

Auckland Transport September 2018, update to the Devonport-Takapuna Local Board

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Te take mō te pūrongo / Purpose of the report

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

Whakarāpopototanga matua / Executive summary

2. This report updates the Board on activities and issues in the Devonport-Takapuna local board area, which have been raised by members.
3. It provides information on the public consultations undertaken by AT in the local board area and summarises recent decisions of AT's Traffic Control Committee.
4. A progress report is provided on the local board transport capital fund projects and a financial summary.
5. Information on the implementation of the new network in the board area.

Ngā tūtohunga / Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Transport September update to the Devonport-Takapuna Local Board.

Horopaki / Context

6. This report addresses transport related matters in the Local Board area.
7. Auckland Transport (AT) 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

8. The table below summarises the balance of Local Board Transport Capital Fund (LBTCF) showing there is no remaining budget, which has been updated to include the Local Boards Resolution (DT/2018/144) passed at the August Local Board meeting.

<u>Takapuna Devonport Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$2,390,735
Amount committed to date on projects approved for design and/or construction	\$2,390,735
Remaining Budget left	\$0

9. Project allocation is shown on the spreadsheet in Attachment A.

New Network for North Shore

10. On 30 September 2018, Auckland Transport will launch a new bus network for the North Shore.
11. There will be new bus routes and new timetables. There will be new bus stops, while some existing bus stops will close.
12. Many existing bus users will need to re-plan their usual journeys and take different buses, possibly from different stops.
13. The New Network on the North Shore will be part of a simpler, more integrated public transport network for Auckland.
14. With the Launch of the network we are hosting six public session to assist residents with the changes. The dates and locations are listed below:

Date	Time	Event	Address
Thu 13 Sep	10:00 - 13:00	Northcote Library	Norman King Square 2 Ernie Mays Street Northcote
Sun 16 Sep	06:00 - 12:00	Browns Bay Market	Anzac Road Browns Bay
Tue 18 Sep	09:00 - 14:00	Warkworth	Old Masonic Hall 3 Baxter Street Warkworth
Wed 19 Sep	10:00 - 13:00	Glenfield shops	Bus stops on Glenfield Road near Kaipātiki Road
Thu 20 Sep	15:00 - 19:00	Albany Bus Station	Elliott Rose Avenue Albany
Sun 23 Sep	06:00 - 12:00	Takapuna Market	17 Anzac Street Takapuna

What this means for the North Shore

15. Auckland's old bus network tried to run bus services from everywhere to everywhere else. This resulted in a complicated bus network made up of many, often infrequent, services.
16. As our population continues to grow, Auckland Transport needs to make some bold changes to the bus network to keep the North Shore moving.
17. We have designed a simpler bus network. There will be fewer routes, but there will be buses coming more often (particularly 7am-7pm) 7 days a week, and services will be better connected.
18. The New Network will help make public transport a more attractive option for more people.

19. You may need to transfer between services to complete some journeys. Fewer areas will have direct services to the city centre. There will be better connections with the Northern Busway where you will be able to transfer to frequent services to the city centre.

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

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

Devonport-Takapuna Board Members Issues Responded in August 2018			
	Issue Name	Details Raised by Board Member	Response Provided
1	Request for update on planned crossing of Taharoto Road	A local board member asked for an update on the proposed crossing.	30 July 2018. CAS-677508. As a result of the fatal crash which occurred in 2016, it was recommended that a pedestrian crossing facility be investigated to improve pedestrian access across Taharoto Road and AT are currently undertaking a corridor study along the whole length of Taharoto Road. The safety corridor study is being undertaken to support the intersection of Taharoto Road and Karaka Street being upgraded to a signalised intersection with signalised pedestrian crossings. Alternative options such as zebra crossings and pedestrian refuge islands were considered inappropriate to deliver pedestrian safety due to the significant width and traffic volume of Taharoto Road. Auckland Transport has developed a concept design for the signalisation of the intersection and it is expected that public consultation will occur in the second half of 2018.
2	Speed Humps Marsh Ave	A request was received to investigate installation of speed humps in Marsh Ave	2 August 2018. CAS-784210. An assessment of this area was undertaken. In particular AT considered the following factors: reported crashes in the street, traffic speed, traffic volumes, 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. In investigating Marsh Ave, we found that there have been no reported crashes relating to speed at this location in the past five years. As you may appreciate, we are 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 only having occurred very recently. Overall the crash record of Marsh Ave does not suggest there is significant issue with excessive speeds on the road. Marsh Ave is classified as a local residential street, it is a relatively short road with bends, which naturally slow traffic. In addition, on street parking is permitted in Marsh Ave and these 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. The outcome of our assessment shows us that most people are travelling at an appropriate speed on Marsh Ave, however this is not to dispute resident's local knowledge of the minority of drivers that stand out as driving inconsiderately. What these speeds tell is that engineering measures such as speed bumps may be targeting the wrong body of road users, and that targeting the minority of speeders through enhanced enforcement from the Police is the better approach. As such AT will not be installing speed bumps on Marsh Ave.
3	School Buses on the North Shore	A question was asked about the bus services on the North Shore after the new service is implemented on 30 September.	9 August 2018. CAS-832034. Changes to the school bus services in the New network for North shore, which will be implemented in the Term 4 this year. AT are still working through the details of changes to the school buses for the New Network for North Shore, however, we can advise that the changes are not as significant as those in the Central Network.

