

## Purpose

1. This report
  - a) Provides an update on the current status of the Local Board Transport Capital Fund
  - b) Responds to requests on transport related matters raised by Local Board members
  - c) Provides a summary of consultation material sent to the Board
  - d) Provides 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 and consultations undertaken August 2017. Attachment A1 and A2.
  - Decisions of the Traffic Control Committee (TCC) Carried August 2017

## Recommendation/s

That the Kaipatiki Local Board:

- a) note the Auckland Transport August 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.

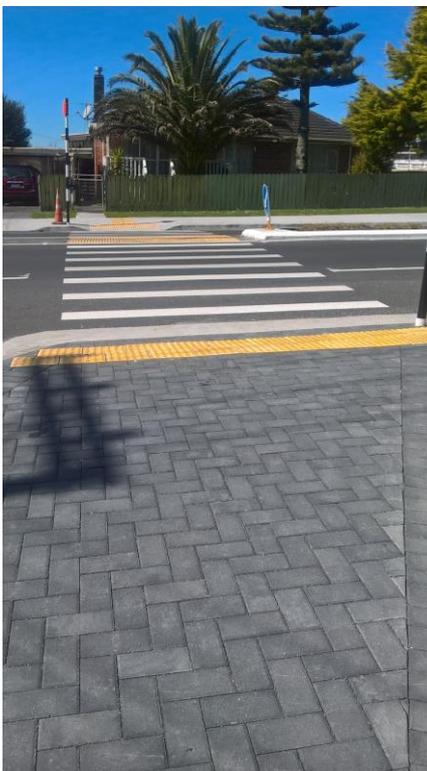
<b>Kaipatiki Local Board Transport Capital Fund Financial Summary</b>	
<b>Total Funds Available</b> in current political term	<b>\$2,805,088</b>
<b>Amount committed</b> to date on projects approved for design and/or construction	<b>\$1,320,180</b>
<b>Remaining Budget left</b>	<b>\$1,484,908</b>

### Birkdale Road Shops Pedestrian and Safety Improvements

6. This project is now complete, with the SLOW markings now on the road approaching the pedestrian crossing.

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7. The contractor still needs to do some minor remedial works which was requested by AT assets and maintenance engineers.
8. It is anticipated there will be a bit of an adjustment period as drivers adjust/accommodate and become familiar with the new situation and we believe this will be much safer for pedestrians than it has been previously.



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

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
9	<a href="#">Kaipatiki</a>	Rawene Road carpark	Birkenhead	Permanent Traffic and Parking changes Combined	12914	No Stopping At All Times, Angle parking, Mobility parking, P120 Time-Restricted parking, Lane Arrows, Flush Median
10	<a href="#">Kaipatiki</a>	Rangatira Road	Beach Haven	Permanent Traffic and Parking changes Combined	14247	No Stopping At All Times, Bus Stop, Bus Shelter, P120 Time-Restricted parking, Traffic Islands, Pedestrian Crossing, Give-Way control
14	<a href="#">Kaipatiki</a>	Highgrove Lane	Totara Vale	Permanent Traffic and Parking changes Combined	14523	No Stopping At All Times, P120 Time-Restricted parking, Angle parking and Give-Way control

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### Regional and sub-regional Projects

#### AT Mobile Reaches 100,000 downloads

9. The AT Mobile app which allows users to plan, save, and track their journeys on AT Metro's bus, train, and ferry services, 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.
10. 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

11. 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.
12. 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.
13. 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.
14. 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

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### New customer focussed map for ferry services

15. AT have 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

16. 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 Waiheke Island service. A complete replica of Fullers Korora. A significant 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 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



## 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	Kaipatiki Local Board Members Issues List	
A2	Kaipatiki 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

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## Kaipatiki Local Board Members Issues Raised During August 2017 - Attachment A1

