

Auckland Transport Monthly Update Devonport Takapuna Local Board June 2017

Purpose

1. The purpose of this report is to respond to requests on transport-related matters raised by Local Board members, provide an update on the current status of the Local Board Transport Capital Fund (LBTCF) and provide transport related information on matters of specific application and interest to the Devonport Takapuna Local Board and its community.

Executive Summary

2. In particular, this report covers:
 - Current schedule of Local Board Transport Capital Fund Projects and allocations. Attachment B.
 - Activities and issues raised by members and consultations undertaken May 2017. Attachment A1 and A2.
 - Feedback summary of consultation for pedestrian crossing at The Strand.
 - Preliminary public advice on investigation of Indicative Business Case (IBC) for Lake Road.
 - General cycling and Public Transport information.

Recommendation/s

That the Devonport Takapuna Local Board:

- a) note the Auckland Transport May 2017 Update to the Devonport Takapuna Local Board.

Comments

Local Board Transport Capital Fund

3. Within Auckland Transport's capital programme, \$10 million (Plus inflation adjustments) per annum is ring fenced for local board transport infrastructure priorities that are local in nature. (The fund is split between Local Boards on the basis of population, except for Waiheke and Great Barrier).
4. 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.
5. Local boards can use this fund to deliver projects that they consider are important in their areas but are not otherwise part of Auckland Transport's work programme.
6. The Devonport Takapuna 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.

| Takapuna Devonport Local Board Transport Capital Fund Financial Summary | |
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| Total Funds Available in current political term | \$1,803,297 |
| Amount committed to date on projects approved for design and/or construction | \$744,953 |
| Remaining Budget left | \$1,058,344 |

Auckland Transport Information

Feedback Summary: Pedestrian Crossing on The Strand

7. AT recently obtained feedback on a proposal to install a pedestrian crossing on The Strand.
8. The proposal received positive feedback with some concerns raised by respondents. After reviewing this feedback and all other supporting evidence, the proposal will proceed, with minor changes, to the next stage of detailed planning.
9. We expect to introduce this work in the 2017/18 financial year (starting in July 2017), subject to any further changes in design or funding issues.
10. Concerns from the local Board:

- a) Need for additional speed calming measures and a reduced maximum speed limit

AT has investigated and concluded that, with a significant amount of side friction from the angled parking and the centre islands, narrowing of the road width with the proposed kerb buildouts and the introduction of a raised table, speeds are expected to reduce compared to the existing situation. AT will be monitoring the speed of traffic flow on this stretch of road after the installation of the raised pedestrian table. If the speeds are within the threshold of 30km/h, a change in speed limit can be considered.

- b) This location needs to be a vehicle-free area

This location provides access to Takapuna beach as well as the commercial centre and is also used as public parking supply to accommodate the high parking demand. A vehicle free area would adversely affect the traffic operation and limit public access. AT will not be considering this option. Additional warning signage and children's signs will be in place to warn drivers of vulnerable pedestrians.

- c) Is the design consistent with the Roads & Streets Framework?

This project has not been through the Roads and Streets Framework (RSF) or Transport Design Manual (TDM) as the project predates these documents. However, principles of the RSF have been incorporated into the design where possible.

The proposed pedestrian crossing is located where an existing pedestrian refuge is positioned. The number of pedestrians using this refuge has significantly increased since it was installed in the late 1990's. The pedestrian surveys undertaken in 2016, indicated that this location was on the pedestrian desire lines. Given its proximity to the beach and playground, the pedestrian link to the village green and the on-street and off-street parking areas. AT therefore believes the proposed location is the most suitable location for the pedestrian crossing.

The radius turning left into the carpark will be tightened by extending the kerb buildout. This will slow the speed of turning movements and make the area more pedestrian friendly.

- d) Make sure trees/vegetation do not impede the signage

Vegetation will be trimmed to ensure clear visibility of signs.

- e) Add signage to remind pedestrians to 'take care'

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Children signs have been installed and a pedestrian crossing sign will also be installed with the crossing. No additional signs will be implemented at this stage.

- f) Put in additional zebra crossing further west on Channel View Road

AT will carry out a further pedestrian survey and investigate this crossing point.

