

### 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 September 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 any progress updates. Attachment B.
  - Activities and issues raised by members and consultations undertaken during September 2017. Attachment A1 and Attachment A2.
  - Decisions of the Traffic Control Committee for September 2017

### Recommendation/s

That the Devonport Takapuna Local Board:

- a) note the Auckland Transport October 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 Plan, Greenways Plan and which have a transport connection. These projects are likely to be delivered by the Auckland Council Parks Department.
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.

# Auckland Transport Monthly Update

<b>Takapuna Devonport Local Board Transport Capital Fund Financial Summary</b>	
<b>Total Funds Available</b> in current political term	<b>\$1,803,297</b>
<b>Amount committed</b> to date on projects approved for design and/or construction	<b>\$722,449</b>
<b>Remaining Budget left</b>	<b>\$1,080,848</b>

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

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
5	Devonport-Takapuna	Craig Road, Hurstmere Road, Gibbons Road, The Strand	Takapuna	Temporary Traffic and Parking changes (Event)	SE001088	Temporary Traffic and Parking restrictions
40	Devonport-Takapuna	Quay Street, Fred Thomas Drive, Hurstmere Road	Takapuna	Temporary Traffic and Parking changes (Event)	SE001087A	Temporary Traffic and Parking restrictions
4	Devonport-Takapuna	Quay Street, Hurstmere Road, Fred Thomas Drive	Takapuna	Temporary Traffic and Parking changes (Event)	SE001087B	Temporary Traffic and Parking restrictions
33	Devonport-Takapuna	Clarence Street	Devonport	Temporary Traffic and Parking changes (Event)	SE001096	Temporary Traffic and Parking restrictions

## Auckland Transport Information

### Regional and sub-regional Projects

#### Repair work to start on seawall

8. Auckland Transport is about to start work on repairs to part of the seawall in the ferry basin at the bottom of Queen St.
9. Due to the age of the seawall Auckland Transport has been regularly monitoring its condition and during an inspection of the seawall in August, divers identified an increase in the amount of erosion of the seabed and seawall in front of the Ferry Building.
10. The erosion is approximately 16 metres long and varies in depth from 0.2 metres to 1.2 metres.
11. AT are progressing with design and construction planning to begin repairs to ensure we can complete this work prior to the busy summer holidays.
12. Engineering firm Tonkin and Taylor have completed a preliminary stability analysis and have confirmed that there is no risk of imminent failure and have recommended completing the works as soon as possible to prevent the erosion from continuing.
13. Repair work will commence in around two weeks and will take 6 to 10 weeks. This will stop any further erosion.

## Auckland Transport Monthly Update

14. Berth 1A will be closed during repairs. Auckland Transport is working with its operator because some ferry services will have to be relocated within the ferry basin. Full services should be able to be maintained.
15. The cost of the repair work is expected to be under \$1million.

### SaFE – Security and fare enforcement project update

16. As Auckland Transport and Council continue to invest in public transport, patronage continues to grow. AT surpassed its target of 19.5 million train journeys in a year at year ending 30<sup>th</sup> June, and hit the 20 million train journeys last week.
17. The first initiative was to bring together the ticket office and Customer Service Centre (CSC) function at five locations. This has now been completed. We have started the electronic gating of six additional stations and this is progressing well with Henderson and Otahuhu already completed and Manurewa starting.
18. We have also started recruiting Transport Officers. The first phase will see Transport Officers on the Western Line. The first tranche of this role are currently being trained and will be starting on the network in early November. We are starting on this line to test the scope of the role before rolling out across the network.
19. Through continued consultation on the programme Auckland Transport is now proposing to increase the number of staff on the network. **The proposed number of Transport Officers now stands at 229 – see below.**
20. The purpose of the Transport Officer role will be to increase passenger safety and security whilst on the public transport network and associated facilities. Ensuring proactive fare evasion management through regular fare enforcement duties such as; fare inspections, issuing infringements and providing a high level of customer service and information to customers. Along with other staff they will act as a point of contact for incidents on the rail network and at stations, and will help the police and transport operators with emergency management when necessary. These positions will be warranted with Enforcement Officer status and will work on a 24/7 rotating roster basis. They will be rostered to where and when they are needed most. E.g. after schools and in the evenings.

### Key facts about the project

- The contract variation signed by Transdev Auckland (TDAK) also included the technical Driver Door Only project. This project is now part of SaFE.
- As we continue to consult on the project we are proposing to increase the number of Transport Officers to 229. (This includes supervisors)
- The additional Transport Officers will ensure adequate staffing from 7pm.
- TDAK currently have 168 Train Managers.
- TDAK staff have had the opportunity to apply for roles with AT and have been offered training and support in the recruitment process. Some staff have taken these opportunities and are joining AT.
- The Maori wardens will continue in their role.

