

Purpose

1. This report:
 - a) Responds to requests on transport-related matters raised by Local Board members.
 - b) Provides a summary of consultation material sent to the Board.
 - c) Provides an update on the current status of the Local Board Transport Capital Fund (LBTCF)
 - d) Lists the decisions of the Traffic Control Committee (TCC) carried August 2017
 - e) Provides 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 including allocations and progress updates. Attachment B.
 - Activities and issues raised by members and consultations undertaken during August 2017. Attachment A1 and Attachment A2.
 - Response to Board Resolution – Request for Killarney Street Pedestrian crossing
 - Decisions of the Traffic Control Committee for August 2017
 - Matters of interest which include, parking permits in Anne Street and information on ferry services.

Recommendation/s

That the Devonport Takapuna Local Board:

- a) note the Auckland Transport September 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. In this regard Devonport Takapuna Local Board are considering how their fund can be used to connect walkway and cycleways with connections that link to their Local Board Plans, Greenways Plan and which have a transport connection. These projects are likely to be delivered by the Auckland Council Parks Department.

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7. 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 with only a minor adjustment made on final costs for the Rosmini to Akoranga Connection, so the remaining budget is similar to 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	\$729,799
Remaining Budget left	\$1,073,498

Response to Board Resolution

8. At the boards meeting on 20 June 2017, during the member's reports, the Board resolved:
- c) request an update on a pedestrian crossing in the vicinity of Takapuna Primary School on Killarney Street.**
9. AT can advise as follows: Upon receiving the request we visited the area concerned and assessed the possibility of installing a pedestrian crossing. Several factors are carefully considered prior to implementing a pedestrian crossing such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets.
10. We will proceed with development of a scheme design for a new pedestrian crossing facility. Provided a feasible design can be developed, this will then be added to our Minor Improvements Forward Works Programme.
11. It is intended that this work will be progressed as part of our 'Minor Improvements Programme' in the 2017/2018 financial year. There are however a number of projects already awaiting prioritisation and delivery as part of this programme. The process of prioritisation starts with us collating all proposed projects before ranking them based on their safety and operational issues. Once funding has been provided each financial year we prioritise projects which will be completed within the available resources and funding.
12. The reason that we undertake these investigations in a structured way is that we need to assess all of the relevant matters in a consistent manner. This makes it possible for us to determine the roads with the greatest safety and operational problems and which therefore need to receive a higher priority, given that there are limited funds for these types of matters. This prioritisation process will be completed by the end of August 2017. Due to this process we are unable to provide you with the exact timeframe for the implementation of the pedestrian improvement work at this time. We will however continue to develop plans and a design report for the proposed work.

Decisions of the Traffic Control Committee (TCC) Carried August 2017

Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
8	Devonport-Takapuna	Sunset Road / Sycamore Drive	Sunnynook	Permanent Traffic and Parking changes	14440	Berm Parking prohibition
29	Devonport-Takapuna	Sylvan Park Avenue	Milford	Temporary Traffic and Parking changes (Event)	SE001082	Temporary Traffic and Parking restrictions

Auckland Transport Information

Upcoming projects and activities of interest to the Local Board - Parking Permit Costs for Anne Street Devonport

