

Purpose

1. This report
 - a) Provides an update on the current status of the Local Board Transport Capital Fund
 - b) Responds to requests on transport related matters raised by Local Board members
 - c) Provides transport related information on matters of specific application and interest to the Kaipatiki Local Board and its community.

Executive Summary

2. In particular, this report covers:
 - Current schedule of Local Board Transport Capital Fund Projects and allocations. (Attachment B)
 - Activities and issues raised by members September 2017. Attachment A.
 - Decisions of the Traffic Control Committee (TCC) Carried September 2017.
 - Response to Easton Park Parade petition.

Recommendation/s

That the Kaipatiki Local Board:

- a) note the Auckland Transport October 2017 Update to the Kaipatiki Local Board.
- b) approve an allocation of \$200,000 from the Boards Local Board Transport Capital fund to initiate design and constuctin for an upgrade of the speed tables in Easton Park Parade.

Comments

Easton Park Parade – Response to Petition Requesting Removal of Speed Bumps

3. The Kaipatiki Local Board received a petition raising concerns regarding traffic speeds along Easton Park Parade and the request to remove the raised speed table at the Gladys Avenue intersection.
4. An Auckland Transport traffic engineer has investigated the issues raised and from site observations undertaken, it has been concluded that the raised tables are achieving their main function by slowing down vehicles.
5. The traffic count surveys undertaken have indicated that the 85th percentile speed (the 85th percentile is the speed at which 85 percent of the vehicles are travelling at or below) is 28kph in the vicinity of the speed tables, which is well below the posted speed of 50kph.
6. AT would not support removing the tables as this would result in higher speeds well in excess of the 50kph posted speed limit.
7. However during the site observations it was noted that the approach ramps to the tables did not comply with the new bus friendly table standards now in place and therefore it is suggested that they could be upgraded. Modifications and upgrade would also reduce the noise generated by vehicles crossing the current tables.
8. There is no current AT budget allocation to have any upgrade work carried out and any work of this nature would be required to be assessed against regional priorities but likely to not make it onto any forward works program.
9. If the Local Board considered this a local priority, in this instance, upgrade of the tables could be funded from the Kaipatiki Local Boards Transport Capital Fund.
10. A rough estimate at this stage is \$200K to cover all three tables in Easton Park Parade.

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11. If the Board support funding for modifications and upgrade, the work could be completed by the end of June 2018.

Moore Street Improvements at Monarch Park Entrance

12. The construction tender for this project closed on Friday 6 October 2017.
13. The tenders will be evaluated and depending on the outcome, if we have received a quality tender price, we would be able to start the works and complete in early December 2017.

Local Board Transport Capital Fund (LBTCF)

14. Within Auckland Transport's capital programme, \$10 million (Plus inflation adjustments) per annum is ring fenced for local board transport priorities that are local in nature. (Split between Local Boards on the basis of population, except for Waiheke and Great Barrier).
15. On 8 May 2014, the Budget Committee resolved to recommend that Auckland Transport (AT) be requested to enable the Local Board Transport Capital Fund (LBTCF) to be allocated outside the transport corridor where there is clear benefit in terms of supporting alternative means of transport including walking and cycling.
16. The Kaipatiki Local Board have not made any further commitments to allocating money to projects in this area.
17. The Kaipatiki Local Boards current allocation and list of projects is provided in Attachment B for member's information and a financial summary below of current funds to be spent.

Kaipatiki Local Board Transport Capital Fund Financial Summary	
Total Funds Available in current political term	\$2,805,088
Amount committed to date on projects approved for design and/or construction	\$1,319,700
Remaining Budget left	\$1,485,388

Decisions of the Traffic Control Committee (TCC) Carried - September 2017

Agenda Item	Local Board	Street Name	Suburb	Type of Report	Resolution ID	Nature Of Restriction
8	Kaipatiki	Koranga Drive, Northcote Road, College Road, The Warehouse Way, Kitewao Street	Northcote	Permanent Traffic and Parking changes Combined	14575	Lane Arrows, Transit Lane, Ambulance Service, Cycle Path, NSAAT, Bus Stop, Bus Shelter, Traffic Island, Traffic Signal Control, Give-Way Control, Flush Median
9	Kaipatiki	Fordham Street	Beach Haven	Permanent Traffic and Parking changes	14258	No Stopping At All Times
10	Kaipatiki	Lake Road, Kawana Street, Onewa Road, Exmouth Road	Northcote	Permanent Traffic and Parking changes Combined	14574	Lane Arrows, Transit Lane, Ambulance Service, NSAAT, Time Restricted Parking, No Stopping Limitation, Bus Stop, Bus Shelter, Traffic Island, Traffic Signal Control, Give-Way Control, Flush Median, No Passing Restriction

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Repair work to start on seawall

