

Auckland Transport Monthly Update

Devonport Takapuna Local Board July 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 June 2017. Attachment A.
 - Decisions of the Traffic Control Committee (TCC) Carried - June 2017

Recommendation/s

That the Devonport Takapuna Local Board:

- a) note the Auckland Transport July 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. There have been no funds committed to projects over the last month so the remaining budget is still the same as last month.

Takapuna Devonport Local Board Transport Capital Fund Financial Summary	
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

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Canopy on Lower Albert

7. A new canopy along Lower Albert for the benefit of NEX customers (and anyone else walking along there) has commenced construction. Target for completion is late July due to difficulty encountered with neighbouring foundations.



Downtown Ferry Terminal – prepping for efficiencies

8. Over the last couple of months, there has been work undertaken behind the scenes at the Downtown Ferry Terminal (DTFT) by the AT Ferry Services team to facilitate improved efficiencies in operations in future. This work has seen the removal of the old sullage pump from Pier 2, which was installed back in 2005.



9. At the time, most Fullers vessels were not equipped with the required ship side connection to enable landside pump-out and it took almost a year for all of the vessels to be suitably fitted out so they could use the facility. Since then though, a new – cleaner, more efficient – pump was installed and the old pump has been redundant for a couple of years now. The removal of the old pump is part of an overall programme to improve pump out facilities at Downtown Ferry Terminal.

Chipseal vs Asphalt

10. At a recent cluster workshop for the Northern Boards a presentation was given which explained the cost differences between Chipseal and Asphalt. This information is included

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in this report as the differences are significant and are reflected in AT future planned budgets.

- Both chipseal and asphalt provide good high friction surfaces that keep water out of road's foundations.
- Asphalt provides smoother, quieter surface over useful life. [≈ 8yrs] (Provided it is laid on a good quality road base)
- Chipseal is noisier and has loose chip when newly laid but is more flexible. (Copes better with lower quality road base)
- Once chipseal is swept (Normally 3 sweeps post laying) and beds down, it provides a comparatively smooth/quiet surface over it's useful life [≈ 10yrs].
- Additional sweeping is done on request
- The threshold to use asphalt vs chipseal is approx. 10,000vpd (Arterial & Collector road network)
- Asphalt is also used in conditions where: tight turns, steep hills, heavy vehicle loadings, etc are in existence.

COSTS	
Reseal in asphalt ≈ \$30 per sqm	Reseal in chipseal ≈ \$8 per sqm
NZTA subsidy ≈ 43%	
Therefore, with subsidy chipseal costs ratepayers \$4.50 per sqm	
If asphalt substituted for chipseal then subsidy still only ≈ \$3.50, so asphalt now ≈ \$26.50 per sqm	
Differential now ≈ 6 times (\$4.50 versus \$26.50)	

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

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
25	Devonport Takapuna	Shea Terrace/ Mary Poynton Cres/Northcote Road	Takapuna	Permanent Traffic and Parking changes	14484	No Stopping At All Times

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.

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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
A	Devonport Takapuna Local Board Members Issues List	
B	Local Board Transport Capital Fund Projects	

Signatories

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

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Devonport Takapuna Issues Raised by Members During the Month of June 2017 – Attachment A

