

## Te take mō te pūrongo Purpose of the report

1. To provide an update to the Albert-Eden Local Board (the Board) on transport-related matters in its area, an update on its local board transport capital fund (LBTCF) and relevant consultations and decisions of AT's Traffic Control Committee.

## Whakarāpopototanga matua Executive summary

2. This report provides responses to Notices of Motion from members on berm parking and election bylaw signage.
3. Provides responses to Board resolutions on the LBTCF projects and the Speed Management Bylaw are provided.
4. Information on the new Community Safety Fund is given and the process for allocation of this money is described.
5. Progress on the Board's LBTCF funded projects is noted.
6. Relevant consultations and decisions of the transport control committee as they affect the Albert-Eden Local Board are noted.
7. Information on the status of significant projects in the Board area is provided

## Ngā tūtohunga Recommendation/s

That the Albert-Eden Local Board:

- a) Receive the Auckland Transport April 2019 update report.

## Horopaki Context

8. AT is responsible for all of Auckland's transport services, excluding state highways. It reports on a monthly basis to local boards, as set out in its Local Board Engagement Plan. This monthly reporting commitment acknowledges the important engagement role of local boards within and on behalf of their local communities.

## Tātaritanga me ngā tohutohu Analysis and advice

### Responses to March 2019 Resolutions

#### Woodward Road

9. AT notes the February resolution of the Board requesting a rough order of costs for a pedestrian facility on Woodward Road, vicinity of Harbutt Street. This information will be provided as soon as it becomes available.

#### Sutherland Road Safety Improvements

10. AT notes that the Board wishes this to be constructed from the Community Safety Fund. It will head the list of projects that the Board is developing.

### **Notice of Motion – Berm Parking**

11. The Board requested that AT report on progress on its advocacy to the Ministry of Transport in regard to berm parking.
12. AT recently completed a draft remit for Auckland Council on this matter for it to take forward to Local Government New Zealand. The matter of a legislation change to remove the need to erect signage at every location sits with the Ministry of Transport and the New Zealand Transport Agency. These bodies have indicated that a review of the legislation could be considered for review this year, 2019. No specific month has been given.
13. In relation to the erection of signage to make berm parking enforceable, AT has a very long list of sites to progress. This process is operationally and capital intensive and could result in a lot of unnecessary signage if the legislation review is successful. AT is committed to considering the best use of available resources.
14. AT has told the Board that it will progress berm signage in areas that show a health and safety concern, for instance cars are blocking visibility, or the presence of children make for a dangerous situation. AT is currently progressing signage on Claude Road as requested by the Board and invites the Board to highlight any other streets that it has serious concerns about.

### **Notice of Motion – Election Signage Bylaw**

15. AT does not, at present, have any plans to progress any amendment to the Election Signs Bylaw to limit the display of election signs solely in the nine-week period preceding an election.
16. As noted by the Board, enforcement of election signage has been delegated to Auckland Council's Bylaw compliance team rather than being something that AT does.
17. In regard to the site at the corner of Carrington and Great North Road, this has never been a site under the AT Election Signs Bylaw. It was a site that was regularly used in the past; but from the time when AT was first working on its Bylaw until more recently the site has been behind a barrier fence related to the motorway upgrade works associated with the Waterview Tunnel.
18. The area does not meet AT's criteria for a site as it has underground services close to the surface. It is a garden and not a grass area and it is smaller than it once was. Additionally, some of the site is under NZTA control as it's part of the SH20 corridor. For one election, agreement was given for election signs to appear on the barrier fences but this was not allowed for later elections.
19. Advice to the Board on an amendment to election site C-AE4, a site split between two grass areas on Potters Park at the intersection of Dominion road and Balmoral Road is given below.

### **Local Board Transport Capital Projects**

20. AT notes the resolutions that reference McGehan Close/Dephine Reserve and confirms that this project is now completed.
21. Consultation material has been circulated to affected residents for the Windmill Road mobility parking project. The results of the consultation will be reported to the Board.
22. Greenlane Station wayfinding signage project will be discussed with the transport leads as soon as a second site for the information plinth is identified.

### **Speed Management Bylaw Consultation**

23. AT has noted the Board's indication that it would like to appear before the Hearings Panel considering the Speed Management Bylaw. A time has been offered to the Board for Tuesday 16 April 2019.

