

## Auckland Transport October 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 and responded to in September.
3. An update is provided on Kaipatiki Local Boards Transport Capital fund projects and allocations as well as a financial summary.

### Ngā tūtohunga / Recommendation/s

That the Kaipatiki Local Board:

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

### Horopaki / Context

4. This report addresses transport related matters in the Local Board area.
5. 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

6. 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.

<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>\$2,545,581</b>
<b>Remaining Budget left</b>	<b>\$1,163,882</b>

7. Project allocation is shown on the spreadsheet in attachment A.

#### Local Board Resolutions - Local board transport capital fund and Northcote Ferry Wharf

8. Following a routine maintenance check, Auckland Transport decided to close Northcote Point wharf on 20 June 2018.
9. The inspection found that some of the wooden structural pieces of the wharf had deteriorated quickly. This led to the decision to close the wharf before an onset of bad weather, and to allow for further investigations, which have now been completed.

10. At the Kaipatiki Local Board meeting on 18 July 2018 the board resolved: support an in-principle allocation of up to \$2 million of Local Board Auckland Transport Capital Fund towards the development of an all-weather ferry terminal at Northcote Point, noting that existing projects may need to be reprioritised.
11. Reinforcing this resolution, the board, at their 15 August meeting again resolved: restating resolution KT/2018/141, namely to support an in-principle allocation of up to \$2 million of Local Board Auckland Transport Capital Fund towards the development of an all-weather ferry terminal at Northcote Point, noting that existing projects may need to be reprioritised.
12. In this regard AT have reviewed the current situation and will be circulating a range of options to the AT Board for consideration in November. Discussion with the Local Board will be arranged following this.
13. Following, for members information at this stage, are Rough Order of Costs for projects previously resolved by the Board.

### **Birkenhead War Memorial Park – Walking and Cycling Connections**

14. At the Local Board Meeting on 18 April 2018 the Kaipatiki Local Board resolved the following (KT/2018/61): allocate \$200,000 from its Local Board Transport Capital Fund towards the implementation of a walking and cycling connection through Birkenhead War Memorial Park, from Mahara Avenue to Recreation Drive, noting that the following points demonstrate meeting the criteria for use of the Local Board Transport Capital Fund outside the road corridor:
  - i. it is a capital project;
  - ii. is it aligned with local board plan;
  - iii. it supports connectivity between Birkenhead Ave and Highbury Bypass by providing a route off the main roads;
  - iv. it could act as a feeder route to the Auckland Cycle Network; and
  - v. it would be wide enough to cycle on.
15. In response to the resolution AT can advise the following:
  - Confirm the project does meet the LBTCF criteria.
  - The project was reviewed and costed by Auckland Council whose asset this would become if delivered.
  - The Birkenhead War Memorial Park Draft Master Plan provides for an upgrade of the existing metalled connection through the park.
  - The Kaipatiki Connections Network Plan identifies the route as a priority project.
  - The project would provide benefits in connecting local communities and providing access to recreational opportunities.
  - The Rough Order of Costs (ROC) is \$460,000 and allows for a 3 metre wide concrete shared path plus a section of boardwalk.
  - The Rough Order of Costs includes a contingency amount of 30% which is standard at pre design stage.
16. The Board approved a preliminary figure of \$200,000 for this project. If the Local Board wish the project to progress to design and construction a further allocation of \$260,000 will be required.

### **Birkenhead Domain Reserve Walking and Cycling Tracks**

17. At the Local Board Meeting on 18 April 2018 the Kaipatiki Local Board resolved the following (KT/2018/61): request costings for a pedestrian walkway, wide enough for cyclists, within Birkenhead Domain reserve boundary, between Eskdale Road and Domain Road, excluding curb and channel work.
18. In response to this resolution AT can advise the following:
  - Confirm the project does meet the LBTCF criteria.

