Several factors are carefully considered prior to implementing a pedestrian crossing such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets.</p> <p>We do acknowledge that there is a lack of facilities for pedestrians in this area and that the road is difficult to cross at busy times of the day. However, because it is such a busy multi-lane road, it is important to ensure that if we do install any new pedestrian crossing facilities here, the form and position of them are appropriate for these conditions. AT will carry out a detailed pedestrian and traffic survey of this location and review improvement options. Unfortunately, our Minor Improvements programme for the 2016/17 financial year is already fully committed and we will therefore investigate whether pedestrian improvements are warranted here, with a view to adding the project to our programme for prioritisation and funding for construction during the 2017/18 financial year.</p> <p>We will undertake these surveys and report back by the end of 2016 to advise the outcome of our review, and whether the project will enter into the next phase.</p> <p>We regret that we cannot justify any immediate changes on Wairau Road.</p>
2	Stop Sign - Top of Bayview Road	Local Board TPL requested installation of a Stop sign as this intersection is on a fast blind corner.	<p>23 June 2016. CAS-332903. Logged for investigation.</p> <p>18 July 2016. An assessment of the location was undertaken to determine the feasibility of installing a stop sign.</p> <p>There have been no reported crashes at this location in the past 5 years. Site visits were conducted and it was determined that the existing give way priority control is appropriate given the available visibility at the intersection. For this reason AT are unable to justify proceeding with a request for a stop sign.</p>

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3	Pedestrian Safety - Compton Street	A Local Board member received a complaint from a resident living in the vicinity of Willow Park Primary School, in regards to vehicles parked in no parking areas and bad driver behaviour.	28 June 2016. CAS-333607. Logged for follow up. 26 July 2016. AT have visited the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction. These include the road width and topography, traffic flow, residents' off-street parking provision and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics. The on-site investigation determined that the installation of additional broken yellow lines would adversely impact the availability of on-street parking in the area, and also confirmed that the existing signage is appropriate. Additionally, Compton Street does not meet the criteria for traffic calming as it is classified as low risk road and there has only been one reported crash in the 5 year period from 2011-2015 inclusive. We are unable to justify any immediate changes at this present time. The issue is primarily related to driver behaviour which is best addressed through enforcement, so we will raise this issue with our parking enforcement team to prioritise accordingly.
4	NSAAT Requested - Brigantine Drive	Residents have complained that NSAAT Lines are required in a narrow section of Brigantine Drive	28 June 2016. CAS-302583. Logged for investigation. 18 July 2016. AT are in the final stages of approval for this project, where documentation will become legal and enforceable. Installation is expected in August.
5	Bus Shelter Vandalism in vicinity of 205 Rangatira Road	A Local Board member advised this shelter is continually damaged by vandals.	18 July 2016. CAS-348394. Logged for follow up.
6	Birkenhead Wharf Carparking	A local Board member advised the carpool spaces for two or more people needed to be policed.	18 July 2016. CAS-348431. Logged for follow up. 29 July 2016. AT will review the signage and road markings with a view of covering any deficiencies. While this review is undertaken AT will proactively have an officer stationed at the Birkenhead ferry Terminal for a couple of hours in the morning, once a week, to educate anyone that attempts to use the area incorrectly.
7	Overgrown Walkway Between 27 & 29 Stafford Road	A Local Board member advised this needed to be attended to.	22 July 2016. CAS-352511. AT maintenance contractor attended the site and carried out the required trimming.
8	Street Light Out on Rangatira Road	A Local Board member advised the street lights had been out on the lower end of Rangatira Road for more than a week.	21 July 2016. CAS-354309. Logged for follow up. 27 July 2016. AT contractors attended to the light. Relay boxes were checked and reset the trip breaker. Light is now working. With regard to LED lights, most of the local roads on the