24. No changes were proposed to speed limits in the Albert-Eden Local Board area through this consultation, and AT is not in a position yet to provide any interim reports on sentiment or feedback specific to each Board area.

#### Amendment to Election Site C-AE4, Potters Park

25. On 5 April 2019 in accordance with the Auckland Transport Election Signs Bylaw 2013 the Traffic Control Committee resolved to amend site C-AE4 on the list of public sites suitable for the display of election signs.
26. When originally specified site C-AE4 had been a site split between two grass areas on Potters Park at the intersection of Dominion road and Balmoral Road. The Park has been developed since the site was specified and one of the areas is now a garden and a path instead of grass and the other has a path across the bottom end.
27. The yellow areas below is what had previously been site C-AE4



28. The same area now has been significantly developed. The area in red below has been removed from the site because it is now mostly laid out as a garden and path and is now no longer suitable as a public site for election signs and the yellow area is smaller to fit the path.





### New Community Safety Fund

29. The 2018 Regional Land Transport Plan allocated \$20m for local initiatives in road safety: \$5m in financial year 2019/2020 and \$15m in financial year 2020/2021. It is apportioned to local board areas by formula focused on numbers of Deaths and Serious Injuries (DSI).
30. The fund has been named the Community Safety Fund (CSF) and Albert-Eden Local Board has been allocated \$1,288,926 over the two years, with decisions on projects due by 30 June 2019.
31. Projects may be supplemented with the board's transport capital fund surplus (if there is one) but all CSF funding must be spent, with no carryover possible.
32. Criteria include physical measures raised by the local community to prevent, control or mitigate identified local road and street safety hazards. These hazards expose people using any form of road and street transport to demonstratable hazards which may result in death or serious harm.
33. The Board had an introduction to the fund at a workshop in March 2019 and this has been followed up by further workshops in April 2019. AT notes the Board's resolution that improvements to Sutherland Road to support pedestrians and people on bikes be constructed out of this fund.
34. The Board is requested to compile a prioritised list of projects eligible for the CSF to put forward for costing in May for resolution in June 2019. A draft list was not available at the time of writing.

### Update on Funded Albert-Eden LBTCF projects:

35. There is \$1,576, 291 in the Board's LBTCF and ideally this should be allocated by June 2019. A report on this agenda asks the Board to consider allocating funds to a signage project at Owairaka. More projects need to be identified.

Project	Description	Status	Funds Allocated
Carrington Area Traffic Calming	Investigation and implementation of traffic calming devices in this general area	This project is completed. Several issues identified by the Board have now been addressed.	\$692,945
Chamberlain Park Greenway and Bridge	Construction of shared path and bridge	The shared path will link Rawalpindi Reserve, through the proposed local park, to the North Western pathway. This project is being managed by Auckland Council Community	\$700,000

		Facilities. Concept designs and costings have been completed. This project is now on hold while consent issues are worked through.	
Greenlane Station Beacon	Provide a beacon to highlight the entrance to Greenlane Station	AT would like to develop a new design for Metro beacons. This work is still in its very early stages, but due to this and the difficulty of the Greenlane site.  This project is on hold.	\$35,000
Delphine Reserve	Removal of four indented parking bays adjacent to Delphine Reserve, McGehan Close and reinstatement of footpath and berm.	This project is now completed.	\$47,000
Windmill Road mobility parking	Establishing mobility parking and traffic calming to support activities on Windmill Reserve and the netball courts.	A letter to affected residents in Windmill Road was sent out in the first week of April 2019. Consultation results will be discussed with the Board.	\$58,000
Waterview Pathway/Alford Street Tie-In	To provide a more seamless connection between Alford Street and the Waterview shared path	A project manager has been appointed and initial setup and background work is underway. Engineers are now completing more detailed technical investigation in order to ascertain if retaining structures will be required. This would increase the cost of this project.	\$150,000
Greenlane Station Wayfinding	To provide direction to, and increase awareness of, the Greenlane Station	The signage, information plinths and their location will be finalised with the Board's transport leads.	\$35,000
Point Chevalier Road Cycle Improvements (Meola Rd to Coyle Park)	To provide safe cycling facilities on Point Chevalier Road from Meola Road to Coyle Park.  A budget of \$100,000 has been approved to undertake an investigation into options.	Project investigation is being set up.	\$100,000

