

Auckland Transport Monthly Update Devonport Takapuna Local Board December 2016

Purpose

1. This report provides an update on issues raised by members during September to November 2016 and the schedule of issues. It also includes general information about matters of interest to the board and an update on Local Board Transport Capital Fund (LBTCF) Projects. AT activities during the last quarter.

Executive Summary

2. Activities and issues raised by members during the month of September to November 2016. Attachment A.
3. An update schedule on LBTCF Projects. Attachment B.
4. This report informs the Local Board on activities undertaken by Auckland Transport (AT) in the three months 1 July to 30 September 2016. Quarterly attachments include:
 - C – AT activities – Report from AT departments on what they have done in each Board area over the last quarter.
 - D – Travelwise School activities.

Recommendation/s

That the Devonport Takapuna Local Board:

- a) receives the Auckland Transport December 2016 Update to the Devonport Takapuna Local Board.

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 to the end of June 2016 is provided in Attachment B.
8. Things to note that are different from the last term:
 - We have only brought across projects that are still underway or will still have invoices to be paid.
 - We have only brought across the unspent allocations of these projects.
 - We have brought across all unallocated funds so no Board has lost any funds
 - We have used the amounts available in the LTP for 17/18, 18/19 and 19/20 for the LBTCF hence each year increases as per the LTP
 - We have used the same percentages split as per the original fund.

Clarence Street Project

9. A workshop will be scheduled with the Board to present the outcome of the investigation into the extra road treatments requested by the Board.

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Sunnynook Bus Station Walking and Cycling Connections Project

10. Construction is due to commence.

Rosmini to Akoranga Connections Project

11. Construction is due to commence.

Stanley Bay Reserve Footpath Project

12. Still to be assessed.

Auckland Transport News and Media Notifications

Road Resurfacing

13. Roads require periodic resurfacing (resealing) to keep the sealed surface waterproof and maintain good skid resistance. The bitumen in the surfacing oxidises over time causing it to become brittle and either crack, unravel or lose chip. Similarly the chip can become polished and/or the road surface flushed resulting in a loss of skid resistance over time.
14. If resurfacing is carried out at the right time then the surface remains waterproof, skid resistance is maintained and surface water does not penetrate the road pavement. It can be considered to be much the same as repainting a house – if it is left too long and water penetrates the surface then much more costly repairs are required.
15. Surfacing Types - Roads are resurfaced using either a chip seal or a thin asphaltic concrete surfacing (hotmix). Generally chip seals have a life of 8-12 years while hotmix can be expected to last 10-14 years
16. Chip seals are the most cost-effective method of resurfacing and in many situations are the only method that can practically be used to restore the road surface to a suitable condition. Hotmix is generally only used on high trafficked roads (those carrying more than 10,000 vehicles per day) or in high stress areas such as at intersections or cul-de-sac heads.
17. Chip seals cost in the order of \$4-8 per square metre while hotmix costs \$20-30 per square metre depending on the type of mix used. In the 2014/15 year we will resurface 430 km of roads at a cost of approximately \$50 million – 80% of the resealing carried out will be chip seals.
18. Prior to resurfacing pre-seal repairs such as digouts, crack sealing and surface levelling are undertaken. There is also considerable effort made to coordinate the resurfacing works with other planned renewal and improvement works in the road corridor (both road and utility related) so as to 'dig once'.
19. Chip Seals - Chip seals can be either single coat or two coat seals though in most cases now two coat seals are used as they are more resistant to turning stresses.
20. Each resurfacing site is subject to a specific seal design and the choice of surfacing and chip size used is dependent on factors such as the traffic volumes and loading, the existing surface texture and pavement strength, turning stresses etc.
21. Issues - Many resurfacing complaints arise from the resurfacing of existing aged hotmix surfaces with chip seal when they reach the end of their service life. These hotmix surfaces were usually constructed by developers at the time of subdivision and when they are

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resurfaced with a chip seal this is not welcomed by adjoining landowners. The need to periodically resurface the road to avoid water ingress into the road pavement is often not understood by the adjoining residents and they consider the rougher chip seal surface to be inferior to that of the smoother hotmix.

22. Chip seals also continue to shed excess chip for several months following resurfacing which is a nuisance for adjoining landowners and can create the mistaken impression that the new chip seal surface is defective. Following resurfacing new chip seals particularly two-coat seals can require 4-5 sweeps to remove excess chip from the surface.
23. It is also usual for the bitumen to soften during warm weather for several years following application until such time as the kerosene fully evaporates from the bitumen. At this time it will be susceptible to scuffing from turning vehicles. These areas can be treated with the application of fresh sealing chip.

Historic Agreement Signed on CRL Funding

24. The funding agreement for city Rail Link has been described as an unprecedented historic milestone. The document was signed by Len Brown (former Mayor) and Transport Minister Simon Bridges on the site of the CRL Construction pit in Victoria Street. It includes procurement structure and a 50/50 funding arrangement for the entire project.
25. It will allow the 'main works' tendering process to begin and for specialist constructors to make available the people and machinery needed to build the CRL.
26. The City Rail Link is New Zealand's largest public transport project. It will more than double the number of people able to use Auckland's rail network.



City Rail Link work to start

27. Work has started on a new temporary facility at the rear of the Britomart Transport Centre to replicate the facilities in the building. When its completed in early 2017 the front entrance on Queen Elizabeth Square will be temporarily closed and the new facility will become the main entrance.



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28. Behind the hoardings on the western side of Victoria Street, contractors have been excavating away a shaft and will launch a micro tunnel boring machine to strengthen the Orakei main sewer.



ATAP Report Released

29. The Auckland Transport Alignment final report has been released. It is a joint project involving Auckland Council, Ministry of Transport, Auckland Transport, NZTA, Treasury and State Services Commission and sets the direction for Auckland's Transport system over the next 30 years.
30. Objectives include roads to unlock special housing areas, a start on a Northwestern Busway, motorway improvements, upgraded access to Auckland Airport and of investment in rail for passengers and freight including more electric trains and more electrification.

AT HOP comes to the supermarket check-out

31. AT HOP card is now being sold in selected supermarkets and stores.
32. Foodstuffs is now stocking prepay HOP cards at 59 of its New World, Pak n Save and Four Square Stores across Auckland which will add to the convenience for customers being able to purchase at their local supermarket.
33. The \$20 HOP cards are loaded with \$10 HOP money and can continue to be topped up online, at a top up machine or at other retailer locations.
34. As of June 2016, surveys indicated that 42% of Auckland Adults already have a HOP card, with four out of five customers now choosing to use the AT HOP card to pay for a public transport trip.

New Zones make fares simpler

35. From 14 August 2016, simpler fares have been successfully rolled out for bus and train users across Auckland.
36. The new zone-based public transport system makes fares simpler and it operates on all bus and train services (except SkyBus services). The new zone map has 13 zones, and fares are now calculated according to the number of zones travelled through for the entire journey.
37. 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 are taken.

