

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 and provides a summary of consultation material sent to the Board.

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 during November 2017. Attachment A1 and A2.
 - Decisions of the Traffic Control Committee (TCC) Carried November 2017.

Recommendation/s

That the Kaipatiki Local Board:

- a) note the Auckland Transport December 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. This fund was set up to ensure that locally important transport projects are given appropriate priority and to provide local boards with more direct ability to influence local transport projects.
6. Auckland Transport retains responsibility for this budget and also needs to approve of any project proposed.
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. An update on Moore Street Improvements project was provided to Board members in last month's report. The Kaipatiki Local Board have not made any further commitments to allocating money to projects in this area.
10. 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.

Kaipatiki Local Board Transport Capital Fund Financial Summary	
Total Funds Available in current political term	\$2,805,088
Amount committed to date on projects approved for design and/or construction	\$1,319,700
Remaining Budget left	\$1,485,388

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
13	Kaipatiki	Tramway Road, John Bracken Way, Beach Haven Road	Beach Haven	Permanent Traffic and Parking changes Combined	14257	NSAAT, Bus Stop, Bus Shelter, Traffic Island, Stop Control, Give-Way Control, Flush Median, No Passing
14	Kaipatiki	Onewa Road, Aorangi Place, Park Avenue, Wernham Place, Kauri Glen Road, Valley Road, Gladstone Road, Fairfax Avenue, Seaview Avenue, Woodside Avenue, Nutsey Avenue, Church Street, Birkenhead Avenue	Northcote	Permanent Traffic and Parking changes Combined	14424	Transit Lane, Ambulance Service, Cycle Path, NSAAT, P15, P5, Bus Stop, Transport Shelter, Road Hump, Pedestrian Crossing, Traffic Signal Control, Stop Control, Give-Way, Flush Median, Keep Clear
5	Kaipatiki	Sunnybrae Road, Coronation Road, Benders Avenue, Holland Road	Hillcrest	Permanent Traffic and Parking changes Combined	14663	NSAAT, Bus Stop, Lane Arrow Markings, Flush Median, Traffic Signal Control, Stop Control
6	Kaipatiki	Highbury Bypass, Mahara Avenue	Birkenhead	Permanent Traffic and Parking changes Combined	14512	Lane Arrow Markings, NSAAT, Traffic Island, Give-Way, Flush Median, Edge Line
7	Kaipatiki	Lake Road	Northcote	Permanent Traffic and Parking changes Combined	14516	NSAAT, Shared Cycle Path, Traffic Signal Control, No Passing
8	Kaipatiki	Kawana Street	Northcote	Permanent Traffic and Parking changes Combined	14517	NSAAT, Traffic Island, Pedestrian Crossing, Edge Line, Flush Median, Stop Control

Auckland Transport News/Information

Regional and sub-regional Projects

70 Travelwise Schools earn gold awards

- 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.

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12. 50 schools were awarded gold for their work to encourage active transport to school and work with their local communities to reduce congestion.
13. 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.
14. 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.
15. 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.
16. The celebration included 648 students from 95 of the participating schools.

More trains mean more services for Aucklanders

17. More trains are on the way for Auckland meaning more frequent services and more seats for passengers.
18. Auckland Transport has signed a contract for another 15 three-car electric trains.
19. 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.
20. 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.
21. CAF is the Spanish company that built the 57 three-car electric units which currently operate in Auckland.
22. 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.
23. 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.
24. 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

25. 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.
26. The fund has been established to recognise and support the work of community groups that champion bike riding in the region.
27. Funding is available during 2017/18 for community-focused projects that encourage riding a bike as a regular transport option, improve cycle safety, and contribute to the normalisation of cycling in Auckland.
28. The fund can be used for community events, activities, training programmes, and the development of resources and information for specific communities.
29. 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:



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Round One	Open for applications	30 October 2017
	Last day for applications	13 December 2017
	Applicants notified	20 December 2017
Round Two	Open for applications	15 January 2018
	Last day for applications	04 February 2018
	Applicants notified	14 February 2018
Round Three	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
A	Kaipatiki Local Board Members Issues List and Consultations (A1 & A2)	
B	Local Board Transport Capital Fund Projects	