- The project was reviewed and costed by Auckland Council whose asset this would become if delivered.
- The section requested is not on the Greenways Plan but is shown on the draft Auckland Cycle Network Plan as an “on road” path.
- Auckland Council Parks supports the proposal in principal from a Parks perspective, as a safer option to an on road path and because of the benefits to the community.
- The Rough Order of costs (ROC) is \$920,000 and allows for a 3 metre wide concrete shared path plus a section of retaining wall.
- The ROC includes a contingency amount of 30% which is standard at pre design stage.

19. If the Local Board wish the project to progress to design and construction an allocation of \$920,000.00 will be required.

#### **AF Thomas Reserve Walking and cycling connections**

20. At the Local Board Meeting on 18 April 2018 the Kaipatiki Local Board resolved the following (KT/2018/61): request costings for a cycling/pedestrian connection between the Northcote Road and Wairau Road, within AF Thomas Reserve in the vicinity of the motorway.

21. In response AT can advise the following:

- Confirm the project does meet the LBTCF criteria.
- The project was reviewed and costed by Auckland Council whose asset this would become if delivered.
- The AF Thomas Park currently is under lease as a golf course.
- The Kaipatiki Connections Network Plan identifies a route through this park as a priority project.
- The project would provide benefits by providing a cyclable link between major schools, the busway station and residential areas.
- Options were looked at for paths down either the western or eastern side of the golf course.
- The Rough Order of Costs (ROC) is \$3,800,000 for the western side and \$3,830,000 for the eastern side and allows for a 3 metre wide concrete shared path, land taking and high fence along golf course plus green relocations.
- The ROC includes a contingency amount of 30% which is standard at pre design stage.

22. The Local Board would need to allocate these funds if they wish to progress this project further.

#### **Pedestrian Refuges Lyn Road, Manuka Road and Bayview Road**

23. At the Local Board Meeting on 18 April 2018 the Kaipatiki Local Board resolved the following (KT/2018/61): allocate up to \$120,000 for pedestrian refuges adjacent to the bus stops at Lynn Road, Manuka Road and Bayview Road, Bayview (bus routes 915 and 955).

24. AT Traffic Engineering have reviewed the three sites and support Pedestrian refuges at two of the locations, Manuka Road at its intersection with Lynn Road and in Bayview Road outside the Bayview Medical Centre.

25. The third site on Manuka Rd, near the Bayview intersection, is too constricted by driveways, a right turn pocket and the bus stop positions and hence is not suited to a refuge without significant changes to bus stop positions etc. Therefore AT Traffic Engineering do not support a pedestrian refuge at this location.

26. The Rough Order of Costs (ROC) for the two pedestrian refuges, one in Manuka Road and one in Lynn Road is \$118,000, which is within the Local Boards allocation.

27. A decision is required from the board if they want to proceed.

#### **Rangatira Road Pedestrian Improvements**

28. At the Local Board Meeting on 18 April 2018 the Kaipatiki Local Board resolved the following (KT/2018/61): allocate \$60,000 from its Local Board Transport Capital Fund towards the implementation of a pedestrian crossing on Rangatira Road, Beach Haven, in the vicinity of Lysander Crescent Reserve.
29. AT Traffic Engineering have carried out pedestrian counts in the area and have found that a Pedestrian Refuge Crossing is justified.
30. On site investigations have identified a suitable position for a refuge at this location.
31. The Rough Order of Costs (ROC) to construct the refuge is \$70,000.
32. As the Board have already allocated \$60,000, should they wish to proceed with this project a further \$10,000 would need to be allocated.

#### **Lynn Road Bayview – raised pedestrian crossing**

33. At the Local Board Meeting on 18 April 2018 the Kaipatiki Local Board resolved the following (KT/2018/61): allocate \$100,000 from its Local Board Transport Capital Fund towards the implementation of a raised pedestrian crossing, including “SLOW” on-road markings, on Lynn Road, Bayview, in the vicinity of Lynn Reserve.
34. AT Traffic Engineering have carried out pedestrian counts and observation in the area and have found that installation of a raised zebra crossing can be justified.
35. The existing refuge islands can be replaced with a low level platform.
36. The ROC to construct the refuge is \$120,000. As the Board have allocated \$100,000, should they wish to proceed with this project a further \$20,000 would need to be allocated.

