

Auckland Transport Monthly Report, Kaipatiki Local Board, April 2018

Te take mō te pūrongo / Purpose of the report

1. This report provides a list of the decisions of the Auckland Transport Traffic Control committee, and responds to requests on transport-related matters raised by local board members and a summary of consultation material sent to the local board.

Whakarāpopototanga matua / Executive summary

2. Decisions of the Traffic Control Committee (TCC) March 2018.
3. Activities and issues raised by members and consultation undertaken during March 2018 (refer **Attachment A1** and **A2**).
4. Response to Community Forum Resolution – Rodney Road Angle Parking.
5. Update on progress of Northcote Safe Cycle Route.

Ngā tūtohunga / Recommendation/s

That the Kaipatiki Local Board :

- a) note the Auckland Transport April 2018 Update to the Kaipatiki Local Board report.
- b) request that the angle parking in Rodney Road be retained OR removed.

Tātaritanga me ngā tohutohu / Analysis and advice

Rodney Road Angle Parking

6. At the Kaipatiki Local Board Community Forum Meeting in March, the local board requested Auckland Transport investigate reverting the new angle parking on Rodney Road, Northcote Point, back to the former parallel parking, and report back to the board.
7. There is nothing further for Auckland Transport to investigate in this instance. An investigation has already been carried out to ensure it is safe and a safety audit has been completed, with the recommendations in the safety audit intending to be implemented by Auckland Transport (AT).
8. It is not necessary to investigate if the angle parking stays or goes, as the only reason AT implemented the angle parking was because this was requested by the local board and included in the Northcote Safe Cycle Route (NSCR) consultation. In the last term the board felt this would mitigate the loss of parking for the local businesses in Queen Street.
9. This parking installation was not an objective of the Northcote Safe Cycle Route (NSCR) project, but was included by request of the local board, following on from a proposed Local Board Transport Capital Fund (LBTCF) project at this intersection which was incorporated into the NSCR to save the local board costs.
10. If the local board wishes to have this parking removed, then the local board will need to resolve accordingly to have it removed.

Update on progress of Northcote Safe Cycle Route

11. AT is currently undertaking works to complete the new 'Copenhagen' path on Queen Street, Northcote. Work crews are currently performing preparation work on the road and laying asphalt to complete this section of the project. While work is underway, the safety of the public and the construction team is of the utmost importance. Pedestrians will be diverted around the work area, and a temporary diversion of the road (for an approximate length of 100 metres from the Rodney Road intersection heading north) will be in place.
12. Once complete, the northbound traffic lane will continue to be 5.5m wide from the Rodney Road intersection to the Onewa Road intersection. This will allow two lanes of traffic to form during clearway hours (6.30-9am, Monday to Friday). At all other times parking will be available with one northbound lane. This work is expected to be completed by the end of March 2018.

Construction

- Construction of Section 1 (Northcote Road-Taharoto Road to Lake Road) is underway and will be completed in May 2018.
 - Construction of Section 2 (Lake Road-Northcote Road to Raleigh Road) is underway and, with the exception of the bridge over SH1 on Northcote Road, will be completed in May 2018.
 - Construction of Section 3 (Lake Road- Raleigh Road to Onewa Road) is underway and will be completed in June 2018.
 - Construction of Section 4 (Queen Street-Onewa to Bartley Street) is underway and will be completed in April 2018.
 - Construction of Stage 5, lower Queen Street, was completed in July 2017.
13. Additional work to install a walking and cycling bridge on the Northcote Road flyover on SH1 will be done in late 2018. This work is in the area of Section 1 but is being delivered as a separate contract.
 14. AT contractors will be working on the intersection Lake Road/Onewa Road/Queen Street to upgrade the traffic lights and construct new footpath and pram crossings. These works commenced on Monday 5th March and will largely be completed at night.

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

Traffic Control Committee (TCC) Report March 2018 items

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
4	Kaipatiki	Rawene Public Car Park	Birkenhead	Written Decision	14819A	Angle Parking, P120, Car Pooling, No Heavy Motor Vehicle Sign
7	Kaipatiki	Sylvan Avenue, Heath Avenue	Northcote	Permanent Traffic and Parking changes Combined	14734	NSAAT, Bus Stop, Give-Way
6	Kaipatiki	Julia Place, Cheval Drive	Totara Vale	Permanent Traffic and Parking changes	14701	NSAAT

Regional Land Transport Plan 2018

15. Consultation on the Regional Land Transport Plan (RLTP) 2018 will begin on Monday 23 April and close on Sunday 6 May.

