

Auckland Transport July 2018, update to the Kaipatiki Local Board

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Te take mō te pūrongo / Purpose of the report

1. To provide an update to the Kaipatiki Local Board on transport related matters in their area.

Whakarāpopototanga matua / Executive summary

2. Activities and issues raised by members and consultation undertaken during June 2018.
3. Update on Kaipatiki Local Boards Transport Capital fund allocations.
4. Information on the proposed new north bus network.
5. Minor safety improvements at Manuka Road/Glenfield Road intersection.
6. Traffic Control Committee items carried in the Kaipatiki local board area.
7. Temporary closure of Northcote Wharf

Ngā tūtohunga / Recommendation/s

That the Kaipatiki Local Board:

- a) receive the Auckland Transport July 2018 update to the Kaipatiki Local Board.

Horopaki / Context

8. This report addresses transport related matters in the Local Board area.
9. Auckland Transport is responsible for all of Auckland's transport services, excluding state highways. They report on a monthly basis to local boards, as set out in their Local Board Engagement Plan. This monthly reporting commitment acknowledges the important engagement role local boards play within and on behalf of their local communities.

Tātaritanga me ngā tohutohu / Analysis and advice

Local board transport capital fund

10. The table below summarises the balance of Local Board Transport Capital Fund (LBTCF) remaining budget and has been updated to include the increased allocation from 1 July 2018. Attachment A.

<u>Kaipatiki Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$3,709,463
Amount committed to date on projects approved for design and/or construction	\$2,529,009
Remaining Budget left	\$1,180,454

New Public Transport Network Update – North Shore

11. From Sunday 30 September, Auckland Transport (AT) will implement a new bus network for the North Shore.
12. AT representatives presented these changes to the Kaipatiki Local Board on 27 June 2018.

Changes for the North Shore

13. Most existing North Shore bus users will be affected by the changes. There will be new bus routes, new route numbers and new timetables. Some existing bus stops will close, and some will become “school bus-only” stops. All buses will be “AT Metro” branded.
 - Introduction of a new Northern Express service, NX2, between Albany Station, all Northern Busway Stations, Wellesley St and City universities
 - New routes running at least every 15 minutes, 7am-7pm, 7 days a week:
 - 82 between Milford, Takapuna, Wellesley St and Mayoral Dr
 - 83 between Massey University, Albany, Browns Bay, Mairangi Bay, Constellation Station, Smales Farm Station and Takapuna
 - 95 between Glenfield, Onewa Rd and Lower Albert St
 - 97 between Beach Haven, Onewa Rd and Lower Albert St
 - Improved connections with local destinations:
 - Services to North Shore Hospital from early morning until late evening
 - Connection between Beach Haven and Glenfield shops via Kaipātiki Rd
 - Connection between Devonport and the Northern Busway (Akoranga Station) for the first time
 - New services in growing areas - Long Bay, Corinthian Dr and Schnapper Rock
 - Improved customer information at bus stops
14. To make these improvements, AT has had to reduce the number of peak-times City Centre express routes. Instead, there will be more frequent and more direct connections with the Northern Busway where bus users will be able to transfer to frequent services to the City Centre.
15. The North Shore will benefit from a simpler, more integrated bus network. Bus users may have to transfer to complete their journey, but the increased frequency of services will give them more flexibility and enable them to access more destinations.
16. Public and stakeholder consultation regarding these changes took place in June and July 2015. We received 2,279 responses.
17. A map of the new network is attached for information. Attachment B.

Helping the North Shore get ready

18. We will have a comprehensive marketing campaign (starting from late August / early September) to let bus users know about the changes. The campaign will include:
 - An information brochure posted to every household and business on the North Shore (91,000 copies). Community support organisations will be sent Simplified Chinese, Korean and Accessible versions of the brochure to distribute to their members. All versions of the brochure will be able available for download from the AT website.
 - Events where people can collect timetables and get help with journey planning. Events will be advertised in the brochure, on the AT website and in local newspapers. Where possible, we will have Chinese and Korean-speaking AT representatives at each event
 - Dedicated page on the AT website
 - Posters at bus stops
 - Local newspaper advertising (including Chinese and Korean-language publications)
 - Engagement with stakeholders and community groups
 - Social media

- Ethnic radio
 - Videos explaining the changes in multiple languages
 - AT's e-newsletters
19. AT representatives will be at busy bus stops and busway stations during the first week of the New Network's operation (Sunday 30 September to Saturday 6 October) to help bus users with the transition.

School bus changes

20. AT will be making changes to a few school bus services from Term 4 2018. We will supply schools with detailed information. There will also be a dedicated North School Bus page on the AT website – AT.govt.nz/northschoolbus

Minor Safety Improvements at Manuka Road/Glenfield Road Intersection

21. Auckland Transport would like to inform the board that the following signalised intersection(s) will be upgraded in the next financial year to improve the safety, performance and operation of these high-risk intersections. The safety improvements include:
- new mast arm pole(s) with signal aspects;
 - improve the existing signal aspects; and
 - tree trimming as required.
22. Please refer to the attached plan(s) showing these safety improvements for Manuka Road / Glenfield Road Intersection. Attachment C.