11. Concerns from the Public and Business/Community Associations:

- a) More lighting is required at the crossing

Lighting will be provided in line with Auckland Transport Design Manual standards for pedestrian crossings.

- b) This area should be a shared space with cars driving much slower

With the location being in close proximity to the beach and public reserve, there is a high demand for on street parking. Consequently, The Strand would not be a suitable location for a shared zone.

In regards to the speed of the road, AT has investigated and concluded that there are sufficient speed calming measures present at this location. With a significant amount of side friction from the angle parking and the centre islands, narrowing of the road width with the proposed kerb build outs and the introduction of a raised table, slower speeds are very much encouraged. AT will be monitoring the speed of traffic flow on this stretch of road after the installation of the raised pedestrian table. If the speeds are within the threshold of 30kp/h, a change in speed limit can be considered.

Auckland Transport Investigating Lake Road improvements

12. Auckland Transport is looking at ways to improve travel reliability for anyone who uses Lake Road between Devonport and Esmonde Road on the North Shore. At the moment there is no consistency in travel times along this vital route and on a bad day it can take up to 60 minutes to go six kilometres.
13. Lake Road is the only road linking Takapuna and Devonport and on average 32,000 vehicles use it each day.



14. The community has long raised concerns about the unpredictability of travelling on Lake Road, not just during the morning and afternoon peak but also at the weekend so AT is looking at a range of possibilities to improve the accessibility, reliability and availability of travel choices to and from the Devonport area.
15. The community's preferences, including the appropriate level of investment, will be consulted on to help develop a viable business case.
16. Auckland Transport's research shows that a large number of trips on Lake Road are short local trips within the peninsula and alternatives to the car need to be investigated for these

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short trips. This would give more reliable travel choices, particularly for those making shorter local trips along Lake Road.

17. The proposed approach is to use a mix of new transit lanes (for higher occupancy vehicles and public transport), walking and cycling facilities and technology improvements.
18. Auckland Transport is also looking at changing the existing bus lane on Esmonde Road to a transit lane, this would give easier access to the motorway for high occupancy vehicles.
19. AT will continue to work with larger organisations, such as the navy and the local schools, on travel planning to help reduce the need for car trips within the peninsula.
20. Auckland Transport's proposals for Lake Road were presented to the Takapuna-Devonport Local Board where the board voted to support AT's consultation approach and help get community feedback.
21. This project supports the Board's current Draft Local Board Plan (Outcome 3.) objective: to address road congestion issues on Lake Road.
22. Consultation is expected to start in June and it will run for several weeks.

For more information about the public consultation go to: <https://at.govt.nz/projects-roadworks/lake-road-improvements/>

Cycle share on the agenda for Auckland

23. With big numbers of people taking to two wheels and stunning new cycling infrastructure around the city, Auckland Transport thinks the time is right to investigate options for a cycle share scheme to run in Auckland's city centre.
24. Working together with the NZ Transport Agency, Auckland Transport has begun a feasibility study into how a city centre cycle share scheme could operate. This includes looking at how it could be funded and what sort of bikes would be used as well as the range of new technologies now available and being used around the world.
25. Cycling is on the rise in Auckland with bikes now making up to 9.4 percent of inbound morning peak traffic on Upper Queen Street. This shows just how significant this mode of transport is becoming for Auckland.
26. The Government is working with Auckland Transport to investigate the potential for a cycle share scheme in Auckland.
27. By the end of next year AT will have completed a number of vital links for people travelling into and around the city centre by bike. This, combined with international evidence that cycle share schemes work when they are done right, means that now is the perfect time to begin these investigations.
28. Auckland Transport expects the initial findings of the feasibility study will be available around the end of September. The information gathered during this study phase would help inform the next steps. If there is a strong case for a cycle share scheme for Auckland the next step would be for Auckland Transport to talk to potential providers with a view to delivering the scheme in the summer of 2019/20. Budget is set aside for this project but no cost is yet set as Auckland Transport expects to run a competitive process to appoint a company to undertake the study.

Better bus services for West Auckland start 11 June 2017

29. It has been three years in the making, and on Sunday 11 June everything about West Auckland buses will change, including new bus routes, new route numbers and new timetables.
30. There will be an all-day service on the Northwestern motorway from Westgate to the city, a service for the Trusts Arena in Henderson, and one for the Rosebank business area.

