
Auckland Transport monthly report – September 2016

Purpose

1. This report updates the Upper Harbour Local Board on the current status of the Local Board Transport Capital Fund and projects, responds to issues raised by board members, and provides information on matters of specific application and interest to the local board.

Executive summary

2. This report provides an update on:
 - Local Board Transport Capital Fund and specific projects – Gills Road;
 - consultation documents on proposed safety improvements in the Albany area;
 - local board requests on transport-related matters; and
 - media.

Recommendation

That the Upper Harbour Local Board:

- a) receives the Auckland Transport update for September 2016.

Comments

Local Board Plan aspirations

3. The Upper Harbour Local Board has outlined through its 2014-17 local board plan that it has a strong interest in the role of transport. The board recognises this role helps create well-connected and easily accessible public transport networks, improves the road network, access to walkways and cycleways, and connects Westgate to the North Shore.
4. The Upper Harbour Local Board Plan has a specific transport outcome which Auckland Transport (AT) has a key role in supporting. This outcome specifies 'a well-connected and accessible Upper Harbour' (Upper Harbour Local Board Plan 2014-17, pages 34-35).

Local Board Transport Capital Fund The following table is an update of progress on the board's current projects:

ID#	Project description	Progress / current status
480	Gills Road pedestrian bridge	Below is the timeframe that AT is working towards. <ul style="list-style-type: none">• Peer review has been completed and the project team has moved into detailed design phase, which includes lodging of consents.• Lodging of consent and approval process by the end of October 2016 (this will be subject to fast track assistance, which will bring timeline forward for completion below).• Tender preparation and awarded by the beginning of December 2016.• Construction to start Dec/Jan 2017.

6. The following table summarises the Upper Harbour Local Board's current allocation and spending of the Local Board Transport Capital Fund:

Upper Harbour Local Board Transport Capital Fund Financial Summary			
Total Funds Available in current political term (Four years including 2012-13)	\$ 1,348,264		
Spent to Date on Completed Projects (including money spent on cancelled projects)	\$ 993,356		
Committed to date on projects approved for design and/or construction	\$ 300,000	0%	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.	\$ 54,908		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)	\$ 355,167		This is the full 2016-17 Upper Harbour LBTCF budget.

Consultation documents on proposed safety improvements

7. Consultation documents for the following proposals have been provided to the Upper Harbour Local Board for its feedback. As the board's transport portfolio holders provide feedback on the board's behalf, the material below is included for general information purposes only:

- Elliot Rose Avenue road markings;
- proposed bus stops – Marina View Drive, West Harbour;
- installation of a clearway zone - along Constellation Drive (towards the Auckland-Waiwara motorway), from Parkway Drive to Home Place; and
- new footpath along Oteha Valley Road, Albany.

Local board response

8. The local board portfolio leads were in support of all proposals listed above.

Update on Albany Highway North upgrade

9. Project status:

- complete driveway concrete pour behind the retaining wall on the western side of Albany Highway between Rothwell Ave and Schnapper Rock Road;
- commence reinstallation of the concrete pavers after final surfacing at the entrance to Oakway Drive. The exit will be shut from Tuesday 23 August with detours in place;
- commence tree pit installation and central median island construction between Kristin Gate Two and Albany Veterinary Clinic;
- continue footpath preparation and concrete pour at the entrance to Oaklands Road;
- continue earthworks, cycle path and footpath preparation on the western side of Albany Highway between Wharf Road and Days Bridge;
- continue footpath works on the eastern side of Days Bridge;
- continue footpath preparation on the eastern side of Albany Highway between the gas plant and Albany Senior High School; and

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- continue footpath preparation on the western side of Albany Highway between Albany Senior High School and Settlers Retirement Village.

10. Night works included:

- road repairs and line marking as required;
- laying final asphalt surfacing on Albany Highway between Bush Road and Rosedale Road completed in August; and
- pavement stabilisation and chip sealing works from Albany Senior High School to Library Lane completed in August.

11. Auckland Transport plans to:

- complete all major pavement works between Wharf Road and Albany Expressway in late August / early September;
- complete central median islands in late August / early September;
- complete planting and landscaping in September; and
- commission pedestrian crossings and signalised intersections in October.