16. Members from all 21 local boards have been invited to an information, question and answer session on Monday 23 April.
17. Each local board will have an opportunity to give verbal feedback on the plan to representatives of the Regional Transport Committee (decision-makers for RLTP) on Monday 30 April.
18. There will be a number of public information sessions and the Kaipatiki Local Board will be informed of these as soon as details are confirmed.

Ferry Wharves Relocation – CBD

19. In addition to the dedicated America's Cup (AC36) facilities and other road projects happening in the city centre currently, the Auckland Council family will also be developing several projects in the downtown area to support a successful event and leave a lasting legacy for Aucklanders.
20. One such project is new ferry wharves. Work has begun on the first phase of the overall redevelopment of the facility, which is proposed to be completed post AC36.
21. The re-configuration of the ferry wharves will improve efficiency and safety for the increasing ferry and tour boat services which berth downtown.
22. The reconfirmation will also make room for the Downtown Public Spaces Project which is seeking to transform the area outside Britomart, Lower Queen Street into a high-quality people friendly civic space, vastly improving the city's link to Quay Street, Queens Wharf and the Ferry Building.
23. New public open spaces between Princes Wharf and the Ferry Building will enable people to get up close to the water's edge and enjoy the beautiful harbour.
24. Work is currently underway in terms of analysis being completed to narrow down the many different options to make provision for the wharves.
25. AT is currently carrying out key stakeholder and ferry operator engagement to ensure it has the best option for which is essentially a tight and busy part of the waterfront/harbour,
26. Work is currently continuing to find the best solution to fit cruise ships, ferries and the downtown public.

Tauākī whakaaweawe Māori / Māori impact statement

27. 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

28. Financial implications relating to the Local Board Transport Capital Fund will be considered once projects are funded.

Ngā raru tūpono / Risks

29. Risks relating to the Local Board Transport Capital Fund will be considered once projects are identified.

Ngā tāpirihanga / Attachments

No.	Title	Page
A1 &	Kaipatiki issues and consultations March 2018	

A2		
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Ngā kaihaina / Signatories

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

Kaipatiki local Board Members Issues March 2018. Attachment A1

	Issue Name	Details	Current Status
1	Pedestrian Crossing Request - between Eskdale Intersection and Pupuke Road	A request was received asking that this be investigated.	<p>AT have now completed its investigation into the concerns raised, regarding pedestrian safety on Glenfield Road between Eskdale Road and Pupuke Road.</p> <p>An engineer has investigated and completed pedestrian counts along this section of Glenfield Road. As a result, AT is pleased to advise that it has proposed a pedestrian facility for this location as part of AT's 'Minor Improvements Programme'. At this stage, this is anticipated to be a pedestrian refuge island but this will be confirmed at the design stage. There are however a number of projects already awaiting prioritisation and delivery as part of this programme.</p> <p>The process of prioritisation starts with collation of all proposed projects before ranking them based on their safety and operational issues. Once funding has been provided each financial year, AT prioritises projects, which will be completed within the available resources and funding.</p> <p>The reason that AT undertakes these investigations in a structured way is that it needs to assess all of these types of matters in a consistent manner. This makes it possible 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.</p> <p>This prioritisation will be confirmed by July 2018. Due to this process, AT is unable to provide the exact timeframe for the implementation of the pedestrian improvement work at this time. AT will however continue to develop plans and a design report for the proposed work.</p>
2	Chivalry Road - Request for NSAAT in vicinity of 18	A resident asked for NSAAT Lines near the driveway as it was on a bend.	<p>1/3/18. CAS-659536. An Auckland Transport engineer has been to site and assessed the amount of sight visibility available.</p> <p>From the investigation, it was noted that there is sufficient visibility of vehicles travelling from Glenfield Road to exit this driveway safely.</p> <p>AT recommends that drivers should edge out carefully when exiting this drive. AT has also been informed that construction across the road will be completed shortly, and that there will not be so many construction vehicles parked on the street.</p>