	Issue Name	Details	Current Status
1	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. 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. What is the service lane for ? How are business meant to receive deliveries? Common sense needs to be applied.</p> <p>29 May 2017 CAS 470305. Parking Services advise: The purpose of the service lane is to provide rear access to shops and trade units off the local street network. It can be used to access a loading facility provided on site. Parking or loading can only be permitted within service lanes if it is separated and recessed. If a loading facility is not available on site, business can use loading zones provided on-street or general parking spaces. Currently there are ample P5 parking areas on both sides of Hurstmere Road in front of Hurstmere green that can be used for short stops to make deliveries There is a P5 loading zone outside 70 Hurstmere road that can be another option for deliveries.</p>
2	Killarney Street - Request for Pedestrian Crossing	<p>A Local Board member submitted a request that a pedestrian crossing be investigated.</p> <p>June 2017 - The Board further resolved: request an update on a pedestrian crossing in the vicinity of Takapuna Primary School on Killarney Street.</p>	<p>11 May 2017. CAS-463519 Logged for investigation.</p> <p>28 June 2017. Traffic Engineers have assessed this site. They advise that the pedestrian crossing is to be investigated in the 2017/18 years and will be considered for prioritisation.</p>
3	062 Takapuna Grammar School Bus	A TGS Student provided details and a request to adjust the departure time for	<p>9 May 2017. CAS-462436. Logged.</p> <p>24 May 2017. AT have spoken to the bus service provider and amended the operational start time of the trip to leave</p>

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		this service to enable students to arrive on time.	5 minutes earlier to allow students to arrive on time. This change was implemented on 23 May 2017.
4	Pedestrian Crossing on Anzac Street Takapuna	A resident wrote to the local Councillor suggesting the existing crossing is in an unsafe location and asked for it to be reviewed.	22 May 2017. CAS-471187. Logged for investigation.
5	Lake Road Congestion	A resident wrote to Local Board Services suggesting the congestion problems on Lake Road could be solved by building a crossing over Shoal Bay.	2 June CAS-475512. AT is currently investigating a number of options for improving travel in the area, including the one suggested. AT has launched public consultation, including open days, to give opportunities for the public to provide their views and feedback on the proposed approach and encourage submissions to this process.
6	Tripping Hazard Outside Countdown Hauraki Corner	A local board member identified a tripping hazard which needed repair.	8 June 2017. CAS-473949. AT Contractors attended to the site and made it safe.
7	Traffic Light Phasing at Shakespeare and Kitchener Intersection	A resident complained to a Local Board member that the phasing at this intersection needed to be adjusted as the sequence was short on some roads.	8 June 2017. CAS-474928. AT are aware of the issue at this intersection, which is due to damaged traffic sensors. In order to keep the intersection operating we have implemented a fixed time to the intersection until the contractor is able to reinstate these detectors. Once the detectors have been replaced, the traffic signals will return to their regular operation, whereby the vehicle sensors will register traffic movements and automatically adjust the amount of time each set has the green light, based on the amount of vehicles passing over the sensors and average wait times for each vehicle. The traffic signal contractor has confirmed that all of the sensors will be replaced by mid-June 2017. 19 June 2017. CAS-495015. A local Board member asked for an update on the progress to repair this fault.
8	Swimming Lane Takapuna Beach	A resident wrote to suggest a swimming lane be implemented from Takapuna Beach boat ramp to north of Narrow Neck Beach boat ramp.	30 May 2017. CAS-479869. Logged for response
9	Accident on Lake Road - Hauraki	A resident wrote to complain about the congestion caused by an accident on Lake Road on Monday 29 May 2017 and requested that a solution be found to alleviate the problem.	1 June 2017. CAS-482056. Logged for response. 14 June 2017. AT are currently consulting the public about how to improve Lake Road, with regards to traffic congestion, access to alternative travel options, public transport etc. For further information or provide feedback at the project page: https://at.govt.nz/projects-roadworks/lake-road-improvements/ AT are trying to understand how people experience Lake Road currently, but also how they would like it to work in the future.
10	Slippery Footpath Top of Burns Ave	A local board member advised the footpath is covered in water leakage	1 June 2017. CAS- 483100. Logged for follow up.

