

Auckland Transport March 2019, 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 and responded to in February 2019.
3. It provides information on the public consultations, which closed in February 2019, undertaken by Auckland Transport in the local board area.
4. A table is provided on the local board transport capital fund projects showing all funds committed.
5. General information on, Lake Road project Detailed Business Case, travel for major events, Myths on New Network explained.
6. A response to Boards Resolution on free public transport.

Ngā tūtohunga Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Transport March 2019 update to the Devonport-Takapuna Local Board.

Horopaki Context

7. This report addresses transport related matters in the Local Board area.
8. Auckland Transport (AT) is responsible for all of Auckland's transport services, excluding state highways and reports on a monthly basis to local boards, as set out in the 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

9. 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.

Takapuna Devonport Local Board Transport Capital Fund Financial Summary	
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

Lake Road Update

10. AT has appointed a project team to undertake the Detailed Business Case (DBC) for the Lake Rd Improvements project.
11. Although a preferred option has already been identified, the successful completion of this next phase is a key step in identifying the exact level of investment, optimum programme and any supporting requirements to enable delivery.
12. Physical construction, of any viable project being developed, is likely to be at least 2-3 years away due to the design, approvals and procurement processes required, although AT will continue to use existing programmes (Travel Planning, Network Optimisation, etc.) to deliver improvements to the Lake Rd area in the interim.
13. AT intend to update and involve the Board in the progression of the DBC, and will present concept design drawings and other material to the Board as part of ensuring awareness of the work and seeking to co-ordinate with other Board workstreams. This will include the likely costs and programme as details of these emerge. Engagement with the Board will commence once the project team is up and running and has some initial material to discuss.

Travel for Major Events

14. Auckland Transport acknowledges the challenges faced by patrons travelling to major events when public transport is not included in the event ticket.
15. We work with event promoters for all major events and offer to partner with the promoters to include travel in the cost of the event ticket, where promoters meet some of the cost of the event transport.
16. The level of service which is provided for events is based on what the event organiser or promoter has requested in terms of what service they would like to include. The cost of providing free travel is shared by Auckland Transport and the event organiser or venue.
17. In some circumstances promoters choose not to support this and Auckland Transport endeavour to provide public transport to the event on a user pays basis.
18. Where Auckland Transport does not have a funding agreement with the organisers of a particular event, we are unable to provide additional special event services. In terms of sporting or cultural events across the region, Auckland Transport work closely with the Event promoters, ATEED and Auckland Council to plan the appropriate level of public transport support on a case by case basis.

New Network some myths explained.

19. Myth 1. Transferring costs you more than taking a direct route.

Fact: With an AT HOP card, costs are based on how many geographic zones you travel through, rather than how many buses or trains you take. Therefore, you don't pay more for transferring. Auckland has 13 "fare zones". As long as you tag on and off, one journey = one fare.

20. Myth 2. Buses are inaccessible for wheelchairs and prams.

Fact: All buses under the New Network enable level boarding and don't require going up or down any stairs.

21. Myth 3. Using smaller buses would save ratepayer money.

Fact: The biggest cost of operating a bus service is the driver's salaries. This exceeds the difference in fuel costs between a smaller and larger bus. Using a consistent sized fleet means buses are interchangeable across all routes, therefore reducing the number of buses that need to be purchased. For these reasons, small buses are mainly selected for roads that large buses can't navigate rather than for services that have few passengers.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

22. The impact of information (or decisions) in this report is/are confined to Auckland Transport and do/does not impact on other parts of the Council group.

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

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

24. The table below summarises issues raised by Local Board members and responded to in February 2019.

Devonport Takapuna Local Board Members Issues Responded in February 2019			
	Issue Name	Details Raised by Board Member	Response Provided
1	Pedestrian Crossing request at 145 Sunnynook Road.	The Local Board Chair requested investigation into a pedestrian crossing on Sunnynook Road to serve the Bus Station.	18 February 2019. CAS-897461 & CAS-897635. AT are currently investigating a signalised pedestrian crossing option outside 145 Sunnynook Road to provide a safe crossing point for pedestrians walking to and from the Sunnynook Bus Station. We will proceed with the development of a scheme design for a new pedestrian crossing facility which will then be added to our Minor Improvements Programme. This involves the collation of all proposed projects before ranking the sites based on their safety and operational issues. There are however a number of projects already awaiting prioritisation and delivery as part of this programme. This prioritisation process will be completed shortly to select the projects for construction in the upcoming financial year within the available resources and funding. Due to this process we are unable to provide you with the exact timeframe for the implementation of the pedestrian improvement work at this time, however we will continue to develop plans and a design report.
2	Pedestrian Crossing Request Forrest Hill Road	The Local Board Chair requested a pedestrian crossing in Forrest Hill	19 February 2019. CAS-964531. The existing pedestrian refuge island located on Forest Hill Road, in front of the Greville Reserve, will be converted to a