**Progress being made on significant investigations and projects in the Albert-Eden Area**

36. The following table provides a summary of the results of investigations and progress on projects in the Board area:

Item	Update
<p>Point Chevalier to Westmere cycleway</p> <p>A dedicated cycle route along Point Chevalier Road turning into Meola Road and ending near the Westmere Shops.</p>	<p>The preferred treatment for Point Chevalier Road has been agreed.</p> <p>A preferred option for Meola Road and Point Chevalier Road has now been identified. Design development continues including Community Liaison Group involvement which includes a Board representative.</p> <p>An update for the Board is scheduled in May 2019.</p>
<p>Safety Around Schools</p> <p>Pilot Project to improve safety outcomes in the area around Owairaka School.</p>	<p>Investigations are beginning into providing alternative drop-off areas around Owairaka School as well as measures to slow traffic on Richardson Road near the school gate.</p> <p>The school crossing upgrade on Richardson Road is scheduled for the Easter holiday break. Meetings have been held with AC Parks department and Housing Land and Community and programmes aligned where possible.</p> <p>Education and promotion measures will be implemented this term and Board members can expect invitations to attend.</p> <p>A further update for the Board is scheduled for May 2019.</p>
<p>Alford Street</p> <p>An investigation leading to developing a design for a crossing facility on Alford Street close to Kuaka Park.</p>	<p>Public consultation has been completed.</p> <p>This project is included in the 2019/2020 minor improvement programme.</p>
<p>Carrington Road Zebra Crossing</p> <p>Improvements to the zebra crossing and nearby cycle lane safety improvements.</p>	<p>This project is continuing through detailed design and resolution processes.</p> <p>Walking and cycling have advised that this project will be delivered in the current financial year (2018/2019). Work is expected to start in May 2019.</p>
<p>Mt Eden Road Bus Lane Improvements</p> <p>To provide for more continuous bus lanes on Mt Eden Road and safety in the Mt Eden Village area.</p>	<p>Tender documents have been finalised and approval from the Traffic Control Committee has been obtained.</p> <p>The work in Mt Eden Village is being coordinated with planned stormwater</p>

	improvements and is programmed for construction in the first half of 2019.
Wayfinding Signage on the Northwestern and Waterview pathways  A project to develop wayfinding signage on these routes.	Schedule is complete. Graphics are completed.  The scope of the project has now been limited to the Waterview pathway due to funding constraints.
Eden Terrace Parking Survey  An investigation into parking patterns in this inner-city suburb is taking place with a view to introducing a residential parking zone.	AT will propose a residential parking zone to residents the first quarter of 2019.  Operation of the zone will be in the next financial year.
Sandringham Area LATM  A project to provide area wide traffic calming in the area behind the Sandringham Village shops.	Following review of the programme against available budget, investigation is no longer scheduled for 2019/2020, but the area remains on our shortlist.  Further details will be available on our website by the end of April 2019.
Manukau Road Pedestrian Improvements  AT has consulted on improving pedestrian facilities on Manukau Road between Greenlane West Road and Campbell Crescent. This includes a pedestrian refuge and a signalised mid-block crossing.	This project has been through public consultation and is programmed for delivery early in the 2019/2020 financial year.

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

37. The impact of information in this report is confined to Auckland Transport and does not impact on other parts of the Council group. Any engagement with other parts of the Council group will be carried out on an individual project basis.

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

38. Auckland Transport attended two workshop with the Board in April 2019. Topics included:

- The Community Safety Fund
- Safe School interventions
- Safety on the Northwestern Pathway
- Local Board Transport Capital Fund

### Consultation

39. Over the last reporting period, AT has invited the local board to provide their feedback on the proposals described below:

Street	Proposal	Board Response
Dominion Road Loading Bay	AT is proposing to install a loading bay on Dominion Road in Mt Eden. This is expected to improve road safety by providing businesses with short term parking for deliveries. This proposal will result in the removal of two P30 car park spaces. Currently, delivery vehicles attempting to unload are causing safety issues such as double parking and potential collisions.	Feedback from the Board included supporting the business association, or local businesses. <ul style="list-style-type: none"> <li>Potentially making the parking P5, rather than a loading zone.</li> <li>Investigating who is parking in the car parking near these shops, and the duration of time that people are parking there, that may be impacting on these two car parks.</li> <li>Maintaining that safety is a high priority and maybe thinking about delivery times, and if these need to be restricted to a certain time of day.</li> </ul>
Clyde St, Epsom	In response to a request from Diocesan School for Girls, AT has been operating a temporary bus stop on Clyde Street for school buses. It has been determined that this operation has been successful and now AT would like to formalise the arrangement. <b>What are the proposed changes?</b> It is proposed to formally mark in the bus stop by installing a new bus box with the associated Broken Yellow Lines at either end to ensure that buses can safely drive into and out of the stop. New bus stop signage will also be installed at either end of the bus box. The area will operate as a bus stop from 7am to 9am and 2pm to 4pm on School Days Only. At other times this area will be unrestricted parking.	

### Traffic Control Committee resolutions

40. These are the decisions of the Traffic Control Committee that affected the Albert-Eden Local Board area in March 2019.

Street/Area	Description	Work	Decision
Dominion Road, Bellwood Avenue, Prospect Terrace, St Albans Avenue, Wiremu Street, Walters Road, Valley Road, Mount Albert Road, Lisnoe Avenue,	Permanent Traffic and Parking changes Combined, Associated with double decker bus enabling.	No Stopping At All Times, Lane Arrow Markings, Left Turn Only, Bus Lane, P30 Parking, P60 Parking, P5 Parking, P10 Parking, P15 Parking, P120 Parking, Loading Zone, Bus Stop, Bus Shelter, Traffic Island, Flush Median, Edge Line, Stop Control,	Carried

<p>Bellevue Road, Carrick Place, Onslow Road, Ewington Avenue, Burnley Terrace, King Edward Street, Grabge Road, Paice Avenue, Milton Road, Elizabeth Street, Herbert Road, St Albans Avenue, Mont Le Grand Road, Mount Pleasant Road, Dexter Avenue, Brixton Road, Dunbar Road, Rocklands Avenue, Halston Road, Tennyson Street, Queens Avenue, Carmen Avenue, Kensington Avenue, Marsden Avenue, Halesowen Avenue, Calgary Street, Shackleton Road, Landscape Road, Invermay Avenue, Hazel Avenue, Kings Road, Foch Avenue, Princes Avenue, Haig Avenue, Duke Street, Donald Crescent, Louvain Avenue, Keystone Avenue, Jasper Avenue, Peary Road, Wembley Road, Lambeth Road</p>		<p>Give-Way Control, Traffic Signal Control, Footpath</p>	
<p>Walters Road, Burnley Terrace, Paice Avenue, Gribblehirst Road, Parrish Road, King Edward Street, Altham Avenue, Cricket Avenue, Sandringham Road, Kingsland</p>	<p>Temporary Traffic and Parking changes (Event)</p>	<p>Temporary Traffic and Parking restrictions</p>	<p>Carried</p>
<p>McDonald Street, Morningside</p>	<p>Temporary Traffic and Parking changes (Event)</p>	<p>Temporary Traffic and Parking restrictions</p>	<p>Carried</p>
<p>Bright Street, Alexander Street, Eden Terrace</p>	<p>Permanent Traffic and Parking changes</p>	<p>No Stopping At All Times</p>	<p>Carried</p>
<p>Sandringham Road, Walters Road, Burnley Terrace, Paice Avenue, Gribblehirst Road,</p>	<p>Amended Temporary Traffic and Parking changes (Event)</p>	<p>Temporary Traffic and Parking restrictions</p>	<p>Carried</p>

Parrish Road, King Edward Street, Cricket Avenue, Altham Avenue, Mt Eden			
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## **Tauākī whakaaweawe Māori**

### **Māori impact statement**

41. The proposed decision of receiving the report has no impacts or opportunities for Māori. Any engagement with Māori, or consideration of impacts and opportunities, will be carried out on an individual project basis.

## **Ngā ritenga ā-pūtea**

### **Financial implications**

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

## **Ngā raru tūpono me ngā whakamaurutanga**

### **Risks and mitigations**

43. The proposed decision of receiving the report has no risks.
44. The Board has a considerable sum of money (\$1,576,291) left in its transport capital fund. This money should be allocated before June 2019.

## **Ngā koringa ā-muri**

### **Next steps**

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

## **Ngā tāpirihanga**

### **Attachments**

There are no attachments to this report.

## **Ngā kaihaina**

### **Signatories**

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