

Purpose

1. The purpose of this report is to; respond to resolutions and requests on transport-related matters, provide an update on the current status of Local Board Transport Capital Fund (LBTCF) projects, provide the schedule of issues raised by members and a summary of consultation material sent to the Board as well as provide transport related information on matters of specific application and interest to the Kaipatiki Local Board and its community.

Executive Summary

2. Responses to resolutions made by the Kaipatiki Local Board
3. Update on current Local Board Transport Capital Fund Projects and a financial summary. provided in Attachment B.
4. Activities and issues raised by members March 2017 and Consultations. Attachment A.
5. Decisions of the Traffic Control Committee (TCC). Attachment C.

Recommendation/s

That the Kaipatiki Local Board:

- a) note the Auckland Transport April 2017 Update to the Kaipatiki Local Board.

Local Board Resolutions

6. At the Local Board Meeting of 15 February 2017, in the members reports, the Board resolved:
7. (KT/2017/26) request Auckland Transport urgently review their plans that have removed the speed table adjacent to the Opaketai Beach Haven community garden. The speed table was an integral part of the community led plans for improvement and needs to be reinstated as an element in this proposed work programme.
8. **Beach Haven Speed Table** – Auckland transport (AT) are now re-looking at the design for this intersection to incorporate a speed table at the proposed location. The Local Board will be updated once new plans have been produced.
9. (KT/2017/26) request Auckland Transport review their plans for the Bentley Avenue Glenfield Road intersection to ensure this improvement contributes to a comprehensive and integrated improvement for the section of road corridor between Bentley Avenue and Kaipatiki Road.
10. **Bentley Ave Glenfield Road intersection** – Auckland Transport (AT) project engineers met with the Local Board Members on 23 March 2017. AT clarified that the proposals have been developed under the Network Optimisation Programme as 'quick wins' that could be implemented relatively quickly, and would improve 'pedestrians' experience at the Glenfield Rd/Bentley Ave intersection.
11. The proposals are in line with the long-term strategic plan for the Glenfield Town Centre, and the Glenfield Rd Corridor Management Plan. Kaipatiki Local Board (KLB) members emphasized the importance of enhancing Glenfield Town Centre and creating a pedestrian-friendly environment.
12. As an outcome of this meeting AT will undertake the following actions:
 - Progress the Glenfield Rd/Bentley Ave intersection proposals to detailed design;

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- Investigate the feasibility of a mid-block pedestrian crossing on Glenfield Rd between Kaipatiki Rd and Bentley Ave; and
 - Liaise with AT Parking to investigate on the substandard Mobility Parking on Bentley Ave to see if any improvements can be carried out at the same time as the intersection project.
13. AT will keep KLB informed as this project progresses.
 14. **Chartwell and Bentley Ave proposed raised table** – During the consultation on a proposed raised pedestrian table at the intersection of Chartwell Ave and Bentley Ave a Board Member questioned the loss of a previous proposal for a roundabout.
 15. A meeting was held with the project engineers on 1 March 2017 to clarify issues and concerns raised.
 16. In regards to the latest proposal for the Bentley Ave/Chartwell Ave intersection – it is Auckland Transport’s intent to improve safety at this intersection and road network for all road users, thus the recent option was further investigated to better target crashes occurring at this location.
 17. It is therefore proposed to remove the left turn slip lane from Chartwell Avenue into Bentley Avenue. This option directly addresses the crash pattern evident from the crash history, resulting from the driver’s confusion between turning vehicles into Bentley Ave from Chartwell Ave. It also simplifies the intersection and improves the pedestrian crossing points. The proposal retains a similar layout as currently without restricting nearby property access which the roundabout option caused. Further investigation also indicated that the construction cost of this option will be similar to that of the roundabout, however the updated proposal will provide better accident reduction outcomes by targeting the causes of the crashes.
 18. While the roundabout option will address this crash problem by completely changing the form of the intersection, this could introduce new crash types at this intersection, such as rear end collisions and also see an increase in cyclist crashes. For cyclists and pedestrians, the roundabout option would result in a lower level of service for these road users. Furthermore, the previously proposed roundabout option allows vehicles to drive over it as it is not curbed, therefore potentially reducing its speed reducing effectiveness.
 19. The addition of a speed table is to further enhance and support a vehicle speed reduction at this location to reduce the severity of crashes should they occur, in line with the safe systems approach Auckland Transport and NZTA have adopted. Studies show that for every 1km/h reduction in speed, results in approximately 4% reduction in casualties. To note, the speed table would have a colour treatment in its design to enhance its visibility and be “bus friendly”, meaning it has a slightly more gentle ramp over the standard ramp given that buses and other heavy vehicles use this route. This should not severely affect cyclists using this route. The biggest barrier to cycling uptake is to reduce vehicle speeds, thereby lowering vehicle speeds we would encourage more cyclists to use the road.