Upper Harbour Drive and Albany Highway intersection traffic congestion

12. The Greenhithe Residents and Ratepayers group have expressed major concerns about the traffic congestion on Upper Harbour Drive since the cycle lane has been introduced. The local board, along with the ward councillors, requested AT investigate options to reduce the congestion on Upper Harbour Drive.

Update

13. AT has undertaken a survey to assess the volume of cyclists and vehicles utilising the cycle lanes along Upper Harbour Drive close to the intersection with Albany Highway.
- Observations were made on 26 July from 7.15am to 8.15am and from 4.30pm to 5.30pm. The queue on Upper Harbour Drive, which did not extend more than 60 metres, cleared for each green phase. Based on the queue length, this is approximately 10-15 vehicles turning right from Upper Harbour Drive per cycle.
 - Recent observations show there is no problem with congestion in the morning peak.
 - Cycle and vehicle counts were recorded over a four week period, with the data provided in weekly increments as follows:
 - Week 1: 11-17 May 2016
 - Week 2: 18-24 May 2016
 - Week 3: 25-31 May 2016
 - Week 4: 1-7 June 2016
 - Approximate location of where the requested cycle/vehicle counters were installed and the data captured is shown in figure 1 below:

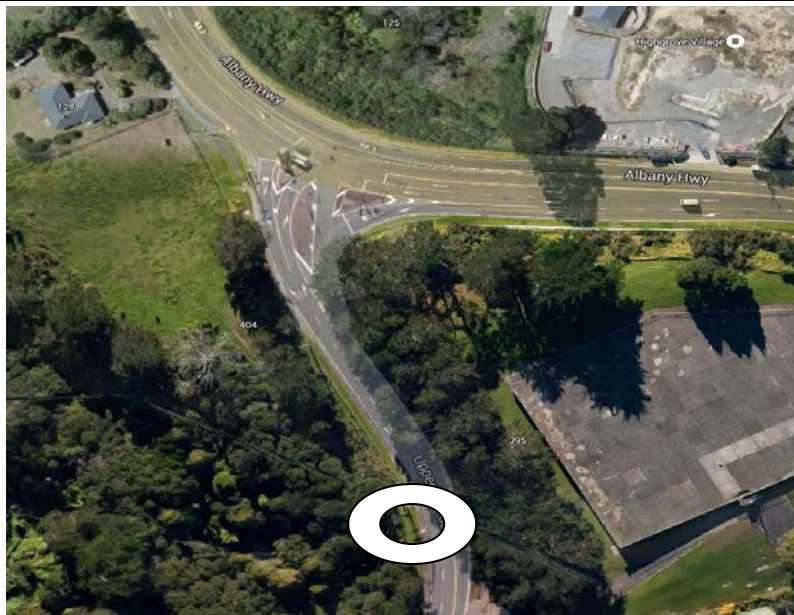


Figure 1: Location of cyclist and vehicle counters

- A summary of the seven day average daily traffic (ADT) volumes for the cyclists using cycle lanes on Upper Harbour Drive for each week over a four week period was compiled. The following table is a summary for each week:

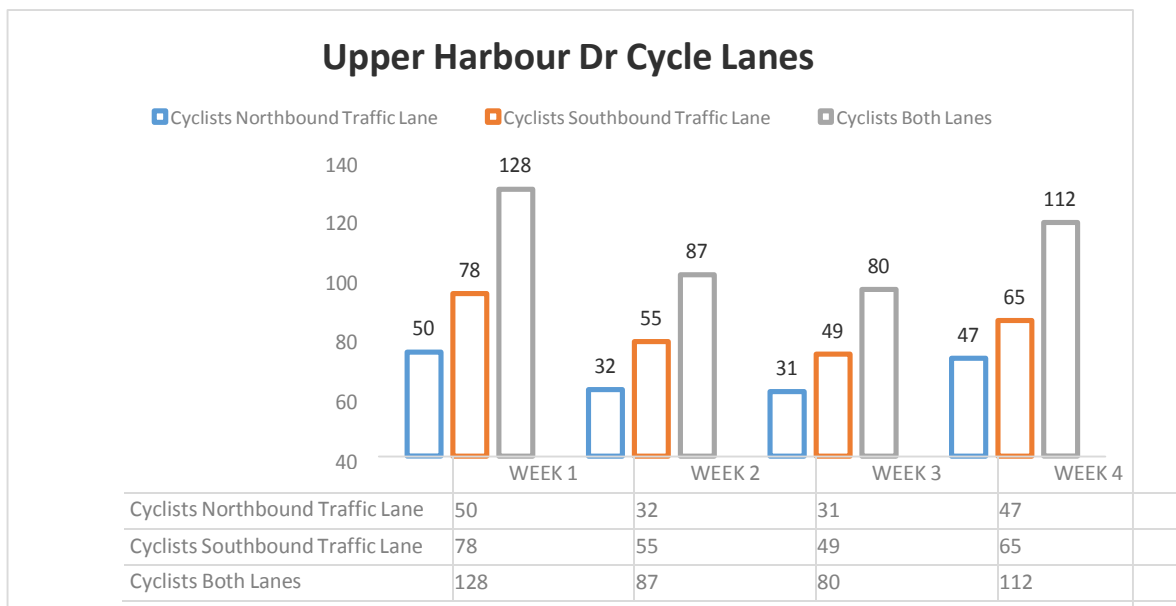


Table 1: Summary of 7 day ADT for cycles on Upper Harbour Drive

- A summary of the seven day ADT volumes for the vehicles utilising the cycle lanes on Upper Harbour Drive for each week over a four week period has been compiled. The table below is a summary for each week:

Upper Harbour Drive Vehicles Utilising Cycle Lanes

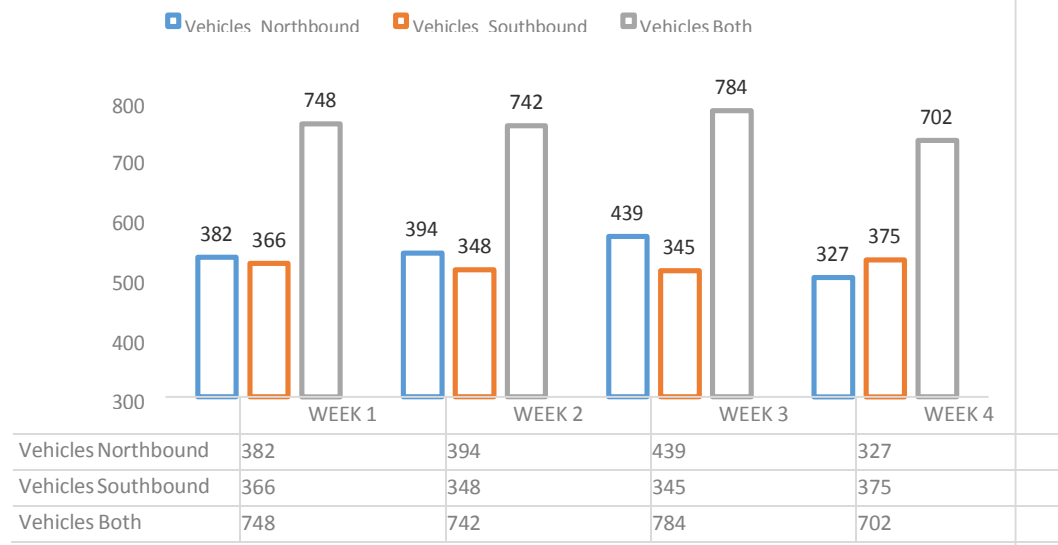


Table 2: Summary of seven day ADT for vehicle volumes along Upper Harbour Drive utilising the cycle lanes

- AT is still progressing the road widening option to scheme design and is hoping to have this finished to present to the local board by November 2016.

160 Hobsonville Point Road - car parking issues

14. A request has come through the local board for AT to investigate the parking issues that are occurring on Hobsonville Point Road.