Why the changes are needed

23. As part of the safety assessment undertaken for the high-risk signalised intersections across the Auckland network, AT has identified several minor improvements, at intersections where red light running incidents have been recorded. These improvements are primarily associated with the upgrades on the existing signal aspects and/or hardware such as new mast arm poles etc.

Northcote Ferry Wharf Closure

24. During a routine maintenance check, Auckland Transport discovered accelerated deterioration of some elements of the wharf's structure and on 20 June 2018, decided to temporarily close Northcote Point wharf.
25. The wharf will remain closed until further inspections and assessments are carried out by engineers. Recent bad weather has, unfortunately, hampered the ability to get staff and contractors onto and under the wharf to carry out more detailed assessments.
26. The Local Board will be kept fully informed on the current situation, as this assessment work progresses.

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

27. The proposed decision of receiving the AT report has no local, sub-regional or regional impacts.
28. The table below summarises issues raised by Local Board members and responded to in June 2018.

Kaipatiki Local Board Members Issues Responded in June 2018			
	Issue Name	Details	Current Status
1	Onewa Road T3	A resident complained to the Local Board	11 June 2018. CAS-724574. The decision to extend AM as PM peak operating hours for bus and transit lanes is

		<p>Office and local Councillor in regards to the extended hours of operation and suggested they made the corridor less efficient and that T2 should be trialled.</p>	<p>based on the findings of a report commissioned by AT in 2015 to examine the benefits and impacts of extended transit lanes times. The decision was made to cover the lengthening period of peak congestion in the region, and to ensure consistency of operational hours throughout Auckland. The AT board approved the decision in July 2016.</p> <p>The report highlighted the opportunity to improve travel times for public transport and transit lane users in general, and examined the potential disadvantages of implementation. Its finding showed that in most cases there is limited detriment to other road users and high benefit to public transport users or multi occupant vehicles if the operation hours are extended by one hour at each peak.</p> <p>Congestion during peak times has increased and the peak time for congestion has extended, resulting in old transit lane operation hours covering only part of the peak. This results in extended travel time (or reduced speed along the corridor) for both buses and multi occupant vehicles. The impact of this is decreased bus service reliability directly after the end of the bus or transit lane operating hours. For these lanes to do their job of getting multi-occupant vehicles to their destination as quickly a possible or quicker than other vehicles, the operation hours must correspond to the peak hours. Extending the operating hours of special vehicle lanes (SVL) contributes to traffic decongestion by providing more reliable and resilient public transport, and increases the people carrying capacity along the corridor in that hour. Consistent timing for special vehicle lanes across the region also provides improved awareness and compliance.</p> <p>AT undertakes annual surveys across all bus and transit lanes to review operational appropriateness of the prevailing bus or transit lanes. AT does this by using Auckland Transport Code of Practice (ATCOP) standards. This helps determine the most appropriate use of traffic lanes along key corridors, and shows whether a bus lane, T3 lane or T2 lane configuration is the most efficient way of moving people through the corridor and therefore in and out of the area during peak commuting periods. Corridors not delivering optimum efficiency outcome in terms of the movement or people can be investigated further.</p> <p>The methodology is based on AustRoads corridor productivity methodology, translated in terms of people</p>
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			<p>movement efficiency. The assessment looks at how best to move people through a corridor as opposed to vehicles. It is an important distinction because urban roads have a limit to how many vehicles can travel through on a corridor. For example Onewa Road carries at most approximately 900 vehicles per hour. A transit lane effectively does not affect the number of vehicles passing through a corridor, but can significantly increase the number of people that travel through.</p> <p>There are approximately 93 buses and 435 vehicles with 3 or more occupants travelling on the T3 transit lane during the peak three hour period. This is 528 vehicles on the T3 lane. For the same period, there are approximately 2,200 vehicles on the general lane during the peak three-hour period. In terms of people movement, there are approximately 5,100 people travelling on the T3 lane during the peak 3 hour period, and 2,640 people on the general lane. The T3 lane therefore carries approximately 19% of all vehicles, but approximately 66% of all people moving down Onewa Road during the peak three-hour period.</p> <p>The travel speeds of vehicles on the T3 lane averages 14km/h during the peak three-hour period, whilst that on the general traffic lane averages 3 km/h. The efficiency of the road in terms of people movement through the route is considerably higher for the current T3 lane as opposed to a T2 lane or clearway. The higher occupant buses and vehicles would be subject to slower average speeds, resulting in longer overall people-movement journey times if this were to change from T3 to T2. The T3 lane arrangement is more that 20% more efficient than if a T2 lane were to be in place. As such, Auckland Transport continues to retain the T3 lane configuration based on this being the most efficient use of the existing road space, providing the best overall customer experience. Operation of the Onewa Road T3 lane continues to be well-supported.</p>
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2	Stott Ave - Request for NSAAT	A resident asked that NSAAT lines be installed in Stott Ave due to parked cars.	<p>12 June 2018. CAS-764030. AT have conducted a site visit and investigated Stott Avenue for the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction including the road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics.</p> <p>It is important we undertake this type of assessment so parking restrictions are only implemented where a significant safety or accessibility issue has been identified, and in streets that are classified as narrow roads.</p> <p>While parked vehicles may reduce the traffic flow to a single lane, these same parked vehicles tend to discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.</p> <p>Driveways on either side can be used for passing in either direction, and this was observed to be workable in Stott Avenue including near the bends. On-street parking has a value to the local community and will only reluctantly be removed by Auckland Transport on the basis of traffic safety, and generally not on the basis of occasional parked large vehicle. As a result we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street, and find there to be no justification for any parking restrictions in the area. In addition, we have checked police records and there is no record of any incidents in the past five years on Stott Avenue that justify parking removal.</p> <p>However, if you believe drivers are parking illegally within one metre of a vehicle crossing, or parking so far from the kerb that they are causing a traffic safety hazard, then please call 09 355 3553 with the details of the vehicle to request a parking officer visit the site.</p>
3	891 Bayview Bus	The Local Board Deputy Chair asked if this bus service is being cancelled as the buses didn't arrive.	<p>11 June 2018. CAS-769565. The AT Metro team advised that the 891 services have, on average arrived early by 1.3 minutes at 288 Wairau Road, throughout March and April.</p> <p>However, there have been instances where the 891 service has been late, which AT and the operator apologise for. Despite our best intentions, some services may run late due to circumstances beyond our control. AT regularly monitor services and corridors to identify routes which may not run as per the scheduled timetable. The bus schedule was also affected by March Madness. Occasionally some services are cancelled by the operator</p>