Local Board Transport Capital Fund (LBTCF)

20. Within Auckland Transport’s capital programme, \$10 million (Plus inflation adjustments) per annum is ring fenced for local board transport priorities that are local in nature. (Split between Local Boards on the basis of population, except for Waiheke and Great Barrier).
21. 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.

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LBTCF Project Updates

301 – Moore Street improvements (Monarch Park entrance)

22. Moore Street: The consultation for this project has been completed (apart from follow up with several property owners in relation to bus shelter relocation). A separate consultation for bus shelter relocation is required under section 339 of the Local Government Act (1974). The project is currently in the process of detailed design before going out to the market for construction tenders. At present, we plan to complete this project in August 2017.

304 – Birkdale Road Shops Street Improvements

23. Birkdale Road Shops: Construction for this project recently went out for tender however the tenders far exceeded the estimated budget allocated from the Local Board Transport Capital Fund. In light of this the project is being re-tendered to ascertain if it can be constructed within project budget. It is planned to complete this project in this financial year.

496 – Glenfield Road Cycleway (Downing Street to Coronation Road) – Update

24. Auckland Transport's Walking and Cycling Team have looked into the proposals previously produced for cycling improvements in the Glenfield Road corridor that have been used to assess the LBTCF project.
25. It is their view the proposed local board funded scheme should be an interim stage towards the longer term objective of securing a fully protected cycleway along this busy arterial road.
26. Therefore it is AT's intention to discuss the options at a future workshop with the Local Board.
27. The Kaipatiki Local Boards current allocation and list of projects is provided in Attachment B for member's information and a financial summary below of current funds to be spent.

Kaipatiki Local Board Transport Capital Fund Financial Summary			
Total Funds Available in current political term (Unspent 2015-16 balance from previous Local Board, plus 2016-17, 2017-18 and 2018-19)	\$ 2,139,770		
Spent to Date on Completed Projects in current political term (including money spent on cancelled	\$ 11,745		
Committed to date on projects approved for design and/or construction	\$ 1,087,976	38%	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.	\$ 1,040,049	The total available 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 (2019-20)	\$ 665,318	This is the full 2019-20 Kaipatiki LBT CF budget.	
Total Funds available for allocation to projects	\$1,705,367		

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Parking on Berms

28. Auckland Transport recently reviewed its management of parking on berms and the necessary legal pre-requisites i.e. signage. Following this review, it was established that specific signage is required to enforce vehicles parking on berms. Therefore, AT cannot in good faith, issue infringement notices for berm parking.
29. However, even though AT is currently unable to enforce parking on the berm without specific signage in place, we acknowledge that parking on the berm can pose serious safety issues. Parking on the berm can cause damage to protected trees and the grass which in turn costs AT (and ratepayers) to maintain. Therefore, AT is assessing areas where parking on the berm is a regular occurrence and causing safety issues, to install signs at these areas so that infringement notices can be issued.
30. Any signage must be approved through the AT Traffic Control Committee with supporting resolutions before it can be installed. Problem areas have been added to a list to be addressed. Considering the number of locations that require signage across the region, it is difficult to give timeframes for areas where signage is required.

Roads and Streets Framework and the Transport Design Manual

31. AT has produced a Roads and Streets Framework and Transport Design Manual which focuses project designs on a place rather than traffic movement. The intention is to bring all AT together with a more strategic approach to streets.
32. The Roads and Streets Framework (RASf) and Traffic Design Manual (TDM) has been discussed by the Executive Leadership Team in August 2016 and endorsed by the Roads and Streets Steering Group.
33. The Roads and Streets Framework specifies the intended movements and place functions and modal priority for roads and streets and the levels of services needed.
34. It was developed to provide the Traffic Design Manual with strategic direction and will replace Auckland Transport Code of Practice (ATCOP). It will provide context specific design solutions.
35. A Local Board Joint Northern Workshop was held on 27 March where this was presented to Local Boards.