Auckland Transport Monthly Update Local Board views and implications

38. This report is for the Local Board's information.

Māori impact statement

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

Implementation

40. There are no implementation issues.

Signatories

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

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Devonport Takapuna Local Board Members Issues Raised August to November 2016 – Attachment A

	Issue Name	Details	Current Status
1	Request for Loading Zone in Service Lane by Anzac Street Carpark	The Takapuna Beach Business Assn requested a loading zone be installed.	<p>9 June 2016 CAS-315342. Logged for investigation. October 2016. The area requested has been visited by a member of the Parking Team and they have advised:</p> <ul style="list-style-type: none"> • There are BYL's both sides of the accessway which is marked keeping safety in mind, Parking can't remove BYL's to propose a new loading area. • The service lane is very narrow; a loading zone would potentially obstruct the flow of the traffic, causing additional issues.
2	Future Planned Works East Coast Road	At the Local Board meeting on 19 July members asked if they could be provided with an update on any planned future safety project in the vicinity of Greville Reserve.	<p>21 July 2016. Logged for Response. 1 August 2016. AT can advise you that a cyclist/pedestrian facility to the east of the roundabout has been added to our list of projects in our 'Minor Improvements Programme' in the 2017/2018 financial year. There are however a number of projects already awaiting prioritisation and delivery as part of this programme. The process of prioritisation starts with us collating all proposed projects before ranking them based on their safety and operational issues. This makes it possible for us to determine the roads with the greatest safety and operational problems and which therefore need to receive a higher priority, given that there are limited funds for these types of projects. Once funding has been provided each financial year we prioritise projects which will be completed within the available resources and funding.</p> <p>The different options for the crossing facility are still being investigated and therefore cannot be confirmed at this stage. Due to this process we are unable to provide you with any details of the design. We will continue to develop plans and a design report for the proposed work. You will be consulted on the proposal through our consultation process.</p>
3	Parking Issues in Napoleon Ave	A resident requested P120 be installed in the vicinity of Lady Allum Village as visitors have difficulty finding a park.	<p>11 July 2016. CAS-342606. Logged for Follow up. September 2016. A preliminary investigation has been undertaken in Napoleon Ave. According to policy and in order for changes to be made, AT needs to observe that the parking occupancy is regularly over 85 %. It is important that the decisions are based on policy principles and empirical data.</p> <p>Our investigations have revealed that on-street parking use on Napoleon Avenue is consistently over the 85% threshold. Therefore, AT will develop a proposal in accordance with AT's Parking Strategy and undertake consultation with the local community. We will deliver a consultation letter to the affected residents and businesses to canvass their opinion on the proposal. Please note that the implementation of any changes will be subject to a number of considerations, including positive consultation feedback from the majority of the consulted parties. Once a final decision has been made based on the</p>

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			<p>feedback received, all consulted parties will be contacted with the outcome. This entire process can take four to six months to complete. Due to a large number of similar requests received, we will not be able to commence with this consultation process until late September 2016.</p>
4	Parking for Elected Members	A Local Board member advised of problems associated with the new parking arrangements recently implemented by AT.	<p>6 July 2016. CAS-343524. Logged for response. 16 August 2016. An explanation and advice on options available to Elected Members was provided.</p>
5	Bus Stop Marking in Bardia Street	Councillor Chris Darby advised that Buses cannot park to pick up passengers safely due to parked cars.	<p>18 July 2016. CA's-348300. Logged for investigation. 5 August 2016. CAS-348300. There are a large number of bus stops across the city that require upgrading including road markings which AT recognise makes life more difficult for bus drivers; and stops themselves less comfortable and effective for our customers. Over the last few years AT has focused on ensuring legal compliance of existing stops and a programme of existing stop upgrades as well as new stops to provide for the New Network services. AT will then have to complete a new stops programme for each New Network area in turn as we prepare to launch the new services.</p> <p>In preparation for the New Network on the North Shore, AT have put together a programme of 76 new or relocated stops on the new route sectors that will be essential to make the New Network function. These will be completed before the New Network launch that is programmed presently for early 2018. AT are now reviewing all of the existing stops across the Shore to evaluate their condition and how appropriate their existing location is relevant to the New Network and upgrades required. All stops in the future will meet our new standards.</p> <p>If it is decided to retain the bus stop at 2 Bardia Street in service at its current location it will require an upgrade to current standards. Whatever outcome we recommend for this stop the Local Board will be consulted before we submit a new resolution for approval. We therefore intend to include the Bardia Street Stop in the broader process to ensure no duplication of effort.</p>
6	Barrys Point Reserve - Cars Parked on Bus Station Access	A request was made to install no parking signs to prevent damage to the wet muddy berms.	<p>October 2016. Takapuna Landing is a "road over a reserve" and has not been vested as legal road when it was built with the Akoranga Busway Station in 2007/8. AT is unable to undertake enforcement until the appropriate legislative process has been carried out.</p>

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7	Intersection of Winscombe and Lake Road - Light Phasing	A Local Board member suggested the phasing appeared to have been reduced at peak time and that the side roads appeared to be receiving a longer phasing which was causing a back log.	As you will be aware, this corridor has limited capacity due to there being only a single lane (in each direction) to serve Devonport. The time required on the side street phases increases due to the higher clearance time that is required for the pedestrian crossing, especially just after school 3.00 to 3:30 pm. The priority for the pedestrian phase is higher during this time. This means that the time left on the main road reduces because the cycle time is running at maximum. For that reason the main road traffic experiences a higher delay, which is very common throughout the network just after school. While we do appreciate that delays during this time are a cause of frustration, we are unable to justify any changes as the signals are working as intended.
8	Cold Temperatures in Buses	A bus passenger complained the buses air conditioning was so cold it made the journey uncomfortable and that the driver said he was unable to alter it. They suggested Wellington buses were heated and so should Auckland buses.	28 July 2016. CAS-360921. Logged for follow up. 18 August 2016. AT can advise that at present 90% of AT Metro buses are fitted with air conditioning which is designed to maintain a stable interior temperature of 22 degrees Celsius in Summer or Winter. These parameters are set out by the NZ Transport Agency in their 'Requirement for Urban Buses' document; this is the same document that Wellington buses will have been built to as well. The driver is correct, as the temperature is set and they cannot change the temperature - this is to ensure that each individuals personal preferences do not affect the climate being experienced by all. The recent weather has been extremely cold first thing in the morning and in the evening but quite benign during the day; the air conditioning is designed to cope with these changes but the frequent opening of doors for customers to board or alight will invariably reduce the internal temperature and it will take a little time for the air conditioning system to bring the temperature back up to 22 degrees Celsius. If an individual bus/time/route is identified a check is undertaken to ensure there are no issues with that particular bus.
9	Bus Stop Sign Pushed Over	Councillor George Wood advised the bus stop sign at 54 Taharoto Street, was pushed over	27 July 2016 CAS-360871. AT maintenance contractor attended to this and sign was reinstated.
10	Cars Parked in Raines Ave	Councillor George Wood advised all day parking was blocking the street and asked for NSAAT Lines to be marked.	8 August 2016. CAS-366114. Logged for assessment. 7 September 2016. AT are unlikely to support the installation of broken yellow lines along the full length of Raines Ave, as this could result in increased traffic speeds and volumes. We do acknowledge that parking occurs close to the intersections with Pax Avenue and Tristram Ave and this creates problems therefore it may be beneficial to provide further passing opportunities in Raines Ave. Further detailed investigation now needs to be undertaken to ensure a more comprehensive review of this location. This investigation has been prioritised and programmed for