Signatories

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

Kaipatiki Local Board members Issues Raised during November 2017 – Attachment A1

	Issue Name	Details	Current Status
1	New Pedestrian Crossing at Beach Haven Shops	Local Board members have raised concerns about visibility for turning vehicles as the pedestrian is close to the corner.	<p>16 November 2017. CAS-590727. The installation of the zebra crossing on Rangatira Road was requested by the Kaipatiki Local Board. With the newly upgraded park, the Local Board felt that a zebra crossing facility would give more priority and improve the amenity for pedestrians, as well as encourage a town centre atmosphere for the Beach Haven community. Even without the new crossing facility, there was a large number of pedestrians crossing at this location. The previous median island was very narrow and yet mothers with prams and schoolchildren continued to cross at this point. As it was not a formalised crossing point, motorists did not give way to pedestrians nor slow down to allow pedestrians to cross when standing within the very narrow median island. However, the number of pedestrians crossing at this location continued to rise, because the former median island was within the walking desire line of the local Community.</p> <p>AT proceeded with implementing the zebra crossing at this location to meet the existing pedestrian crossing demand. We understand that visibility is compromised for motorists coming from Beach Haven road west due to the crossing being placed closer to the roundabout. We considered installing side islands to enable pedestrians to step into the crossing facility and be more visible to motorists, but due to these routes being used frequently by buses, we were unable to install islands at this location. Moving the crossing facility further away from the roundabout would result in pedestrians not using the facility, as it would be outside the walking desire line. To mitigate this, we placed the crossing facility on a raised speed table to slow down vehicle speeds in the vicinity of the crossing facility, and placed signs on all approaches to the roundabout warning motorists of the new crossing facility on Rangatira Road.</p> <p>The crossing was supported by the local community during consultation and therefore we do not propose to remove the crossing facility. However, we will continue to monitor the new crossing facility and install additional signage on Beach Haven Road prior to the roundabout to alert drivers to the new crossing on Rangatira Road and the need to look out for pedestrians.</p>

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2	<p>Parking Restrictions Area of Rugby Road and Hinemoa street</p>	<p>A resident raised concerns that they would no longer have unrestricted parking outside their property.</p>	<p>16 November 2017. CAS-609283. AT received a request from the Local Board to review the parking area along Hinemoa Street and Rugby road. Parking time restrictions are normally used as a tool to facilitate turnover and manage high parking demand. To manage high parking demand in this area, AT has introduced time restrictions on Rugby road. As part of public engagement, 200 letters were sent to residents and businesses in the area including this resident who has raised the current concerns.</p> <p>On street parking is a valuable public asset, and AT is responsible for managing it in a manner that delivers wider community benefits. The on-street public parking may be available but cannot be relied on perpetually. The management of the on-street public parking can change to meet the ever changing demand. AT would like to reiterate that on-street parking cannot be designed to suit the use of a particular individual, business or organisation. whilst we appreciate concerns from residents, the current design is flexible and caters to the needs of all kinds of visitors to the area, including residents visitors.</p> <p>Unrestricted parking is still available within 100 meters, which is considered acceptable walking distance considering it is not always possible to find on-street parking outside a place of visit. In regards to parking permits, AT can only consider these when a Residents parking zone is introduced. The parking restrictions introduced on Hinemoa Street and Rugby Road are general time restrictions and there is no provision in AT parking Permits Policy under which permits could be considered in this instance.</p>
3	<p>Speedy Cres and Monarch Ave - Request for NSAAT Lines and Parking on one side</p>	<p>A resident requested that parking on one side only be installed as the streets were being parked on both sides affecting visibility and through access for drivers.</p>	<p>27 October 2017. CAS-590267.</p> <p>An Auckland Transport engineer visited the site and completed an investigation into the concerns raised. After an assessment of the road AT advise we are not able to proceed with installation of parking restrictions on these roads.</p> <p>Auckland Transport considers a street narrow if it is less than 6.5 metres wide. Speedy Crescent and Monarch Avenue are approximately 7.3 metres to 8.4 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 services 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>In addition, we attempt to optimise on-street parking availability in residential areas and remove parking only when necessary from a safety perspective. There are existing parking restrictions at intersections and sharp corners on these two roads which we believe are adequate at this stage. Due to these reasons, we will not be installing additional</p>

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			parking restrictions at this stage.
4	Transit Lane Permits	A Local Board member asked if permits were issued to exempt certain vehicles, such as trade vehicles, from Transit Lane rules.	21 November 2017. CAS-607572. Transit lane operating hours are normally during peak commuter hours and at that time the priority for the corridor is the efficient movement of people. Trade vehicles will unfortunately not be permitted to use transit lanes during those times as it would lead to a decrease in efficiency of the bus network. However, AT are investigating the possibility of allowing trades vehicles and trucks to be prioritised during interpeak hours.
5	HOP Top up at Domestic Airport	A resident suggested there is no place to purchase and top up a HOP card at the domestic airport and asked if this could be rectified.	23 November 2017. CAS-615628. AT has created a retail network in each area, carefully considering a wide range of factors, particularly from our customer's perspectives, such as accessibility, opening hours and current retail traffic. We understand customer concerns regarding topping up their AT HOP cards in the airport area, and offer a full retail suite at the International Airport Terminal through the i-site store. This allows existing customers to top up their cards. The key issue at the airport is visitors to Auckland. We are developing the capability for travellers to pay for public transport using their credit or debit cards. This would remove the need to have a separate AT HOP card. While the project is still in the early stage of development (due in pilot late next year), it will offer a great solution for short term or one off visits to the Auckland region - not only for recreational visitors, but also the business market. In the interim, customers visiting Auckland are also able to buy an AT HOP card online prior to arriving in Auckland. This would enable them to register the card and top up online, and they could travel as soon as they arrive. We continue to monitor and review the retail network and will look to implement improvements where possible.

Consultations - Auckland Transport is required to consult on traffic control matters.

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

Consultation - Proposed NSAAT to be extended on Rangatira Road in Beach Haven.	14 November 2017. Forwarded to Local Board members for comment. Feedback was received indicating support for the proposal. 27 November 2017 this was sent for inclusion in the feedback.
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