#### **Use of tactile pavers in pedestrian areas**

37. Plastic and stainless steel tactile pavers and studs in pedestrian areas are being progressively replaced with concrete tactile pavers and are no longer to be used in any new projects or builds.
38. AT has discontinued using plastic and stainless steel tactile pavers and studs as they were found to be slippery, particularly when conditions are wet and the pavers are laid on a slope.
39. Concrete tactile and directional pavers provide appropriate friction and are the only products currently approved for use in pedestrian areas.

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

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

<b>Kaipatiki Local Board Members Issues Responded in September 2018</b>			
	<b>Issue Name</b>	<b>Details Raised by Board Member</b>	<b>Response Provided</b>
1	Request for NSAAT lines in Tiri Tiri Road	A resident of Tiri Tiri Road asked for NSAAT Lines to be installed on the corner of Birkdale Road and Saffron Street as there were visibility issues from parked cars for vehicles tuning out of the street.	3 September 2018. CAS-847920. AT have investigated the concerns raised regarding the safety of the intersection of Tiri Tiri Road And Saffron Street. It appears the broken yellow lines around the corners have not been repainted following the road reseal. AT have required our contractors reinstate the NSAAT lines and expect this work to be done by end of September 2018.

2	Traffic Light Phasing Mokoia Road and Highbury Bypass	A Local Board member raised concerns about instances of short phasing for turning traffic from Mokoia Road into Highbury as well as the intersection of Onewa Road right turn into Lake Road.	27 September 2018. CAS-864661. The traffic signals at the intersections of Highbury Bypass and Mokoia Road, Highbury Bypass and Onewa Road, Lake Road and Onewa Road, and Onewa Road and Queen Street, are all coordinated during the morning peak. East-bound traffic movement (flowing toward the city centre) is the dominant flow at this time. All of the above intersections are linked to favour this movement so that traffic progression from Onewa Road to SH1 is as efficient as practicably possible. There is also a heavy right turning movement for those travelling on to Lake Road from Onewa Road which needs to be balanced with this. All linked intersections are synchronised to the benefit of the Onewa Road traffic movements. This why sometimes you have to wait longer at the traffic signals. The traffic signals are not set to be green for a pre-defined time in the morning peak, they are setup to gradually adapt based on the demands detected from the sensors beneath the road. As the roads are at capacity during the morning peak, the traffic system occasionally reaches its cycle limit and so short phasing may be experienced.
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## Tauākī whakaaweawe Māori / Māori impact statement

42. 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

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

## Ngā raru tūpono / Risks

44. 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

45. 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	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport

Kaipatiki - Attachment A				Update as at:										10 September 2018
Proj ID	Project Name	Balance of Project Budget carried forward from Previous Local Board	Project Budget Approved by Current Local Board	Funding Allocated from Balance of 2015-16 Budget	Funding Allocated from 2016-17 Budget	Funding Allocated from 2017-18 Budget	Funding Allocated from 2018-19 Budget	Funding Allocated from 2019-20 Budget	Project Estimate or Completed Project Cost (In Current Political Term only)	Variance from Approved Project Budget	Total Spent on Project in current Political Term to 6th July	Current Project Status	Comments	Action Required by Local Board
123	Ped Xing - 182 Hinemoa Street and Enterprise St Intersection Changed to Highbury Town Centre Western Entrance	33,846		12,204		22,541			34,745	899	34,745	Complete	Budget now may be used for a new Western Entrance feature at the wider Highbury development project in conjunction with AC City Transformation. Agreed that the underspend on this project would counter the overspend on Project 208 as they are both part of the Highbury town centre upgrade	
301	Moore St Improvements at Monarch Park Entrance	111,289	80,000	111,279		80,000	25,236	2,070	218,585	27,296	218,585	Complete	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14. Approved to move to DD and FEC 12/11/14. Currently deferred. Board reinstated project March 2016. Note ROC was \$153k. Bd appd further \$80k in Feb 17 meeting plus \$50k to come from LDI budget	
304	Birkdale Rd Shops Improvements	60,867	105,000	113,867		71,879	3,843	17,837	207,426	41,559	207,426	Complete	Initial assessment of proposal being carried out by the Traffic Operations team. Sent 16/10/14. Increased to 97k Dec 15. Board added 100k in Dec 16 for construction.	
306	Wairau Rd Cycleway - Target Rd to Forrest Hill Rd	404,172		18,109	386,538	-33,416	545		371,776	-32,396	371,776	Complete	Stage 1 completed in 2016, Stage 2, first section complete, awaiting NZTA approval for working under motorway to complete.	
495	Tuff Crater-St Peters St Walkway	9,972			9,800	172			9,972	0	1,740	Construction Approved	Bd appd \$10k on 11/05/16 for footpath at end of St Peters to be delivered as part of Parks project	
496	Glenfield Rd Cycleway - Downing to Coronation	320,113			214,299	105,814			320,113	0	58,575	Deferred to Future	Bd appd \$350k on 11/05/16 but currently only \$260k available. Investigation and design can commence.	
511	Birkenhead Mainstreet Upgrade Stage 2		540,800			333,633	207,167		540,800	0	28	Construction Approved	Funding contribution for landscaping and traffic facilities appd 23/03/17. Another \$356k added in April 2018	