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			review, following which AT will be able to provide the outcomes and recommendations of our assessment.
11	Parking Issues in Inga Road	A Local Board Member raised concerns about the narrow road and parking congestion issues particularly on weekends.	<p>20 July 2016 CAS-350338.</p> <p>8 August 2016. AT have visited the area involved and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction including the road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics.</p> <p>It is important we undertake this type of assessment so parking restrictions are only implemented where a significant safety or accessibility issue has been identified, and in streets that are classified as narrow roads. Our on-site inspection confirmed that Inga Road is approximately 6.9 metres wide at the narrowest point. This means that we do not consider it a narrow road. We consider a street to be narrow if the road is less than 6.5 metres wide. At a minimum, this width allows two metres of parking on each side of the road while retaining a 2.5 metre through lane, which emergency services have confirmed is the minimum space required for vehicles to have access. Our parking officers have also been on site and were unable to issue a ticket, as the vehicle in question was not blocking access or in any other way illegally parked.</p> <p>While we do understand the reason behind the request we are unable to justify installing broken yellow lines at this time. We will however monitor parking in the future, particularly in the summer months, to determine if further investigation is required.</p>
12	Jutland Road - Request for NSAAT Lines	The local Board Transport lead requested that yellow lines be investigated the whole length of Jutland Road.	<p>24 August CAS-350342. AT investigated the concerns regarding speeding vehicles and driver visibility. The 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) is 41.4 km/h. These results were gathered as part of a seven day survey in early August where 'tubes' were laid across the road and counted both vehicle volumes and speeds. Site Investigation at peak hours before and after school also indicated that speeds were significantly lower at these times. This is due to there being more traffic, and teachers helping with traffic control.</p> <p>In investigating the concerns about Jutland Road AT found that there have been two reported crashes that could possibly relate to speed at this location in the past five years. These crashes were reported as being due to lack of judgement in passing a turning vehicle, and accidental use of the wrong foot pedal. These crashes are unlikely to have been influenced by the addition of speed calming measures. Overall, the crash record for Jutland Road does not suggest there is a significant issue with excessive</p>

			<p>speeds on the road.</p> <p>There are currently “School” signs either side of the area. One obvious sign is often more effective than many. This is because drivers are more likely to glaze over multiple signs which can become just another part of the clutter. During school hours the majority of the traffic are parents and school staff and are aware of the school in the area. The results of the speed data, onsite observation of the road layout and condition, and crash history review did not raise any concerns.</p> <p>In regards to your request for broken yellow lines, while parked vehicles may reduce the traffic lane width and require opposing traffic to give way to each other, these same parked vehicles tend to discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.</p> <p>Therefore we are unable to justify any immediate changes at this present time.</p>
13	Intersection of Killarney Street and Hurstmere Road	The Local Board TPL received a letter of complaint in regards to traffic delays turning right out of Killarney Street, alignment of the intersection with Earnoch and suggested this is dangerous.	<p>20 September 2016. CAS-357408.</p> <p>When AT receives a request of this type an assessment must be undertaken to determine if a roundabout is required and appropriate. Several factors are carefully considered such as traffic volume and flows, the road type (e.g. Arterial, Collector and Local), the general road environment and reported crashes provided by NZTA (New Zealand Transport Agency). It is important AT undertake this type of assessment as a roundabout that is installed at an inappropriate location can create significant and undue delays and increased safety problems.</p> <p>Traffic modelling was conducted to investigate the operational efficiency of installing a roundabout at this intersection. Thorough investigation showed that this is not a feasible solution: to install a roundabout, a minimum radius is required to achieve sufficient deflection to slow down vehicles as they enter the roundabout. Due to physical constraints and the space available within the road reserve at this intersection, the required standard cannot be achieved.</p> <p>As part of our assessment AT identified that there have been five crashes reported in this location in the last five years. Two were related to drivers failing to give way, one was a moving vehicle hitting parked car, one with pedestrian crossing heedless of traffic, and one involved a motorcycle following too closely and lost control when braking suddenly. As these crashes were mostly human errors/factors it does not demonstrate a pattern of safety concerns.</p> <p>AT have also looked into the option of signalling the intersection. We found that in order to execute a signal-controlled intersection many movements will require to be banned due to its unorthodox layout. Therefore, this option would compromise the operational efficiency of this intersection.</p>

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			<p>Regarding your comment on the traffic islands being a hazard, we can confirm that the traffic islands serve as "lane width narrower" to prevent cars from speeding through the intersection. If they were to be removed, vehicles would have wider physical space and this would result in higher operating speeds during off peak hours. They are effective in channeling traffic to the appropriate directions, and prevent head-on collisions.</p> <p>Due to the above reasons AT are not proposing any changes at this point. However, we will continue to monitor the safety performance of this intersection.</p>
14	Devonport Wharf Café	A resident raised concerns with the MP's Office about the use of the West side covered walkway on the Devonport Wharf and suggested access to the front of the building will be reduced.	<p>8 September 2016 CAS 374230. The new premises open up the North pavilion with interior - exterior flow on all sides. The boardwalk canopy was designed with the commuter and customer in mind allowing a series of flexible pull down screens that gives adaptability along the edge of the canopy for weather protection options to both the passing ferry commuter and cafe seating. In acknowledging the marine setting, weather adaptability became a necessity to ensure activation of the space all year round. The material used and placement were required to be robust, durable and appropriate for the public, customer and coastal environment.</p> <p>With the opening of the cafe, access to the boardwalk is retained and now in conjunction with the cafe seating. The arrangement of seating will be managed by the cafe owner to ensure there is walking access under the canopy. This is a specific requirement in the agreement with the tenant. The existing access through the Northern wharf entrance is also retained.</p>
15	Handley Ave - Rat Running	A resident raised concerns regarding rat running and vehicle speeds in Handley Ave.	<p>7 September 2016 CAS-363472. AT have carried out traffic/speed counts on Handley Ave over a seven day period in June 2016. The result showed that the 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) is 45 KMPH which is below the posted 50 KMPH speed limit. The results also show that the volume of traffic on Handley Ave is relatively low (about 600 vehicles per day during the week); with an increase in traffic flow during the evening peak period. However these vehicles are travelling at speeds well below the posted speed limit and the risk of crashes occurring on this street is considered to be lower than many other streets awaiting traffic calming treatment in the region. Considering these results we are not able to prioritise Handley Ave for installation of traffic calming measures.</p>
16	Footpath Blocked in Bartley Tce Devonport	The Local Councillor advised the footpath outside the supermarket was blocked with parked motorbikes and large rubbish bins.	<p>12 September 2016 CAS-387710. Parking Services and Road corridor Compliance have investigated this issue and have approached the store manager to request staff not park motorbikes, and to move bins, from the carriage way and pedestrian access.</p> <p>Parking enforcement will add this area to the regular monitoring cycle.</p>