3	Rangatira Road, Verrans Corner Crossing Request	A request was received to investigate a crossing for the elderly using this location to cross the road.	<p>14/3/18. CAS-669346. On receiving the request an AT senior traffic engineers assessed the possibility of installing a pedestrian crossing on Rangatira Road.</p> <p>Several factors are carefully considered prior to implementing a pedestrian crossing; such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history, existing crossing facilities and proximity to driveways and side streets.</p> <p>It is important AT undertakes this type of assessment, as under rules established by the New Zealand Transport Agency (NZTA), pedestrian zebra crossings should only be installed where pedestrian numbers and traffic volumes suggest that they are warranted. The underlying concept behind this requirement is that unless the crossing facility is well used by pedestrians, drivers will not expect pedestrians at the location concerned, and their awareness and attention of the pedestrian crossing will decrease.</p> <p>Furthermore, pedestrians naturally feel more confident crossing at a pedestrian crossing and can take less care than they would were there no facility. Combined, these two aspects can have the adverse effect of the facility becoming a dangerous crossing point. This concern is supported by research, and as a result it is recommended practice that pedestrian crossings only be installed where pedestrian number thresholds are reached.</p> <p>Auckland Transport does not believe that the number of pedestrians crossing Rangatira Road at the intersection with Birkdale Road is sufficient to justify the installation of a pedestrian zebra crossing. The location would also prove to be problematic, as there is a very limited space in which to provide such without increasing the likelihood of vehicular conflict at the roundabout.</p> <p>The existing informal facility in the form a refuge close to the roundabout is considered to be the best solution at this time.</p>
4	Removal of Bus Shelter at 111 Chivalry Road	A resident raised concerns that the shelter had been removed and therefore notices of bus timetable changes weren't able to be viewed.	<p>5/3/18. CAS-686525. Auckland Transport can advise that this shelter was temporarily removed as part of part of an on-going Auckland wide Asset Management Assessment Program.</p> <p>AT is carrying out close examination of shelters and replacing shelters that have any damage and are deemed unsafe. By replacing shelters, AT assists its passengers waiting in a safe environment to board buses.</p> <p>When AT assessed the shelter for stop 3727, it was discovered that some of the steel framing had suffered internal corrosion, even though the graffiti guard and glass were still in good condition. A new shelter was reinstalled in mid-February.</p> <p>AT can confirm that notices were displayed at these stops, but unfortunately might have been removed by opportunists or windy conditions. AT apologises for any inconvenience caused.</p>

5	Speeding vehicles Verbena Road	A resident raised concerns that a speeding car had crashed into parked cars.	<p>8/3/18. CAS-692482. Upon receiving the request AT undertook an assessment of this area. In particular, AT has considered the following factors: reported crashes in the street, traffic speed, traffic volume, numbers of large vehicles using the street, the topography of the street, the length of the street, and the road status i.e. Local Road, Collector Road or Arterial Road.</p> <p>In order to assess requests of this type in a consistent manner, AT investigates all requests against a set of policy guidelines for Local Area Traffic Management (LATM). This makes it possible for AT to determine the roads with the most significant safety problems and that therefore need to receive a higher priority, given that there are limited funds for these types of projects</p> <p>While not the only consideration, crash statistics (including those with pedestrians involved) are used as an important indicator of the risk for pedestrians and other road users. While investigating Verbena Road AT found that there have been no reported crashes relating to speed at this location during the five years prior to the investigation, suggesting there is not a significant risk.</p> <p>AT is unable to analyse the causes and contributing factors behind crashes that have not been reported, or that have not yet been uploaded onto this database due to on-going investigation or having occurred very recently.</p> <p>In looking at the available speed counts, AT has found that the majority of vehicles travelling along Verbena Road are doing so at an appropriate speed, at approximately 43.7 km/h. When compared with other similar sites across the region vehicle speeds are not considered high. This is not to dispute local knowledge of the minority of drivers that stand out as driving inconsiderately, but indicates that engineering measures such as speed humps may be targeting the wrong body of road users.</p> <p>Based on the overall results of the assessment, Verbena Road scores a low priority on the LATM programme. Therefore, AT is unfortunately unable to justify prioritising Verbena Road for any immediate changes, as only the highest-ranking streets are delivered on the LATM programme.</p>
6	Bikes on Buses	An update on allowing bikes on buses was requested.	<p>23/3/18. CAS-502326. A copy of the cost benefit analysis of bikes on buses that was undertaken in 2016 was provided in response.</p> <p>As a result of this analysis, Auckland Transport is not planning to allow bikes on buses. The Regional Public Transport Plan (RPTP) states that AT will provide facilities that allow bikes to access public transport and allow bikes on selected services (i.e. trains, selected ferries and Waiheke Island buses).</p> <p>Further information regarding bikes and public transport can be viewed on the AT website.</p>

			AT's main reservations are related to safety (particularly in the CBD where bus kerb space is at a premium) and the impact that loading/unloading has on dwell times.
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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 - Proposal to install a new footpath on west side of Kahika Road.	This was distributed to local board members on 13 March 2018. As of 29 March no comments or feedback had been received, and therefore was taken as an indication there were no objections to this proposal.
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