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		across it causing it to be very slimmy and slippery.	
11	Flashing Street Light Ravenswood Drive	A resident complained a street light was flashing on and off throughout the night causing discomfort.	9 June 2017. CAS-487590. AT Contractors repaired the fault which involved one of the new LED retrofit lights which is why it had taken a while to find the cause of the problem & rectify it.
12	Footpath Repair Needed - 342 Lake Road	A local board member advised of cobbles in the footpath loose, uneven and in need of repair.	12 June 2017. CAS-489120. Logged for follow up.
13	Takapuna to Eden Park Event Buses	A Business owner in Takapuna advised 100's of people were left stranded in Takapuna when no event buses were provided for the Blues/BIL game.	12 June 2017. CAS-489141. Logged for follow up.
14	Beresford Street Bayswater - Trip Hazards	A Local board member advised two water meters in the footpath were a trip hazard.	12 June 2017. CAS-489341. Logged for follow up.
15	Upgrade of Takapuna Bus Station	A local board member asked when this was planned in the RLTP.	12 June 2017. CAS-489638. Logged for response. AT Metro confirm that there are no current plans to make infrastructure changes in Lake Road Takapuna Transport Centre.
16	Request for Speed Hump - Regent Street Devonport	A resident wrote to the local Councillor asking that a speed hump be installed in Regent Street.	<p>3 May 2017. CAS-425685. AT Undertook an assessment of this area. In particular, we considered the following factors: reported crashes in the street, traffic speed, traffic volume, numbers of large vehicles using the street, the topography of the street, the length of the street, and the road status i.e. Local Road, Collector Road or Arterial Road. In order to assess requests of this type in a consistent manner, we investigate all requests against a set of policy guidelines for Local Area Traffic Management (LATM). This makes it possible for us to determine the roads with the most significant safety problems and that therefore need to receive a higher priority, given that there are limited funds for these types of projects.</p> <p>In investigating your concerns about Regent Street we have found that there have been THREE (3) reported crashes relating to speed at this location in the past five years. These crashes were due to not stopping at the stop sign. (These crashes may not have been influenced by the addition of speed calming measures). (As you may appreciate, we are unable to analyse the causes and contributing factors behind crashes that have not been reported, or that have not yet been uploaded onto this database due to on-going investigation or having occurred very recently.) Overall, the crash record for Regent Street does not suggest there is a significant issue with excessive speeds on the road.</p> <p>Taking all of the factors considered into account this street does not rank highly when compared to other similar streets across the region and unfortunately we are not</p>

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			able to recommend proceeding with speed calming measures on Regent Street at this stage.
17	Encroachment in Francis Street (Herbert)	A Local Board member raised the issue of fence and gate outside the property which she considered was on public road.	<p>12 June 2017. CAS-397956. AT engineers visited the site and commented that the fence at number 43C Francis Street did not encroach on road reserve with the fence being erected on private property. However, noticed the photo submitted was taken of the property at 41/3 Francis Street, which was also checked. It did confirm the fence at this address did in fact encroach on road reserve, which included the shared driveway adjoining the private property boundary towards the walkway/road.</p> <p>Acknowledge the concern regarding this encroachment, however AT have found that due to an increasing number of new and historic encroachments throughout the Auckland region, Auckland Transport (AT) are looking to review its current encroachment policy. This is anticipated within the next two years. However, until this review, AT have taken the approach of investigating encroachment complaints and will only seek compliance where there are apparent safety issues to pedestrians and other road users at that site.</p> <p>We have assessed the encroaching fence at 41/3 Francis Street and find that it does not pose any safety issues for the public, therefore at this stage we will not be asking the property owner to remove it. However, at any time should Auckland Transport, Auckland Council or Utility Providers require the road reserve for any road works or projects where encroaching structures are present, the property owner will be asked to remove those structures.</p> <p>16 June 2017 The Board member gave a further response. Please forward these photos to your legal department & ask them to also look at the property title which will prove that this in fact Herbert St. In one photo you can see that the letter box belonging to 43B is on the edge of that road. I am not at all happy with your response. Obviously your legal team has not investigated the matter.</p> <p>16 June 2017. CAS-493844. Logged for further response.</p>
18	Queens Parade Parking	The local Councillor advised the Disability and T3 parking controls in the Queens parade parking area are very unclear.	16 June 2017. CAS-374696. AT are intending to reseal the Carpark; this is due to take place early in the new financial year. Once the carpark has been resealed the new mobility signs and marking will be installed.
19	HOP Card incident	A resident raised the issue of having to purchase a one way ferry ticket (and then get recompensated) following a power outage in the area.	<p>13 June 2017. CAS490702. AT have refunded \$2.90, the difference between the trip fare and the default fare charged. These funds were collected on the customers card when they next tagged on for travel.</p> <p>Customers should have been advised to simply tag there card as normal when passing through the Downtown ferry terminal. While the default fare charged to the card is more than the trip fare between Devonport and Downtown, AT are able to report on these instances and refund customers as necessary without the need to purchase a paper ticket. Registered customers are also</p>