## Consideration

### Local Board views and implications

The Local Board's views will be taken into account during consultation on any proposed schemes.

## Auckland Transport Monthly Update

### 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

# Auckland Transport Monthly Update

## Devonport Takapuna Local Board Members Issues Raised During September 2017 – Attachment A1

	Issue Name	Details	Current Status
1	40KM Sign for Hauraki School	A Local Board member submitted a request which came from the Hauraki Corner Facebook page.	<p>11 May 2017. CAS-463587. Logged for follow up by Community Transport Team.</p> <p>27 September 2017. AT have now completed our investigation into the requests for safer pedestrian crossings and a school speed zone outside Hauraki School on Jutland Road.</p> <p>Pedestrian Crossings - Improvements at the two intersections of Jutland Road with Waitemata Road and Walter Street to increase pedestrian safety have been included on our North-West minor improvements programme to be considered in the 2017/2018 programme. However, any changes will be subject to design, investigation, funding and prioritisation, so we are currently unable to confirm whether works will be progressed.</p> <p>40km/h Speed Zone - On receiving this request, we have undertaken a technical assessment to establish the suitability of providing 40km/h school speed zone or active school warning signs based on the criteria set out by New Zealand Transport Agency. The assessment considers a number of factors that include traffic volume and speeds, school activity and crash history.</p> <p>We appreciate that speeding outside schools is a concern for many in the community and we are committed to making progress towards addressing this issue. However, due to the high number of schools in the region awaiting the implementation of 40km/h school speed zone and active school warning signs, it has been necessary to design a prioritisation process to enable us to select the schools with the greatest safety problems, in order to ensure that they are given priority. Under these assessment criteria, all school zone requests received are treated in a fair and equitable manner.</p> <p>We found that the part of Jutland Road where the school is located is a low traffic road serving only a local access function. Operating speeds are already low because of the combination of a narrow road and on-street parking. Based on the overall results of our assessment, Jutland Road does not meet the warrant criteria for a 40 km/h school speed zone. Consequently, we are unable to proceed with this request.</p>

## Auckland Transport Monthly Update

2	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.	<p>22 May 2017. CAS-471187. Logged for investigation. 25 September 2017. AT have completed investigation into the concerns raised regarding a pedestrian crossing on Anzac Street.</p> <p>There have been only two reported crashes in vicinity of the zebra crossing in the past five years (2013 - 2017). Both of these crashes were rear end crashes where the cars were following too close to each other when turning left at the roundabout. Neither crashes involved a pedestrian. The zebra crossing is located in the desire line of pedestrians walking to and from the shopping centre and other amenities in the area. In general, it is not considered good practice to locate pedestrian crossing points in locations where they are unlikely to be used or do not cater to pedestrian demand.</p> <p>The crossing is approximately 35 metres from the roundabout, giving adequate distance for vehicles to slow down for pedestrians wanting to cross at the zebra crossing.</p> <p>There are existing orange lollipop signs and road markings to highlight the zebra crossing to approaching vehicles. Due to the already existing number of signs on Lake Road at the approach to the roundabout, AT do not recommend any further signs to be installed as it is likely to distract drivers.</p> <p>Due to the above reasons, we are unable to relocate or make changes to the existing zebra crossing.</p>
3	Lack of Co-ordination Between School and Bus Services for Takapuna Grammar	A resident complained to the local Councillor that there's a fundamental disconnect in the system when the school starts late one day per week but the buses aren't similarly delayed.	<p>28 June 2017. CAS-504414. Logged for response. 30 August 2017. The AT Travelwise Coordinator is regularly in contact with the school management and has acknowledged a number of concerns raised by parents with regards to cycling and walking school buses and infrastructure at this school. AT will continue to offer support and ideas to address pedestrian safety.</p>
4	Electric Trucks in Bus Lanes	A resident wrote to the local Councillor suggesting that electric trucks be allowed in Bus lanes to increase their productivity.	<p>15 August 2017. CAS-543824. Logged for response. 11 September 2017. AT has no current plans to allow electric trucks to use bus lanes. New Zealand Transport Agency is allowing electric trucks and other electric vehicles into some NZTA owned special lanes in Auckland. AT is actively working to optimise our road network to reduce congestion impacts and prioritising the use of AT's limited road space across all modes. It is AT's view that it is critical to maintain the exclusive priority and access for buses in bus lanes to ensure bus service reliability on its high frequency bus routes and to support the continued roll-out of AT's New Bus Network. Allowing electric trucks onto the exclusive priority network introduces enforcement, safety and operational efficiency costs which outweigh the benefit for promoting electric truck use. AT supports the uptake of more sustainable modes, such as walking, cycling and PT, and supports the use of electric vehicles for freight movements. We have no plans to allow electric heavy or light vehicles into AT's special vehicles or bus lanes. However, we are also actively working with the</p>

