

## 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)
  - Activities and issues raised by members June 2017. Attachment A1.
  - Consultations Undertaken Attachment A2.
  - Decisions of the Traffic Control Committee (TCC) Carried - June 2017.

## Recommendation/s

That the Kaipatiki Local Board:

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

## 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.

<b>Kaipatiki Local Board Transport Capital Fund Financial Summary</b>	
<b>Total Funds Available</b> in current political term	<b>\$2,805,088</b>
<b>Amount committed</b> to date on projects approved for design and/or construction	<b>\$1,354,721</b>
<b>Remaining Budget left</b>	<b>\$1,450,367</b>

## Auckland Transport News/Information

**Glenfield Bus Capacity and Onewa Road /Birkenhead Ave Intersection. Pedestrian phasing at Glenfield shops with request to adjust phasing**

6. AT received a series of complaints from a resident suggesting that:



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- bus capacity is not keeping up with demand on Glenfield Road and;
  - there are heavy congestion problems at the Onewa Road/Birkenhead Ave intersection;
  - pedestrian flows are being impeded at the Glenfield shops due to the traffic light phasing and asked that they be modified to include countdown timers and give preference to pedestrians.
  - The complainant also asked if plans for an over-pass or underpass could be considered.
7. This material would not normally be included in the body of the monthly report, however this issue gives the members a feel for the type of requests that Auckland Transport receive and the responses supplied to the complainant, are as follows:
  8. The infrastructure and Facilities Team advised that, based on the Auckland Region congestion map the Birkenhead Ave/Onewa Road intersection does not appear to rank high in terms of congestion level. However, with the roll out of the new Northern Network, metro efficiency improvements to the North Shore bus operations will also be investigated including bus priority lanes. (It should be noted this intersection is currently busier than normal due to the Raleigh Road rehab and traffic diversion)
  9. The account manager for Birkenhead buses has advised that there will be two additional double deckers implemented in July on this route plus two more in November. The team is also currently undertaking a capacity review of Onewa Road to plan for additional capacity by March next year.
  10. We all share the roads - pedestrians, vehicles, buses and cyclists share the same infrastructure including traffic signals. Priority for determining signal phasing is first safety, then efficiency. However, traffic signal phasing time and cycle time may vary during the day depending on a number of variables.
  11. During busy periods, intersection cycle lengths rise toward their maximum values because of the increase of bus trips and traffic, so that adequate time can be provided for key movements. This ensures sound progression along the Glenfield Road corridor.
  12. When the pedestrians push button is pressed this registers a demand for the appropriate crossing to run at the next available opportunity. The wait time incurred by the pedestrian following this is dependent on the cycle length and phase currently running, as well as demand for other phases.
  13. However, during low traffic demands, the waiting times are dropped automatically to 50% of the peak times in many cases.
  14. In locations such as the CBD, where 'fixed-time' signal control can be implemented, timers are installed which display a countdown sequence to the pedestrian cross signal. These can be used as phase lengths are fixed, and therefore exact wait times are known in advance.
  15. On intersections where we use an adaptive system, such as Glenfield/Kaipatiki Intersection, where phase lengths vary in real time depending on traffic demand and which is registered by the road traffic detectors. For this reason, count down timers unfortunately are not practical.
  16. Current guidance regarding pedestrian facility design indicates that pedestrians should stay at ground level, so that their journeys are direct and to allow less mobile people to also use the crossing facility. Both underpasses and over-bridges result in longer walking journeys or include stairs, and as such are less likely to be used than crossings at ground level, resulting in pedestrians taking risks to cross busy roads unaided.
  17. A typical example of this occurs at the underpass in Symonds Street, which is underused even though it is adjacent to the University of Auckland which generates large numbers of pedestrian trips. In addition, in order for such facilities to be compliant with mobility and vision impairment guidance, significant ramp sections or lift/escalators are typically required.
  18. Some delays will be experienced by all road users, including pedestrians, at signalised intersections on arterial roads, especially during the peak travel periods

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### Canopy on Lower Albert

19. 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

20. 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.



21. 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

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

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- 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.