4	Mobility Parking in Devonport	A local board member asked for further mobility parking outside the Devonport library.	21 August 2018. CAS-842947. AT parking Design has a programme for town centre parking reviews, which will be undertaken in 2018/2019. Devonport's towncentre review is scheduled to take place at the beginning of 2019. This parking study will take account of mobility spaces in this area. In the meantime there are three mobility spaces currently available. One space is located in the intersection of Victoria Road and Flagstaff Terrace. Two further spaces are located opposite the Library in Victoria Road. It should be noted that vehicles displaying a mobility parking permit can remain in time restricted on-street parking spaces for double the posted time. This concession does not apply to areas where the time Restriction is longer than P120.
5	Downtown Bus Station in Albert Street	The Local Board Chair asked for advice as to how people will get across Albert Street from the North shore when they are heading to Britomart.	30 August 2018. Pedestrian crossing facilities currently exist at the intersection of lower Albert and quay Street and at the intersection of Lower Albert Street and Customs Street. These will be retained. Additional pedestrian crossing will be provided mid-block in line with the Commercial Bay laneway as part of the interchange upgrade. The existing pedestrian bridge connecting the existing PWC Tower and the new commercial bay development is also planned to be refurbished by Precinct Properties and retained.

Consultations

22. The table below summarises the consultations in the Devonport-Takapuna Local Board area which closed in August 2018.

Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.	
Consultation - Installation of parking restrictions in Raines Ave outside the Local Shops.	1 August 2018. This was distributed to the local board members. No objections to the proposal were received.
Consultation - Changes required for Implementing the New North Network. Smales Farm Bus Station Install new P30 Bus parking. Craig road Milford Convert existing Bus stop t bus layover. Shakespeare Road Install a P30 Bus Layover.	3 August 2018. This was distributed to the local board members. No objection to the proposal was received.

Traffic control committee (TCC) report items August 2018

23. The table below summarises the carried decisions of the traffic control committee in August 2018 that were within the Devonport-Takapuna Local Board area.

Agenda item	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
4	East Coast Road, Seaview Road, Rangitoto Terrace, Wolsley Avenue, Argyle Terrace, Kitchener Road	Milford	Permanent Traffic and Parking changes Combined	14989	No Stopping At All Times, Lane Arrow Markings, Bus Stop, Clearway, No Passing, Pedestrian Crossing, Edge Lines, Flush Median, Road Hump, Traffic Island, Give-Way Control, Stop Control
5	Inga Road, Omana Road, Sunset Road, Altair Place, Mercury Lane	Milford	Permanent Traffic and Parking changes Combined	15212	No Stopping At All Times, Bus Stop, Bus Shelter, Rescinded, Traffic Islands, Give-Way Control, Roundabout Controlled Give-Way, Flush Median, Shoulder Marking, Edge Line
6	Northcote Road	Takapuna	Permanent Traffic and Parking changes	15195	No Stopping At All Times, Bus Stop
7	Beach Road, The Esplanade, Access Road	Castor Bay	Permanent Traffic and Parking	15093	No Stopping At All Times, Angle Parking, Vehicles With Attached Boat Trailers Attached Only

			changes Combined		Parking, Bus Stop, Bus Shelter, Mobility Parking, Lane Arrow Markings, Flush Median, Traffic Island, Shoulder Marking, Give-Way Control
44	Craig Road, Ocean View Road, Kitchener Road, Hurstmere Road, Earnoch Avenue, Clifton Road	Milford	Temporary Traffic and Parking changes (Event)	SE001247	Temporary Traffic and Parking restrictions

Tauākī whakaaweawe Māori / Māori impact statement

24. 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

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

Ngā raru tūpono / Risks

26. Auckland Transport will put risk management strategies in place on a project by project basis.

Ngā koringa ā-muri / Next steps

27. 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	

Ngā kaihaina / Signatories

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