			<p>North Shore have now been converted to LED lighting. However there are still some roads that have luminaires in them that need to be changed to LED. Cresta Ave is among these. The main roads will be changed to LED in 2 - 3 years.</p>
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<b>Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board Transport Portfolio Holders for comment.</b>	
Consultation on Parking Proposals Northcote Point (As required by the Environment Court)	This was forwarded to the Kaipatiki Local Board for comment. 3 August 2016. The Board provided a comprehensive submission to the parking proposals which was endorsed by the board at its board meeting on 10 August 2016.
Consultation on Parking Time Restrictions in Vicinity of Shops Hinemoa Street/Rugby Road	14 July 2016. This was forwarded to the Transport Portfolio members and the Local Board Chair for comment. Transport Portfolio leads and Local Board members provided feedback and submissions from the public. The consultation feedback is now being analysed and the outcome will be advised in due course.
Consultation NSAAT Lines Birkenhead Ave (Opposite Recreation Drive)	21 July 2016. This was forwarded to the Transport portfolio leads and local Board chair for comment. 24 July 2016. Comment from TPL2: This looks reasonable.
Consultation NSAAT Restriction Fuchsia Place	13 July 2016. This was forwarded to the Transport Portfolio members and the Local Board Chair for comment. 13 July 2016 Comment from TPL2: That seems OK. Does this width limit with cars parked on both sides also limit access for rubbish collection? I just think that the regular need for access by rubbish trucks may be more relevant on a regular basis so mentioning this limitation could help minimise any negative feedback
Consultation - NSAAT Lines Park Hill Road	4 July 2016. This was forwarded to the Transport Portfolio members and the Local Board Chair for comment. A reminder was sent on 15 July 2016. 29 July 2016. As no feedback had been received this was taken as indication there were no objections to this proposal.
Consultation NSAAT Lines Roberts Road	9 August 2016. This was forwarded to the Transport Portfolio members and the Local Board Chair for comment. 16 August 2016 Reminder sent. 26 August 2016. As no feedback had been received this was taken as indication there were no objections to this proposal.

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Kaipatiki - Attachment B													Update as at:	9 August 2016
Proj ID	Project Name	Project Budget Approved by Local Board	Funding from 2012-13 Budget	Funding from 2013-14 Budget	Funding from 2014-15 Budget	Funding from 2015-16 Budget	Funding from 2016-17 Budget	Latest Project Estimate OR Completed Cost	Variance from Approved Project Budget	Total Spent on Project to 31 July 2016	Current Project Status	Comments	Action Required by Local Board	
038	Glenfield Town Centre Parking	84,880	69,547				-2	69,545	-15,335	69,545	Complete	Physical works carried out in Dec13/Jan14. Final cost significantly less than approved budget. Planting added to project scope - work completed in June 2015.		
065	Beach Haven Ferry Access Road	260,516	261,723					261,723	1,207	261,723	Complete	Project complete		
121	Beach Haven Gateway Project	162,000	49,563	135,860			-2	185,421	23,421	185,421	Complete	Physical works happening in May/June/July 2014.		
122	Ped Xing Birkenhead Library	50,000	67,475					67,475	17,475	67,475	Complete	Physical works carried out in Jan/Feb14. Final cost greater than approved budget due to traffic control costs.		
123	Ped Xing - 182 Hinemoa Street and Enterprise St Intersection Changed to Highbury Town Centre Western Entrance	150,000		115,000			39,672	154,672	4,672	108,135	In Construction	Budget now may be used for a new Western Entrance feature at the wider Highbury development project in conjunction with AC City Transformation. Agreed that the underspend on this project would counter the overspend on Project 208 as they are both part of the Highbury town centre upgrade		
124	Glenfield Town Centre Bus Shelter and Handrail	50,000		7,191				7,191	-42,809	7,191	Deferred to Future	AT property working on the agreement with McDonalds. Project may not proceed in 15-16.		
125	Rawene Road Carpark Access	0						0	0	0	Funded Elsewhere	Design incorporated into wider Highbury development project that is being done in conjunction with Auckland Council City Transformation. No Local Board funding required.		
165	Cycle/Scooter Racks Birkenhead Wharf	66,000	65,773					65,773	-227	65,773	Complete	Project complete		
166	Stafford Queen Rodney Intersection Improvements	225,000		25,941				25,941	-199,059	25,941	Funded Elsewhere	Detailed design and consultation now included in Northcote CycleRoutes project. Original upgrading now not proceeding.		
167	Intersection Improvements - Hinemoa and Enterprise Sts, Highbury							0	0	0	Not selected by LB	This is a double-up of Project 123 so is not required.		
168	Mahara Avenue Upgrade and Central Tree Planting	0						0	0	0	Not selected by LB	Project not chosen by Local Board based on recommendation from Auckland Transport.		
189	Eskdale Reserve Bollards	60,000	65,435					65,435	5,435	65,435	Complete	Project carried out from April to June 2014. Increase in cost due to conflicting underground services.		
208	Mokoia Road Bus Stop	50,000			50,000		2,707	52,707	2,707	52,707	Complete	Design incorporated into wider Highbury development project that is being done in conjunction with AC City Transformation. Construction is approved. Physical works expected to be done in June 2016. Agreed that the overspend on this project would counter the underspend on Project 123 as they are both part of the Highbury town centre upgrade		

