

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 the schedule of issues raised by members 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. In particular, this report covers:
 - Current schedule of Local Board Transport Capital Fund Projects and allocations. (Attachment B) and update on the Moore Street/Monarch Park entrance project as well as consideration of Bus Shelters in Beach Haven and Cycle Repair Stations as LBTCF Projects.
 - Activities and issues raised by members May 2017. Attachment A
 - Brief Update on the progress of the Northcote Safe Cycle Route.
 - Preliminary public advice on investigation of Indicative Business Case (IBC) for Lake Road Takapuna.
 - General cycling and Public Transport information.
 - Decisions of the Traffic Control Committee (TCC) Carried - May 2017.

Recommendation/s

That the Kaipatiki Local Board:

- a) note the Auckland Transport June 2017 Update to the Kaipatiki Local Board.
- b) allocate \$34,500.00 from the Boards LBTCF towards the installation of two new style bus shelters in Rangatira Road, Beach Haven.
- c) allocate the sum of \$5,000 from the Boards LBTCF towards two Cycle Repair Stations within the Kaipatiki Local Board Area.

Comments

Local Board Transport Capital Fund (LBTCF)

3. 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).
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. 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.

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Kaipatiki Local Board Transport Capital Fund Financial Summary	
Total Funds Available in current political term	\$2,805,088
Amount committed to date on projects approved for design and/or construction	\$1,307,721
Remaining Budget left	\$1,497,367

Moore Street Monarch Park Project

6. The design for this project is still under review by AT internal stakeholders. The project engineer has kept the Place-making group up to date in this regard and is also working with the Parks Team, who will install a public toilet in the vicinity of the park's entrance, that will be incorporated in the AT design drawings
7. Delays have occurred as separate consultation was required relating to the proposed relocation of bus shelters on either side of Moore Street. This has now been completed.
8. Once the design review is complete the plans will be updated by the consultant and used for tender purposes.
9. AT will then advertise the tender for the civil works and it is anticipated a contract should be awarded by the end of July, subject to project cost and budget and contractor availability.
10. The physical works, once started, should be completed within four to five weeks.

Bus Shelter in Beach Haven – Consultation submission from Local Board Member.

11. During the recent consultation on the relocation of a bus shelter in Rangatira Road a Local Board member requested:
 - That Auckland Transport takes this opportunity to upgrade the bus shelter facility in Beach Haven with the newly designed shelters that AT are rolling out across the city. This would be an ideal site for this improved standard of infrastructure and add value to the work that has been delivered to the town centre through the Place-making team.
 - This upgrade would compliment the gateway that has been installed at this site and a new double shelter would be an appropriate acknowledgement of the increased uptake of bus users in the area and AT's investment in double decker busses on this route.
 - We have a number of sites that are in desperate need of bus shelters so the existing shelters could be relocated to other sites within Kaipatiki so would not be wasted but rather reallocated.
12. The member also asked if AT Metro would fund a second shelter and what funding would be required from the Local Board to achieve the installation of the new design shelters.
13. AT Metro have indicated the requirement for the bus shelter at the head of the bus stop as per current ATCOP requirements. However, there is not enough space for it at the head of bus stop due to a power transformer and a power pole (see image below) which is why it is proposed to relocate the existing bus shelter.



14. Thought was given to leaving only one bus shelter however AT Metro advise that this bus stop is a high-demand stop and this location requires the two shelters.
15. AT Metro would not fund the cost of the new shelters and if the Board wished to have the new design shelters installed the cost would need to be committed by the Local Board from the Local Board Transport Capital Fund.
16. The current bus shelters are in a good condition and there are no plans to upgrade these shelters in the near future. AT Metro will fund the remaining upgrade works such as upgrading two lighting poles and side islands at both sides of the pedestrian crossing.
17. A Minor 1500 shelter is \$16,271.00 per unit. Installation / Transport is \$1,890.00 per unit. Thus two bus shelters and cost of installation of one shelter would be about \$34,500.00
18. Installation / transport for the second bus shelter and CAR / Site clearance (about \$5,000.00) will be funded by AT Metro.
19. If the Board wish to progress this installation project a resolution would be required at this meeting so AT metro can start the resolution process needed to close off the consultation.
20. As the new board members may not have seen the design of the new shelters, two images of recent installations is shown below. These are similar to the one now installed at the bottom of Onewa Road.