13. Currently, there are two types of residential parking permits, namely: Residential Parking Scheme (RPS) and Residential Parking Zones (RPZ). Anne Street in Devonport falls within the RPS that was created by the legacy council prior to amalgamation. The cost of permits under RPS was \$155.
14. Auckland Transport has subsequently introduced a parking strategy policy which was heavily consulted on and signed off by AT Board members. The AT Parking Strategy includes a parking permit policy where all parking permits should be priced. As per AT parking Strategy, the cost of a parking permit is \$70. The difference between a RPS and RPZ is that the former relates to a specific street or need while the latter is to an inner city fringe zone.
15. Subsequent to the implementation of the Parking Strategy policy in July 2016, the only residential permits that have been issued free of charge were in Anne Street Devonport to align with all other RPS (Auckland Central, Epsom, Grey Lynn, Newmarket, Grafton and Parnell), a decision was made to bring Anne Street in line with the same cost, that is, \$155 per year. A letter was sent to all residents of Anne Street on 3 July 2017. The cost per permit was higher under RPS policies because the number of permits that could be issued were limited. The eligibility criteria were a lot stricter which meant that not many properties qualified for permits.
16. In some situations, such as Freemans Bay, the roll-out of the RPZ has overridden the RPS that popped up on various streets throughout what is now a RPZ. Whilst there may be opportunity to do this eventually on Anne Street and surrounding roads, however there are no immediate plans in this particular location.
17. The charges for RPZ permits (\$70) cover the cost of running the scheme. The benefactors of the RPZ pay for its establishment and operating costs. Under RPZ, all properties within a zone qualify for permits, and AT issues significantly more permits, therefore cost per permit could be brought down.
18. As the areas under RPS get reviewed, AT would replace with RPZ and new cost can be applied. AT will be looking to expand its programme in the future with the aim of addressing parking issues in the residential street in the rest of Auckland which include Devonport. When this happens, permits would be charged at the amount set in the AT parking Strategy.

Regional and sub-regional Projects

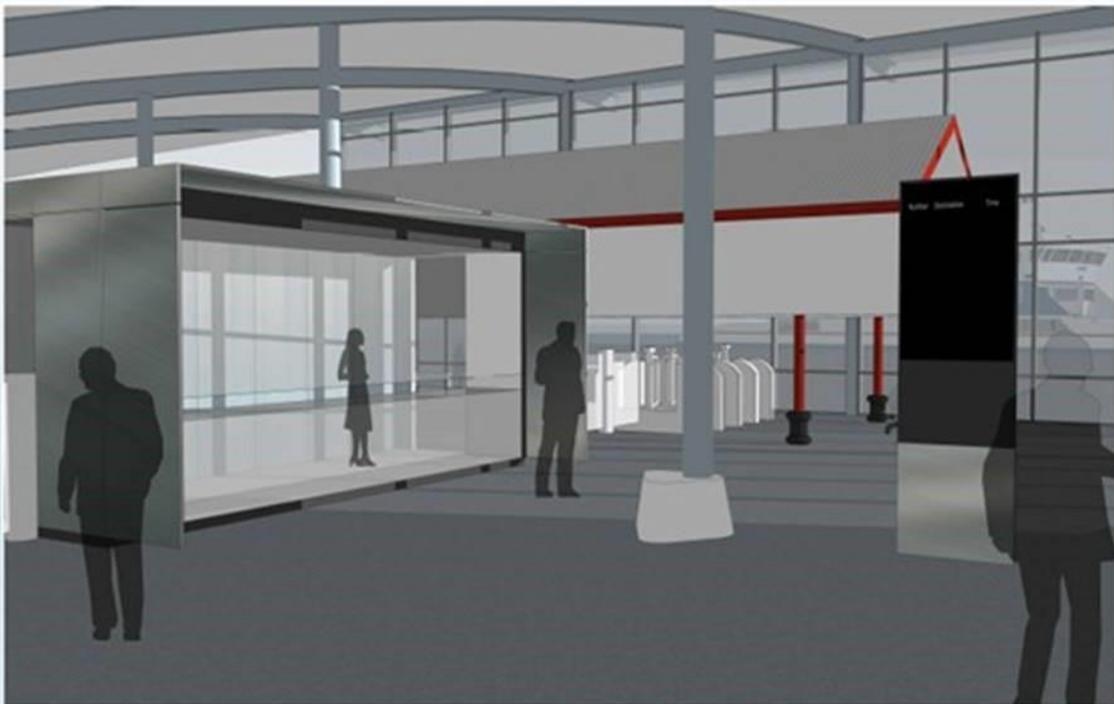
AT Mobile Reaches 100,000 downloads

19. The AT Mobile app allows users to plan, save, and track their journeys on AT Metro's bus, train, and ferry services, and has been designed from the customer's point of view. The AT Mobile app, which is available on both iOS and Android, is being continually updated to add more functions and features to continue to extend the digital service offering to customers.
20. Since it launched, AT has made improvements that allow you to drop a pin on a map to create a journey (rather than having to search for an address), added the train platform number so you know exactly where to board your train, and added a guided tour video of the app to show you how it works.

