

Issues Raised by Elected Members to 6 February 2018

1	Mairangi Bay Town Centre	Pavers in Mairangi Bay Town Centre.	In response to concerns raised by Member Cooper about the slip-resistance of the pavers in Mairangi Bay Town Centre, members were advised on 4 December 2017 that an area of pavers will be subject to a trial treatment process recommended by Horizon International, the suppliers of the pavers, to improve their skid resistance. The treatment involves a deep clean using Soy Eco degreaser, etching to increase the slip resistance and re-sanding with polymer sand. Horizon International indicates that this treatment has been used elsewhere on its Nubrik pavers and provides the best solution, as well as being the least intrusive. Footpath maintenance is required before the testing can be carried out, but the trial is expected to begin in mid-late February 2018. The results of this trial will determine any further treatment.
2	Bike Buses	Query regarding bike buses.	At the Hibiscus and Bays Local Board meeting on 15 November 2017 Member Vicki Watson asked whether AT had considered the use of bike buses, to allow cyclists to take their bikes on board, as is common practice overseas. On 1 December 2017 members were advised that AT's Metro team has considered a number of options in the past, such as installing bike racks and/or allowing bikes on-board buses, noting that bike racks are fitted to some buses operating on Waiheke Island. However, there are a number of reasons why AT does not permit customers to board buses with their bikes, including safety and the increase in journey time whilst customers load/unload their bikes. There are also practical reasons; the area occupied by bikes on-board buses would infringe or remove spaces from areas allocated to customers with mobility issues and the elderly, and there is a national requirement to provide priority seating areas for these customers. Though it has been considered in the past, there are currently no plans to introduce these services at this time, though AT intends to continue to introduce and improve existing bike facilities at key locations and interchanges on the wider PT network.
3	504 – 538 Beach Road, Murrays Bay	Request for NSAAT restrictions at 504	Member Parfitt requested the installation of NSAAT restrictions on one side of the slip lane at 504 – 538 Beach Road, Murrays Bay,

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		– 538 Beach Road, Murrays Bay.	where there are access and visibility issues for the residents. On 7 December 2017 East Coast Bays subdivision members were advised that parking restrictions are only implemented where a significant safety or accessibility issue has been identified, and in streets that are classified as narrow roads. AT's engineers carried out a site visit to the slip lane, noting that it is mostly used by residents and has relatively low traffic volumes so there is comparatively limited potential for vehicular conflict. Most of the slip lane is also wide enough to allow vehicles to park on both sides while retaining a through lane for vehicles to have access and they were therefore unable to justify any changes at this time. Parking in such a manner that blocks the road for other vehicles is illegal so, should vehicles park in such a way that the slip lane is blocked, AT's Parking Compliance Department should be contacted at the time of the offence with the details of the vehicle(s) involved, and a request that enforcement action be taken.
4	32 Beulah Avenue, Rothesay Bay	Request for disabled parking outside 32 Beulah Avenue, Rothesay Bay.	Member Parfitt asked on 6 December 2017 that a disabled parking space be provided in the western-most space of those on-street spaces marked outside the Rothesay Bay Community Hall, at 32 Beulah Avenue, Rothesay Bay. On 15 December 2017 East Coast Bays subdivision members were advised that the Auckland Parking Strategy is clear as to the circumstances under which AT will consider proposing a mobility parking restriction, with the full list available to view at https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy . The important criteria to be considered are justifiable demand for mobility parking both in terms of mobility card holders and lack of availability in existing on-street parking spaces; provision of mobility parking where practical in angle parking to enhance safety and accessibility; the availability of an existing space within 200 metres; and whether the request relates to commercial and mixed use or residential areas. Beulah Avenue does not meet these requirements as it is in an area zoned as Residential Mixed Housing. While there is no existing restriction within 200m, this would be expected within a residential area. AT staff acknowledged that there may be demand from the users of the hall on Sundays, so the