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31. The New Network is about making bus travel better for Aucklanders, better integration with trains and introducing reliable, frequent, seven-day services on routes that are simpler for people to understand. It's a major step forward to creating a connected transport system in which local, frequent and rapid services all work together.
32. It will also serve the large parts of West Auckland that previously have had poor levels of service, particularly around the Massey and Hobsonville area, and making Westgate a key interchange.

Public transport is all about numbers (An article from Chief AT Metro Officer)

33. When more people use it it's cheaper to run and there are simply fewer cars on the road, meaning less congestion.
34. And in Auckland those numbers keep heading skywards, reaching 87 million passenger trips in the year to March, a growth of 6.8 percent on the previous year. March itself was a record with 9.4 million passenger trips across Auckland's bus, train and ferry services.
35. That's the most trips since 1956, when most Aucklanders weren't even born and the last Auckland tram was decommissioned.
36. Auckland's new love affair with public transport puts NZ third in the world in terms of growth in average public transport use.
37. The UTIP (International Association of Public Transport) publishes biennial global trends and in the most recent report, Public Transport Trends 2017, New Zealand has come in third, behind Belgium and China for growth in average public transport usage rates beyond the impact of population growth between 2001 and 2014. Since 2014, Auckland's public transport use has grown even further above the rate of population growth.

Planning and strategy

38. Getting the massive increase in numbers of people using buses, trains and ferries has come from years of planning and strategy.
39. The development of a new Auckland public transport system – AT Metro – is well underway. It focusses on providing people with public transport choices that are frequent, reliable, safe and value for money.
40. In the early 2000s Auckland's train system was nearly dead, in fact the commuter rail service was in serious threat of being shut down.
41. After a renewed focus and major investment in electrifying the network and a whole new fleet of trains, patronage has been increasing by around 20 percent a year; the sort of phenomenal growth that very few organisations globally can match.
42. Trains carried 19 million passenger trips in the year to March, with 2.2 million carried in March alone.
43. And once the City Rail Link is built both the capacity and the convenience of the network will push it even further towards the train system Aucklanders need.

Revolutionising our bus network

44. Buses are the backbone of public transport used by Aucklanders, with 61.9 million passenger trips in the year to March.
45. The huge success of the Northern Busway now means that more than half of the people who travel across the Auckland Harbour Bridge on a weekday do so on a bus, and they get the bonus of one of the best views in the city, especially from the top of one of the new double deckers.
46. To keep Aucklanders moving AT is in the process of revolutionising the city's entire bus network.
47. It started in South Auckland last year and in June it rolls out to the West, then it's on to the East, the Central suburbs and North Shore by the middle of next year.
48. Historically our bus network has been like a plate of spaghetti thrown against a map.

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49. Because there are hundreds of services that don't link together it's very hard to understand and many services are low frequency making them not that attractive. Operating many long, winding and infrequent services between as many places as possible is a very poor use of resources.

New Network

50. The New Network will bring a whole new transport philosophy to Auckland. Instead of longer, direct routes, there will be shorter, more frequent routes which connect with other bus, train and ferry services at interchanges.
51. This way Aucklanders can take advantage of rapid transit routes such as the Northern Busway, the train network and the ferries which are unencumbered by general traffic.
52. By bringing in frequent and rapid services that operate at least every 15 minutes from 7am to 7pm, seven days a week we can move away from the idea that public transport is only useful in the morning and afternoon peaks. It also means there is no need to rely on a timetable – just turn up and go.
53. We are creating a network that people can use and rely on at all times.

Frequent services

54. The only way to really grow public transport is to provide frequent services across the whole network every day of the week.
55. Transfers and connections between services will be progressively made at new and purpose built facilities and stations such as the Otahuhu Station opened last year and the new Manukau Bus Station which will open next year.
56. New bus stops and shelters are being provided as the new bus routes of the New Network are implemented.
57. A number of Customer Service Centres have also been opened in recent years to enhance that critical face-to-face communication for people.
58. Digital technology will play a greater role in permitting people to access in real-time their public transport. The new AT Mobile app was launched in May which provides alerts for your services and tracks buses and trains. More digital experiences will be seen across the AT Metro system in coming years.
59. Park-and-Ride also has its part to play in proving access to the AT Metro system. More spaces are being provided across the network, particularly at the periphery where good local and feeder bus services are less economical to provide. Enhanced facilities will be provided in the next year at Silverdale, Papakura and Pukekohe with a number of other investigations underway.