Ferry Services

New Customer Service Centre for Downtown Ferry Terminal

21. This week sees the start of a new, exciting development at the Downtown Ferry Terminal (DTFT). Customer & Markets, in conjunction with Facilities Operations / Ferry Services / Fullers / Metro & Facilities Management, have been progressing with proposals to amend the existing ticket office at Pier 1 at the DTFT to allow incorporation of an AT Customer Service Centre.
22. The Downtown Ticket Office is currently occupied exclusively by Fullers, who sell and promote both their own products and services in addition to the AT HOP card. The current operation allows for Fullers to promote its own products and services ahead of the AT HOP products to both commuters and visitors to Auckland. Therefore, AT Metro is not realising the full potential of this premium location both in terms of promoting multi-modal public transport options and also selling and promoting the use of the AT HOP card.
23. As a result, a significant foregone opportunity for AT Metro has been identified at this location, which is used by regular ferry passengers as well as attracting visitors to Auckland. AT Metro CSCs are able to provide customers with a comprehensive range of services, in addition to the sales and top-up of the AT HOP card. These services include multi-modal journey planning, which is a core foundation of ensuring that the benefits of both simpler fares and new network are realised.
24. Additionally, CSC's are an essential resource in providing frontline customer service and complaints handling for all matters relating to both public transport and the AT HOP card.

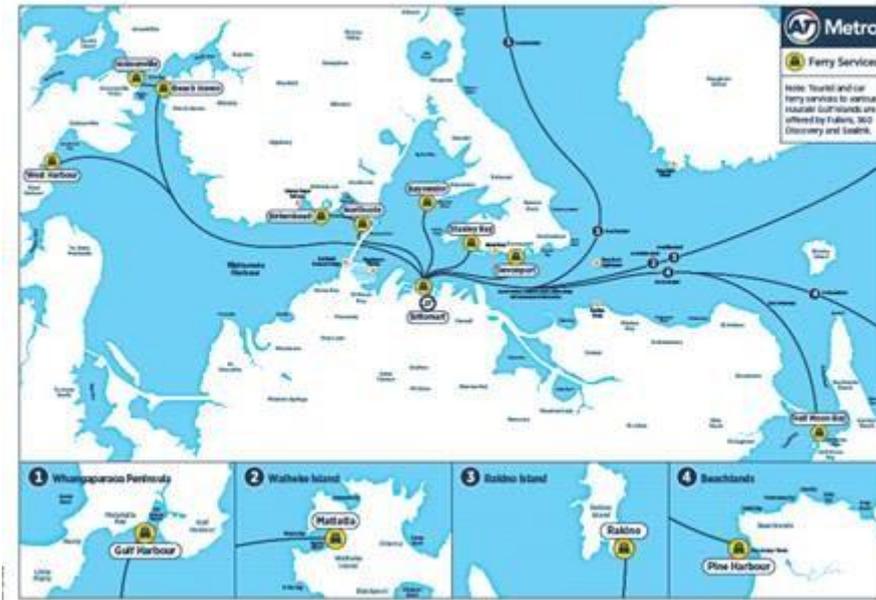


3D 5 | VIEW FROM FERRY BUILDING ENTRANCE

Concept design for the new ticket office at DTFT

New customer focussed map for ferry services

25. AT has now got an updated and new map of the routes of ferry services within the Auckland Region. This map will be used on the website, further social media campaigns, and inclusion in wider AT campaigns.



