

## Auckland Transport August 2018, update to the Kaipatiki Local Board

### 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 July 2018.
3. Update on Kaipatiki Local Boards Transport Capital fund allocations.
4. Information on road rehabilitation and maintenance.
5. Traffic Control Committee items carried in July within the Kaipatiki local board area.
6. Quarterly Report on Auckland Transport's activities April 2018 to June 2018.
7. Report on Auckland Transport Safety and Speed Management program in the Kaipatiki area.

### Ngā tūtohunga / Recommendation/s

That the Kaipatiki Local Board:

- a) receive the Auckland Transport August 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.

<b><u>Kaipatiki Local Board Transport Capital Fund Financial Summary</u></b>	
<b>Total Funds Available</b> in current political term	<b>\$3,709,463</b>
<b>Amount committed</b> to date on projects approved for design and/or construction	<b>\$2,530,581</b>
<b>Remaining Budget left</b>	<b>\$1,178,882</b>

## **Road Rehabilitation and Maintenance**

11. Elected members often comment on the length of time it takes to rehabilitate roads and they often also suggest that sites are left for long periods of time when no work is undertaken.
12. To help dispel these myths, a brief outline of the project process is explained.
13. AT operate under the Auckland Transport Code of Practice (ATCOP). Chapter 16 covers road pavement and surfacing's and is attached to show the complexity of the work and for member's information. Attachment B.
14. A typical Road rehabilitation may take 1 – 4 months depending on the works required, the window of opportunity to carry out the work and the site constraints.
15. The work requires close liaison with all stakeholders, road users and local residents. Traffic Management Plans and Traffic Impact Studies are essential to any of the rehabilitation projects. A project Management Plan is prepared for all projects of significant nature.
16. The start of the project usually sees the enabling works carried out. Opening up of services, installation of subsoil drains, rebuilding of footpaths as well as curb and channel, this phase usually takes longer than the actual pavement rehabilitation itself.
17. Following this work the base for the carriageway is excavated and/or stabilised and rebuilt and can take some time dependant on if the work is carried out during the day or restricted to night works to avoid causing congestion and delays to normal traffic, especially disruption of bus services. This is also weather dependant so any delays caused by weather will inevitably push the construction out longer.
18. Work near schools are usually programmed to coincide with school holidays. Emergency services and buses are given priority where special traffic management is required to accommodate these, sometimes at great expense.
19. Night-time works are avoided as much as possible, but some work can only be carried out at night, such as the road pavement reinstatement part of the rehabilitation. Again this is only to ensure traffic thoroughfare and avoid congestion problems. This is at times very annoying to some residents, but this is unavoidable when the work has to be carried out.
20. The actual pavement rehabilitation consists of two phases, firstly the construction of the pavement (road) as per the design. This could be granular stabilised layers or foamed bitumen stabilisation, depending on the design for the particular circumstances. This first phase is protected by a membrane layer which consists of a chipseal finish. This usually is deemed by customers to be very rough and untidy, but this is an important part of the construction as there is a three weeks curing time required for testing of the pavement and also for evaporation of volatiles from the bitumen binder of the membrane seal. Secondly, if the deflection tests are all good, the final surfacing layer will follow three weeks later.

## **Northcote Ferry**

21. Following a routine maintenance check, Auckland Transport decided to close Northcote Point wharf on 20 June 2018.
22. The inspection found that some of the wooden structural pieces of the wharf have deteriorated quickly. This led to the decision to close the wharf before an onset of bad weather, and to allow for further investigations.
23. Divers were on site 11 July 2018 and completed further measurements and samples that were necessary for the ongoing structural analysis.
24. From all the physical measurements and assessments, the following tasks are now underway to determine whether remediation is viable:
  - Physically modelling the structure
  - Assessing the strength of the piles given what we now know

- Calibrating the model (checking the computer model)
- Calculating the pedestrian, wave, and seismic loads
- Assessing the capacity of various elements
- Discussing the findings and developing a recommendation

25. Once the report has been completed, the local board will be updated on the next steps.

### Auckland Transport quarterly report on activities

26. Attached is information on Auckland Transport's activities from April 2018 to June 2018. Quarterly report attachments include:

- AT activities report from the AT Departments on what they have done in the board area over the last quarter, as well as regional list of projects. Attachment C.
- Travelwise School Activities. Attachment D.

### Auckland Transport road safety and speed management program.

27. A workshop was held with the Kaipatiki Local Board on 1 August 2018, on AT Road safety and speed management program as it relates to the Kaipatiki Local Board area.

28. The report provided at the workshop is attached as Attachment E.

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

29. The proposed decision of receiving the AT report has no local, sub-regional or regional impacts.

30. The table below summarises issues raised by Local Board members and responded to in July 2018.

Kaipatiki Local Board Members Issues Responded in July 2018			
	Issue Name	Details	Current Status
1	Visibility Concerns Stanley Road	Concerns have been raised in regards to visibility in Stanley Road outside the Orchards Retirement Village who requested that NSAAT lines be installed.	16 July 2018. CAS-685324. AT have visited the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction. These include 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.  It is noted the new pedestrian refuge island installed outside The Orchards Retirement Village last year provides a safe crossing point for pedestrians, and also has a positive effect of reducing driver speeds by narrowing the traffic lanes and encourage greater care when driving. With this refuge we note there are existing broken yellow lines between the first and the second driveways.  Following our assessment, we are pleased to advise that due to visibility issues at this location, we recommend that white hockey stick markings are installed. These will be installed on one side of the first driveway and on both sides of the third driveway. These lines will be marked approximately three metres from either side of the driveway, to highlight to drivers the appropriate place to park without restricting visibility or access.  We anticipate that the installation of the limit lines will be