17	Ferry Fares from Auckland to Devonport	The Board TPL queried the ferry fare of \$4.50 as the same distance south or east was charged at \$1.80.	<p>12 September 2016 CAS-382099. Clarification of the disparity of fares between transport modes is detailed below.</p> <p>The cost of delivery of ferry services is higher per passenger than our other two public transport modes (bus and train); therefore the inclusion of ferry fares at the same price point as the other modes may result in one or both of the following outcomes:</p> <ul style="list-style-type: none"> • A higher cost per passenger and lower fare box recovery (information on fare box recovery is included foot of this response) resulting in increased prices for the our other modes; • A much higher demand for ferry services (as research in other jurisdictions recognise that people prefer to travel by ferry over bus and train) resulting in higher overall costs exacerbating the scenario outlined in the bullet point above and increasing the amount required to be recovered from the other modes. <p>A case study was undertaken in Brisbane where ferry fares were offered at price parity to bus and train which resulted in an enormous cost burden on the state government when ferry demand soared. AT is working in a constrained funding environment and needs to balance cost and revenues to achieve a fair and equitable system for all users.</p> <p>Having said that AT are committed to reviewing fares if savings can be achieved through procurement, innovation and opportunities to grow patronage to optimise capacity usage. AT are also committed to seeking as much integration as is practical between ferry and bus/train fares which may include monthly passes, stored value transactions etc. This however does not necessarily mean integration at fare parity levels but is likely to include reduced fares on connecting modes when ferries are used as part of the journey.</p> <p>Fare box recovery:</p> <p>Auckland Transport is required to recover some costs from customers to meet a national farebox recovery target set by Auckland Transport’s co-funder. This can be achieved in a number of ways, whether through fare levels, increasing the use of public transport without a corresponding rise in costs and also through cost reductions. Consequently, Auckland Transport is actively seeking to achieve this 50% target in farebox recovery via various comprehensive programs, that can be grouped together under the following headings:</p> <ol style="list-style-type: none"> 1. Increasing public transport customer patronage using existing resource levels. 2. Restructuring the public transport network to eliminate duplication of services and maximise passenger carrying capacity. 3. Seeking to procure public transport services via new contracting arrangements (the Public Transport Operating Model [PTOM]), which will make the provision of public
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			<p>transport procurement more sustainable in the longer-term.</p> <p>4. Procuring rolling stock for rail which is more cost effective to operate i.e. electric trains.</p> <p>These collective initiatives will lead to a long term reduction in costs in real terms to the public transport user, while hopefully increasing usage. I appreciate that this does not address your immediate concern, but please be assured that Auckland Transport is aware of the need to reduce the cost of public transport in real terms over the next few years and may be able to do so if cost reductions with passenger increase can be achieved through the above and other initiatives.</p>
18	Clock - Opposite Masonic, Bottom of Church Street	A Local Board Member advised the clock is showing two different times on the four faces.	5 September 2016. Like the Devonport wharf clock, the King Edward Parade clock also has rust problems that is affecting the timing mechanism. AT is currently waiting on a quote to carry out the specialist repair work.
19	Signal Phasing Jutland Road Lake Road Intersection.	The Local Board TPL suggested the phasing was incorrect as it only allowed one car through at a time.	<p>8 September 2016. CAS-398035.</p> <p>AT investigated the suggestion to change the phasing of this intersection. The phasing at this intersection is run on an adaptive system. This means the vehicle sensors register traffic movements and automatically adjusts the amount of time each set has the green light, based on the amount of vehicles passing over the sensors and average wait times for each vehicle. During peak traffic hours the phasing gives the maximum amount of time allowed to all approaches. Bearing in mind that our network is at capacity during peak travel times and some delays can be expected.</p> <p>While it is acknowledged that the length of the phasing can unfortunately, create some delays for motorists, our investigation indicates that the intersection of Jutland Road and Lake Road is operating according to area traffic network strategy to give a priority to the Lake Rd through movements, however please be assured that we will continue to monitor this intersection and operational adjustments will be made if necessary.</p>
20	Ferry Services Diverted on 9 September and Relocation of the Airbus Connection.	A passenger on this service complained that the ferry had diverted back to Auckland, which disrupted the passengers. They also suggested the relocation of the Airbus stop had lost the connection to the ferries.	<p>4 October 2016 - CAS-401670. AT can advise the incident has been fully investigated by Fullers Ferries who operate this service commercially, not under contract to AT. Fullers confirmed that the diverted 4.50 pm trip was due to another vessel occupying the normal berth at Devonport due to a vessel breakdown.</p> <p>Skybus - Changes in the location of pick up point are related to major construction work in the CBD, as part of the City Rail Link (CRL) project. SkyBus now operates from a bus stop at 380 Queen Street (opposite the Town Hall) to the airport. There is limited space to move bus stops during the CRL works around the lower CBD, and upper Queen Street was chosen so to limit the impact on journey time and reliability of services.</p>

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21	Request for NSAAT Lines Sydney Street	The Local Board TPL suggested Sydney Street was narrow and that NSAAT Lines were needed.	<p>12 September 2016 - CAS-398277.</p> <p>28 September 2016. Upon receiving the request, AT visited the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction including the road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics.</p> <p>It is important we undertake this type of assessment so parking restrictions are only implemented where a significant safety or accessibility issue has been identified, and in streets that are classified as narrow roads. Our on-site inspection confirmed that Sydney Street is approximately 7.1 metres. This means that we do not consider it a narrow street. We consider a street to be narrow if the road is less than 6.5 metres wide. At a minimum, this width allows two metres worth of parking on each side of the road while retaining a 3.10 metre through lane, with emergency services having confirmed 2.50 metres is the minimum space required for their vehicles to have access.</p> <p>While parked vehicles may reduce the traffic flow on Sydney Street to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. The traffic volume is at a level where this form of operation does not cause excessive delays. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.</p> <p>After considering all factors of our assessment we regret to advise you that we are not able to proceed with your request for a broken yellow line restriction.</p>
22	Hedge - Overgrown Footpath	A resident complained to the local Councillor a hedge was obstructing the footpath on the corner of Wolsley Ave and East Coast Road.	27 October 2016. CAS-405528. The hedge was trimmed to clear the footpath.
23	Street Signs - Poles Damaged in Takapuna	The Local Business Assn advised a number of signs were knocked over or damaged in the main shopping area.	14 October 2016. CAS-406009. The AT contractor was dispatched to reinstate the relevant signage.
24	Vehicle Crossing Entrance to Medical Centre in East Coast Road.	The MP's office received a letter from a constituent suggesting the entrance to the medical centre was not at the right angles to allow vehicles to enter and exit easily.	18 October 2016. CAS-406003. The MP's Office was advised that this is the responsibility of the property owner if they wish to have the vehicle entrance altered.

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25	Vehicle Crossing Ngataringa Road Devonport	A resident complained that the vehicle crossing to their newly purchased property was unsatisfactory.	10 October 2016. CAS-410279. It is the property owner's responsibility to provide access to their property. This includes maintenance and any modification required. This is because the vehicle crossing serves the property's vehicles and not the public, regardless of the asset being in the road corridor. To resolve the issue the property owner would need to construct a standard crossing at their own expense.
26	Cars Parked on Berm - Corner of The Terrace and Anzac Street Takapuna	A resident complained that vehicles were parking on this berm and causing damage to the grass.	27 October 2016 CAS-421095. AT has undertaken a broader review of the management of parking on berms and necessary pre-requisites such as signage. Following this review it was established that AT could not, in good faith, issue infringement notices for berm parking as specific signage accompanied by supporting resolutions is required to enforce vehicles parking on berms. AT recognise that berm parking needs to be addressed and are currently working through the list of locations where signage may be required. If the vehicles are causing a safety issue or visibility issue or if they are parked on the footpath parking enforcement can investigate on a case by case basis.
27	Stanley Bay Ferry Timetable Changes	The Local Councillor asked to be advised the reason for the changes.	3 November 2016. CAS-422254. AT confirm that we have been looking at ways to address timeliness issues for the Birkenhead Ferry sailings, and as a result changes have been made to the Stanley Bay ferry timetable. The key reasoning behind the change has been to reduce congestion at Pier 1A. At present multiple services use Pier 1A which has caused a delay to some sailings, to improve service reliability a decision was mad to move the Birkenhead Ferry services to Pier 1B. To accommodate the changes we have slightly adjusted the timetable for the Devonport sailings, which also operates from Pier 1B. Two morning peak services, plus the 2.00 pm peak sailing and their respective return journeys for Stanley Bay now depart 5 minutes earlier. In regards to customer feedback, AT advise, Fullers have amended the 8.30 am Stanley Bay sailing time to 8.40 am. Feedback from customers identified that the 8.30 am journey was scheduled too early, hence the change.
28	Pedestrian Crossing Request - The Strand Takapuna (Opposite new playground)	The new playground has generated an increase of foot traffic in at this location in The Strand. Investigation into safety measures has been requested due to the large volume of foot traffic now crossing the road.	3 October 2016. CAS-414793. Logged for investigation. The outcome is expected after the end of November 2016. Any treatments that may be identified are not funded in AT's forward works program.