Arrival of the New Vessel Fullers Torea

26. The 13 August 2017 observed the arrival and berthing of the new vessel Fullers 'Torea' alongside Pier 2D. Torea meaning Oystercatcher will join the fleet of Fullers vessels for the Waiheke Island service. A complete replica of Fullers Korora. A significant addition to the Fullers fleet as this is the first time in Fullers history that two identical sister ships have been built. After the sea trials and crew training, Torea will be joining the fleet running the Waiheke Island service. Amongst the similarity are as follows:

Fullers Torea
LOA: 34.9m
Beam : 9.5m
Passengers : 400
Cruise speed: 26 knots
Launched: July 2017

Fullers Korora
LOA : 34.9m
Beam : 9.5m
Passengers : 400
Cruise speed: 26 knots
Launched : November 2016



Auckland Transport Monthly Update 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
A1	Devonport Takapuna Local Board Members Issues List August 17	
A2	Devonport Takapuna Consultations	
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

Devonport Takapuna Issues Raised by Members During the Month August 2017 – Attachment A1			
	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: 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: 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 ? 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 area on both sides of Hurstmere Road in front of Hurstmere green that can be used for short stopes to make deliveries There is a P5 loading zone outside 70 Hurstmere Road that can be another option for deliveries.</p> <p>18 July 2017. CAS-523679. Further queries were raised at the Local Board Meeting in regards to the service lane. The members suggested that as the service lane is there to service the commercial and retail activities relevant delivery vehicles should be allowed to stop for short periods to unload. They have asked for an explanation in this regard. They are also concerned</p>

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			that a pedestrian walkway has been painted in the service lane and want to know the reasoning behind why this was installed as the Local Board were not consulted before this installation.
2	Slippery Footpath Top of Burns Ave	A local board member advised the footpath is covered in water leakage across it causing it to be very slimy and slippery.	1 June 2017. CAS- 483100. Logged for follow up. 31 July 2017. After it was investigated to ascertain that this was not a leak from a Watercare asset AT contractors cleaned the footpath to ensure it was safe for pedestrians
3	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. July 2017. AT are already working on that idea. It won't be part of a school holiday programme, but part of our summer cycling campaign. We are currently in the process of developing 'ride experiences' to promote with online maps and videos. There will be both rides for families and rides for adults. We expect the first rides to be ready for spring and we will keep adding to them throughout the summer.
4	NSAAT Lines Castor Bay Road	CBRRA suggested NSAAT Lines for approximately 15 metres either side of driveway at 89 - 91 Castor Bay road	<p>CAS-378992. 8 August 2017.</p> <p>AT advise that our assessment concluded that a parking restriction would be beneficial at this location. We propose to install a no stopping at all times restriction, marked by a broken yellow line close to driveway of 89 Castor Bay Road on both sides for approximately 15 metres.</p> <p>We will undertake consultation shortly to seek feedback from the most affected parties on the proposal. Please note the implementation of the proposed parking restriction will be subject to a number of considerations, including feedback of those consulted.</p> <p>Should the decision be made to proceed with the proposal, prior to the physical implementation of the broken yellow line we must prepare a report that becomes the legal document to support the restriction. Once this process is complete and the report is approved, it will be legal and enforceable. Provided the restriction is supported in consultation and the report approved, we expect the broken yellow lines to be installed by end of January 2018.</p>
5	NSAAT Lines Fenwick Ave	A Local Board member requested investigation into relocating the NSAAT Lines to the other side of the road and install parking restrictions.	<p>CAS-393747. 14 August 2017.</p> <p>AT have visited the area concerned and assessed the feasibility of removing the broken yellow lines on Fenwick Avenue, outside St Paul's Anglican Church. Several factors are carefully considered when assessing the removal of a parking restriction, including the road width and topography, traffic flow, availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics.</p> <p>Fenwick Avenue is considered a narrow road at this location, measuring approximately 6.6 metres. Therefore, the existing broken yellow lines have been installed on this side of the road to ensure adequate</p>

