

# Auckland Transport Monthly Update Devonport Takapuna Local Board December 2017

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## Purpose

1. This report:
  - a) Responds to requests on transport-related matters raised by Local Board members and provides a summary of consultation material sent to the Board.
  - b) Provides an update on the current status of the Local Board Transport Capital Fund (LBTCF)

## Executive Summary

2. In particular, this report covers:
  - Update on the Clarence Street Pedestrian Safety Project and the 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 November 2017. Attachment A1 and Attachment A2.
  - Decisions of the Traffic Control Committee for November 2017

## Recommendation/s

That the Devonport Takapuna Local Board:

- a) note the Auckland Transport December 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. Auckland Transport retains responsibility for this budget and also needs to approve of any project proposed
6. 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.
7. This fund is intended to allow local boards to build transport focused local improvements in their areas. Ideally, these projects would be completed during the term of the local board that initiated them. However, for those boards who have yet to commit funding to projects this is becoming increasingly unlikely.
8. Projects take time to investigate, design and build and are allocated to project managers and contractors on a first come, first served basis. Local boards that delay allocating their Local Board Transport Capital Fund may not see their projects built during this term.

9. The Devonport Takapuna Local Board have not committed or resolved any of the current funds to any future specific projects.
10. 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.

<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>

## Clarence Street Pedestrian Safety Project

11. The latest proposal on Clarence Street Pedestrian Safety was workshopped with the Board on 14 November. At the Local Board meeting on 21 November the Board resolved (DT/2017/250): advises Auckland Transport that the Devonport-Takapuna Local Board supports the Clarence Street Local Board Transport capital fund project, and approves it's release for public consultation.
12. In Light of the Boards resolution the public consultation for the project is going to be carried out in December 2017, with the submission analysis provided in January 2018. Which will reported to the Board at its meeting February 2018.

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

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
4	Devonport-Takapuna	Waterloo Road, Napoleon Avenue	Takapuna	Permanent Traffic and Parking changes Combined	14275	NSAAT, P120, Bus Stop, Bus Shelter, Stop Control, Give-Way Control
36	Devonport-Takapuna	Hurstmere Road, The Strand	Takapuna	Temporary Traffic and Parking changes (Event)	SE001130	Temporary Traffic and Parking restrictions
4	Devonport-Takapuna	The Strand, Channel View Road	Takapuna	Permanent Traffic and Parking changes Combined	14660	NSAAT, Angle Parking, Mobility Parking, Traffic Island, Road Hump, Pedestrian Crossing, Footpath, Give-Way, Flush Median
22	Devonport-Takapuna	Hurstmere Road	Takapuna	Temporary Traffic and Parking changes (Event)	SE001135	Temporary Traffic and Parking restrictions

## Auckland Transport Information

### Regional and sub-regional Projects



## **Auckland Transport Monthly Update**

### **50 Travelwise Schools earn gold awards**

13. 95 Auckland schools accepted Travelwise awards at Auckland Transport's annual Travelwise celebration with 179 schools across the region qualifying for a Travelwise award this year.
14. 50 schools were awarded gold for their work to encourage active transport to school and work with their local communities to reduce congestion.
15. The Annual Travelwise celebration event rewards student leaders, lead teachers and school management for all the work they do in their schools during the year to promote road safety and sustainable transport.
16. The Travelwise programme works with primary, intermediate and secondary schools to:
  - encourage and increase use of active travel modes and public transport.
  - provide safer facilities for all road users.
  - reduce congestion around schools.
17. With Travelwise, schools create individualised Safe School Travel Plans with visions and practical actions to create a safer and less congested environment outside the school.
18. The celebration included 648 students from 95 of the participating schools.

### **More trains mean more services for Aucklanders**

19. More trains are on the way for Auckland meaning more frequent services and more seats for passengers.
20. Auckland Transport has signed a contract for another 15 three-car electric trains.
21. The trains are needed to meet the huge public demand. In the past year more than 20 million trips have been taken on Auckland's trains, an increase of 16 percent on the previous year.
22. The trains will be built in Spain by Construcciones y Auxiliar de Ferrocarriles (CAF) and the first of them will be in service from 2019.
23. CAF is the Spanish company that built the 57 three-car electric units which currently operate in Auckland.
24. Auckland Transport is also planning to increase weekend frequency to every 20 minutes on the Southern, Eastern and Western Lines and weekend trains will operate every 30 minutes between Papakura and Pukekohe.
25. Buying these extra trains is also a big step in getting ready for the City Rail Link as once the CRL is open it will allow for train frequency to increase.
26. The \$133 million contract is funded by NZ Transport Agency and Auckland Council, the contract has a provision for further trains in the future.

### **First ever community bike fund open for applications**

27. Auckland Transport has launched the first AT Community Bike Fund, with \$35,000 of funding available to community groups to support cycling initiatives and projects.
28. The fund has been established to recognise and support the work of community groups that champion bike riding in the region.
29. Funding is available during 2017/18 for community-focussed projects that encourage riding a bike as a regular transport option, improve cycle safety, and contribute to the normalisation of cycling in Auckland.

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30. The fund can be used for community events, activities, training programmes, and the development of resources and information for specific communities.
31. The AT Community Bike Fund budget available is \$35,000. The maximum grant amount per application is \$5,000.