Auckland Transport Monthly Update

29	Buses Congestion in Lake Road at Takapuna Bus Station.	The Takapuna Business Assn Board suggested the area was becoming very congested with so many buses in the same location and it seemed to be getting worse.	<p>7 November 2016. CAS-431253. AT can confirm that last year we conducted an afternoon peak site visit at the Takapuna Transport Centre to investigate the capacity issue impacting the bus stops located on Lake Road. We can advise that there has been no increase in service levels this year or timetable changes in the recent months affecting this area. However a contributing factor seems to be a lack of layup area for buses, resulting in the drivers sometimes sitting in the stops longer than 5 minutes due to having nowhere else to go. AT Infrastructure and Facilities Team have been unable to identify any areas to provide extra layup for the drivers when they were investigating the area.</p> <p>AT would like to encourage the support of Local Business Associations to help identify any area which can be utilised to reduce congestion at these bus stops.</p> <p>From a network planning perspective in the New Network buses will continue to use these stops in Takapuna, although there may be a reconfiguration of the stops to suit the new services.</p> <p>An advantage to this area with the implementation of the new network planned to roll out in the North Shore in early 2018; we have the same number of trips using these stops, although the number of routes has been reduced. This means the headway will be better distributed with less chance of overcrowding of bus stops. Where possible we will also timetable services to try and minimise the number of times that more than one bus will use a stop.</p>
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Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.	
Consultation - Proposed NSAAT Lines Frater Ave and Cecil Road Milford	All comments from the Transport Portfolio Holders were received for inclusion in the consultation process on behalf of the Board. This was forwarded to the TPL's 14 July 2016. A reminder was sent on 26 July 2016 TPL2: Appears sensible.
Consultation - Proposed NSAAT Lines Marama Street, Castor Bay	All comments from the Transport Portfolio Holders were received for inclusion in the consultation process on behalf of the Board. This was forwarded to the TPL's 24 July 2016. Response from TPL2: Appears sensible and will make driveways more accessible at all times.
Consultation - Proposed NSAAT Kerr Street	All comments from the Transport Portfolio Holders were received for inclusion in the consultation process on behalf of the Board. This was forwarded to the TPL's 9 August 2016. Response from TPL 1: This is great news after nearly a year since lodged complaint form resident. Response from TPL2: Happy to support this as it has been a problem around the school gates, particularly close to the start and finish times, by all the Mums and Dads who 'have' to drop off and pick up right outside the school gate. Totally support the majority of the additional no stopping lines.
Consultation - Proposed Pedestrian Detection Cameras and LED Studs at Existing Pedestrian Crossing	All comments from the Transport Portfolio Holders were received for inclusion in the consultation process on behalf of the Board. This was forwarded to the TPL's 10 August 2016. Response from TPL2: I support the proposal - it appears a very sensible concept. I assume the major benefits would be during hours of darkness as the impact would not be as great during the day. Response from TPL1. This is an exciting concept - especially for a fast moving arterial such as East Coast Road.
No Stopping At All Times Restriction on Marine Terrace, Bayswater	18 November 2016. As no feedback has been received from Local Board Members in this instance, this has been taken as an indication that there are no objections to this proposal.
No Stopping Lines on Sunset Road	28 October 2016. Response received: All members who responded support this, so please proceed.
BYLs on Peter Terrace, Castor Bay	27 October 2016. Response received: This is a minor one, and as such we're still in the period where there is delegation to the "Chief Executive". I imagine it has come about as a result of people parking across the driveways of local residents.
Consultation Give Way controls Aberdeen Road/Beach Road, Campbells Bay	This was forwarded to the Local Board for comment on 7 October 2016. Comments Received: TPL1. Good to get this intersection upgraded. TPL2: Looks to be a sensible solution to ta difficult intersection.

Auckland Transport Monthly Update

Devonport-Takapuna - 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 October 2016	Current Project Status	Comments	Action Required by Local Board	
139	Devonport Takapuna Cycleway Enhancement	385,030	384,960					384,960	-70	384,960	Complete	Project complete.		
192	Vauxhall Tainui Traffic Calming	99,000		14,345				14,345	-84,655	14,345	Deferred to Future	Preliminary design complete. Consultation and Safety Audit to be done. FEC being determined. RD is managing this project. Decision to defer 16/06/15		
193	Sunnynook Shopping Centre Footpaths	45,000		4,312				4,312	-40,688	4,312	Deferred to Future	Preliminary design complete. Consultation to be done. FEC being determined. RD is managing this project.		
194	Sycamore Drive Pedestrian Facility Imps	55,000		550				550	-54,450	550	Not selected by LB	Project not recommended to proceed as relocating the central traffic islands will cause problems for traffic exiting the adjacent carpark. RD is managing this project. Decision not to proceed on 16/06/15		
195	East Coast Rd Pedestrian Refuge	13,007		13,007				13,007	0	13,007	Not selected by LB	Preliminary design complete. Consultation and Safety Audit to be done. FEC being determined. RD is managing this project. Advised project not going forward on 20/11/14.		
196	Bartley Square Carpark Imps	145,000	70	55,930	53,000		36,000	145,000	0	143,413	Complete	Consultant engaged to carry out detailed design. RD is managing this project. Consultation carried out, design being finalised. Bd appd to \$145k in May 16	Consider for construction approval when design and FEC complete.	
197	Raines Havelock Intersection Imps	6,717		6,717				6,717	0	6,717	Not selected by LB	Preliminary design complete. Consultation to be done. FEC being determined. RD is managing this project. Advised project not going forward on 20/11/14 and again 16/06/15		
198	Castor Bay Rd Beach Rd Intersection Imps	142,000		10,352				10,352	-131,648	10,352	Deferred to Future	Consultant engaged to carry out detailed design. RD is managing this project. Decided not to proceed 16/06/15		
199	Seaview Commodore Parry Intersection Imps	144,000		9,892				9,892	-134,108	9,892	Deferred to Future	Consultant engaged to carry out detailed design. RD is managing this project. Decided not to proceed 16/06/15		
255	Francis St to Esmonde Rd pedestrian and cycling bridge							0	0	0	Not Meeting Criteria	Cannot be funded from the LBTCF as site is not within the road reserve. Has been forwarded to Community Transport for their inclusion in future work programmes. Following guidelines change in Sept 14 this project could now be progressed by the Board should they wish to allocate funds at a future date. 20/03/16 Up to \$60k opex work needed to prove project viability before project can be considered for this programme		

JULY to SEPTEMBER - ATTACHMENT D

Devonport Takapuna Local Board Safer Communities and Schools C = Completed P = Planned O = On-going M = Engineering Meeting I = Engineering Investigation D = Engineering Delivery	Walking		Cycling	PT	Road safety			Walking School Bus			Parking	SSTP Implementation			Development		Monitoring			Additional Information									
	WOW programme	Time Zone Mapping	Walking promotion	Safety training	Promotion	Bus/rail promotion	AT Hop promotion	Slow Down Around Schools	Back to School	Road safety event	SADD promotion	Recognition event	Volunteer PD	New route	HIRE audit	Safety at School Gate	Park and Walk promo	Pre-launch	Engineering		Launch	Planning meeting	Lead teacher development	Student leader development	Baseline survey	Follow Up survey	Annual survey		
Bayswater School			P		P							P															C		
Belmont Primary												C																	
Belmont Intermediate				P	P																						C		
Campbells Bay School												C																	
Carmel College																											C		
Devonport School			P	C								C						PI		C							C		
Forrest Hill School				P							P																C		
Hauraki School			C	P	P						C							PI									C		
Milford School (Auckland)			C	P	P						C							C		P							C		
Rosmini College					C																						C		
St Joseph's Catholic School (Takapuna)																											C		
St Leo's Catholic School (Devonport)			P																		C						C		
Stanley Bay School			C									C															C		
Sunnynook School			P	P	P						C	C	C	C				CD		C							C		
Takapuna Grammar School																					C						C		
Takapuna Normal Intermediate																													
Takapuna School					P																C								
Vauxhall School			C	C							C	C									C						C		
Wairau Intermediate	Ongoing initiatives and relationship management																												
Westlake Boys' High School																												C	
Westlake Girls' High School																													



Devonport-Takapuna Local Board

This report provides a picture of Auckland Transport activities over the July - September 2016 Quarter.