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			<p>access and to increase visibility for vehicles approaching the intersection of Fenwick Avenue and Otakau Road. If the broken yellow lines outside the Church were to be removed, vehicles would need to cross the centre line to avoid the parked cars. This would create a safety issue for vehicles turning at the intersection.</p> <p>Additionally, the NZ Road Code states that it is illegal to park within 6 metres of an intersection. Broken yellow lines have also been marked at this location to re-inforce this rule and ensure traffic flow is not obstructed.</p> <p>Due to the above we regret to advise you we are unable to proceed with any changes to the existing parking restrictions on Fenwick Avenue.</p> <p>While we appreciate this may not be the outcome desired, we trust the above provides clarification as to the reasons we are unable to justify changes.</p>
6	NSAAT Lines Requested Outside Buffalo Hall Corner of Albert and Lake Road	The Local Community coordinator asked for safety issues to be investigated and if NSAAT Lines could be considered as well as Residents parking only sign.	<p>CAS-507108. 18 August 2017.</p> <p>Request for residents only parking sign on the slip road running alongside Lake Road - AT Parking Services team has advised that Auckland Transport (AT) no longer uses residents only parking restrictions. This practice ceased in 2007 as they reserve the public road area for the exclusive use of an individual which is not permitted.</p> <p>AT does not intend to propose individual residential parking restrictions on specific roads as done in the past.</p> <p>Instead, AT will move to a zone approach which covers a wider geographic area.</p> <p>In the near term, however, there are no plans to implement a residential parking scheme around this specific area.</p> <p>Regarding the illegal parking, many parents may be unaware of the impact their inconsiderate parking behaviour is having on local residents.</p> <p>It may be worth contacting the School of Dance to highlight the issue. They in turn should be able to make parents aware that their parking behaviour is inconveniencing local residents and request they park with more consideration.</p> <p>This area has been added to our parking officers' route to have a presence in this area.</p> <p>In the interim, if illegal parking is observed, we recommend to contact our contact centre on (09) 355 3553 with the vehicle details to request enforcement action.</p> <p>Congestion issues on the slip road running alongside Lake Road - AT have visited the site for investigation. It was observed that cars are parked on the footpath, causing a safety concern to pedestrians and restricting accessibility for wheelchair users and parents with prams.</p>

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			<p>We will be installing parking restrictions, marked by broken yellow lines, along narrow sections of the road in order to improve the current parking situation. Parking spaces will be provided on-street for residents on the relatively wider section of the road where a car parked on one side of the road would still provide adequate space for other vehicles to get through. We will undertake consultation shortly to seek feedback from the most affected parties on the proposal. Please note the implementation of the proposed parking restriction will be subject to a number of considerations, including feedback of those consulted.</p> <p>Should the decision be made to proceed with the proposal, prior to the physical implementation of the broken yellow line we must prepare a report that becomes the legal document to support the restriction. Once we present this legal document to the Traffic Control Committee and they approve the restriction, it will be legal and enforceable.</p>
7	<p>Parking Restrictions suggested in King Edward Parade</p>	<p>A resident wrote to suggest that parking restrictions be installed in King Edward parade, mays Street, church Street and other residential streets in Devonport to stop ferry users free parking</p>	<p>CAS-516474. 1 August 2017. Demand for parking in fringe suburbs around central Auckland has increased over the last five years. AT has received a considerable and increasing number of complaints from residents regarding the lack of parking availability on their streets. In response to this AT has developed an approach to managing this issue which positively prioritises residents and short term parking through the establishment of residential parking zones for which eligible applicants can apply of an annual permit or daily coupon which exempts them form the restriction.</p> <p>This approach was set out in the AT parking Strategy which was widely consulted. Unfortunately, the volume of requests AT receives on this subject is such that it is impossible to respond to them all immediately. Instead we have a work program which allows us to prioritise our resources. AT is currently completing a proposal for Ponsonby and Parnell and will soon be consulting on a scheme for Grey Lynn and Grafton.</p> <p>At this stage it would be difficult to commit to a timeframe for Devonport as out programme is very dependant on the delivery of the preceding proposals. However we can sure you that AT will be looking to expand its programme in future with aim to address parking issues in residential streets and the rest of the region including Devonport.</p>
8	<p>Pedestrian Crossing request in East Coast Road</p>	<p>A Local Board member asked that investigation be undertaken in East Coast Road with a view to installing pedestrian crossings for pedestrian safety.</p>	<p>CAS-516143. An AT engineer has undertaken an initial review of the suggestions provided. Further detailed investigation now needs to be undertaken to ensure a comprehensive review. This investigation has been prioritised and programmed following which AT will be able to provide the outcome and</p>