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			able to request a refund manually via their online account.
20	Blocked Cesspit Corner of Beresford and Lansdowne Streets	A Local Board member requested this be attended to.	19 June 2017. CAS-495429. AT contractors attended to the site and removed leaves and debris to clear the grates.
21	Cracks in Roadway - Corner of Sunset Road and Ramp Road	A Local board member provided photos of hairline cracks in the Roadside kerbing.	15 June 2017. CAS-497431. Logged for follow up.
22	Jutland Road and Side Roads (Northboro and Stone) - Enquiry about white spray markings on the road surface	A Local resident asked to be advised what these markings were for as they contactor had advised AT were planning to widen the road.	21 June 2017. CAS-501545. Logged for Reply.
23	Street Sweeping and Street Drains - High Street Devonport	A resident complained that this was not being carried out efficiently due to the numbers of parked cars in the street and that blocked drains are flooding.	21 June 2017. CAS-497408. Logged for follow up.
24	Albert Road Devonport	The Local Board chair received a complaint from a resident querying the need for this road to be resealed.	26 June 2017. CAS-501620. Logged for a reply.
25	Travelwise Program Funding	<p>The D/T Local Board resolved:</p> <p>requests that Auckland Transport informs the Board on the Travelwise Programme in our area and how they are addressing the safety problems being identified through the school's Travelwise Committee.</p> <p>advocates that sufficient funding is being allocated to ensure that those schools in our area participating in the Travelwise Programme are having their reasonable safety issues being addressed and that an environment is being created to enable more parents to be more willing to have their children walking, or scootering, or cycling to school and home again</p>	26 June 2017. CAS-502062. Logged for response.

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26	HOP System Power Outage	The D/T Local Board resolved: requests that Auckland Transport informs the Board as to how they plan to future proof against power cuts and other utility malfunctions to their HOP system, given ATs objective to have as many people as possible to register and have a HOP card for those using Auckland public transport.	26 June 2017. CAS-502106. Logged for response.
27	Blocked Cesspit at 96 Anzac Street	A local board member advised this needed to be cleaned out.	26 June 2017. CAS-502364. Logged for follow up. AT Contractors have removed the leaves and debris to clear the grates.
28	HOP Card Data	A resident made an enquiry asking if HOP data can be used to identify where visitors to Albany travelled from.	26 June 2017. CAS-502264. Logged for reply.
29	Street Cleaning Hurstmere Road	A local board member said the street cleaner comes through at 4.30am, however the roosting birds do not fly off until light and spread droppings all over the clean footpath. He requested the cleaning be done later in the morning.	26 June 2017. Logged for reply.
30	North Shore Rapid Transport Network	The Board Resolved: a) Deputy Chairperson Wood requests that the board resolve on an update on the current status of the North Shore Rapid Transit Network's strategic case and that it be brought to the July business meeting of this board.	26 June 2017. Logged for reply
31	Devonport Street Light Outages	The local Councillor asked to be advised why the street lights continue to go out on the Devonport Peninsula.	28 June 2017. CAS-503339. Logged for reply.
32	AT Holiday Program - Cycling	A Local Board member provided an idea for a cycling holiday program - an online map of cycle ways throughout Auckland with highlights of things to see and do.	28 June 2017. Logged for reply.