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213	Chartwell Chivalry Intersection Improvements	689,000		178,313	509,516	1,171	2,494	691,494	2,494	691,494	Complete	Physical works commenced in April 2015. Due for completion early 2016.
214	Bentley Ave Pedestrian Crossing and Landscaping	95,000		117,211			-2	117,209	22,209	117,209	Complete	Construction carried out in Feb/Mar 2014. Planting completed in June 2015.
228	Sylvan Avenue Traffic Calming							0	0	0	Deferred to Future	Initial assessment of proposal being carried out by the Traffic Operations team. ROC sent 22/10/14 ranging from \$70-95k
299	ParkHill Rd Berne Place Intersection Safety							0	0	0	Deferred to Future	Initial assessment of proposal being carried out by the Traffic Operations team. ROC ranging from \$80-\$125k sent 22/10/14
300	Esmonde Akoranga Traffic Island Enhancement	26,231			20,000	13,544	-1	33,543	7,312	33,543	Complete	Project completed in Sept 2014.
301	Moore St Improvements at Monarch Park Entrance	135,000				0	135,000	135,000	0	15,754	In Detailed Design	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14. Approved to move to DD and FEC 12/11/14. Currently deferred. Board reinstated project March 2016. Note ROC was \$153k.
302	Cycle and Pedestrian Amenities - Queen St Northcote							0	0	0	Deferred to Future	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14
303	Traffic Calming Queen St Bartley Terrace							0	0	0	Deferred to Future	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14
304	Birkdale Rd Shops Improvements	97,000				8,521	88,479	97,000	0	27,852	In Detailed Design	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14. Increased to 97k Dec 15
305	Rangatira Rd Shops Flush Median							0	0	0	Not selected by LB	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14
306	Wairau Rd Cycleway - Target Rd to Forrest Hill Rd	550,000				526,280	23,720	550,000	0	40,598	In Construction	Being assessed by Community Transport ROC of \$300k sent on 31/10/14. Apprd by board to move to DD on 12/11/14. \$100k added on 16 Oct15 for Tristram Ave section. \$150k added on 16 Oct15 for Forest Hill to Tristram Ave section. Tender closed before Christmas but no tenders received, will retender in 2016
307	Birkenhead Ave Cycleway - Onewa Rd to Pupuke Rd	45,000				5,000		5,000	-40,000	1,687	In Detailed Design	Being assessed by Community Transport. ROC sent 31/10/14. Approved to move to concept and estimates 12/11/14 in sum of \$45,000.
308	Glenfield Rd Cycleway - Pupuke Rd to Eskdale Rd							0	0	0	Deferred to Future	Being assessed by Community Transport. ROC sent 31/10/14
309	Glenfield Rd Cycleway - Eskdale Rd to Coronation Rd							0	0	0	Deferred to Future	Being assessed by Community Transport. ROC sent 31/10/14
310	Northern Mway Walk/Cycle - Northcote to Wairau							0	0	0	Deferred to Future	Being assessed by Community Transport. Reply sent 31/10/14
311	Raleigh Rd Cycleway - Northcote							0	0	0	Deferred to Future	Being assessed by Community Transport
312	Kaipatiki Rd Cycleway - Glenfield to BeachHaven Ferry	60,000				25,000	39,162	64,162	4,162	64,162	Complete	Being assessed by Community Transport ROC sent 4/11/14 of \$1.2m. Appd to move to concept and estimates 12/11/14 in sum of \$25,000. Increased by Board Dec 2015 to \$60k