	Issue Name	Details	Current Status
1	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	<p>6 June 2017. CAS-484430. Logged for investigation.</p> <p>28 July 2017. On investigation of the concerns raised AT have found that there have been several reported crashes relating to speed at this location in the past 5 years. These crashes were mainly due to loss-of-control crashes on the bends.</p> <p>To mitigate the crashes, AT plans to extend the road centre line around the bends and install curve warning signs with '25km/h' advisory speeds in advance on bends. These measures will provide improved delineation of the bends and will improve road safety. This is expected to be undertaken before the end of 2017.</p> <p>Consideration has been given to installing speed humps on the street. However as was mentioned in the original contact, the road is very steep and there are issues installing speed humps on roads with a steep grade. These include a significant increase in vehicle noise associated with vehicles slowing down and accelerating at speed humps, and traction issues on the speed humps in wet weather.</p> <p>When assessing traffic calming measures we take several factors into consideration including speed, crash history, road category, geometry and vehicle types using the road. A preliminary assessment indicates the road is a low priority for traffic calming so at this stage AT does not propose to implement changes on this road.</p> <p>With regards to the narrow width of the road, it is acknowledged that when vehicles are parked on both sides of the road it can be reduced to a single lane. This is not uncommon on minor roads, and can be beneficial from a safety perspective as it encourages lower speeds when drivers are forced to slow down and give way to opposing traffic. Drivers should be aware the they may have to give-way to opposing traffic on minor residential streets and drive accordingly.</p>
2	State of the Footpath near 111 Rangatira Road	A Local Board member received a complaint that the footpath condition was uneven and causing a tripping hazard.	<p>19 June 2017. CAS-499671. Logged for follow up.</p> <p>1 August 2017. CAS-499671. AT Contractors advise this footpath is on the renewals program for this financial year. They acknowledge the footpath is cracked but confirm there are no trip hazards.</p>

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3	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.	<p>19 June 2017. CAS-499629</p> <p>10 July 2017. AT can confirm that our contractors have removed the lichen on the road between numbers 301 to 321 Glenfield Road.</p> <p>AT Network Management and Safety team are still investigating the issue regarding concerns over parked vehicles blocking access.</p> <p>16 August 2017. AT have evaluated the slip lane on Glenfield road between properties 325 and 349. Removal of the parking in the slip lane could affect the residents adversely as there are limited opportunities for residents to park both within their own properties, and also on Glenfield road. Given the demand for parking, but the non-availability of parking, this could still result in non-compliance with any parking restrictions.</p> <p>AT will send out 'inappropriate parking letters' to the residents advising them to park in an arrangement so that vehicles, and especially rubbish collection trucks, can get through easily.</p> <p>After the letter is sent, AT will monitor the situation and if the parking issue continues we will investigate the possibility of installing parking markings and/or restrictions.</p>
4	Tripping Hazard 7 Sunnyfield Cres	A Local Councillor received a complaint of a person tripping outside the property at 7 Sunnyfield Cres and asked for it to be repaired.	<p>10 July 2017. CAS-512973. Logged for follow up.</p> <p>8 August 2017. AT confirm this has been put on the forward works program to be prioritised along with other sites requiring major renewal work.</p> <p>In the interim AT operations and maintenance teams will attend to any urgent footpath repairs and maintenance work as soon as possible as and when required.</p>
5	Lake Road/Exmouth Road - Issues Around Safety Concerns about Parked Vehicles in Exmouth Road	A resident raised concerns about the parking situation on lower Exmouth Road, near intersections, and asked if regulations could be implemented.	<p>28 June 2017. CAS-505620. Logged for response.</p> <p>15 August 2017. CAS-505620. AT is aware of the concerns regarding vehicle accessibility and visibility issues caused by vehicles parking near the intersection of Exmouth Road and McBreen Ave. To help improve the vehicle accessibility and visibility a proposal for NSAAT marked by broken yellow lines was developed and consulted on in 2016. The proposal was modified to include road marking of the bus stop outside 101 Exmouth Road and extending the NSAAT restrictions around this bus stop to ensure full bus maneuverability.</p> <p>Prior to the physical installation of the proposed NSAAT, a resolution report must be prepared that becomes the legal document to support the restriction. This is currently being worked on and expect the lines to be installed in the coming months.</p> <p>Regarding the kerb protrusion outside 40 Exmouth Road, AT will be installing a new edge line as well as relocating a warning sign around 20 metres to the west of its existing location The improvements will help to delineate the edge of the traffic lane and highlight the narrowing lane width.</p>