18. Auckland Transport is about to start work on repairs to part of the seawall in the ferry basin at the bottom of Queen St.
19. Due to the age of the seawall Auckland Transport has been regularly monitoring its condition and during an inspection of the seawall in August, divers identified an increase in the amount of erosion of the seabed and seawall in front of the Ferry Building.
20. The erosion is approximately 16 metres long and varies in depth from 0.2 metres to 1.2 metres.
21. AT are progressing with design and construction planning to begin repairs to ensure we can complete this work prior to the busy summer holidays.
22. Engineering firm Tonkin and Taylor have completed a preliminary stability analysis and have confirmed that there is no risk of imminent failure and have recommended completing the works as soon as possible to prevent the erosion from continuing.
23. Repair work will commence in around two weeks and will take 6 to 10 weeks. This will stop any further erosion.
24. Berth 1A will be closed during repairs. Auckland Transport is working with its operator because some ferry services will have to be relocated within the ferry basin. Full services should be able to be maintained.
25. The cost of the repair work is expected to be under \$1million.

SaFE – Security and fare enforcement project update

26. As Auckland Transport and Council continue to invest in public transport patronage continues to grow. We surpassed our target of 19.5 million train journeys in a year at year ending 30th June, and hit the 20 million train journeys last week.
27. The first initiative was to bring together the ticket office and Customer Service Centre (CSC) function at five locations. This has now been completed. We have started the electronic gating of six additional stations and this is progressing well with Henderson and Otahuhu already completed and Manurewa starting.
28. We have also started recruiting Transport Officers. The first phase will see Transport Officers on the Western Line. The first tranche of this role are currently being trained and will be starting on the network in early November. We are starting on this line to test the scope of the role before rolling out across the network.
29. Through continued consultation on the programme Auckland Transport is now proposing to increase the number of staff on the network. The proposed number of Transport Officers now stands at 229 – see below.
30. The purpose of the Transport Officer role will be to increase passenger safety and security whilst on the public transport network and associated facilities. Ensuring proactive fare evasion management through regular fare enforcement duties such as; fare inspections, issuing infringements and providing a high level of customer service and information to customers. Along with other staff they will act as a point of contact for incidents on the rail network and at stations, and will help the police and transport operators with emergency management when necessary. These positions will be warranted with Enforcement Officer status and will work on a 24/7 rotating roster basis. They will be rostered to where and when they are needed most. E.g. after schools and in the evenings.

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Key facts about the project

- The contract variation signed by Transdev Auckland (TDAK) also included the technical Driver Door Only project. This project is now part of SaFE.
- As we continue to consult on the project we are proposing to increase the number of Transport Officers to 229. (This includes supervisors)
- The additional Transport Officers will ensure adequate staffing from 7pm.
- TDAK currently have 168 Train Managers.
- TDAK staff have had the opportunity to apply for roles with AT and have been offered training and support in the recruitment process. Some staff have taken these opportunities and are joining AT.
- The Maori wardens will continue in their role.

Consideration

Local Board views and implications

The Local Board's views will be taken into account during consultation on any proposed schemes.

Māori impact statement

No specific issues with regard to the Maori Impact Statement are triggered by this report and any engagement with Maori will be carried out on an individual project basis.

Health and safety implications

Health and Safety is an inherent part of all Auckland Transport projects. Any specific concerns will be covered as part of individual project reporting.

Implementation

All proposed schemes are subject to prioritisation, funding and consultation.

Attachments

No.	Title	Page
A	Kaipatiki Local Board Members Issues List	
B	Local Board Transport Capital Fund Projects	

Signatories

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport

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Kaipatiki Local Board Members Issues Raised During September 2017 – Attachment A

	Issue Name	Details	Current Status
1	Vehicles Turning from Bruce Street to Onewa Road	The Local Board received a letter of complaint from Northcote Residents Assn about 1) Illegal right turning vehicles from Bruce Street in the morning peak periods and suggest relocate cameras to catch them 2) Drivers turning in private driveways and reversing into T3 lane.	<p>14 June 2017. CAS-495526 and CAS-547621. Logged of follow up.</p> <p>11 September 2017. Issue 1 - Vehicles turning right at Bruce Street onto Onewa Road. AT agree cars should not turn right at this junction. However, this is a moving vehicle violation which is not an Auckland Transport matter, it is a Police matter. The suggestion that AT undertake a survey to ascertain the exact numbers and the nature of illegal or risky actions has to be undertaken by the Police as AT cannot do anything with this information.</p> <p>The role of a T3 camera is to capture evidence of people incorrectly using a T3 lane. A T3 camera is placed in a specific location and has to meet certain criteria. For example, the camera has to be placed in a location where there is 70 metres of uninterrupted sight lines, i.e. no hills or corners. A lot of planning has gone into the locations of the T3 cameras. Therefore, it is not possible to move the cameras so that they can be utilised for other purposes. A camera position to capture vehicles turning right out of Bruce Street has to be provided and monitored by the Police and not AT. However AT will relay your suggestion at our next Police Liaison meeting.</p> <p>Issue 2 - Drivers turning in private driveways and reversing into a T3 lane. Regarding drivers reversing into T3 lanes, a vehicle that travels more than 50 metres in a T3 lane and does not have three people in it will trigger an infringement notice. AT has no further power in relation to people turning in private driveways and reversing into a T3 lane.</p> <p>Our Rapid Response team has advised that there has been only one crash in the past five years relating to U-turn manoeuvres in the morning peak. In relation to the suggestion to move the T3 camera to a deterrent position, this is not possible for the reasons explained.</p>