Glengarry Road – New Shelter illuminated at night



Druces Road – Wiri

Bike repair stations

21. A local board member has expressed some interest in the installation of bike repair stations within the Kaipatiki area.
22. Following a discussion with the AT Senior Walking and Cycling Coordinator the advice is that if the Board are interested in installing bike repair stations they should be in high bike use areas, have good visibility to both cyclists and potential cyclists (passersby) and at the start or end of a journey not in places where people are just passing through. If they are in obscure places they won't get used enough to make the investment worthwhile.
23. Two suggested locations that the Board may wish to consider are, the Birkenhead pump track in the vicinity of the War Memorial Leisure Centre, Onehunga Domain in the vicinity of the bike track.
24. If the Kaipatiki Board is interested it would be worth asking Bike Kaipatiki for their input on this particular project.
25. A static bike maintenance stand costs \$1750 plus install costs and some minor ongoing maintenance costs, as parts wear out due to excessive use (i.e. rubber seals on pump heads).



Auckland Transport News/Information

Update on Northcote Safe Cycle Route

26. The main works on the Northcote Safe Cycle Route Project has been awarded to HEB Construction. (On 23 May 2017)
27. A pre-construction meeting was held with HEB at the beginning of June and they will be submitting their Construction Management Plan in mid June for AT to review. The planned date for work to commence on site is the start of July 2017.
28. Lower Queen St works are due to be complete mid-late June.
29. A 'notification of work' letter by the contractor will be going out within the next two weeks. AT will provide the local board with a final version of the letter before it goes out.
30. AT and contractor stakeholder managers have begun meeting with key stakeholders to address any concerns.
31. Project boards for sections 1-4 will be installed mid-late June.
32. This project fulfills the Local Boards objective in the current Kaipatiki Draft Local Board Plan namely (Section 4) - spending more of our transport budget on local walking and cycling infrastructure and public transport infrastructure.

Auckland Transport Investigating Lake Road improvements

33. 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.
34. Lake Road is the only road linking Takapuna and Devonport and on average 32,000 vehicles use it each day.



35. 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 options to improve the accessibility, reliability and availability of travel choices to and from the Devonport area.
36. The community's preferences, including the appropriate level of investment, will be consulted on to help develop a viable business case.
37. 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 needs to be investigated for these short trips. This would give more reliable travel choices, particularly for those making shorter local trips along Lake Road.

38. 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.
39. 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.
40. 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.
41. Consultation is expected to start later this month and 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

42. 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.
43. 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.
44. 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.
45. The Government is working with Auckland Transport to investigate the potential for a cycle share scheme in Auckland.
46. 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.
47. 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 started on 11 June

48. It has been three years in the making, and on Sunday 11 June everything about West Auckland buses changed, including new bus routes, new route numbers and new timetables.
49. There is 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.
50. 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.
51. 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)

52. When more people use it it's cheaper to run and there are simply fewer cars on the road, meaning less congestion.
53. 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.
54. That's the most trips since 1956, when most Aucklanders weren't even born and the last Auckland tram was decommissioned.
55. Auckland's new love affair with public transport puts NZ third in the world in terms of growth in average public transport use.
56. 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

57. Getting the massive increase in numbers of people using buses, trains and ferries has come from years of planning and strategy.
58. 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.
59. 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.
60. 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.
61. Trains carried 19 million passenger trips in the year to March, with 2.2 million carried in March alone.
62. 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

63. Buses are the backbone of public transport used by Aucklanders, with 61.9 million passenger trips in the year to March.
64. 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.
65. To keep Aucklanders moving AT is in the process of revolutionising the city's entire bus network.
66. 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.
67. Historically our bus network has been like a plate of spaghetti thrown against a map.
68. 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.