The report is in two sections:

- (a) Information on AT projects that are located within the Devonport-Takapuna Local Board area;
- (b) Information on Regional Projects.

The numbering used in the report has no meaning other than as a reference to facilitate subsequent discussion.

The report has been compiled by Auckland Transport's Elected Member Relationship Unit from data supplied by the Operations Division, Capital Development Division and Strategy and Planning Department.

Devonport-Takapuna

Network Management and Safety

Community Transport Programme

Programme	Item	ID	Start	Finish	Status	Notes
29374	Road Safety Campaigns, Education and Events	Delivered in partnership with NZ Police alcohol checkpoints. Delivered one Driver Distraction checkpoint in partnership with NZ Police.	Jul 16	Sep 16	Completed	

Network Optimisation Programme

Programme	Item	ID	Start	Finish	Status	Notes
29377	Lake Road, Devonport Peninsula	Construction of pedestrian improvements outside of Takapuna Grammar School.	Jul 16	Sep 16	On-going	Resolution resolved by Traffic Control Committee in July. Project deferred due to funding availability.
29378	Takapuna Town Centre	Detail design is under investigation.	Jul 16	Sep 16	Completed	Investigation is still underway.
29379	Takapuna Town Centre	Detail design is under investigation.	Oct 16	Dec 16	On-going	Investigation is still underway.

Travelwise Choices Travel Planning Programme

Programme	Item	ID	Start	Finish	Status	Notes
29376	Smales Farm Travel Plan	On-going support for the development of the Travel Demand programme with a focus on carpooling and car share.	Jul 16	Sep 16	Completed	In Wynyard Quarter Carpooling and car share are being investigated with the support of the Travel Demand Team. The current Carpool web based platform is also under review with the prospect of replacing with an app.
29380	Milford Business Association	Travel survey showed that 86% of people working in the Milford area commuted by single occupant car, 2% commuted by bus.	Jul 16	Sep 16	Completed	
29381	Milford Business Association	Work with Milford Business Association on Travel Plan in response to survey to raise awareness of other modes.	Oct 16	Dec 16	On-going	

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29382	Cycle Programme	Bike the Bridge event at Smales Farm. Promotion of the Auckland Bike Challenge running throughout February.	Oct 16	Dec 16	On-going
29383	Waitemata District Health Board	Public Transport Give it a Go promotion and journey planning expos at North Shore Hospital.	Oct 16	Dec 16	On-going

Walking improvements

Programme	Item	ID	Start	Finish	Status	Notes
29375	Minor Safety	East Coast Road/Stanley Avenue.	Nov 16	Dec 16	Scheme Stage	
29542	Minor Safety	Winscombe Street, Belmont Intermediate School Proposed zebra platform.	Oct 16	Nov 16	In Detail Design Phase	

Public Transport

Programme	Item	ID	Start	Finish	Status	Notes
29608	Ferry Improvements	Devonport Wharf - Works / activities completed in the last quarter: Opening of the new retail hospitality offering in the Northern Pavilion, auto door replacement on the Northern Pavilion, closure of ATEED office, painting of toilet corridor and minor refurbishment of existing toilet facilities, inclusion of Stanley Bay services in the Ferry PTOM RFT for ferry services. Works to be completed next quarter include: maintenance work on outside deck area, notification to existing tenants of revised tenancy terms, finalisation of designs for phase 2 of the terminal redevelopment, possible commencement of re-glazing works on western side of Northern Pavilion, evaluation commencement of Ferry PTOM RFT responses.	Ferry	Jul 15	Jul 17	On-going

Road Design & Development

Programme	Item	ID	Start	Finish	Status	Notes	
29658	Clarence Street Pedestrian Safety	The Devonport Master Plan (2006) identified Clarence Street as needing improvements to pedestrian connectivity to facilitate strong connections along Clarence Street to the Depot Artspace and Devonport Community House. This project explores concept design options and cost estimation for pedestrian improvements at three locations (Wynyard Street crossing, Bartley Terrace crossings and Depot Artspace footpath).	C.101078	Jan 16	Jun 17	Investigation	Concept design phase complete, and supported by Local Board. The project will proceed to detailed design once the required budget is allocated by the new local board.
29659	Sunnynook Bus Station Connections	Walking and Cycling connections from Sunnynook Park to Sunnynook Bus station.	C.101033	Oct 15	Dec 16	construction	Tendering for this project will be closed 11 October, and the expected construction start date is 17 October. Construction work should be completed before 15 Dec 2016.
29660	Rosmini to Akoranga Pedestrian Access	Walking and cycling access from Rosmini College through Barry's Point Reserve to Akoranga Bus Station.	C.101034	Oct 15	Dec 16	construction	Project delayed. The resource consent will be lodge on 7 October, and it is expected to be granted within two week. An updated construction programme will be supplied to the Local Board after receiving the approval of the resource consent application.
29661	Bartley Square Carpark	Improvements to the layout of an existing carpark to improve pedestrian flow to the adjacent footpaths. Work includes a new carpark layout by altering the road marking, and construction of new footpaths.	C.100484	Nov 13	Sep 16	Completed	Construction is underway, works completion estimated by end August 2016.

Strategy

Programme	Item	ID	Start	Finish	Status	Notes	
29815	Lake Road Improvements Indicative Business Case	Consultant and contract work commenced on the Lake Road IBC in early August. ILM Workshops undertaken to reconfirm the Strategic Case, the Problems and Benefits. Future work includes the long list of options narrowed to a shortlist with a preferred option along with a robust case for funding any recommended investment.		Mar 16	Mar 17	Pre-IBC/Underway	

Regional

CEO

Programme	Item	ID	Start	Finish	Status	Notes
29746	CRL - City Rail Link					
	The CRL is a 3.5km double track underground electrified rail line running from Britomart Station to the Western Line which includes 3 intermediate stations at Aotea, Karangahape Road and Mt Eden.	C.100500	Jun 12	Aug 23	Detailed Design	The signing of the "Heads Of Agreement" with the central government in Wellington has brought increased certainty for the project to proceed. This has lead immediately into a concentrated and detailed work stream to procure the CRL main works, a process that will result in contract awards in 2018. Engagement with Central government over the additional required agreements is ongoing. For the enabling works, the last 6 months have seen the project award construction contracts, conclude the amendment to the Britomart Designation, and commence significant civil works. The second half of 2016 will see the project commence significant reconfiguration works at Britomart in order to prepare the station for heavy civils works in order to connect the station to the new tunnels. These works will result in a new passenger facility at the rear of Britomart.