Notices of Requirement – NZ transport Agency

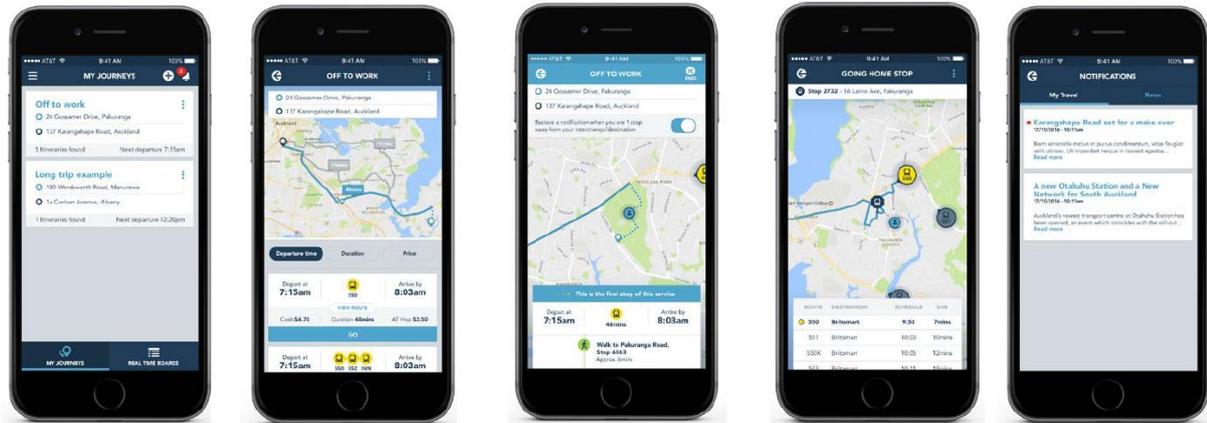
36. The New Zealand Transport Agency (NZTA) has lodged Notices of Requirement (NoR) and resource consent applications with the Environmental Protection Agency (EPA) for the East-West Link and Northern Corridor Improvements projects. The EPA has accepted the applications as complete and referred both projects to Boards of Inquiry. Both projects were publicly notified on 22 February, with submissions closing on 22 March.

Metro AT Mobile Application

37. The new AT mobile app gives customers accurate, real-time transport information with a native mobile application framework aiming to amalgamate current Journey Planner and Track my Mobile functionality. Current and soon-to-be-released features will allow users to create and save personalised journeys, see appropriate services in real time on a map, receive notifications when their bus is one stop away, receive reminders to get off their bus or train, allow AT to distribute route-specific and disruption notifications to users and stay up to date with the latest news and updates.
38. Future consideration will also be given to incorporating HOP card balances and MyAT logins and an approach for decommissioning existing AT Metro applications. The iOS version has

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been released to the market, with over a thousand downloads and positive feedback so far, with the Android version being released in March.



Local Board views and implications

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

Māori impact statement

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

Attachments

No.	Title	Page
A	Kaipatiki Local Board Members Issues List	
B	Local Board Transport Capital Fund Projects	
C	TCC Committee Decisions	

Signatories

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

Kaipatiki Local Board Members Issues Raised in March 2017 - Attachment A

	Issue Name	Details	Current Status
1	Request for Drop Curbs in Beach Haven Area	A Local Board member requested investigation into installation of drop curbs.	<p>29 November 2016. CAS - 458649.</p> <p>March 2017. AT advise that drop kerbs in the areas of Beach Haven and Birkdale will be provided through our 2017/2018 minor improvements programme.</p> <p>AT supports cycling by developing convenient, safe and attractive transport routes for people on bike. A proposed Auckland Cycle Network (ACN) is the working towards building a safe, continuous, comfortable and connected network of cycle facilities across the region.</p> <p>To deliver the programme, AT works together with NZ Transport Agency, Auckland Council and the Local Boards on projects that will help you get around Auckland by bike. To view the map of the proposed ACN, please follow the link available on the Auckland Transport website.</p> <p>The largest current AT cycle project in your local board area is the Northcote Safe Routes Project that extends from Smales Farm in Takapuna through to Birkenhead Ferry Terminal via Northcote. The ACN also identifies potential future cycleway along Birkdale and Beach Haven roads. However, these routes are not funded or planned for investigation as part of our current programme. Unfortunately, it is unlikely that there will be sufficient funding to progress new facilities on the roads you mention as part of the 2018-2021 programme. In the longer term, these roads will definitely be considered as part of the future planned comprehensive network.</p> <p>Work is underway to develop a programme for the period 2018 – 2021 to review and consider projects for inclusion in the programme. More information will be available in mid-2017. Potential projects will be prioritized and not all projects will be advanced due to funding limitations. The projects most likely to receive funding are those that improve links to the city centre and key metropolitan centres. There will also be a focus on improving connections to growth centres, public transport interchanges, employment and educational facilities.</p>
2	Residents Petition to Remove Speed Humps in Easton Park Parade.	Resident of this street have presented a petition to the Local Board.	<p>11 January 2017. CAS-483994. This is now under investigation by AT Network and Safety Department.</p> <p>We understand that the speed bumps in question are a cause of both concern and frustration to many residents in the vicinity. We will therefore review the design of both of the existing speed tables. Once the review has been completed we will look at either modifying or removing the devices. Consultation with relevant parties including residents will be undertaken, after which we will develop a proposed design, based on the feedback received. If it is decided to progress with the project it will be added to the 2018/2019 list for prioritisation against other projects. We will communicate with residents the outcome of our investigation, once a decision has been made.</p>