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New Network

69. 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.
70. 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.
71. 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.
72. We are creating a network that people can use and rely on at all times.

Frequent services

73. The only way to really grow public transport is to provide frequent services across the whole network every day of the week.
74. 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.
75. New bus stops and shelters are being provided as the new bus routes of the New Network are implemented.
76. A number of Customer Service Centres have also been opened in recent years to enhance that critical face-to-face communication for people.
77. 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.
78. 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

79. 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.
80. 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.
81. Customer feedback on this initiative has been overwhelmingly positive.
82. 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.
83. Greater customer amenity is also being provided on buses with USB ports on the newer buses and WiFi is being trialled.
84. 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.
85. 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.

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86. 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.
87. 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

88. 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.
89. At the top of the list is the Northwestern Busway, which will open up more rapid transit options for the West.
90. By building the busway we can provide a separated route covered by rapid and frequent services from the West right into the city.
91. 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.
92. For New Zealand to succeed, Auckland must succeed and for this to happen it must keep moving.
93. 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

Kaipatiki Local Board advocacy initiatives

94. Advocacy issues to be listed in The Kaipatiki Local Board's 'Key Initiatives' will be reported on once the Kaipatiki Local Board have updated their Local Board plan.

Decisions of the Traffic Control Committee (TCC) Carried - May 2017

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
23	Kaipatiki	Archers Road / Blenheim Street Glenfield	Glenfield	Permanent Traffic and Parking changes	13142	No Stopping At All Times, Bus Stop, Stop Control
24	Kaipatiki	Tarahanga Street Northcote	Northcote	Permanent Traffic and Parking changes Combined	14267	No Stopping At All Times, Give Way Control, Delineators, Shoulder Marking

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.

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Implementation

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

Attachments

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

Signatories

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Kaipatiki Local Board Members Issues Raised During May 2017 – Attachment A			
	Issue Name	Details	Current Status
1	Lets Carpool	The Local Board Chair asked what the timeframe on this was.	15 March 2017. CAS-417885 1 May 2017. Response was provided advising that the launch date of the new "Lets Carpool with Smart Travel NZ" app is Monday 1 May 2017.
2	Tiri Tiri Road Street Light	A Local Board member received a complaint about a dark patch in the street where a light was required as it was a safety issue.	26 April 2017. logged for follow up. A new street light was installed at the end of April.
3	Northcote Point Ferry Services	Local Board members have raised concerns regarding the Wharf at Northcote Point closed for the next 5 weeks due to failure of the hydraulics. Advice has also been given that it was closed due to weather conditions. There is conflicting messages in the public arena and formal advice was requested.	27 April 2017. CAS-451442. Logged for response. 12 May 2017. At the outset we sincerely apologise for the delay in responding to you. We have been experiencing a high volume of customer enquiries recently and unfortunately a system error meant a number of customer enquiries got held back and were not directed to the correct department at the time of receipt. We do not take this oversight lightly and we assure you that we have taken all the necessary measures to ensure that this does not happen again in the future. On Wednesday 26th April at around 1pm Fullers found that the ramp to the Northcote Ferry Terminal was not working properly. After Fullers advised Auckland Transport (AT) of the issues, AT closed the wharf whilst investigations were undertaken. Contractors went on site and it was found that a float switch needed replacing and parts were ordered. The wharf was closed until Thursday at 1.30pm for the work to be carried out. At 12:30pm on Friday 28th April, it was reported to AT that the ramp was not working again and a contractor was sent out for a second time. This time it was a faulty pendant, which was made sufficiently operational until a replacement part could be installed (on Monday morning). The wharf was then reopened at 2:15pm. Monday morning 1 May the wharf was closed due to weather related issues. Given the exposed position of Northcote Point Wharf there are some weather and tide conditions that prevent safe berthing. When wind is blowing from the Southwest greater than 25 knots some vessels are unable to berth safely at the wharf and at that point Fullers Masters determine that it is unsafe to continue pickups from that location. Fullers arrange for a text alert goes out to subscribed ferry users and during peak times buses to Birkenhead Ferry Terminal are arranged. On the 20 April there were delays to a number of services due to berthing activities of a cruise liner. There is an operational understanding between Auckland Transport, Ports of Auckland authority and the Harbour Master not to have cruise ships berthing in Auckland