AT HOP

60. The AT HOP card is used on more than 91 percent of public transport journeys, which is better than most bigger cities in the world.
61. The HOP card also enabled the introduction of Simpler Fares so that customers can tag-on and tag-off for each trip on buses and trains but only pay a single zone-based fare for their entire journey of up to five transfers over four hours.
62. Customer feedback on this initiative has been overwhelmingly positive.
63. With the rollout of the AT Metro New Network, new buses are being introduced and the age of the fleet is reducing with improvements in emissions and air quality. We plan to introduce the first zero emission bus into the AT Metro network in the next year.
64. Greater customer amenity is also being provided on buses with USB ports on the newer buses and WiFi is being trialled.
65. Improving the overall public transport experience is critical to encouraging more people to try public transport. New facilities such as click-and-collect are being introduced at some of our larger stations and wharves.

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66. On one hand we are working to catch up to where we should already be because of decades of underinvestment while on the other we are working hard to keep up with the 45,000 people entering Auckland every year.
 67. Adding that many people to the city is fantastic for the economy and for building a city we all want to live in but it does provide challenges for the transport system.
 68. This means we can't just think ahead one or two years, but we have to think about how we build the network over the next 10, 20, even 30 years.
- Major improvements
69. AT has major improvements well underway for the short and medium term. They are all outlined under the Auckland Transport Alignment Project, which was signed by the New Zealand Government and Auckland Council last year.
 70. At the top of the list is the Northwestern Busway, which will open up more rapid transit options for the West.
 71. By building the busway we can provide a separated route covered by rapid and frequent services from the West right into the city.
 72. One of the other main challenges facing Auckland is how to move the more than 33,000 people who work near the airport and the more than 17 million passengers it services every year.
 73. For New Zealand to succeed, Auckland must succeed and for this to happen it must keep moving.
 74. Auckland's journey to a perfect public transport system is one that will never end because there's no such thing as a perfect system, but we're making huge strides in the right direction – and those bums on seats tell us we're getting it right.

Consideration

Local Board views and implications

The Local Board's views will be taken into account during consultation on any proposed schemes.

Māori impact statement

No specific issues with regard to the Maori Impact Statement are triggered by this report and any engagement with Maori will be carried out on an individual project basis.

Health and safety implications

Health and Safety is an inherent part of all Auckland Transport projects. Any specific concerns will be covered as part of individual project reporting.

Implementation

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

Attachments

| No. | Title | Page |
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| A | Devonport Takapuna Local Board Members Issues List | |
| B | Local Board Transport Capital Fund Projects | |

Signatories

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| 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 Issues Raised by Members During the Month of May 2017 – Attachment A

| | Issue Name | Details | Current Status |
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| 1 | Motorway Ramp Signals | A Local Board Member asked if the need for these could be reviewed. | <p>13 February 2017. CAS-373477. This issue has been referred to NZTA for a response.</p> <p>1 May 2017. The board member followed this up once again asking for a review of the ramp lights effectiveness. As this has been referred to NZTA their response will go directly to the local board member.</p> |
| 2 | Overcrowded School Bus Services | The Local Councillor raised concerns about students left behind and overcrowded school services , that are of ongoing concern. | <p>13 February 2017. CAS-389997. Issue being followed up by AT Metro Services.</p> <p>8 March 2017. NZ Transport Rules stipulate that each bus must have a Certificate of Loading (COL) for passenger vehicles displayed on the front of the bus. The COL stipulates the maximum number of seated and standing passengers able to be carried on buses and buses will vary in terms of their COL. There are different maximum passenger numbers on buses for adults, secondary school students, intermediate school students and primary school students. Many of the school services that AT operate will carry a mixture of secondary school, intermediate and primary school students and it will therefore be up to the driver to determine if the COL is exceeded on the makeup of passengers.</p> <p>From our boarding data we have assessed all trips on the dates requested. On 7 February 2017 two services exceeded the COL and on 16 February one service exceeded the COL. We have recommended that operators direct students to alternative urban services if they believe that their COL will be breached by carrying extra passengers. We will continue to monitor the situation closely and will take further action with operators of these services if there are any further breaches of the COL.</p> |
| 3 | 813 Bus Service to Connect to Devonport Ferry | Following contact from a resident the Local Councillors have raised concerns regarding the timing of this bus meeting the connecting ferry. | <p>13 & 22 February 2017. CAS-395248. Under Investigation from AT Metro.</p> <p>28 March 2017. AT fully investigated the concerns and reviewed performance on bus service 813 throughout March 2017.</p> <p>During March we identified that there have been six 813 trips that have arrived up to 8 minutes late, resulting in a potential missed connection for the 8.15 am ferry. We acknowledge that the 7.45 am bus is the last ferry connection on weekday mornings, scheduled to arrive at Devonport 8.05 am. To improve service reliability we have recently added additional runtime to this service.</p> <p>Further to this, based on feedback, we have also made a request to Fullers to add an additional 8.45 am and 9.15am ferry service. However, this is a commercial service and ultimately a Fullers Decision.</p> |