## Auckland Transport Monthly Update

			freight industry around approaches to assist productivity. We note that much of the strategic freight network is on State Highways under the control of NZ Transport Agency.
5	Pedestrian Crossing Taharoto Road	The local Councillor requested investigation into the installation of a pedestrian crossing in Taharoto Road.	<p>21 August 2017 CAS-548869. Logged for Investigation. 12 September 2017. AT have completed preliminary investigation and concluded that a signalised pedestrian crossing across Taharoto Road is the best option to improve pedestrian safety.</p> <p>We are currently progressing the design, and programme the external consultation to take place in the month of January. Pending the outcome of the consultation, this project will then be prioritised for delivery in the 18/19 financial year.</p>
6	Footpath Requiring Repair 20 Oxford Tce	A resident complained this high use footpath was in need of repair.	<p>21 August 2017. CAS-547838. Logged for follow up. 14 September 2017. AT contactors attended to the site, repaired the trip hazard and made the area safe for pedestrians.</p>
7	Stanley Bay Ferry Service	A resident raised concerns about the cancellations on this service and if this could be improved with renegotiation.	<p>20 September 2017. CAS-563402. NZ public transport is regulated under the Land Transport Management Act 2003. As part of the 2013 changes to regulation of bus, rail and ferry public transport services, Stanley Bay/Auckland ferry services were exempted under the Act. However, Fullers recently informed AT that the current provision of a ferry service from Stanley Bay was incurring losses to Fullers which were likely to be unsustainable moving forward.</p> <p>As AT is currently undertaking a tendering process for all contracted ferry routes, we have included the option to operate the Stanley Bay service as part of the tendering exercise. Future provision of the Stanley Bay service will be assessed as part of the current tendering of contracted ferry services in Auckland. Responses to these tenders are currently being evaluated, and a decision will be made in coming months as to the next steps. This process will drive more accountability for the operators and provide clearer management by AT.</p>

8	Parking Enquiries	<p>A resident raised a number of issues:-</p> <ol style="list-style-type: none"> <li>1. The pedestrian crossing on The Strand - When was it to be installed.</li> <li>2. Parking at the Gasometer Site - Not available for public use.</li> <li>3. Parking on Streets around Bus Stations- Congestion at Akoranga, Constellation and Albany. Lane configuration Fred Thomas Drive.</li> </ol>	<p>29 September 2017. CAS-568532.</p> <p>The Strand Crossing - This is in the current AT financial year plan and due to be implemented before the end of December 2017.</p> <p>Gasometer Site - Auckland Transport manages six major parking buildings across Auckland and over 150 at-grade carparks. The carpark buildings are all paid parking and usually have a range of different parking products, including leased parking. Surface carparks are either paid parking, time restricted parking or unrestricted parking. The management of off-street parking facilities is designed to align with AT's strategic objectives, which are focussed on a mode shift towards public transport to help minimise traffic congestion. To achieve this, AT's policies will prioritise short stay parking over commuter parking, and achieve a consistent approach to setting parking rates. AT is required to cater for the needs of all user groups in both on-street and off-street parking facilities. This includes commuters, destination shoppers, retailers and residential owners that require short-/medium-term leases. AT's paid parking facilities enable a positive financial return as an investment for the general public. The setting of charges for all products within our carparks are set to cater for the needs of individual user groups. Public off-street parking provides an important shared parking resource that ultimately results in less overall parking compared with individual sites providing for the parking demand.</p> <p>Parking at the old gas site is currently leased to users, and is presently not open for the general public use. However, this car park is currently under review to establish a supply for the evolved needs of the wider Takapuna community. The development plans for this site will increase the supply of parking considerably, and parking will be made open to general users. Once the new car park becomes operational, it is anticipated the pressure on surrounding streets will decrease. However if the surrounding streets remain at capacity due to all day parking use, AT will consider the implementation of parking controls in line with Residential Parking Policy contained in the AT parking Strategy for the region.</p> <p>Akoranga Station, Albany Station and Corinthian Drive - The Takapuna Landing area leading to Akoranga Station is not officially classified as a road. AT has no authority over this area. AT is aware of the situation around Albany Station and Corinthian Drive. AT is working through legal requirements regarding legal and roading delegations to rectify this issue.</p>
---	-------------------	---	---



# Auckland Transport Monthly Update

**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 on Salamanca Road Sunnynook	This was forwarded to the Local Board for comment on 28 August 2017. Consultation for this proposal closed on 8 September 2017. Two members provided comments in support of this proposal.
--	--