Update

15. AT is planning to start the internal consultation in September. Once this is completed, AT will start the external consultation. The local board will be updated as progress is made.

Proposed connection between Gills Road and Oteha Valley Road around Living Streams Road

16. AT have recently completed the review for plans for the land take on the basis of new design standards. AT is in the process of developing the business case to seek approval to proceed to the land take phase. There are no allocated funds to carry out the detailed design; however, AT will update the board on further progress towards the end of October 2016.

Whenuapai pedestrian crossing - Brigham Creek Road

17. A petition has been received through the local board for AT to look at making the pedestrian crossing on Brigham Creek Road safer.

Update

18. AT has requested additional time to investigate this request. There should be an update available in late September 2016.

Brigham Creek Road conditions

19. The local board requested an update on when the works on Brigham Creek Road will be completed.
20. An AT compliance auditor has been working closely with Dempsey Wood, the contractor for the road conditions on Brigham Creek Road. Over the next two months, Dempsey Wood will be completing the new road layouts, road widening and footpaths on the section of Brigham Creek Road.

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21. AT did have a scheduled re-seal on the same section which has been delayed due to weather conditions. The road seal is scheduled to be completed in the last week of August, subject to good weather conditions. This will resolve the bad roading conditions on Brigham Creek Road.
 22. For the board's information, the developer, Dempsey Wood, has advised the development will not be completed for a further one year.

Lucas Creek bridge – The Avenue update

23. This project is on hold as no funding has been allocated in the current Long-term Plan 2012-2022. AT has just produced a first draft of a proposal to seek funding allocation for this project from the Local Residential Growth Fund committee. It is estimated the decision on the project funding allocation approval is to be made within the next two months by the Project Control Group. An update on progress will be available the end of September.

Medallion Drive link update

24. The Medallion Drive Link involves the construction of 170 meters of new road between an existing roundabout on Oteha Valley Road and Fairview Avenue. The extension will enable development north of Oteha Valley Road and provide a safe and effective route for vehicles, cyclists and pedestrians. The developer appealed against the Notice of Requirement (NOR) in 2012. The Environment Court provided an interim decision on 29 April 2016, to confirm the modified NOR, subject to AT providing modified land take plans to minimise the impact on developer's land wherever possible.
25. AT is engaging a suitable consultant for the production of the design option, with an aim to minimise the impact on the adjoining property developer. Resolution of the NOR appeal is required to formally finalise the designation approval and commence the design phase of the project. AT is still waiting on the final decision. Once the decision is received, AT will proceed with detailed design. Further updates will be provided in 2017.

Albany parking study

26. The local board has requested an update on the Albany parking study.

Update

27. The study is currently being developed. AT should be in a position to present to the local board by late September 2016.

New road marking at The Avenue

28. These works are part of a private development. The resolution report is being worked on now by AT. The contractors have installed the road marking without permission. The local board's comments have formed part of the resolution report. Once the resolution report is approved, AT will do an auditor check to ensure markings are correct.

Degraded seal older roads in Greenhithe

29. The local board has requested an update on degraded seals on several of the older roads in Greenhithe.

Update

30. Pounamu Avenue, Remu Place, and Traffic Road are currently planned to be resealed this financial year. The section of Greenhithe Road past the shops and school has been put on hold pending the installation of a WaterCare pipeline. Indications are that this will take place in 2018.

Noise from chip seal at 111 Greenhithe Road

31. The site has been inspected and the transition between the old and new at this address was found to be smooth. The chip seal surface will also continue to smooth out over the next few months and the noise should disappear. Unfortunately, chip seals are noisier than asphalt, particularly when new. However, this section of road did not qualify for asphalt as per AT's re-seal policy.