			due to issues with as weather conditions, staff shortages and vehicle breakdowns. AT will continue to monitor this service with the operator to ensure that the service is running to a satisfactory standard.
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Consultations

29. The table below summarises the consultation in the Kaipatiki Local Board area which closed in June 2018.

Consultations - Auckland Transport is required to consult on traffic control matters.	
The preliminary documents were provided to the Local Board for comment.	
NSAAT Lines outside 24 Ivy Place	This was distributed to local Board members. No comments or feedback was received from Local Board members and therefore was taken as an indication there were no objections to this proposal.
NSAAT lines Tawavale Cres, Totara Vale	This was distributed to local Board members. No comments or feedback had been received from Local Board members and therefore was taken as an indication there were no objections to this proposal.
NSAAT lines Zion Road	This was distributed to local Board members. No comments or feedback had been received from Local Board members and therefore was taken as an indication there were no objections to this proposal.
NSAAT lines Mariposa Cres	This was distributed to Local Board members. Two comments were received. 1. I doesn't have any issues with this proposal. 2. Concerns raised at the timing of the NSAAT lines as Mariposa identified as area to mitigate parking issues.
Implementation of new bus stops in streets listed below, to support new north bus network. Hinemoa Street, Mokoia Road Sunset Road, Wairau Road Porritt Ave, Blenheim Street Kaipatiki Road, Manuka Road	This was distributed to Local board members for comment. The Local Board chair responded asking for information on the removal of trees. Asking for assurance that the public notice board outside Marlborough Park was not impacted. The rest of the proposal looked fine.
Bus stop upgrades and installation of new stops in streets listed below to support the new north bus network. Bentley Ave Coronation Road, Archers Road, Kaipatiki Road	This was distributed to Local board members for comment. The Local Board chair responded asking for information on the removal of trees. Asking for assurance that the public notice board outside Marlborough Park was not impacted. The rest of the proposal looked fine.

Traffic control committee (TCC) report items June 2018

30. The table below summarises the carried decisions of the traffic control committee in June 2018 that were within the Kaipatiki Local Board area.

Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction

Chivalry Road, Hamilton Place	Glenfield	Permanent Traffic and Parking changes Combined	14063	No Stopping At All Times, No Stopping Between Certain Hours, Bus Stop, Bus Shelter, Traffic Islands, Road Hump, Pedestrian Crossing, School Crossing Point, School Patrols, Give-Way Control, Edge Lines
Lake Road, Richardson Place, Greenslade Crescent	Northcote	Temporary Traffic and Parking changes (Event)	SE001235	Temporary Traffic and Parking restrictions

Tauākī whakaaweawe Māori / Māori impact statement

31. The proposed decision of receiving the report has no impacts or opportunities for Maori. Any engagement with Maori, or consideration of impacts and opportunities, will be carried out on an individual project basis.

Ngā ritenga ā-pūtea / Financial implications

32. The proposed decision of receiving the report has no financial implications.

Ngā raru tūpono / Risks

33. The proposed decision of receiving the report has no risks. Auckland Transport has risk management strategies in place for all of their projects.

Ngā koringa ā-muri / Next steps

34. Auckland Transport will provide another update report to the Local Board next month.

Ngā tāpirihanga / Attachments

No.	Title	Page
A	Local Board Transport Capital Fund List	
B	New North Bus Network Map	
C	Minor Safety Improvements Manuka Road/Glenfield Road Intersection	

Ngā kaihaina / Signatories

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