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			recommendations of our assessment. This is expected by mid-November.
9	Ngataringa Road and the New North Bus Network	A local Board Member asked that with the implementation of the new bus timetable will it take into account the new Ryman Development for a bus service.	CAS-516725. 28 July 2017. AT can advise that at this stage there are no plans for a bus service through Ngataringa Road. The AT Network Planning team will conduct a review of the services after the implementation of the New Network for North Shore while the area further develops.
10	Sunset and Ramp Road Corner Road Stability	A Local Board member raised concerns about the stability of the road at this corner.	3 August 2017. CAS-521204. AT Assets team will be undertaking some investigation and will be monitoring the situation which can take up to 6 months before we know what the issues are and what action need to be taken if any.
11	Street Lights - Norwood Road	Local Board Services received a request for more street lighting in Norwood road as it was very dark	29 August 2017. CAS-531642. Electrix are to install 2 X 2m curved streetlight brackets with Italo 1 luminaires on the power poles.
12	Street Lights Onepoto road Hauraki and Rattray Lane Devonport	The Local Board Chair raised two issues. 1. Poor street lighting in Onepoto road Hauraki 2. The street light at the end of Rattray lane Devonport has been out for some time.	21 August 2017. Cas-531767. 1. Onepoto road Street lighting has been added to the AT forward Works programme CAS-531770. 2. Contractors attended the site and replaced the busted 100W lamp and cleaned the diffuser.
13	Milford Walking Bridge	A Local Board member advised of an incident when the bridge could not be raised and the Milford Cruising club had to cancel races as they could not leave the Marina. He asked if club members could be trained to fix the problems so this didn't happen again.	21 August 2017. CAS-542992. This asset is controlled by a specialised operator in our Auckland Transport Operations Centre, who monitors the operation of this bridge from 6am-10pm. At all other times the bridge remains raised. Any technical/maintenance issues are alerted to the operator during operating hours, who organises the appropriate action. As the bridge is an Auckland Transport asset and is a complicated piece of equipment, we are unable to allow for the training of members of the public to undertake maintenance duties. Due to health and safety reasons and the technical nature of issues that may arise, we will not be proceeding with the request from the Milford Cruising Club. The operation of the bridge will continue to be closely monitored and every endeavour will be made to ensure any technical issues are resolved in a timely manner.

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 - NSAAT lines Jutland Road Hauraki	This was forwarded to the Local Board for comment on 27 July 2017. Consultation for this proposal closed on 10 August 2017. No objections or comments were received from board members in this instance and was taken as an indication they had no objections to the proposal.
Consultation - NSAAT Lines Hororata Road Hauraki	This was forwarded to the Local Board for comment on 10 August 2017. Consultation for this proposal closed on 21 August 2017. Comments received from a Local Board member was: If the residents agree, I agree.
Consultation - NSAAT Lines at end of Parr Terrace, Castor Bay	This was forwarded to the Local Board for comment on 10 August 2017. Consultation for this proposal closed on 21 August 2017. Comments received from three Local Board members was: If the residents agree, I agree. No objections, Good call very happy.