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3	Overgrown Footpath and Walkway	A Local Board member advised the McPhail to Beach Haven walkway was overgrown and needed tidying.	12 January 2017. CAS-354005. A CAS has been logged for the walkway to be attended to. The overgrown vegetation was removed on 2 March.
4	Slip Road Exit - Glenfield Road and Hogan's Road Intersection	A query was raised weather a vehicle exiting this slip road can U-Turn from the slip road turning right into Glenfield Road.	9 February 2017. CAS-378925. Logged for follow up. An Auckland Transport engineer visited the site and undertook an initial review. Further detailed investigation is to be undertaken to ensure a comprehensive review of the issue. This investigation has been prioritised and programmed, following which AT will be able to provide the outcome and recommendations of the assessment which is expected to be June 2017.
5	Chip Seal Beach Haven Road - Wharf End	A Local Councillor received complaints in regards to Chip Seal coming off in the hot weather.	8 February 2017. CAS-378132. Logged for follow up. 16 March 2017. A full street sweep of chip was completed on the 28 February 2017 and the project manager revisited the site on 2 March 2017 and advised the road was swept to AT standards. Beach Haven Road was resurfaced with a standard chip seal to keep the road surface waterproof. AT have inspected the site since the sealing was carried out and are satisfied that the work was completed to the required industry standards.
6	Eskdale Road - NSAAT at Roundabout	A request has been received to install NSAAT lines as vehicles were being parking too close to the roundabout.	13 February 2017. CAS-380325. Logged for investigation. 13 March 2017. An engineer visited the area concerned and assessed the feasibility of installing additional 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. It is important we undertake this type of assessment so parking restrictions are only implemented where a significant safety risk or accessibility issue has been identified, and in streets that are classified as narrow roads. AT have assessed the location and can advise that the existing broken yellow lines are considered to be appropriate for this intersection. We are therefore unable to justify any immediate changes at this present time.
7	Disability Parking at Northcote Shops	A resident made a request to the Local Councillor that additional disability spaces be installed in the vicinity of the Hollywood Bakery.	21 February 2017 CAS-378668. This was investigated. In addition to the mobility parking near Countdown, there are two mobility parking spaces opposite Pearn Place within the car park. Site observations also suggest that turnover in P10 and P30 time restricted spaces on Pearn Crescent is satisfactory. This parking is in the vicinity of the Hollywood Bakery. For reference AT provides concessions for mobility permit holders in general parking spaces. Mobility card holders can park for double the time restriction indicated on parking signage. For example in a P30 mobility card holders can park for 60 minutes. In all on-street pay and display parking areas, mobility card holders are given one additional hour of free parking on top of the time paid for. In relation to the area highlighted AT has not received any other requests for mobility parking in this vicinity.

