

Auckland Transport Monthly Report, Devonport Takapuna Local Board, March 2018

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Te take mō te pūrongo / Purpose of the report

1. This report provides an update on the Board's available Local Board Transport Capital funds. It also provides a list of the decisions of the Auckland Transport (AT) Traffic Control Committee, responds to requests on transport related matters raised by Local Board members and provides a summary of consultation material sent to the Local Board.

Whakarāpopototanga matua / Executive summary

2. Current schedule of Local Board Transport Capital Fund Projects and allocations. Attachment A.
3. Decisions of the Traffic Control Committee (TCC) January and February 2018.
4. Activities and issues raised by members and consultation undertaken During January and February 2108. Attachment B1 and B2.

Ngā tūtohunga / Recommendation/s

That the Devonport Takapuna Local Board:

- a) Note the Auckland Transport March Update to the Devonport Takapuna local Board.

Horopaki / Context

Local Board Transport Capital Fund

5. 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).
6. 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.
7. Auckland Transport retains responsibility for this budget and also needs to approve of any project proposed.
8. 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.
9. 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.

10. One of the requirements of the Local Board Capital Fund is that the budgets must be spent within the same electoral term, subject to Auckland Transport having the ability to manage the cash flow, but 'carry forwards' to subsequent political terms are not allowed.
11. Additional Project proposals need to be identified in order for the programme to be delivered in time.

Takapuna Devonport Local Board Transport Capital Fund Financial Summary	
Total Funds Available in current political term	\$1,803,297
Amount committed to date on projects approved for design and/or construction	\$755,269
Remaining Budget left	\$1,048,028

Traffic Control Committee (TCC) Report January and February 2018 Items

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
13	Devonport-Takapuna	Brett Avenue	Takapuna	Permanent Traffic and Parking changes	14807	Berm Parking Prohibition
14	Devonport-Takapuna	Marine Square	Devonport	Permanent Traffic and Parking changes	14795	Loading Zone, Motorcycle Only Parking, P60, Angle Parking
38	Devonport-Takapuna	Sylvan Park Avenue	Milford	Temporary Traffic and Parking changes (Event)	SE001183	Temporary Traffic and Parking restrictions
39	Devonport-Takapuna	The Strand, The Promenade	Takapuna	Temporary Traffic and Parking changes (Event)	SE001178	Temporary Traffic and Parking restrictions
4	Devonport-Takapuna	Dominion Street, Puriri Street, Karaka Street	Devonport	Permanent Traffic and Parking changes Combined	14762	No Stopping At All Times, Bus Stop, P120, Angle Parking, Lane Arrow Markings, Bus Shelter, Rescinded, Traffic Island, Give-Way, Edge Line, Flush Median
5	Devonport-Takapuna	Hororata Road	Hauraki	Permanent Traffic and Parking changes	14703	No Stopping At All Times
6	Devonport-Takapuna	Julia Place, Cheval Drive	Totara Vale	Permanent Traffic and Parking changes	14701	No Stopping At All Times
7	Devonport-Takapuna	Jutland Road, Stone Street	Hauraki	Permanent Traffic and Parking changes Combined	14698	No Stopping At All Times, Give-Way
8	Devonport-Takapuna	Salamanca Road, Cockayne Crescent	Sunnynook	Permanent Traffic and Parking changes Combined	14700	No Stopping At All Times, Give-Way
5	Devonport-Takapuna	Parr Terrace	Castor Bay	Permanent Traffic and Parking changes	14702	No Stopping At All Times
6	Devonport-Takapuna	Peter Terrace	Castor Bay	Permanent Traffic and Parking changes	14506	No Stopping At All Times

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

Regional Land Transport Plan (RLTP) 2018

12. The Regional Land Transport Plan (RLTP) is a plan of how transport delivery agencies intend to respond to growth and other challenges facing Auckland over the next 10 years. It includes a 10-year prioritised delivery programme of transport services and activities.
13. AT prepares the draft RLTP jointly with the NZ Transport Agency and KiwiRail. It is a statutory plan describing how these agencies intend to respond to growth and other challenges facing Auckland over the next ten years. It will include a ten-year, prioritised, delivery programme of transport services and activities.
14. The original intention was to consult on the plan alongside Auckland Council's Long Term Plan. However, the consultation has been "decoupled" and moved into April to ensure it is informed by, and strongly aligned with, the Government's soon to be released Policy Statement on Transport and a refreshed Auckland Transport Alignment Project.

Tauākī whakaaweawe Māori / Māori impact statement

15. No specific issues with regards to impacts on Maori are triggered by this report and any engagement with Maori will be carried out on an individual basis.

Ngā ritenga ā-pūtea / Financial implications

16. Financial implications relating to the Boards transport capital fund will be considered once projects are identified.

