

## Auckland Transport September 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. This report updates the Board on activities and issues in the Kaipatiki local board area, which have been raised by members.
3. It provides information on the public consultations undertaken by Auckland Transport during August 2018 in the local board area and summarises recent decisions of Auckland Transport's Traffic Control Committee.
4. An update is provided on Kaipatiki Local Boards Transport Capital fund projects and allocations as well as a financial summary.
5. A recent update on the Northcote Wharf closure is included in this report as well as information on the implementation of the new north network and an explanation regarding chipseal vs asphalt.

### Ngā tūtohunga / Recommendation/s

That the Kaipatiki Local Board:

- a) receive the Auckland Transport September 2018 update to the Kaipatiki 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) remaining budget and has been updated to include the increased allocation from 1 July 2018. Attachment A.

<b>Kaipatiki Local Board Transport Capital Fund Financial Summary</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>\$2,546,307</b>
<b>Remaining Budget left</b>	<b>\$1,163,156</b>

### **Northcote Point ferry wharf closure - update**

9. Following a routine maintenance check, Auckland Transport decided to close Northcote Point wharf on 20 June 2018.
10. 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.

### **Ongoing Assessments**

11. The investigation is now complete. AT are waiting for the final report but in summary, it has been concluded that all the wooden structure elements under the deck need to be repaired or replaced to make the fix worthwhile to re-open the wharf.
12. A couple of options of how to do this have been discussed and some cost estimations obtained.
13. As Northcote wharf work was on the Assets Forward Works Plan for next year and now the necessary amount and cost has increased due to additional deterioration, options will be presented to the Board for a decision and stakeholders will be engaged.
14. Should the decision be made to complete the wharf repair for the wooden elements under the deck, it must be stressed that this would not improve the reliability of the ferry service. To complete the design, tender process, material delivery time and actual fix, the wharf would be closed for a minimum of 9 months, to re-open Northcote Wharf and provide the same service as was prior to its closure.
15. Any improvements or attempt to provide Northcote with an “all weather” facility would equate to a much longer timeframe and at a much higher cost as discussed previously but will be one of the options presented.

### **New Network for North Shore**

16. On 30 September 2018, Auckland Transport will launch a new bus network for the North Shore.
17. There will be new bus routes and new timetables. There will be new bus stops, while some existing bus stops will close.
18. Many existing bus users will need to re-plan their usual journeys and take different buses, possibly from different stops.
19. The New Network on the North Shore will be part of a simpler, more integrated public transport network for Auckland.
20. 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:

<b>Date</b>	<b>Time</b>	<b>Event</b>	<b>Address</b>
Thur 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 Kaipatiki Road
Thur 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**

21. 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.

22. As our population continues to grow, Auckland Transport needs to make some bold changes to the bus network to keep the North Shore moving.
23. 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.
24. The New Network will help make public transport a more attractive option for more people.
25. 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.

### **Chipseal vs Asphalt**

26. Following a Workshop with the Kaipatiki Local Board on 8 August 2018, on our proposed Auckland Transport Forward Works Program, members have been suggesting chip sealed streets were being downgraded. This is actually not the case.
27. Auckland Transport carries out road works to maintain and develop the road network. Road works activities range from minor maintenance and road sweeping to traffic surveys and major construction.
28. Maintenance of roads is undertaken to ensure the safety of traffic and to maintain the serviceability of the road. Road maintenance involves remedying defects such as potholes that occur in the carriageway (corrective maintenance) and providing treatments such as crack sealing which will slow the rate of deterioration (preventative maintenance).
29. Typical maintenance activities include: crack filling and sealing, minor reshaping, minor sealing, minor stabilising, pot hole patching, surface correction and sweeping.
30. Resealing is carried out every summer as part of planned road pavement maintenance programmes. Resealing, creates a new road surface and stops deterioration of the road's foundations. In effect the seal acts as a raincoat to keep water out of the road's foundations. It also ensures the road retains a high friction surface to prevent cars skidding in wet weather. The two main types of reseal treatments carried out are chipseal resurfacing and asphalt resurfacing.
31. Chipseal reseals are used on roads where traffic counts are less than 10,000 vehicles per day. This is in line with the NZTA policy, which has been adopted by Council, and enables AT to obtain the NZTA subsidy for this work. Chip seal provides a very durable surface with good friction and around the same life as asphalt but at around 25% of the cost of asphalt.
32. Asphalt is used for high traffic volume roads (More than 10,000 vehicles per day) and for some sections of roads where high turning forces occur.
33. If roads are sealed with asphalt outside the 10,000 vpd threshold, then these would not be eligible for NZTA subsidy and in this case an asphalt surface would cost around seven times more than a chipseal surface.
34. AT is charged with getting the best value for the dollars available and chipseal ensures we get a good standard of road surfaces throughout the region, at the most economic cost to the ratepayers.
35. If the Local Board wished to see asphalt installed instead of chipseal, the Local Board would need to fund the additional costs (which would also negate any NZTA subsidy) and identify those streets members would prefer to see done in Asphalt.