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| 4 | Bayswater Ave - Realignment and Parking | A local Board member asked if realignment of Bayswater Ave could be investigated to make the road wider for parking and safer for park users. | <p>15 March 2017. CAS-419126. Logged for investigation.</p> <p>8 May 2017. The road measures approximately 10.5 metres wide at this location enquiry, which is considered wide enough for cars to park on both sides of the road while maintaining a traffic lane in each direction. It is also noted that this is a no exit road and traffic volumes along this road will be relatively low when compared with roads carrying through traffic. There has been only one reported crash along this section of road for the period of 2011-2017 which was a non-injury crash in 2013 and inattention while driving was attributed as a factor in the crash, so the road is considered to be operating safely.</p> <p>While we do understand the reason behind your request, we are unable to justify any changes to the road at this time.</p> |
| 5 | Service Lane in Takapuna West of the Hurstmere Road Shops | A Local Board member asked for clarification on the use of the service lane, as a service lane, as delivery vehicles, whilst unloading were being moved on by wardens. | <p>15 March 2017. CAS-419329. Logged for follow up.</p> <p>4 April 2017. The Parking Services team has considered this matter and advise:</p> <p>With regard to what constitutes a Service Lane and when it's to be used, please refer to Auckland Transport's Code of Practice Chapter 4, Road Classification, Table 3 Road Classification Table on page 11.</p> <p>The concerned Service Lane is marked with broken yellow lines on both sides of the lane. Therefore, there is no stopping, parking or unloading allowed on this lane. Compliance Officers will ask any vehicle stopping, parking or unloading on this lane to move, as stopping on the lane prohibits other road users from using it.</p> <p>17 May 2017 The Board member followed up:</p> <p>The service lane was designed to allow business fronting both Hurstmere Rd and Anzac St to load and unload goods as necessary and access the rear of their buildings.</p> <p>I understand the need for broken yellow lines to stop everyone parking there. Businesses in Takapuna could not survive without this service lane. Deliveries only take minutes. AT rightfully are trying to stop deliveries via the main street. Therefore the service lane is the answer.</p> <p>What is the service lane for ?</p> <p>How are business meant to receive deliveries?</p> <p>Common sense needs to be applied.</p> |

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| 6 | 863 Bus Service - Shakespeare Road | A resident complained to a Local Board member that this bus is always full and that an extra service was required on this route. | <p>20 April 2017. CAS- 448866. Logged for response. AT Metro have investigated your concerns around the 863 service reliability and are now in a position to respond below;</p> <p>Auckland Transport (AT) and the operators are actively monitoring all routes, and providing additional services to the regular scheduled trips where demand is deemed highest. AT are currently working with schools in the area to change a school bus service which operates a very similar route into an urban 863 service. This will add about 20 more spaces into the morning peak for customers. AT can also advise that there are changes planned for October 2017 which may help resolve the issues you are experiencing.</p> <p>Furthermore, patronage figures are expected to drop and the situation improve as passengers establish their routines.</p> |
| 7 | Road Surface Napoleon Ave | A resident complained to a Local Board member that the new chip seal was unsatisfactory and trucks have damaged its surface. | <p>20 April 2017. CAS-448381. Logged for a response. 24 May 2017. AT advise that the contractors have been to site and there is no evidence of flushing or bitumen.</p> <p>AT confirm that chip seal sites need some time to settle with traffic helping roll the chip in.</p> |
| 8 | Vehicles Parked in Memorial Drive section of Lake Road with attached Commercial Advertising | The Local Board Chair raised concerns about vehicles parked in this section of road prior to ANZAC day. | <p>24 April 2017. CAS-448658. Logged for Parking Services to follow up during the monitoring undertaken at hot spots.</p> <p>11 May 2017. The issue of the commercial advertising has been passed to Auckland Council compliance to follow up. A registered car, with a current warrant of fitness, is deemed legally parked in an unrestricted area even if a for sale sign is displayed as there is no law prohibiting anyone from advertising that the vehicle is for sale. If the vehicle does not have a valid registration or warrant of fitness Enforcement action can be taken. If a business is advertising on the side of a vehicle, this is under the jurisdiction of Auckland Councils compliance.</p> |
| 9 | Sea Wall Maintenance Bayswater | A Local Board member advised sections of the wall were in need of repair. | 5 April 2017. CAS-432945. Logged for investigation. |