Network Management and Safety

Cycling safety and promotional programme

Programme	Item	ID	Start	Finish	Status	Notes
29529	Cycling education and events					
	Delivered a marketing campaign promoting new cycleway		Jul 16	Sep 16	On-going	

29530	Cycling education and events	Delivered the Bike Safe cycle skills education programme in schools across Auckland		Jul 16	Sep 16	On-going	
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Travelwise Choices Travel Planning Programme

Programme	Item	ID	Start	Finish	Status	Notes
29533	Let's Carpool Programme	Investigation of a mobile application based platform to encourage greater uptake of carpooling through use of a mobile-friendly app.	Oct 16	Dec 16	On-going	

Walking improvements

Programme	Item	ID	Start	Finish	Status	Notes
29531	Minor Safety	Improvements at Level crossings	Nov 16	Dec 16	In Detail Design Phase	
29532	Minor Safety	Tactile Paving	Nov 16	Dec 16	In Detail Design Phase	

Parking Services

Programme	Item	ID	Start	Finish	Status	Notes	
29600	AT Park	AT Park is an account based parking payment system. Primarily it will be used through the smartphone app and will allow customers to pay for parking from the app without needing to visit a parking machine. This will greatly improve customer convenience and reduce maintenance costs.	C.100908	Jul 15	Dec 16	Implementation	Public trial of AT Park happening in October and full release of the system is due in November.
29601	Licence Plate Recognition (LPR) Enforcement	LPR Enforcement is where an LPR camera is connected to a moving enforcement vehicle. The system detects vehicle registration plates and exempts vehicles with a parking permit. Vehicles without a permit can be detected as over stayers and an infringement may be issued. This will be used in Residential Parking Zone initially. The benefits are that a much wider area can be covered than enforcing on foot.	C.100940	Jul 15	Nov 16	Implementation	The system went live in St Marys Bay and Mt Eden in October 2016.

PT & Facilities

Programme	Item	ID	Start	Finish	Status	Notes	
29747	SMART (South-western Multimodal Airport Rapid Transit Study)	Investigation to identify the best public transport mode (heavy or light rail) to support the employment and passenger growth at the Airport. It also includes that identification of a preferred corridor for protection.	C.100400	Jul 12	Jun 22	Investigation	Future proofing of the SMART route on Kirk bridge (trench) intersection is progressing together with the infrastructure works by Highway Network Operations of NZTA. This element of the project is expected to be complete in 2022. Funding application is in progress with NZTA. We are working with the East West team to ensure the projects are well aligned at the critical points. The draft indicative business case has been delivered for LRT ,heavy rail and a bus option.
29748	PT Safety Security & Amenity	Enhancing station safety, security and amenity. Current projects include completion of Ellerslie Station canopies, upgrade to Morningside Level Crossing and electronic gating at Manurewa Station.	C.100206	Jul 13	Jun 25	Investigation	Majority of the electronic ticket gating to be installed in 2017 calendar year and the remainder in 2018. Morningside Drive pedestrian crossing improvements completed, with final snagging underway.
29749	Bus Lane Improvement	Delivery of a network of bus and transit lanes throughout the Auckland Region.	C.100565	Jul 15	Jun 22	Detailed Design	Southern network has been given priority and on target to complete implementation by Oct 17th
29750	Double decker network mitigation works	Mitigation works on identified risks for double decker buses such as building verandas, street furniture & signage, low hanging power/phone lines, service poles, overhanging trees, low bridge structures to allow the passage of double decker buses.	C.100553	Jul 14	Jun 18	Construction	Onewa/Glenfield on track, will be cleared by Feb 2017.Great North Bus Route has been postponed to Feb 2018 due to the delay in delivery of the bus and also to align the programme with the K Road Cycleway implementation.

Public Transport

Programme	Item	ID	Start	Finish	Status	Notes
29626	Bus - Improvements	The on-board bus digital screens trial went live on 31 August, with a variety of informative messages. The trial has been extended and will now conclude on Fri 14th Oct. The reason for the extension is that various components failed to integrate and the customer experience was diminished. Whilst these integration issues have provided valuable learnings, the customer engagement component now needs to be measured from a steady state.	Bus		Complete	
29627	Rail Improvements	The twelve month rolling average patronage increased to ~ 17.4 million as at the end of September 2016, an increase of +19% more than the same twelve months last year. Service delivery has maintained levels of around 95% of services arriving at the destinations on-time. Designs complete for Manurewa, Papatoetoe, Middlemore and Henderson station for electronic gates to be installed, further gating planned for Glen Innes, Papakura & Parnell. Improved Run Time improvements on Southern Line services, allowing selected Peak Time services to run as 6 Car Trains, instead of the current 3 Car Units. On-board train digital information screens have been installed on one train and is currently being tested, including seeking feedback from customers. Installation of Platform LCD continue Britomart and Newmarket. New LED Screens installed and operating on B2 Lift Shafts. Platform & Door Markers – Network rollout has begun, Orakei Station completed 23rd September 2016.	Rail	Sep 16	Complete	

29630	Integrated Fares	<p>Simplified integrated fares - April the Board approved fares which means that 99% of AT HOP passengers will be the same or better off under "Simpler Fares". This will result in a reduction of fare box revenue by \$2.5M p.a. New \$200 monthly pass launched 1 July 2016. A discounted introduction price of \$140 available until Saturday 13 August. The single all-zones pass replaces the existing three different multi-zone passes. Three existing passes (\$140, \$200 and \$250) to one all zone at \$200 from 31 July – introductory price of \$140 during July). The single all-zones pass replaces the existing three different multi-zone passes. Simplified integrated fares successfully went live Sunday 14th August 2016. New AT HOP monthly ferry passes launched 14 August 2016. Three new passes cover Inner Harbour service groupings, Mid Harbour services and Outer Harbour (Gulf Harbour only) "Simpler Fares" is part of the transformation of the Metro customer value proposition along with the particular rollout of the new Network over the next 18 months. Simpler Fares provide for a single fare for a journey of up to five bus or train trips over four hours. As part of Simpler Fares ~33% of HOP trips reduced in price with ~66% remaining unchanged.</p>	All modes	Oct 14	Aug 16	On-going
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29631	Gold card	<p>A competitive tender process for off-peak SuperGold funding for exempt ferry services from downtown Auckland to Matiatia Wharf, Waiheke completed. The tender process resulted in two operators (Fullers and Explore) being eligible for SuperGold reimbursements from 1 January 2016. Super Gold card holders conversion onto HOP cards has commenced for policy delivery by 1 July 2016 of seniors requiring to use HOP cards to access free PT SuperGold travel. Management is progressing engagement with NZTA and Ministry of Transport on the methodology to be used to allocate the capped SuperGold funding nationally from 1 July 2016. AT is seeking a demand driven allocation of funding across New Zealand. Work is progressing to transition all SuperGold card holders eligible for free public transport to HOP cards from 1 July 2016. This is mandated by the Ministry of Transport and will improve value for money through avoidance of potential fraud and removal of paper tickets. SGC / HOP integration delivered for Sealink Waiheke services. Planning to transition SuperGold cardholders with a blue HOP card to a gold HOP card has begun. Commencement of the public campaign is targeted for November. A new MOU between AT and NZTA regarding 2016/2017 SGC funding is due to be signed July 2016. Public communications for transition for non-AT HOP card holders to gold AT HOP cards commenced in May. Super Gold cardholders conversion onto HOP cards continued to 13 August with greater than 106,000 SuperGold concessions on an AT HOP card. This has been a significant customer change project with only 45,000 Super gold HOP concessions in May.</p>	All modes	Oct 14	Jun 17	On-going
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29632	PTOM	<p>Bus PTOM Participation Agreements have been signed by all incumbent bus operators. The Participation Agreement establishes the Units (service groupings within a contract) that will be tendered or negotiated. The new PTOM contracts will implement the new designed and progressively consulted connected and integrated bus service network – the New Network. Mobilisation meetings progressing with the new South Auckland bus PTOM operators, Ritchies Murphy Transport Solutions Limited, Howick and Eastern Buses Ltd and Go Bus Limited, with a service targeted commencement of 30 October 2016. Bus PTOM West tendered contracts saw announcement of Preferred Tenders in week commencing 12 September with contracts targeted for execution late September. Bus PTOM West tendered contracts: final negotiations are occurring with expected contract signing due to take place in October. Bus PTOM West negotiated units issued to incumbent operators have now been received back and are being assessed. Bus PTOM Central and East tender were released to the market August 2016. Bids have been received and are now being evaluated. Bus PTOM East negotiated unit issued August and bid due back October. Bus PTOM Central negotiated units were released late September and bids due late October. Bus PTOM North tendered units will be released in November.</p>	Bus	Oct 14	Jun 17	On-going
29633	PTOM	<p>NZTA's final approval of the RFT and contract documents received in August, in line with the endorsed AT Procurement Strategy plus the resolution of the Bayswater Marina lease/purchase. The Ferry PTOM tender for eight contracted ferry service routes was released to the market on 16 September 2016 with bids due mid-November. The Ferry PTOM tenders included a separable proposal for Stanley Bay to Downtown Ferry following advance notice from Fullers Group of intent to withdraw the Exempt Services at a time to be agreed with AT</p> <p>Current contracts have been extended to match mobilisation of PTOM contracts for late 2017.</p>	Ferry	Oct 14	Jun 17	On-going
29634	Marketing	<p>AT has teamed up with Countdown to introduce online grocery 'click and collect' collection points at five locations – Albany Bus Station, New Lynn Transport Centre, Orakei Train Station, Waiheke Ferry Terminal, and Downtown Car Park.</p>	All modes			Complete
29635	Bus - Improvements	<p>Ritchies Transport is increasing the number of double decker buses operating on NEX services from October 2016 from 18 to 29 double deckers. This means only two standard buses will be required to operate at peak and all buses operating off-peak will be double deckers. In addition, extra peak trips will be added to NEX services in January-February 2017 for the March spike and general growth.</p>	Bus			On-going