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6	Pedestrian Crossing Request - Hinemoa Street	The Community House manager made a request to have a pedestrian crossing installed in the vicinity of 110 Hinemoa Street.	<p>2 June 2017. CAS-408605. AT have 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.</p> <p>Pedestrian counts in the vicinity of 110 Hinemoa Street, which indicated that although pedestrian numbers are insufficient to justify the installation of a zebra type pedestrian crossing facility, there are sufficient numbers for a formal pedestrian refuge island to be considered. It is intended that this work will be progressed as part of our "Minor Improvements Programme" in the (2017/18) financial year. Once funding has been provided each financial year AT prioritise projects which will be completed within the available resources and funding. Therefore while we are unable to provide an exact timeframe for the implementation of the pedestrian improvement work at this time, AT will continue to develop plans and a design report for the proposed Work.</p>
7	Query on New Vision-Impaired yellow strips at Birkdale road Shops	A local Board member received a query suggesting the tactile pavers were not 'inline'. With the path.	<p>8 June 2017. The placement of the tactile pavers was reviewed by AT's project specialist team. While directional tactiles may direct visually impaired pedestrians to rubbish bin or the carriageway, in reality those pedestrians, who recognise directional tiles, will know that at the end of the island there will be warning tactiles.</p> <p>So while the directional and warning tiles are a bit staggered, they are still at the 90 degrees angle against the warning tiles, which is the design requirement. If we located the directional tiles to be in the centre of the warning tactiles, they would need to be positioned nearly to the edge of the kerb island, which would be a safety hazard for those who are coming from south and want to cross the road (being very close to the parking lot). AT have analysed two possible design items from the Design Manual for Pedestrians (manual issued by NZTA) and this shows the median island case has warning tiles staggered, this is an acceptable solution as visually impaired persons would recognise this type of island and expect warning tiles at the required locations.</p>

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8	<p>Traffic Calming Request Lancaster Road</p>	<p>The Local board Chair asked if this street could be investigated for traffic calming</p>	<p>17 August 2017. CAS-507148. AT have undertaken an assessment of this area. In particular, we have 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.</p> <p>There are existing speed humps along the southern section of Lancaster Road between Tramway Road and Beach Haven Road to slow down traffic. Auckland Transport has not received any requests for speed calming measures on Lancaster Road in the past few years.</p> <p>The section of Lancaster Road between Beach Haven Road and Frizell Street is approximately 7.8 metres wide. Parking is allowed on both sides of this section. These parked cars give the impression to drivers that the road is narrow and hence encourage slower speeds. However, with parking on both sides of the road there is still adequate width for vehicles to get through safely. Given that the section of the road is straight, there is sufficient visibility for drivers, cyclists and pedestrians.</p> <p>The northern section of Lancaster Road between Frizell Street and the northern end of the road is narrow at approximately 5.8 metres wide and as such parking is only allowed on one side of the road. Parking restrictions are installed on both sides of the road around the bends to provide better visibility.</p> <p>Considering the above factors, we are unable to justify the installation of speed calming measures on this road.</p>
9	<p>Beach Haven Ferry Service</p>	<p>A resident wrote to the Local MP asking if weekend ferry services could be considered for Beach haven and that there was a current lack of parking in the vicinity of the terminal in Beach Haven Road.</p>	<p>11 August 2017. CAS-518080. AT is currently working on tendering for new operator contracts and suppliers to deliver the Hobsonville/Beach haven service. As part of that tendering process we have requested market options and a price for the provision of weekend services. AT expect to be making a statement on the outcome by the end of this year. AT are also reviewing the provision of all public transport in the Auckland region as part of the Regional Public Transport Plan (RPTP) review. This will include a focused review of ferry service provision. With regards to the provision of car parking near the ferry terminal, unfortunately due to land availability there is currently a limited number of car parking spaces available for ferry users. AT can advise that there are connecting bus services provided which serve the local area.</p>
10	<p>Visibility Issues on Hillside Road intersection</p>	<p>A Local Board member received a complaint about trucks parked blocking visibility on Hillside road near the intersection with Porana Road</p>	<p>14 August 2017. CAS-531889. AT parking services are aware of the problem and have a mobile patrol that frequents the area five days a week. They have requested that the contact centre be called every time an illegal parking is occurring so a parking officer can be dispatched to investigate.</p>