532	Rangitira Rd Bus Shelters		34,500			34,612		52	34,664	164	34,664	Complete		
533	Kaipatiki Cycle Repair Stations		12,500			12,500			12,500	0	28	Construction Approved	Being delivered by AC Community Facilities	
599	Mokoia Rd Cycle Lanes		120,000			120,000			120,000	0	0	'To be Assessed' and 'Being Assessed'		
600	Pupuke Rd Cycle Access		100,000			100,000			100,000	0	0	'To be Assessed' and 'Being Assessed'		
601	Lynn Rd Crossing Point		100,000			100,000			100,000	0	0	'To be Assessed' and 'Being Assessed'	With NOP's to investigate	
602	Bayview Refuges		120,000			120,000			120,000	0	0	'To be Assessed' and 'Being Assessed'	With NOP's to investigate	
603	Rangitira Rd Crossing		60,000			60,000			60,000	0	0	'To be Assessed' and 'Being Assessed'	With NOP's to investigate	
604	Birkdale Walkway Signage		80,000			80,000			80,000	0	2,145	'To be Assessed' and 'Being Assessed'		
605	Birkenhead Memorial Park Shared Path		200,000			200,000			200,000	0	0	Assessment Complete and waiting for Local Board Consideration	With AC Parks to investigate	ROC sent through 21/09/18
618	Rangitira/Tramway Bus Shelter		15,000			15,000			15,000	0	53	'In Detailed Design' and 'Design Complete'		
	Rows 20 to 37 are hidden								0	0	0			
									0	0	0			
									0	0	0			
									0	0	0			
	<b>Totals</b>	940,259	1,567,800	255,459	610,637	627,735	1,031,791	19,959	2,545,581	37,522	929,764			
	<b>Balance of 2015-16 Budget from Previous Local Board</b>			255,459										
	<b>2016-17 Local Board Transport Capital Fund Budget from Long Term Plan</b>				610,637									
	<b>Future Local Board Transport Capital Fund Budgets from Long Term Plan</b>					627,735	1,107,816	1,107,816						
	<b>Available Budget by Financial Year still to be allocated to New Projects</b>			0	0	0	76,025	1,087,857				\$76,025	<b>Total budget still to be allocated to new projects that <u>must</u> be allocated by 30 June 2019.</b>	<b>Total budget available to current Local Board</b>
												\$1,087,857	<b>Additional 2019-20 budget that <u>may</u> be allocated to new projects and spent in the current electoral term.</b>	<b>\$1,163,882</b>
				<b>The budgets for all of these years must be allocated to projects by 30 June 2019.</b>				<b>The 2019-20 budget is an optional spend in the current electoral term.</b>						