**DESIGN CONSIDERATIONS**

**Monarch Dam Spillway**  
The Moore Street entrance to the park acts as a spillway to the Detention Basin.  
Existing levels cannot be adjusted or they will compromise this function.

**Monarch Park**  
Monarch Park has only 4 entrances, all with little street presence.  
Friends of Monarch would like to explore placemaking opportunities.  
Local school children use the park for cross-country; Janet Watercare planting projects; weekly walks and as an outdoor classroom.  
Existing playground is in good condition and well used.  
AC Parks Arborist has assessed Moore St entrance trees, and with the exception of the Karaka, Titoki, Pariri and 3 Totaras, all can be removed.  
Moore St entrance is also an AC Parks maintenance entrance.  
Currently no AC Parks signage at Moore St entrance.

**Bus Stop**  
Current bus stop location does not comply with AT standards.  
Opportunity to relocate existing bus stop.  
Wide footpath must be provided in front of bus shelters.  
Possible to have AC Parks placemaking material on AT bus stops.  
Approx 2 buses per hour.

**Parking**  
Currently space for 8 carparks.  
More to parking requires a 2.5m wide footpath forward of parking space.

**CPTED**  
Opportunity to apply CPTED principles in new design.

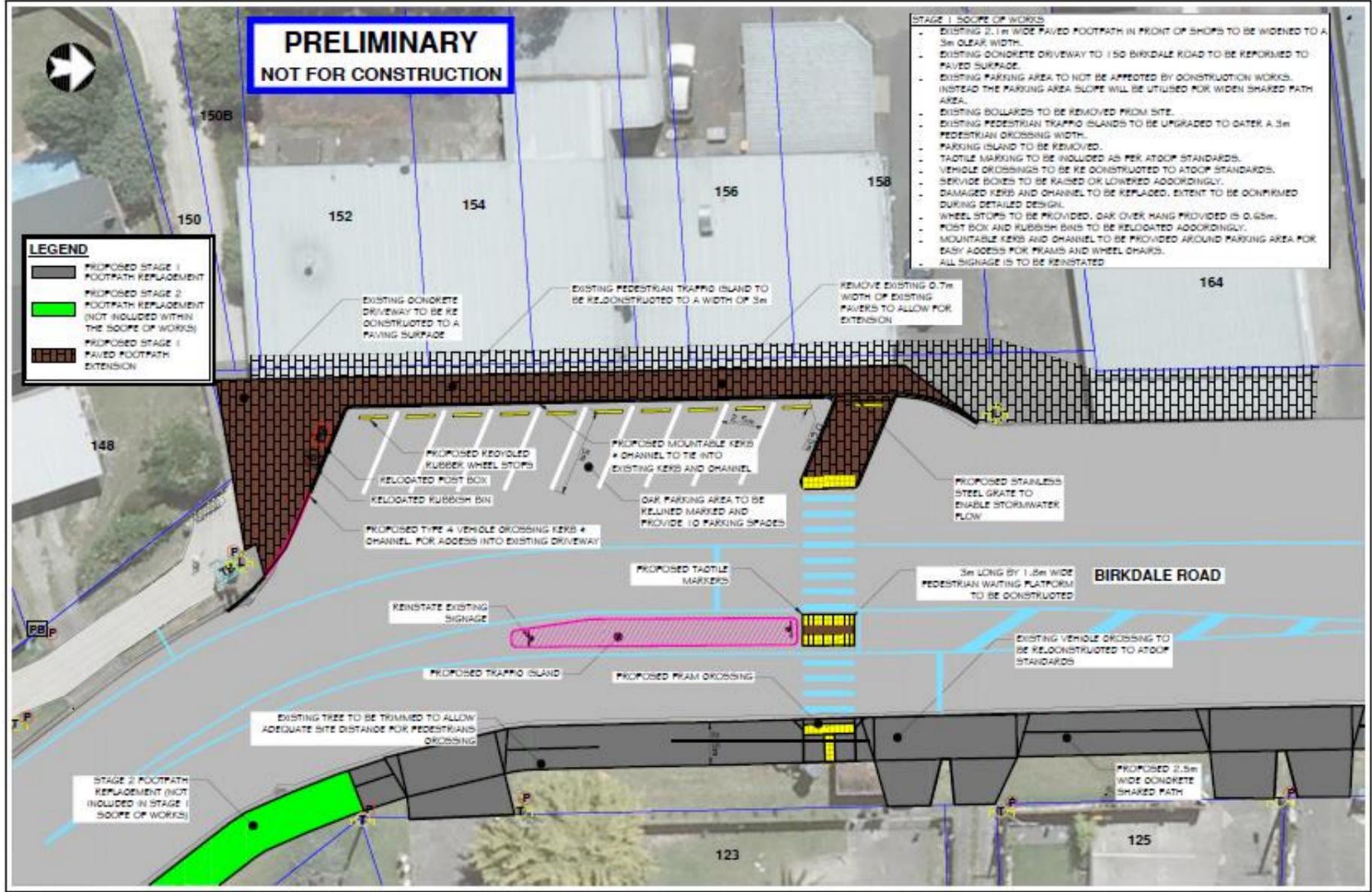
**PROPOSALS KEY**

- 1 **Bus Stop**  
New bus stop and shelter installed away from the park entrance with a pedestrian refuge included to provide a safer link between the two stops. Kerb extended (shown dotted) and road re-linemarked to accommodate bus stop. Existing shelter removed.
- 2 **Planting Bays**  