		Road in Front of the Greville Reserve.	signalised pedestrian crossing. This will provide a safe crossing point for pedestrians, including school students walking to the school and those utilising the bus stops. We are currently developing detailed designs plans for this project.
3	Pedestrian Crossing Request on Sunnynook Road between Morton Ave and Tobago Place.	The Local Board Chair requested a pedestrian crossing be investigated.	19 February 2109. CAS-964531. AT have carried out external consultation for a pedestrian refuge island on Sunnynook Road between Morton Ave and Tobago Place to provide safe crossing pint for school students and parents walking to and from Sunnynook Primary School. However most of the feedback we received requested a Zebra Crossing at this location instead. Therefore we are currently investigating a zebra crossing option. The prioritisation process to select which projects will be selected for construction in the upcoming financial year will be completed shortly. Due to this process we are unable to provide the exact timeframe for the implementation of the above work, however we will continue to develop plans and design reports.
4	Pedestrian Crossing requests: East Coast Road - near Kowhai Road intersection. East Coast Road Between William Souter Street and Forest Hill roundabout. East coast Road between Aberdeen Road and Forest Hill Roundabout. On Forrest Hill Road near Blakeborough Drive Intersection.	The Local Board Chair requested these sites be investigated.	19 February 2019. CAS- 964531. AT will investigate to see if the development of new pedestrian crossings can be accommodated at these locations. Several factors are carefully considered prior to implementing a pedestrian crossing such as the pedestrian demand, pedestrian desire lines, traffic volumes, crash history and proximity to driveways and side streets. Investigations on these locations are anticipated to begin in the new financial year.
5	Request for Residents parking permits Lomond Street and Lake Pupuke Drive.	A Local Board member asked if residents in these streets could apply for residential parking permits.	1 February 2019. CAS-916869. AT do not have any residential permit scheme in place for these streets.

Consultations

25. The table below summarises the consultations in the Devonport-Takapuna Local Board area which closed in February 2019.

Consultations - Auckland Transport is required to consult on traffic control matters.

The preliminary documents were provided to the Local Board for comment.

Consultation - Proposed North Bus Tracking changes: Bardia and Creamer Wolsley Ave/Dallinghoe	12 February 2019. This was forwarded to members for comment. No objections to the proposals were received.
Consultation - Proposed Broken Yellow Lines Ander Place	14 February 2019. This was forwarded to members for comment. No objections to the proposals was received.
Consultation - Broken Yellow Lines Roberts Ave Bayswater	14 February 2019. This was forwarded to members for comment. No objections to the proposals were received.
Consultation - Signalised Pedestrian Crossing Forrest Hill Road	1 February 2019. This was forwarded to members for comment. No objections to the proposals were received.

Response to local board resolution – free public transport

26. At the 19 February 2019 Local Board meeting the Board resolved:

- recommends that Auckland Transport report to local board any impact and changes on public transport following the 2019 public transport fare changes
- recommends that Auckland Transport undertake an investigation on the feasibility of adopting an objective of public transport being fully subsidized to commuters

27. In response Auckland Transport has completed some preliminary work on the investigation of Fare-Free public Transport (FFPT), in response to a paper on the subject which was tabled at a demographic panel meeting by Janet Clews. The findings are as follows:

28. All cited cases of FFPT being implemented have been in towns or cities with a lower population and small scale, heavily subsidised public transport services. Meaning that the local transport authorities were not sacrificing a proportionally large amount of fare box revenue to implement the policy.

29. The geography of fare abolition thus embraces small or mid-sized towns with less than one hundred thousand inhabitants. For small cities and towns, it can be rationalized and be a sensible solution. However, even with new ways of funding transport, it will not be a reality for major cities in the near future. The revenue from public transport is simply too great to remove. While it may revitalize a struggling small-town transit network, bigger cities don't need to incentivise mass transit the same way.

30. In contrast, the Auckland public transport network records 92 million trips per year, consists of 1316 buses serving 506 bus routes, a large fleet of ferries sailing to 15 ferry destinations and 4 train lines.

31. A FFPT policy for Auckland would cost approximately \$176 Million in revenue (at 46% fare box recovery rate), and a minimum of \$60 million in increased service costs to meet the additional demand. Estimating the cost of implementing a FFPT policy in Auckland a \$236 million, without assessing any potential savings from ticketing systems, as some form of passenger ticketing would still be necessary through the existing ticketing system.

32. If this was to be subsidised through increased rates and taxes, it would represent a 15% increase to Auckland ratepayers. Auckland already offers free travel to its senior citizens through the SuperGold and Senior CFS schemes, along with significant Child, Secondary and Tertiary discounts.

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 me ngā whakamaurutanga **Risks and mitigations**

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

Ngā koringa ā-muri **Next steps**

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

Ngā tāpirihanga **Attachments**

37. There are no attachment for this report.

Ngā kaihaina **Signatories**

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