Ngā raru tūpono / Risks

17. Risks relating to the Boards transport capital fund will be considered once projects are identified.

Ngā koringa ā-muri / Next steps

18. <Enter text>

Ngā tāpirihanga / Attachments

There are no attachments for this report. **OR**

No.	Title	Page
A	Local Board Transport Capital Fund List	
B1	Devonport Takapuna Local Board Members Issues List January and February 2018	
B2	Consultations Undertaken	

Ngā kaihaina / Signatories

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport

Devonport Takapuna Local Board Members Issues January and February 2018 – Attachment B1

	Issue Name	Details	Current Status
1	Heavy Vehicles Parked in Residential Streets	A Local Board member asked for clarification as to provisions to prohibit heavy trucks parking overnight in residential streets.	4 December 2017. CAS-614618. Parking on local roads or residential streets is available to the public on a first come first serve basis, and this includes heavy vehicles. Although we understand residents' concerns over heavy vehicles, we work with freight industries when this issue is highlighted. The road is a public asset and it is uncommon for Auckland Transport to specifically discriminate against a specific class of vehicle. While there is a provision in the bylaw to ban heavy weight vehicles from certain roads, there would generally need to be a case by case assessment with evidence to demonstrate that this was necessary because these types of vehicles posed a significant safety issue at that particular location.
2	NSAAT Lines on corner of Church Street and King Edward Parade	A request was raised to have the NSAAT Lines investigated	16/2/18. CAS-549948. Upon receiving the request AT visited the site and completed an investigation. The existing broken yellow lines have been in place since at least 2009 and were likely due to the location of the driveway. With this no longer in use additional parking spaces could be created while providing adequate visibility for vehicles turning out of Church Street. As there is a high parking demand in the area, we are proposing the removal of some of the broken yellow lines to provide approximately three parking spaces. Consultation is required with affected stakeholders and this will be undertaken shortly to seek their feedback. Please note the removal of the parking restrictions will be subject to a number of considerations including the consultation feedback. Should the decision be made to proceed with the proposal, we estimate that the broken yellow lines will be removed by the end of August 2018. This is because of the requirement to rescind legal enforcement of the existing broken yellow lines.
3	Pedestrian Crossing East Coast Road - Forrest Hill	The Local Board requested a pedestrian crossing be investigated across Forrest Hill and East coasts Roads	26/2/18. CAS-632120. AT have now completed our investigation into the request for pedestrian crossing across Forrest Hill and East Coast Roads. We are pleased to advise that this investigation has confirmed that a zebra crossing would be appropriate in this location. This project will be included in the Minor Improvement Programme and will be assessed for funding prioritisation and implementation for the coming 2018/2019. The reason that we undertake these investigations in a structured way is that we need to assess all of these types of matters in a consistent manner. This makes it possible for us to determine the roads with the greatest safety and operational problems and which therefore need to receive a higher priority, given that there are limited funds for these types of matters. Confirmation of the programme will be completed by the end of July 2018.

4	Children Jumping off Stanley Bay Wharf	A resident who frequently used Stanley Bay ferry complained that children swimming were affecting Ferry services at Stanley Bay. And that some ferries have to abandon docking because of this.	<p>February 2018. CAS - 643802. AT recognises that there is a conflict of use between ferry users and recreational uses at Stanley Bay during the summer months. Several years ago AT upgraded the wharf in an attempt to prevent recreational users from accessing the transport wharf. However, The Local Board requires that AT continue to share the wharf with recreational users. There are a number of local residents who are equally adamant that the wharf be able to be used without restriction for the swimmer and jumpers.</p> <p>AT has provided security at the wharf during ferry operation hours in order to better facilitate the sharing of this space between swimmers and ferry customers, we have recently increased the security presence at the wharf. The security guards are limited in their powers which do not allow for physical contact, certainly when it involves dealing with minors. Police are requested whenever unruly or anti-social behaviour prevails but their response have been limited. CCTV has been provided in order to ensure any incidents can be properly investigated. There are currently seven cameras offering us various viewpoints around the wharf and we are happy with the coverage. Additionally there have been appeals to the locals for better behaviour via articles in the local paper and signage.</p> <p>AT recognises that these measures are likely only to act as a deterrent. However, AT is unable to stop recreational users from utilising the Wharf as the Local Board has requested that this be allowed to continue.</p> <p>AT is working with Fullers and the Harbourmaster to look at ways in which we can address this issue. We are doing our utmost for the ferry to run as normal but Fullers will not dock the ferry under any circumstances if they consider there are any safety concerns. AT apologies for any negative experiences passengers incur when using the Stanley Bay Ferry at this wharf.</p>
5	Milford Estuary Bridge	Local Board members raised concerns that the Bridge was not operating leaving Boaties stranded with no access.	<p>28 February 2018. The Auckland Transport Operations Control, who are based in the CBD, are in control of the access in and out of the bridge. Operational only.</p> <p>Auckland Council (Community Facilities) are responsible for maintenance issues.</p>

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

The preliminary documents were provided to the Local Board for comment. Attachment B2

Consultation - Proposed Raised Pedestrian Crossing on Killarney Street	This was forwarded to the Local Board for comment on 23 November 2017. Consultation for this proposal closed on 7 December 2017. One member provided comments in support of this proposal. No objections were received from other local board members and this was taken that there were no objections to the proposal.
Consultation - Proposed Raised crossing in Clarence Street Devonport	This proposal was provided to the Local Board members for comment and following this a workshop was held to discuss the proposal where members comments were taken on board and considered.
Consultation - Variable Message Sign Lake Road	This was forwarded to the Local Board Members for comment on 19 January 2018. All feedback received was in support of the proposal
Consultation - NSAAT Lines 89-91 Beach Road Castor Bay	This was forwarded to the Local Board Members for comment on 25 January 2018. All feedback received was in support of the proposal.
Consultation - NSAAT Lines 18 - 21 Beach Road Castor Bay	This was forwarded to the Local Board Members for comment on 7 February 2018. All feedback received was in support of the proposal.