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8	Temporary Carpark - 450 Glenfield Road	A Local Board member advised the surface of the carparking area needs some repair.	CAS-365050. This has been referred to Auckland Council to follow up.
9	Cars Speeding Along Easton Park Parade	A resident complained that speeding vehicles had caused damage in an accident.	<p>27 February 2017. CAS-396805.</p> <p>31 March 2017. AT understands concerns in relation to speeding vehicles. To address the issue of excessive speeds the concerns have been brought to the attention of the Police. The Police have a prioritisation programme for the installation of speed cameras in Auckland.</p> <p>AT have also received a petition from residents requesting that the speed tables be removed from Easton Park Parade. The removal of the speed tables will see an increase in vehicle speeds along this route, however should you notice common trends of speeding vehicles such as the time of day or an individual vehicle; we suggest that you contact the police who may choose to carry out targeted enforcement in the area.</p>
10	Porana Road - Garden Centre Entrance	A resident complained to the local Councillor that it was dangerous exiting this property and requested NSAAT lines be installed in Porana Road.	1 March 2017 CAS-408884. Logged for investigation.
11	Monitoring and Enforcement of Onewa T3 Lane	A Local Councillor advised that they were receiving a lot of complaints about people abusing the T3 which was holding up buses and that more enforcement was required.	<p>9 March 2017. CAS-411822. Onewa Road - Request for urgent enforcement and two camera stations. Onewa Road is split into a range of enforcement zones. Travelling inbound to the city centre there are 8 enforcements zones. Travelling outbound from the city there are also eight enforcement zones.</p> <p>The greater Auckland region has approximately 38 Km of managed Special Vehicle Lanes (SVL). AT's SVL Enforcement Team comprises of nine full-time and two part time Parking Officers. These members of staff manage all SVL's across the greater Auckland Region.</p> <p>AT currently has one Parking Officer managing Onewa Road, present five days a week and rotates through the dedicated enforcement zones in the mornings (inbound) and the afternoon (outbound). Unfortunately at this point in time, the addition of increased enforcement on Onewa Road would have the result of lowering enforcement from another SVL in Auckland.</p>
12	Integrated Fares for Ferries	The local Board Chair asked for an update	<p>15 March 2017. CAS-418842.</p> <p>In accordance with Auckland's Regional Public Transport Plan, Auckland Transport (AT) is required to review public transport fares on an annual basis. On 29 January 2017, AT implemented a new fare schedule as a result of the annual fare review.</p> <p>The changes to the ferry fare schedule were focused on better alignment of ferry fares by distance travelled, which will help facilitate the eventual integration of ferry fares into a zonal structure.</p> <p>Over the past few years, this has involved progressive alignment of ferry fares across three groups of services: inner harbour, mid harbour and outer harbour.</p>

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			<p>In addition, the Beach Haven to Hobsonville service is now aligned with the one zone bus and rail fare. However, the initiative to integrate ferry fares with the bus/rail zonal structure continues to be a work in progress and AT are still exploring technical solutions to support this strategy.</p>
13	Click and Collect - Grocery Pick Up	The Local Board Chair asked for an update on this.	<p>15 March 2017.</p> <p>Click and collect shopping to trial at transport centres, Members were advised of this initiative on 26 September 2016.</p> <p>In a first for Auckland, Auckland Transport has teamed up with Countdown to introduce secure online grocery 'Click & Collect' collection points at five initial trial locations.</p> <ul style="list-style-type: none"> • Albany Bus Station. • New Lynn Transport Centre. • Orakei Train Station. • Waiheke Ferry Terminal. • Downtown Car Park. <p>The Click & Collect trial we aims to provide customers with even greater levels of convenience and flexibility, whatever their mode of transport.</p> <p>From 27 September 2016, Countdown Shoppers can order their groceries online at countdown.co.nz (before 1pm) and pick them up on the way home when catching the train, bus or ferry that afternoon/evening.</p> <p>The collection points will play a part in making life easier for Aucklanders as more and more people embrace public transport.</p> <p>This new service is being rolled out as a six month trial, with a view to offering it in other locations if proven successful. Currently, the five initial transport facilities service more than 95,000 AT HOP card users and customers every day.</p> <p>This trial with Countdown is one of several ongoing efforts by the AT Retail Strategy Implementation Steering Group to enhance the AT customer experience.</p>