<b>COSTS</b>	
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 - May 2017

TCC Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
5	Kaipatiki	Rodney Road	Northcote Point	Permanent Traffic and Parking Changes Combined	14242	No Stopping At All Times, Angle Parking, Traffic Island, Stop Control
6	Kaipatiki	Hinemoa Street	Birkenhead	Permanent Traffic and Parking Changes Combined	14084	No Stopping At All Times, Parking Place, Bus Stop, Lane Restrictions, Bus Stop Rescinded, Traffic Island, Give Way Control, Flush Median, Edge Line
6	Kaipatiki	Beach Haven	Beach Haven	Permanent Traffic and Parking Changes Combined	13668	No Stopping At All Times, Bus Stop, Parking Place, Pedestrian Crossing, Traffic Island, Road Hump, Give Way, Controlled Roundabout, Flush Median, Shoulder Marking, Edge Line, No Passing Resolution

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7	Kaipatiki	Glenfield	Glenfield	Permanent Traffic and Parking Changes Combined	14190	No Stopping At All Times, Parking Place, Bus Stop, Bus Shelter, Taxi Stand, Shoulder Marking
8	Kaipatiki	Mokoia Road	Birkenhead	Permanent Traffic and Parking Changes Combined	14398	Bus Stop, No Stopping At All Times, Bus Shelter, Parking Place, Traffic Island, Give Way Control Shoulder Marking
9	Kaipatiki	Birkdale Road	Birkdale	Permanent Traffic and Parking Changes Combined	14281	No Stopping At All Times, Angle Parking, Parking Place, Bus Stop, Bus Shelter, Mobile Library Parking, Traffic Island, Pedestrian Crossing, Give Way Control, Footpath, Flush Median, Edge Line

## 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
A	Kaipatiki 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

## Kaipatiki Local Board members Issues Raised During June 2017 – Attachment A1

	Issue Name	Details	Current Status
1	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.	<p>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.</p> <p>23 June 2017. AT have now completed our investigation into the query regarding making U-turns from the slip road at the intersection of Glenfield Road and Hogans Road. We can confirm that when the slip road has a green light, all other signals at this intersection have a red light. As such drivers exiting the slip lane are able to make the U-turn onto Glenfield Road.</p> <p>A majority of drivers using the slip road would be residents and therefore the number of users would be low and also familiar with the intersection. It is therefore not considered necessary to install signage indicating that the turn can be made.</p>
2	Mokoia Road/Highbury Bypass Intersection.	A Resident complained to the Local Board that cars were running the red lights at this intersection.	<p>22 March 2017. CAS-424294. Logged for follow up.</p> <p>9 June 2017. AT understand that the safety of pedestrians crossing at this intersection is of concern due to vehicles travelling through red lights.</p> <p>The phasing at this intersection has previously been adjusted in order to mitigate this issue. AT have therefore looked into the feasibility of installing a red light camera to aid in managing red light running. Looking at this intersection, including historic crashes involving red light running, it is not considered to be high risk when compared to other high risk intersections across the Auckland region. Therefore, we are currently unable to recommend the installation of a fixed red light camera at this intersection at this time. However, as the New Zealand Police are responsible for the enforcement of red light running, we will therefore request that the police visit the site to carry out targeted enforcement.</p>
3	Hebe Place - Cracking in the Surface of the Road	A resident raised concerns with A local Board member regarding significant cracking gin the road surface which patching wasn't fixing.	<p>10 April 2017. CAS-438354. Logged for investigation.</p> <p>7 June 2017. AT advise that our contractors ramped the edge of the concrete to make this area safe. This job was completed on the 22 May 2017.</p>