29636	Bus - Improvements	The new modular bus shelter designs are being implemented. First of the Modular bus shelter was installed near the intersection of East Coast and Wilks Road Dairy Flat. Additional 16 to be allocated for the 18 October introduction of the new bus network designs for Hibiscus Coast, 31 new bus stops have been installed with seven upgraded. For the bus New Network in West Auckland, work is progressing on 116 minor projects (bus stops and shelters) through investigation and design.	Bus			On-going
29637	New Network	Face to face briefings with all South Local Boards during July/August. Electronic Briefing Memo sent to all South Local Boards in October informing them of all the Southern New Network details. Attached were various pieces of collateral and links they could use on their webpages, social media and other channels.	Network Management	Mar 16	Oct 16	On-going

Road Design & Development

Programme	Item	ID	Start	Finish	Status	Notes
29751	Links to Glen Innes W&C	C.100766	Sep 15	Jun 18	Investigation	The project is on feasibility stage. Consultation with key stakeholders was completed.

29752	East West Connections	This project provides state highway connections between SH1 and SH20 along the edge of the Mangere Basin in order to relieve truck congestion on Neilson and Church Streets. The project is delivered in stages with an Early Works Package commencing in late 2016. The southern component of the project provides bus priority along FN32 and a new bus interchanges at Mangere Town Centre and new stops in Otahuhu Town centre.	C.100190	Jul 11	Jun 24	Construction	Fulton Hogan have commenced works after the dawn blessing of Tuesday 20th September 2016. The initial focus of work is on SH20 to provide additional lanes. Works on the AT local roads will commence in November 2016. The Prime Minister, Minister of Transport and Mayor performed a Sod Turning Ceremony on Tuesday 20th September 2016, which was well attended by the wider AT and NZTA project teams. A License to Occupy has been received from Kiwi Rail. The AT works include the removal of a bridge and lowering of Neilson Street and the four lane marking of part of Neilson Street in order to better handle expected traffic increases once the Waterview Tunnels open. The bridge is to be removed during late December 2016 and January 2017. The project is being delivered jointly by AT and NZTA.
29753	East West FN32 Bus Network	This is to provide local road improvements to support NZTA's new freight connection between SH20/ Onehunga and SH1. It also includes public transport and cycling improvements between Mangere and Sylvia Park. Project created to reflect the southern portion of East West.	C.101099	Jul 15	Jun 24	Construction	Stage 1 of the early works - detailed design for Mangere Town Centre bus station upgrade and the Avenue Road bus stops is now complete and works have commence on both sites. Stage 2 - detailed design for Walmsley Road, Station Road, Mason Ave, Atkinson Road, Mt Wellington Hwy has been awarded and the consultant has commence works. Stage 3 detailed design for the remainder of FN32 route is programmed in the 2017/2018 financial year

Strategy

Programme	Item	ID	Start	Finish	Status	Notes
29819	Transport for Future Urban Growth (TFUG)		Jul 15	Dec 16	IBC/In progress	Under the new business case approach AT AC and NZTA have been progressing a Programme Business Cases (PBCs) to identify the transport infrastructure needed within the next 30 years for the following growth areas identified in Auckland Council's Future Urban Land Supply Strategy: The areas to be assessed are the Northwest, Southern, Northern, and Warkworth. A multi-disciplinary and cross organisational team has been developed and is currently working from a co-located space on the four areas. The technical work has been completed and the PBC for all four areas has been completed. AT Board and ADC have approved it. Waiting on NZTA Board's approval.
29822	North Shore Rapid Transit Network Study		Dec 15	Jun 16	Study/In progress	This work is being undertaken to provide an updated view on transport requirements for achieving strategic growth and the most appropriate transport options to meet the needs of the North Shore. The findings will help inform the NZTA investigations for the Additional Waitemata Harbour Crossing The Study has been completed and will be released before Xmas. Further work continues into the next steps for the RTN development.
29823	Central Access Plan		Jul 15	Sep 16	PBC/In progress	A Programme Business Case for the Central Access Plan (Isthmus to City Centre) is jointly being developed with NZTA and Auckland Council. It is anticipated that a preferred programme which identifies a series of interventions to resolve growing bus patronage demands against corridor/terminus capacity constraints will be provided to the NZTA Board in May for their approval.

Strategy and Planning

Programme	Item	ID	Start	Finish	Status	Notes
29820	Mill Road				In progress	The Notice of Requirement for the alteration to the designation has been completed. Auckland Transport and its witnesses have completed their evidence and submitted these to the independent hearings panel. The evidence was presented at the hearing held during the week 1 – 4 September 2015. The hearings panel has gained access for AT and our Ecologist to Cheesman’s Bush. Supplementary evidence was presented to the hearing post the site visit (these did not substantially alter any findings). A set of designation conditions was agreed to between Council and AT and these were presented to the commissioners. Recommendations from the commissioners are expected later this year.
29821	SMART				In progress	Feasibility level alignments for both a heavy rail and light rail corridor have now been identified. The benefits and risks of the two mode options were documented in an Interim Business Case. Independent peer review has been concluded on the costs of each option. Risk assessment was completed on the route protection for each option.

Strategy and Planning

Transport

Programme	Item	ID	Start	Finish	Status
29628	Rail Improvements	Rail/Road		Apr 16	Complete
	Notes				
29629	Rail Improvements	Rail/Pedestrian		Apr 16	Complete
	Notes				