Ferry frequency and vessel capacity at both Hobsonville and West Harbour, including an update on patronage numbers

32. Since adding an extra 200 seats a day on the West Harbour service at the beginning of the year, demand on the route has generally been within available capacity. Average seating capacity provided, compared to average demand over the last six months (February to July) has been as follows:

Time Period	Average Demand	Average Capacity
All Day	577	1,996 (27 trips)
AM Peak (Inbound)	234	373 (5 trips)
PM Peak (Outbound)	246	472 (6 trips)

33. AT is closely monitoring patronage on the service. A campaign will be released in spring to encourage customers to utilise alternative peak services, which currently have sufficient spare capacity to accommodate new custom.
34. Vessels are closely matched to demand as best they can be, and AT strongly encourages customers, if convenient, to utilise services where there is spare capacity. AT has also identified some additional measures for delivery later this year, which will lead to an increase in capacity on the two most popular peak services (one in the morning peak and one in the afternoon / evening peak).
35. Patronage on the West Harbour route continues to grow and is 27% higher in the last 12 months, compared to the previous 12 months. Compared to July 2015, growth in patronage has stalled slightly in July 2016. This was impacted by having two fewer business days in the month which translates to approximately 10% of patronage. There were also several severe weather days in the month. Patronage numbers for the last 12 months (up to 31 July) on West Harbour totalled 127,406.
36. Hobsonville patronage growth continues to be strong with no capacity issues being reported on services provided. As Hobsonville does not offer a full timetable, some commuters are electing to take the West Harbour service. However, options to increase the timetable for Hobsonville are currently being assessed with the operator, with vessel availability being the main constraint. Average seating availability, compared to average demand, over the last six months (February to July) has been as follows:

Time Period	Average Demand	Average Capacity
All Day	179	950 (10 trips)
AM Peak (Inbound)	84	190 (2 trips)
PM Peak (Outbound)	87	285 (3 trips)

37. August also saw the introduction of new monthly ferry passes on the AT HOP card as part of the roll-out of AT's new simplified fares. This will provide customers with more options and flexibility when travelling to and from the city.
38. Parking provision at West Harbour continues to be monitored. AT has identified some alternative options, which would provide more parking for ferry customers close to the

marina. This is currently being assessed and we will provide an update when more information comes to hand.

Issues pending

Subject Name	Description	Requested date	Due date
Greenhithe Road re-seal works between Churchouse Road and Orwell Road	The Greenhithe Road re-seal works between Churchouse Road and Orwell Road are currently on hold as AT will not be sealing the road until Watercare has completed installation of their pipe.	April 2016	Early 2017

Issues closed

Subject Name	Description	Requested date	Subject closed date
Review of signage at the corner of The Avenue and Dairy Flat Highway	AT are looking at replacing this sign.	June 2016	August 2016

Media

Monthly passes for ferries now on AT HOP cards

39. Ferry users can now use their AT HOP card to load new monthly ferry passes. 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. This is due to the development of the new simpler fares system. For the first time, monthly passes will also be available for travel on the Beach Haven and Hobsonville ferry services.

Pass Name	For use on	Price
Ferry inner harbour monthly	Devonport, Stanley Bay, Bayswater, Northcote Point, and Birkenhead ferry services	\$145*
Ferry mid harbour monthly	Half Moon Bay, Beach Haven, Hobsonville, and West Harbour passenger ferry services	\$250*
Ferry outer harbour monthly	Gulf Harbour ferry service *	\$290*

40. 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.
41. 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

42. The latest figures show 97 per cent of seniors travelling on public transport are using SuperGold AT HOP cards. The 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.

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43. 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. AT is delighted so many people now hold, and are using, their SuperGold AT HOP card. AT had a last minute flurry of SuperGold applications.
44. From Sunday 14 August, SuperGold paper tickets will no longer be available to purchase on board buses, from ticket offices, or from customer service centres. 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. To access the SuperGold public transport concession, passengers will need a gold AT HOP card with a SuperGold concession applied to it.

Consideration

Local board views and implications

45. The board's views will be incorporated during consultation on any proposed schemes.

Māori impact statement

46. No specific issues with regard to the Māori impact statement are triggered by this report.

General

47. The activities detailed in this report do not trigger the Significance Policy. All programmes and activities are within budget/in line with the council's Annual Plan and Long-term Plan documents and there are no legal or legislative implications arising from the activities detailed in this report.

Implementation

48. All proposed schemes are subject to prioritisation, funding and consultation.

Signatories

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