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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.	<p>1 May 2017. CAS-454102. Logged for response.</p> <p>A review of the road has identified that the majority of Eskdale Road is greater than 10 metres wide, which is wide enough to have parked vehicles on both sides of the road and still enable two-way traffic flow.</p> <p>It is acknowledged that some sections of the road are narrower (around eight metres) and if vehicles are parked on both sides of the road in these locations the road may be reduced to a single traffic lane and opposing drivers would need to give-way. This is relatively common on many roads and not considered a significant safety issue. It also encourages lower traffic speeds as drivers are required to slow down and give-way to opposing traffic, which is beneficial from a road safety perspective.</p> <p>Additionally, 'no stopping at all times' parking restrictions have been installed in some locations to prevent parking on one or both sides of the road, where this has been deemed necessary for safety or operational reasons. In summary, the current road layout and width on Eskdale Road is considered acceptable and there are currently no plans to widen the road.</p> <p>It is also acknowledged that in some locations the footpath on Eskdale Road may be narrower than desirable. However, this is not considered to create a significant safety issue and widening the footpath along the length of the road is not currently a high priority.</p>
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. 21 June a comprehensive response was provided and included in the Monthly report.
6	Witherford Drive onto Manuka Road - Visibility Concerns	A resident complained that parked cars were blocking the view of motorists and needed to be looked at for Safety reasons.	24 May 2017. CAS-474690. Logged for investigation
7	Excessive Speeds Girrahween Drive	A resident complained that this is a steep narrow road and speeding vehicles were of concern. They asked that this be looked into	6 June 2017. CAS-484430. Logged of investigated
8	Glenfield Road smashed Bus Shelter	A resident complained to the Local Councillor that the smashed bus shelter has not been repaired.	8 June 2017. CAS-486847. AT can advise that this bus stop was repaired but has since been damaged again. Our infrastructure and facilities Team are working to repair it once again.
9	Vehicles Turning from Bruce Street to Onewa Road	The Local Board received a letter of complaint about illegal right tuning vehicle from Bruce street in the morning peak periods	14 June 2017. CAS-495526. Logged of follow up.

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10	State of the Footpath near 111 Rangatira road	A Local Board member received a complaint that the footpath condition was uneven and casing tripping hazard.	19 June 2017. CAS-499671. Logged for follow up.
11	Condition of the Slip Road off Glenfield road.	A resident complained to a local Board member about the state of the slip road and that it was covered in lichen and that as result the NSAAT lines were not visible.	19 June 2017. CAS-499629
12	College Road Parking Issues	A Local Board member received complaint about cars parking on both sides of the road.	20 June 2017. CAS-497706. Logged for follow up.
13	Domain Road Parking issues	A Local Board member received a complaint about cars parked on Domain Road	20 June 2017. CAS-497636. Logged for response.
14	Coronation Road Glenfield Road. Proposed Roundabout Upgrade	A Local Board member asked for an update on this proposed project.	20 June 2017. CAS-499704. Logged for response.
15	Request for more Pedestrian Crossings in Beach Haven Road	A local Board member received a request to have pedestrian crossings along Beach Haven Road	20 June 2017. CAS-499699. Logged for response.
16	Smashed Bus Shelter - Birkdale Road	A local Board member received a complaint about a vandalised bus shelter outside 72 Birkdale Road	21 June 2017. CAS-498799. Logged for response 28 June 2017. AT arranged for repair of the shelter. We acknowledge that continual vandalism can be frustrating for customers who rely on a particular shelter. However, we can advise that if a shelter is vandalised more than 3 times, it is usually modified with a mesh and Perspex finish to prevent further vandalism.
17	Request for weekend ferry service from Beach Haven to Hobsonville	At the June Kaipatiki Local Board meeting members asked if AT would be prepared to have weekend ferry services.	22 June 2017. CAS-498749. Logged for reply. 28 June 2017. Auckland Transport (AT) can confirm that all contracted ferry routes including the Hobsonville route, are currently undertaking a tendering process.  AT has requested an increase in services from 10 sailings a day to 24 -26 sailings a day and, potentially, weekend services as well. Please note however that these changes are subject to funding and tender negotiations, so there is no guarantee at this point that these changes will occur.  At this stage, we are looking to implement the changes in late 2018.

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18	New North Network - Northcote Shops	At the June Kaipatiki Local Board meeting a Board member said she felt that AT had not given enough consideration to the extent of the increase of proposed new dwelling's concentrated in this area. She requested AT to have another look at this in response to the new housing.	26 June 2017. CAS-502304. Logged for investigation.
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**Consultations - Auckland Transport is required to consult on traffic control matters.**

**The preliminary documents were provided to the Local Board for comment. Attachment A2**

Consultation Proposed NSAAT - Faulkner Road Northcote Point	12 May 2017. Forwarded to Local Board members for comment. As at the close of consultation on 26 May 2017 a board member had indicated no issues or objections to the proposal.
Consultation Proposed NSAAT - in Vicinity of 370 Glenfield Road	16 May 2017. Forwarded to Local Board members for comment. As at the close of consultation on 29 May 2017 a board member had indicated no issues or objections to the proposal.
Consultation Proposed Side Island and Parking	5 May 2017. Forwarded to Local Board members for comment. As at the close of consultation on 26 May 2017 no response had been received from the Local Board members and taken that there were no objections to the proposal.