			completed before the end of August 2018. If residents find that drivers continue to restrict visibility by blocking the driveway or parking within one metre of the vehicle crossing, we suggest they contact our Parking Compliance Department on (09) 355 3553 with the details of the vehicle to request enforcement action be taken.
2	Request Installation of Pedestrian Crossing in Lynn Road	A local Board member asked that a pedestrian crossing be investigated.	<p>18 July 2018, CAS-759515. AT have investigated the possibility of converting the pedestrian refuge island in front of Lynn Reserve in Bayview. The information gathered from tube counts at this location shows that the average daily traffic at this location is approximately 800 vehicles per day. Given these volumes, a zebra crossing at this location may not be justified as there would be adequate gaps between traffic for pedestrians to safely cross the road.</p> <p>The presence of the existing pedestrian refuge island further reduces the crossing distance for pedestrians and provides a safe platform to wait on when crossing the road. In addition, we did not find any reported pedestrian related crashes at this location in the past 5 years (2013-2018). For these reasons, we will not be able to prioritise the upgrading of the pedestrian refuge island within AT's own program.</p> <p>However, if the Local Board is funding and delivering a project at this location, we would support it.</p>
3	T2 Lanes in Akoranga Drive	A resident wrote to suggest the T2 lanes be removed due to congestion.	<p>18 July 2018. XAS-784844. The T2 lane is there to give priority to higher occupancy which in turn results in an efficient use of the corridor. Akoranga Drive is on the frequent bus network, currently there are approximately 15 buses during the peak hour travelling on this route. When it is full, there will be 600 people travelling on these buses. Being the T2 lane arrangement, it also encourages carpool, it is vital to maintain the people movement capability especially for the buses.</p> <p>Auckland Transport monitor the performance of all the special vehicle lanes annually. From our recent survey, there are approximately 15 buses and a considerable number of T2 vehicles on Akoranga in the morning and afternoon peak hour. The transit lane vehicles add up to 35% of vehicles on the corridor but carry 60% of people and we consider this generally effective at reducing congestion.</p> <p>If we take on the suggestion, the effectiveness of the transit lane will be diminished as more general traffic would be allowed to fill this lane, so accordingly we are unable to implement those changes. We believe that the current layout of Akoranga Drive is appropriate so we will not be removing the transit lane.</p>
4	Parked Vehicles Outside 106 Hillside Road, between Driveways	A resident suggested vehicles were parking too close to driveways causing visibility problems.	<p>20 July 2018. CAS-796143. White triangles are marked between the driveways to indicate that the gap between the driveways is not adequate to park a normal sized vehicle while keeping one metre either side of the driveways. It is already illegal to park within one metre of a driveway.</p> <p>AT reviewed the request and cannot support the installation of broken yellow lines to indicate the lack of space for parking, this provides confusing message to drivers and is not consistent with parking restrictions in other residential areas.</p>

## Consultations

31. The table below summarises the consultation in the Kaipatiki Local Board area which closed in July 2018.

<b>Consultations - Auckland Transport is required to consult on traffic control matters.</b>	
<b>The preliminary documents were provided to the Local Board for comment.</b>	
Intersection Improvements: Hillcrest Ave/Sylvia Road Coronation Road/ Hillcrest Ave. Chartwell Ave/Lingfield St. Coronation Road/ Lynden Ave. Coronation Road/ Beatrice Ave	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 Tui Glen 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 Eban Ave	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.
Installation of a pedestrian crossing at Rodney Road /Queen street Intersection. Installation of speed table in Rodney Road, Removal of angle parking in Rodney Road	This was distributed to Local Board members. One member supplied feedback in support of the speed table but not the Pedestrian crossing or removal of the angle parking.

## Traffic control committee (TCC) report items July 2018

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

Agenda Item	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
13	Mariposa Crescent	Birkenhead	Permanent Traffic and Parking changes Combined	15128	No Stopping At All Times, Give-Way Control
14	Queen Street, Beach Road, Princes Street, Alfred Street	Northcote Point	Permanent Traffic and Parking changes Combined	15012	No Stopping At All Times, Give-Way Control, Stop Control
15	Noeleen Street	Glenfield	Permanent Traffic and Parking changes	15175	No Stopping At All Times, Angle Parking
16	Pavola Grove, Stanley Road	Glenfield	Permanent Traffic and Parking changes	15174	No Stopping At All Times
32	Hinemoa Street, Mariposa Crescent	Birkenhead	Permanent Traffic and Parking changes Combined	14961	No Stopping At All Times, Bus Stop, Lane Arrow Markings, Rescinded, Flush Median, Traffic Island, Give-Way Control

## **Tauākī whakaaweawe Māori / Māori impact statement**

33. 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**

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

## **Ngā raru tūpono / Risks**

35. 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**

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

## **Ngā tāpirihanga / Attachments**

<b>No.</b>	<b>Title</b>	<b>Page</b>
A	Local Board Transport Capital Fund List	
B	Auckland Transport Code of Practise Chapter 16	
C	AT Quarterly Report on Activities	
D	Travelwise School Activities	
E	Auckland Transport Safety & Speed Management Program	

## **Ngā kaihaina / Signatories**

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