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11	Narrow Road concerns - Roseberry Ave and Valecrest Place	A Local Board member received concerns from local residents suggesting these streets are narrow.	<p>21 August 2017. CAS-538084.</p> <p>Roseberry Ave - After an assessment of Roseberry Ave, AT advise we will not proceed with any changes. AT considers a street narrow if it is less than 6.5 metres wide. Roseberry Ave is approximate 8.5 metres wide. A street width of 6.5 metres allows for two metres of parallel parking on each side of the road while still allowing 2.5 metres for a through lane for drivers. Emergency vehicles have also confirmed this is the minimum space required for their vehicles to have access.</p> <p>While parked vehicles may reduce the traffic flow to a single lane at times, there are a number of points where vehicles can pass by using driveways. Parked vehicles can also make the road appear narrow to drivers and this can encourage slower speeds which generally improves road safety.</p> <p>Valecrest Place - has been identified as a narrow road under the above standards. However, it was observed that the vehicles parked along the road are owned by residents. On-street parking is a great asset for residents, especially if there is limited space within the property for parking. For this reason AT try to limit the loss of on-street parking on residential roads.</p> <p>Given that Valecrest Place is narrow and provides insufficient lane width when vehicles are parked on both sides of the road, we will send letters to residents advising them not to park in a way that is unsafe or blocks access for other vehicles Once this letter is sent out AT will monitor the road over a six month period and if the parking issues continue, we will investigate the installation of parking restrictions.</p>
12	Lack of Lighting by Bus Stops 213 and 259 Glenfield Road	A local Board Member advised that it is very dark at these two stops in the evenings	CAS-521399. 25 August 2017. AT contractors have installed a new streetlight bracket with Italo 2 (250W equivalent) on the power pole outside 259/263 Glenfield road.
13	NSAAT Lines Requested in Noeleen Street	The Local Board Deputy Chari received a request for No Stopping lines to be installed as cars are parking on both sides of the narrow street.	<p>29 August 2017. CAS-525527.</p> <p>AT have visited the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction. These include the road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics. The initial assessment has concluded that a parking restriction would be beneficial at this location and we propose to install a 'no stopping at all times' (NSAAT) restriction, marked by a broken yellow line.</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</p>

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			<p>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>
14	Chip Seal Rodney Road, Bell Vue Road	A resident claimed about the poor quality of the resealing and the amount of loose chip.	18 August 2017. CAS-531678. AT engineer carried out site inspection, met with customer on site to sort the issue and arranged for a road sweep of the loose chip.
15	Street Signs Beswick Place	The local Board Deputy chair provided image of the broken street pole.	24 August 2017. CAS-537727. A new pole was installed and Beswick Place street name blade sign was re-erected. Mackwood Place street name blade was also re-erected on the 24 August 2017.
16	Bus Shelter at 228 Onewa Road	A resident asked if a Bus shelter could be installed at this stop.	<p>24 August 2017. CAS-543732. AT aims to eventually have seating and shelter provided at most city bound stops within the Auckland Region, however this project is subject to funding and priority is given to bus stops with high patronage.</p> <p>AT is currently in the process of implementing a New Network for the entire Auckland Region. The next phases to be implemented will be East, Central and then North Auckland. As such our Infrastructure and Facilities team is currently prioritising funding for new steps critical to the future New Network.</p> <p>This request has been forwarded to the Infrastructure and Facilities department for investigation into the viability of installing a shelter at this location. AT are not in a position to confirm that this bus stop will definitely have a shelter installed, but we can confirm that this stop will be assessed with infrastructure for the North Shore.</p>

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<b>Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment. Attachment A2</b>	
Consultation - Bus Stop Infrastructure Kaipatiki	Forwarded to local Board members for comment on 14 July 2017. As of the close of consultation on 28 July 2017 no response had been received from the Local Board members and taken as an indication there were no objections to the proposal.
Consultation -NSAAT Lines in Sunnybrae Road	Forwarded to the Local Board for comment on 21 July 2017. Feedback was received from the Local Board Chair advising they supported the proposal and note that all the affected properties also appear to have large driveways that could accommodate multiple cars. This was sent for inclusion in the feedback analysis.
Consultation - Proposed NSAAT Lines Hague Place	26 July 2017. Forwarded to Local Board members for comment. Feedback was received indicating No concerns with the proposal. This was sent for inclusion in the feedback. 18 August 2017. Following consultation received a revised proposal has been distributed and is currently under consultation. The revised version has reduced NSAAT lines proposed following residents feedback.
Consultation - Proposed NSAAT Julia Place, Totara Vale.	8 August 2017. This was distributed to local board members for comment. Feedback was received from two members indicating no concerns with the proposal and that it looked fine. This was sent for inclusion in the feedback process.