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| 10 | <p>Cost of Ferry ticket and One Fare if Transfer Between Buses and Trains within 30 min</p> | <p>A resident raised an issue with the Local Councillor on the cost of the ferry when used in conjunction with HOP card.</p> | <p>2 May 2017. CAS 448375. Logged for follow up.</p> <p>12 May 2017. At this time ferry fares have not been fully integrated into the Simpler Fares zonal fare structure for a number of reasons, both technical and commercial. Acknowledging that approximately 80% of the ferry market, including the Devonport service, is operated as a commercial service and exempt from contracting by AT any changes to ferry fares will impact the current public transport service operators revenue and will require their agreement. AT is committed to investigating whether these constants can be overcome, and is looking at implementing changes in the future. At this stage we cannot provide a timeline for this. However our Commercial Team are exploring opportunities to incorporate ferry fares within the zonal fare structure along with other potential fare product enhancements.</p> <p>13 May 2017. Resident replied: It is not the ferry I am concerned about for the simpler fares - it is the fact that if I use the ferry using the HOP card it charges me twice for Ferry and Bus when I have a transfer time of less than 30mins (for ferry), yet if I pay cash for ferry it falls within the simpler fares scheme. e.g. I catch a Bus to Devonport Wharf, Ferry to town and Train from Britomart to Grafton - with transfer less than 30mins for bus & train (ferry transfer) - AT charges me twice for bus & train when I use my hop card (your preferred way of payment) Yet if I paid cash for ferry and AT hop card for bus and train it would be only charged one fare - even though the money all goes to Fullers & AT - so it falls within the simpler fares structure. I think that this is just a technicality and something which AT should acknowledge and honour so that people who use the public system are not being penalised, Please let me know your response to this and if the transfer time can be honoured, regardless if I catch a ferry, run or swim over the harbour under 30mins.</p> <p>23 May 2017. AT response: As communicated in our response on 12 May 2017, ferry fares are not fully integrated into the Simpler Fares zonal fare structure which means ferry services are excluded from the journey concept, and will break a journey if taken as a subsequent leg to bus or train services. Auckland Transport is exploring options to integrate ferry fares and cannot provide any information about this effort at this time.</p> |
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| 11 | Request for Footpath in Belmont Terrace | A Resident made a request to local Board services that a footpath be installed in this street. | <p>1 May 2017. CAS- 454197. Logged for follow up.</p> <p>23 May 2017. The request for footpath on the northern side of Belmont Terrace, between Forrest Hill and Nile Roads, has now been added to the Regional Footpath Programme's Candidate list to be considered for inclusion in the annual footpath programme. The current programme is already committed to project that are underway for delivery in this financial year, ending June 2017. The next review of the candidate list will be in October 2017, where project for delivery in the 2018/19 programme will be identified and ranked. Investigation and designs are also underway on projects selected for delivery in the next financial year, ending June 2018. At present there are approximately 500 requests in the candidate list for new or improved footpath segments. Existing funding will support about five to six percent of these requests to be constructed annually. As there are more requests than available funding, AT is required to select and prioritise the projects to be included in the annual programme. The programme focuses on construction of footpaths that improve safety near busy roads connecting to local facilities - such as schools, transport hubs and town centres; and completing missing links between existing footpaths. The total cost of the project and the number of users who will benefit are taken into consideration.</p> <p>We can appreciate how this request would be beneficial to the local community and as such it will be kept on the programme list for consideration. Any candidate schemes that do not secure a place on the annual funded programme are automatically retained and reprioritised in the following year.</p> |
| 12 | Request for Residents Parking | A resident made a request to Local Board services that resident parking be provided in Belmont Terrace as students from Westlake and hospital workers fill the street up daily. | <p>1 May 2017. CAS-454191. Logged for investigation.</p> <p>23 May 2017. A preliminary investigation has been undertaken on Belmont Terrace Milford. In order for changes to be made and in accordance with AT's parking Strategy, the location has to have a regular occupancy of over 85%. AT's parking Services team advise that the proposal for the installation of new time parking restrictions has been approved and will be consulted on. A consultation letter will be given to the affected residents, community facilities and businesses to canvass their opinions on the proposal. The implementation of any changes will be subject to a number of factors, including possible consultation feedback from the majority of the consulted parties. All consulted parties will be contacted with the outcome once a final decision has been made based on the feedback received. The consultation is planned to start in November 2017.</p> <p>In the interim if any illegal parking is observed in the street it is recommended that a call be made to the AT</p> |