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14	Cycle Education	The Local Board Chair asked for information on how schools apply to be involved and also Travel Demand -Totaravale Findings.	<p>15 March 2017. CAS-417907. Cycle Education - The cycle skills training programme for schools is on-going. The programme is called Bike Safe and is available to primary schools for students in Years 5 & 6. Schools that are on the Travelwise programme can request the Bike Safe programme through their Auckland Transport School Community Transport Coordinator. For schools not on the Travelwise programme, they can contact Auckland Transport directly. More details and booking request form can be found on this webpage https://at.govt.nz/cycling-walking/school-travel/travelwise-schools/cycling-and-scooting/bike-safe-cycle-safety-programme/</p> <p>Travel Demand Totaravale - A personalised journey plan (PJP) project was undertaken in the Unsworth-Totara Vale area late last year to reduce single occupancy vehicle travel (SOV). The final evaluation report shows solid results, comparable with other successful PJPs (such as Hauraki-Belmont early last year).</p> <ul style="list-style-type: none"> • 38% behaviour change (away from SOV travel) • 408 SOV trips reduced in morning peak each week • 3,795 km reduction in SOV distance travelled each week • 86% of participants were either 'very' or 'extremely' satisfied with the PJP service • Benefit Cost Ratio (BCR) of 6.6 in first year (and a BCR of almost 19 in 3rd year as there are no additional costs, only benefits) <p>The Travel Demand Report was attached for information.</p>
15	Event Transport	The local Board Chair requested feedback from AT around the provisioning of public transport for big Events at Eden Park for Northern attendees.	15 March 2017 CAS-417975. Logged for a response.
16	Queen and Stafford Intersection	A Local Board member received a suggestion that traffic lights be installed at this intersection.	<p>15 March 2017. CAS-418985.</p> <p>Auckland Transport Traffic Operations investigated the signalisation option for the 5 legs of this intersection with the Northcote Safe Cycle Route Project and discarded that solution.</p> <p>The investigation showed a significant delay to all 5 legs with the right turn filter a safety concern.</p> <p>Signals would also cause significant delays to pedestrians and cyclists. This option also has the loss of 5 parking spaces.</p> <p>The raised pedestrian platform will not cause delays to traffic and will help reduce speed of the through/turning traffic especially at the approaching point to the crossing, thus improving pedestrian safety. This option has the loss of 1 parking space.</p>
17	No Right Turn Sign into Petrol Station - 67 Onewa Road	A local Board Member had raised concerns that the no right turn sign was missing and this was causing problems with cars blocking the intersection.	21 March 2017. CAS-419064. Logged for follow up.

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18	Maintenance of Berms - Overgrown Vegetation 412 - 396 Glenfield Road	A Local Board member provided images and details of this very large overgrown berm area which had not been maintained.	21 March 2017. CAS-422509. Logged for follow up.
19	Mowing of Berms - James Street	A resident complained to the Local Board Chair that the berm areas were very wide and overgrown. The standard of the maintenance of these was not good.	17 March 2017. CAS-421698. Logged for follow up.
20	Mokoia Road/Highbury Bypass Intersection.	A Resident complained to the Local Board that cars were running the red lights at this intersection.	22 March 2017. CAS-424294. Logged for follow up.
21	Archers and Coronation Road Intersection	A local Board Member asked if there were any plans to upgrade this intersection.	30 March 2017. CAS-427868. Logged for response.

Attachment A Continued. Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.	
<p>Consultation on Safer Community Program in Northcote</p> <ol style="list-style-type: none"> 1. Highbury By-Pass Pedestrian Crossings 2. Onewa Road and Kauri Glen Pedestrian Crossing Improvements 3. Onewa Road Pedestrian Crossing Improvements 4. Lake Road and Kawana Street Pedestrian Crossings 5. Woodside Ave Pedestrian Crossing 	<p>This was forwarded to the Kaipatiki Local Board members for comment on 6 March 2017.</p> <p>22 March 2017. No submissions or feedback was received from the local Board Members in this instance. This has been taken as an indication the Board have no objections to these proposals.</p>
<p>Re-Consultation on NSAAT Lines McBreen Ave and Exmouth Road</p>	<p>This was forwarded to the Kaipatiki local Board members for comment on 22 February 2017.</p> <p>22 March 2017. The response - This appears to be a sensible suggestion to reduce accidents, was sent to be included in the consultation.</p>
<p>Consultation on NSAAT Restriction in Tarahanga Street Northcote.</p>	<p>This was forwarded to the Kaipatiki Local Board for comment on 8 March 2017.</p> <p>22 March 2017. The response from the Local Board Chair - I have no concerns and am happy to support the proposed change, was sent as the Boards response to the consultation.</p>

Decisions of the Traffic Control Committee (TCC). Attachment C

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
7	Kaipatiki	Seon Place	Birkdale	Permanent Traffic and Parking changes	13457	No Stopping At All Times
8	Kaipatiki	City View Terrace	Birkenhead	Permanent Traffic and Parking changes	13459	No Stopping At All Times
9	Kaipatiki	Birkenhead Avenue / Onewa Road / Highbury Bypass	Birkenhead	Permanent Traffic and Parking changes Combined	14020	Lane Restrictions, Prohibited Turn, Traffic Signal Control, Give-Way Control, Flush Median