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			main issue is whether on-street parking would be available on Sundays. Throughout the week, occupancy is regularly below 85%, which suggests that the parking resource is well used and people can still easily find a space. With regard to parking on Sundays, the same considerations apply and it is considered that there is sufficient availability within the unrestricted parking on Beulah Avenue close to the hall to meet the demand.
5	Mairangi Bay Traffic Calming	Request for traffic calming investigation reports for Mairangi Bay.	Member Parfitt forwarded a request from a member of the public for copies of the investigation reports which informed the response to a previous request for a speed limit reduction on Beach Road, Mairangi Bay. On 11 January 2018 Members Parfitt, Fitzgerald and Cooper were provided with a copy of the speed and pedestrian counts undertaken.
6	Bute and Inverness Roads, Browns Bay	Request for pedestrian crossings on Bute and Inverness Roads, Browns Bay.	Member Parfitt asked for an investigation into the provision of pedestrian crossing facilities on Bute Road, Browns Bay, in the vicinity of the RSA/Community Centre, and on Inverness Road, to improve pedestrian safety in light of the changed dynamics in Browns Bay since construction of the New World store on Anzac Road and new apartments. On 11 January 2018 East Coast Bays subdivision members were advised that, while there are insufficient pedestrian numbers to justify the installation of a zebra-type pedestrian crossing facility in accordance with NZTA's guidelines, recent investigations indicate there are sufficient numbers for a pedestrian refuge island to be considered. This has therefore been added to AT's Minor Improvements Programme for future consideration. The site did not rank highly enough to be progressed within the current programme and will therefore be considered again for the 2018/19 financial year. In addition to this project, AT is proposing to install raised zebra crossings on all four approaches at the roundabout of Beach Road and Bute Road, with consultation planned in February 2018 and construction during the 2018/19 financial year.
7	Laurence Street, Manly	Visibility for residents exiting 61 Laurence	In relation to a proposal to install speed cushions on Laurence Street, Manly, local board staff asked that visibility for residents

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		Street, Manly.	exiting the property at 61 Laurence Street, Manly, be investigated. They were advised on 17 January 2018 that speed cushions slow vehicles down and make the road safer for all users; that crashes were unlikely to happen as cars will slow down as a result of the speed cushion; that due to the reduced speed, the severity and likelihood of any conflict would be reduced compared to the current situation; and that speed limit signs will be installed as part of the proposal, to raise awareness of the reduced speed environment.
8	Weranui Road, Waiwera	Maintenance on Weranui Road, Waiwera.	The Office of Mark Mitchell MP raised concerns about the condition of Weranui Road, Waiwera, also asking about the likelihood of the road being sealed. On 1 February 2018 the MP's Office was advised that Weranui Road is currently listed as the 13th highest priority road on the Auckland Transport Seal Extension Prioritisation list for 2016/17 and that, unless traffic volumes increase substantially, it is unlikely that the available budget for sealing will allow it to be sealed within the next few years. With regards the existing condition of Weranui Road, this has been brought to the attention of local Auckland Transport Area Engineers and a site visit will be carried out to assess the current condition and safety of the carriageway. Maintenance will be scheduled if and/or where required.
9	Gulf Harbour Ferries	Query regarding increases for monthly Gulf Harbour Ferry fares.	Referring to recent fare increases, Member Caitlin Watson asked why AT had increased the monthly fares for Gulf Harbour ferry patrons after the last increase in 2017, especially when monthly fares on Pine Harbour, Half Moon Bay, West Harbour, Beach Haven and Hobsonville have not been increased, and there has been only a slight increase to inner harbour fares. Member Parfitt also asked whether there was a mechanism by which the local board could appeal the recent fare increases. On 2 February 2018 members were advised that AT is required to carry out an annual review of all public transport fares, as set out in the Regional Public Transport Plan, taking into account the operating cost increases (fuel and labour), cost of living, together with the investment needed to provide additional services and also to improve and upgrade its

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			<p>infrastructure (ferry terminals, train stations and bus stops). One of AT's aims over the last few fare reviews has been to progressively achieve a consistent level of discount between the monthly passes. This has required adjusting pass prices that have traditionally been quite variable between different services due to operator-specific products (which have been withdrawn). The average level of usage of a Monthly Pass is 43 trips. When comparing the three Ferry Monthly Passes after the latest fare change in February, there is a difference in percentage discount received among the three passes of Inner - 27%, Mid - 22%, Outer - 33%. Outer harbour ferry monthly pass users receive a 33% discount off the equivalent number of individual trips, which is higher than both the mid- and inner- harbour ferry passes, so longer distance ferry users do receive a greater discount when using a monthly pass. Gulf Harbour ferry users have the option to use the Outer Harbour Monthly Pass. The Pine Harbour ferry (the other outer harbour ferry service) does not have a monthly pass available to them, as the operator has chosen not to opt into the outer harbour pass at this stage. In response to Member Parfitt's query as to whether there is a mechanism by which the local board could appeal the recent fare increases, they were advised that there is no mechanism.</p>
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