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			<p>between 07:30am and 09:00am and between 4:30pm and 6:00pm, excluding Saturdays and Sundays. On this day the cruise ship was berthing outside of these times but this can still unfortunately have an effect on services coming into the ferry basin outside these hours.</p> <p>AT is reviewing the maintenance programme of all wharves with hydraulic ramps as a result of the above. The main reason the wharf gets closed is due to weather related incidents, and not maintenance issues. The last recorded time Fullers were not able to get into the wharf due to mechanical reasons is recorded as May 2016; prior to that it was June 2015. Services were affected on 31 days due to weather between October 2016 and May 2017, which resulted in 355 trips out of 7,280 scheduled trip being cancelled due to weather.</p> <p>Our Ferry Services team have corresponded with Fullers about the 'no service for 5 weeks' which is stated on their website and have been advised that this was an error with their timetabling programme. This was fixed on the 01/05/2017.</p> <p>15 May 2017. Local Board member Responded: Thank you for this thorough response to my enquiry, however I would like to understand why the ferry service was not operating from Northcote Point on the afternoon of Thursday May 4th. No text alerts were received for this event so passengers were inconvenienced and I am unable to ascertain if this was mechanical or weather related to enable me to correctly respond to the constituent questions I have received.</p>
4	Eskdale Road Upgrade	A resident wrote to Local Board Services asking when Eskdale Road was to be upgraded as it was too narrow and unsafe.	1 May 2017. CAS-454102. Logged for response.
5	Bus capacity on Glenfield Road	A resident approached Local Board Services suggesting bus capacity on Glenfield Road has not caught up with demand.	5 May 2017. CAS-458257. Logged for response.
6	Pedestrian Flow at the Glenfield Shops Between Bentley Ave and Kaipatiki Intersection	A resident approached Local Board Services to advise this is not pedestrian friendly when crossing to catch buses.	5 May 2017 CAS-458270. Logged for response.
7	Go Live Date Double Decker's - Glenfield	A local Councillor enquired as to the GO Live date for double decker buses to be implemented on Glenfield routes.	11 May 2017. The new Go live date for the Glenfield route is 11 June 2017. It starts from Constellation Bus Station to Britomart via Glenfield and Onewa Roads.

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8	Richmond and Stafford Roads Intersection	A Local Board member advised the lack of definition between the road and pavement and that a pedestrian had been narrowly missed being hit by a car as the vehicles cut the corner.	19 May 2017. CAS-470929. Logged for investigation.
9	T3 Lane Onewa Road - Enforcement	A Resident made a complaint to the Local Board Services that Onewa Road needed more intensive enforcement.	<p>19 May 2017. CAS-470914. Logged for response.</p> <p>25 May 2017. Auckland Transport's (AT) Parking Services team advise:</p> <p>Currently, AT has parking officers based at Onewa Road five days per week on a rotational basis. Onewa Road has eight segments of T3 lanes that are mapped for enforcement.</p> <p>AT recognize that this area requires more enforcement to alleviate traffic and allow the free flow of T3 vehicles.</p> <p>AT is currently recruiting parking officers to be deployed to T3 and bus lanes throughout Auckland which will include Onewa Road.</p> <p>It is anticipated to have an increased presence of parking wardens on special vehicle lanes by July 2017.</p>