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| | | | contact centre with details of the vehicle to request enforcement. |
| 13 | Street Lights on the Road up Mount Victoria | Local Board Services received a request for an additional street light on the road up to the workers centre as it is extremely dark and unsafe. | 10 May 2017. CAS 457018. This was initially referred to our Street Lights Team for investigation. They have advised "Auckland Transport's responsibility for street lighting ends at the road reserve boundaries on the streets around the base of Mt Victoria. We don't own or maintain any of the approach roads on the mountain or reserve areas around the base of the mountain. |
| 14 | Poetry in Buses | A request was received that AT be asked to add to Auckland's vibrancy by adding poetry to bus shelters and buses, as has proved to be popular overseas. | 9 May 2017 CAS-461143. Logged for follow up. 19 May 2017. For the majority of our customers the type of content they like to view while on-board or at bus stops is very mixed and varied, ranging from books, social media, general outline content, emails and much more. With the popularity of smartphones, this is now an even more personalised decision. Further to this, as public transport is subsidised by the ratepayer and taxpayer, AT has limited finances and we need to ensure funding is allocated to priority areas. |
| 15 | Broken Kerb/Stormwater Inlet Clifton Road | Local Board members have raised this issue advising that this area had been coned off but repairs had still not been carried out since being reported in February | 8 May 2017. CADS-401403. Footpaths along this road have been completed and AT will be programming to come back and complete the broken kerb/water inlet in the near future, however this work has been delayed due to higher priority and safety works elsewhere. |
| 16 | Killarney Street - Request for Pedestrian Crossing | A Local Board member submitted a request that a pedestrian crossing be investigated. | 11 May 2017. CAS-463519 Logged for investigation. |
| 17 | 40KM Sign for Hauraki School | A Local Board member submitted a request which came from the Hauraki Corner Facebook page | 11 May 2017. CAS-463587. Logged for follow up by Community Transport Team. An Auckland Transport engineer has undertaken an initial review of the issue raised. Further detailed investigation now needs to be undertaken to ensure a comprehensive review of concerns. This investigation has been prioritised and programmed and an update from us by late September 2017. |
| 18 | Pot Holes in Sir Peter Blake Parade - Extension to the Bayswater Wharf | A local Board member advised they had reported these previously and still no repairs had been undertaken. | 11 May 2017. CAS-463619. Logged for follow up. |
| 19 | Suggestion of Pedestrian Crossing Across the Busway at Ground Level at Sunnynook Station | A resident raised this suggestion with a local board member. | 18 May 2017. CAS-469119. Logged for a Response. |

Auckland Transport Monthly Update

**Consultations - Auckland Transport is required to consult on traffic control matters.
The preliminary documents were provided to the Local Board for comment. Attachment A2**

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| Consultation – NSAAT Restriction on Sunset Road Windsor Park | This was forwarded to the Local Board for comment on 12 May 2017. Consultation for this proposal closed on 25 May 2017. No Objections were received from board members in this instance. |
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