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

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

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

<b>Kaipatiki Local Board Members Issues Responded in August 2018</b>			
	<b>Issue Name</b>	<b>Details Raised by Board Member</b>	<b>Response Provided</b>
1	Parking Concerns Hillside Road	The local Councillor raised concerns about parked cars blocking visibility in Hillside Road and that NSAAT lines should be considered.	30 July 2018. CAS-796143. White triangles are marked between driveways to indicate to drivers that the gap between the two 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. AT have reviewed the request and cannot support the installation of broken yellow lines to indicate the lack of space for parking, this provides a confusing message to drivers and is not consistent with parking restrictions in these residential areas. For this reason AT are unable to justify installing parking restrictions at the location.
2	Bus Stop Swings	A local Board member asked if AT had considered installing bus stop swings.	6 August 2018. CAS-817272. There are no plans in place to implement swings at bus stops.
3	Northcote Safe Cycle Route	A resident raised a complaint about the length of time the project was taking and that they had had two construction notices.	20 August 2018. CAS-829257. The Northcote Safe Cycle Route project is a large project covering an extensive urban area. This includes Queen Street, Lake Road and Northcote Road including some of the side roads. There has been additional design and physical works added to the project resulting from community consultation which has increased the programme duration. The project has also added signalised pedestrian crossing on Lake Road near Kawana Street which was not part of the original programme. In addition to this, there has been unforeseen watermain relocation works required where this clashed with the new design which was not apparent until excavation works commenced. This project has also been tasked with constructing during one of the worst weather periods in recent times. This has impacted on the original programme for the works both on Queen Street and Lake Road therefore the completion for the overall project timeframes has been extended. AT anticipate the current construction to be completed by October 2018 and the Northcote Cycle Bridge over State Highway 1 by late 2019.

### Consultations

38. The table below summarises the consultation in the Kaipatiki Local Board area which closed in August 2018.

<b>Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.</b>	
Broken Yellow lines, Intersection of Coroglen and Moore Street	This consultation closed on 8 August 2018. It was distributed to Local board members. No objections were received.
Downing Street Installation of P30 Bus Layover	This consultation closed on 13 August 2018. It was distributed to Local Board members. No objections were received.
Bus stop changes in preparation of the new north network. Bus stop and shelter relocation from 23 to 5 Rangatira road. Bus stop relocation from 34 Rangatira road to 2 Rangatira Road Bus layover outside 22 Veran road Installation of new bus stop Kaipatiki Road outside Glenfield college New bus stop outside 75 Bentley Ave Installation of New bus stop outside 54 Bentley Ave Upgrade bus stop outside 172 Archers road New Bus stop outside 3 Killam Ave Northcote	This consultation closed on 15 August 2018. It was distributed to the local board members. No objections to the proposals were received.

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

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

Agenda item	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
12	Akoranga Drive	Northcote	Permanent Traffic and Parking changes	15078	No Stopping At All Times
13	Blenheim Street	Glenfield	Permanent Traffic and Parking changes Combined	15143	No Stopping At All Times, Bus Stop, Stop Control
14	Coronation Road, Lynden Avenue, Beatrice Avenue, Hillcrest Avenue, Velma Road	Hillcrest	Permanent Traffic and Parking changes Combined	15340	No Stopping At All Times, Bus Stop, Stop Control, Give-Way Control, Flush Median
15	Hinemoa Street	Birkenhead	Permanent Traffic and Parking changes	15136	No Stopping At All Times, Bus Stop
16	Hinemoa Street, Glade Place, Rugby Road	Birkenhead	Permanent Traffic and Parking changes Combined	15308	Bus Stop, No Stopping At All Times, Lane Arrow Markings, P60 Parking, P120 Parking, Give-Way Control, Traffic Islands, Pedestrian Crossing, Road Hump, Edge Line, Flush Median, Footpath
17	Mokoia Road, Waipa Street	Birkenhead	Permanent Traffic and Parking changes Combined	15137	No Stopping At All Times, Bus Stop, Bus Shelter, Flush Median, Traffic Island, Traffic Signal Control, Edge Line
18	Porritt Avenue	Chatswood	Permanent Traffic and Parking changes	15142	No Stopping At All Times, Bus Stop
19	Wairau Road, Porana Road	Wairau Valley	Permanent Traffic and Parking changes Combined	15050	Lane Arrow Markings, No Stopping At All Times, Traffic Island, Traffic Signal Control, Give-Way Control, Flush Median
20	Wairau Road	Wairau Valley	Permanent Traffic and Parking changes Combined	15141	No Stopping At All Times, Bus Stop, Bus Shelter, Flush Median, Traffic Island, Shoulder Marking

### Tauākī whakaaweawe Māori / Māori impact statement

40. 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

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

## Ngā raru tūpono / Risks

42. 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

43. 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

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Ben Stallworthy, Acting Manager Elected Member Relationship Unit, Auckland Transport