The fund has three application rounds:

<b>Round One</b>	Open for applications	30 October 2017
	Last day for applications	13 December 2017
	Applicants notified	20 December 2017
<b>Round Two</b>	Open for applications	15 January 2018
	Last day for applications	04 February 2018
	Applicants notified	14 February 2018
<b>Round Three</b>	Open for applications	26 February 2018
	Last day for applications	25 March 2018
	Applicants notified	04 April 2018

## 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

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Authorisers	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport

Devonport Takapuna Local Board Members Issues Raised During November 2017 – Attachment A1			
	Issue Name	Details	Current Status
1	Milford Bus Services	<p>Following reading a herald article on Auckland bus services, a Local Board Member wrote to suggest: Now that investors in the proposed Milford High Apartments have been re-paid their deposits and the project is stalled, is a Milford bus terminus going ahead and if so what are valid reasons for a terminus in Milford, where Kitchener Road is narrow and there is no roundabout. As there are none the shuttle service must originate in Takapuna.</p>	<p>6 November 2017. CAS-601220. AT can confirm a bus terminus will still go ahead in Milford as there is still high demand in Milford for better bus services. AT are also looking to build a degree of future proofing into the New Network, taking into account medium to long term demand for services, rather than focusing solely on the demand at the beginning of the implementation of the new services. The turnaround for these services would use Milford Road, Ihumata and Omana Road. The operation details will be worked out with the bus service operator directly. The main issue with the reliability of the current services between Takapuna and the city is that they operate on a number of different routes, which vary in their running times. With a single route feeding into Takapuna, as long as the run time between Milford and Takapuna is consistent, buses should reliability depart Takapuna every 15 minutes regardless of the time it takes to travel from Milford to Takapuna. In peak times, AT have doubled this frequency. This means a bus every 7 - 8 minutes. These buses will be timetabled around the buses departing from Milford. This gives the best possible chance of evenly spaced trips, regardless of how long it takes the buses to travel between Milford and Takapuna. These services will run at the higher frequency in both directions, as AT recognises that there are a number of people travelling to Takapuna for work from South of the bridge. AT have checked actual travel time information for buses between Milford and Takapuna form March to June 2017, which encompasses 'March Madness' and the onset of winter. This is likely to be close to 'the worst case scenario' for travel times. The variance in travel times between Milford and Takapuna is fairly small between 6.00am and 9.00am. Given these times, the biggest gap between trips would be 11 minutes, in and extreme case. The trip times and gaps between services will be actively monitored, and adjustments made where necessary. The other issue that AT needs to consider is bus layover space (or rather the lack thereof) in Takapuna. During the planning of the New Network for the North Shore, AT tried to reduce the number of bus services terminating in Takapuna. This is due to the lack of bus layover space there, and the complaints received from local businesses about these buses. AT have still ended up with a number of services which do terminate in Takapuna. The addition of another terminating service, with buses every 15 minutes,</p>

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			<p>would add further strain on the available layover space in Takapuna.</p> <p>Given all these factors, AT still consider terminating this service at Milford to be the right thing to do, supplemented by the additional peak services between Takapuna and the city.</p>
2	Traffic Lights - Near 17 Lake Road Devonport	A Local Board Member raised safety concerns about vehicles not stopping on the red light.	<p>14 November 2017. CAS-604370. Observations at this intersection show this is poor driver behaviour as motorists are not adhering to their requirement to stop at the red light. As a result AT are unable to make any physical changes to the road itself to address this.</p> <p>The NZ Police are responsible for the enforcement of red light running and the issue at this location has been forwarded to them to request mobile enforcement.</p>
3	Shakespeare Kitchener Intersection - Milford	Local Board services received a request asking for an update on potential improvements to this intersection	<p>20 November 2017. CAS-550882. Following previous delays in progressing this project due to multiple requests for changes from various community groups, Auckland Transport has carried out a full analysis of the intersection and it is no longer assessed as being a high priority for transformational change from the Road Safety Programme.</p> <p>The Road Safety budget is focused on reducing deaths and serious injuries across the network and there is a need to prioritise where the budget is spent to maximise the effectiveness of the budget available. A large part of this prioritisation is assessing the crash history at the intersection over the previous 5 years. We also consider the collective and personal risk assigned to corridors and intersections so as to have a proactive element in the assessment.</p> <p>However, this project has now been added to our Minor improvements Programme for investigation into potential changes during the 2019/2020 financial year. There are a number of projects already awaiting prioritisation and delivery as part of this program. We prioritise sites within the programme by ranking them on their safety and operational issues. Once funding has been provided each financial year we determine which projects will be completed within the allocated resources and funding.</p> <p>Due to this process we are unable to provide you with the exact timeframe for the implementation of the improvements at this time, however we will continue to develop plans and a design report for the proposed work.</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 - Motorbike Parking at Devonport Wharf	This was forwarded to the Local Board for comment on 7 November 2017. Consultation for this proposal closed on 13 November 2017. No comments or objections were received from local board members and this was taken that there were no objections to the proposal.
Consultation - NSAAT lines on Lake Road Devonport	This was forwarded to the Local Board for comment on 18 October 2017. A reminder was also sent on 31 October 2017. Consultation for this proposal closed on 1 November 2017. No comments or objections were received from local board members and this was taken that there were no objections to the proposal.
Consultation - NSAAT Lines on Woodbridge Lane, Milford.	This was forwarded to the Local Board for comment on 8 November 2017. Consultation for this proposal closed on 21 November 2017. No comments or objections were received from local board members and this was taken that there were no objections to the proposal.