Planting bays created with Nikau Palms underplanted with Coprosma 'Poor Knights' low groundcover to frame the park entrance. Note planting bays do not interfere with the Monarch Dam Spillway requirements.
- 3 **Parking**  
Coloured basalt applied to the road surface between the planting bays to further define the park entrance. Linemarking for 9 carparks including 1 all-abilities type applied. Note new kerbline installed.
- 4 **Park Entrance**  
Paved plaza with seating, park signage, drinking fountain and litter-bins.
- 5 **Existing Mature Planting**  
All existing vegetation with the exception of the Karaka, Titoki, Pariri and 3 Totaras removed. Retained trees then crown-lifted, up-lift and underplanted with native low groundcovers.
- 6 **Park Vehicle Access**  
Wide entrance with lockable/removable bollards to provide authorised vehicle access only and to retain the Monarch Dam Spillway requirements.
- 7 **Park pedestrian access**  
Wide paved pedestrian entrance into the park with placemaking patterns hydro-blasted into the new paving.

DEVELOPED SKETCH PLAN (OPTION 2A) | 31 AUGUST 2016 | 1:125 A1\_1:250 A3

**MONARCH PARK ENTRANCE, HILLCREST**





		Design: H. NORTON AAD 18 Drawn: H. NORTON AAD 18 Checked: - Approved: - Scale: 1:50 @ A3 Scale ref: none	 	Project: <b>AUCKLAND TRANSPORT                  PROPOSED FOOTPATH UPGRADE                  BIRKDALE ROAD, BIRKDALE</b>	Title: <b>PROPOSED SITE PLAN - STAGE 1 SITE                  PLAN - CONCEPT 2</b>	Sheet No: <b>A3-002</b>
PO Box 10, Civic 1000 101 Cambridge Road, Christchurch Ph: 03 438 8700 www.hutchinson.co.nz				Job No: <b>A3-19132</b>		