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2	Speed Bumps on Richmond Ave Northcote	A resident contacted the Local Board to ask that speed control measures be installed on Richmond Road due to the volume of through traffic.	<p>13 July 2017. CAS-516138. Logged for investigation.</p> <p>28 September 2017. AT have now completed our investigation into the request for speed calming on Richmond Avenue. We have undertaken an assessment of this area. In particular, we have considered the following factors: reported crashes in the street, traffic speed, traffic volume, 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 order to assess requests of this type in a consistent manner, we investigate all requests against a set of policy guidelines for Local Area Traffic Management (LATM). This makes it possible for us to determine the roads with the most significant safety problems and that therefore need to receive a higher priority, given that there are limited funds for these types of projects.</p> <p>We set up tube counts outside 33 Richmond Avenue over a seven-day period between 17 August 2017 to 23 August 2017 to gather traffic volume and speed data. Results showed that vehicles are travelling on Richmond Avenue at an 85th percentile speed (i.e. the speed at or below which 85 percent of all vehicles are observed to travel under free flowing conditions past a nominated point) of 42.5 km/h. This is under the posted speed limit of 50 km/h.</p> <p>It is also noted that parked cars on Richmond Avenue results in side friction which assists in lowering speed through a road corridor. There have also been no speed related crashes reported on Richmond Avenue over the past five years during the period of 2013-2017.</p> <p>It is noted that the installation of traffic calming devices has to be prioritised against other sites in the wider region, according to the severity of safety issues. Therefore, due to the recorded speed, crash history and other reasons mentioned above, we are not able to install speed humps on Richmond Road.</p> <p>However, we acknowledge the concern that the changes proposed to Queen St could potentially change travel patterns in the surrounding road network.</p> <p>We will continue to monitor the network to mitigate any safety-related concerns.</p>
3	Keep Clear Sunnybrae and Coronation Road	The Local Board Deputy chair requested that Keep clear markings be investigated	<p>11 August 2017. CAS-538657. Logged for investigation.</p> <p>4 September 2017. AT understand that vehicles blocking an intersection can cause frustration and can interrupt the entire road network, potentially encouraging rat-running behaviour, however due to the continued road rule compliance challenges we face across the Auckland Region we consider that using road markings to indicate something that the motorist should already be doing might suggest that this behaviour is acceptable everywhere that these markings are not installed.</p> <p>The road code states it is illegal to enter or attempt to cross an intersection unless there is space for your vehicle on the other side and so we believe the existing road layout is sufficient and there is no need for additional road</p>

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			<p>markings.</p> <p>We appreciate that this may not be your desired outcome however we trust this provides clarification as to the reasons why we are unable to justify changes.</p>
4	Broken Concrete on Driveway at 57 Velma Road	A resident complained to a local Board member that his driveway had been damaged after 'directional drilling' leaving a trip hazard.	19 July 2017. CAS-448198. Possible damage by utility. AT have packed the trip area with asphalt to make it safe.
5	Speed Bump in Trias Road	A Local Board member asked for the speed bump in Trias Road be looked at as it's not the nicest and difficult to see.	4 September 2017. CAS-539557. AT have inspected the site and confirm advance warning signs are in place advising motorists of the speed bump ahead and a further sign at the speed bump itself.
6	Rangatira Road Potholes and Surface Damage	A local Board member raised the issue of on-going potholes causing areas of road to deteriorate.	<p>12 September 2017. CAS-549612. The site has been inspected by our Road Corridor Delivery team and marked for digout preseat repairs.</p> <p>The AT team have been notified so this can be considered for future road rehab.</p> <p>At this stage we don't have a future financial year commitment, however in the meantime our road corroder delivery will continue to carry out preseat repairs to keep it safe.</p>
7	Entrances to Kings Plant Barn Porana Road	A resident complained to the Local Board Chair that the entrances were a dangerous design and asked if they could be altered.	<p>17 August 2017. CAS-546121. Logged for follow up.</p> <p>AT have investigated the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction including the road width and topography, traffic flow, residents off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, and any other safety concerns and crash statistics.</p> <p>It is important we undertake this type of assessment to ensure that parking restrictions are only implemented where a significant safety or accessibility issues has been identified. There is a high demand for on-street parking along Porana Road and the on-street parking provides a valuable amenity to the adjacent commercial/retail shops. Our investigations have found that the existing broken yellow lines extend a distance of 10 metres beyond the western vehicle entrance and 32 metres beyond the eastern vehicle entrance/vehicle crossing. We have assessed that the visibility along Porana Road from both crossings to be adequate. There is also an eastern crossing when exiting from the garden centre which may provide better visibility when exiting the garden centre.</p> <p>A research of the crash records from 2012 to 2017, has recorded one crash at the garden centre exit. We have also assessed that location of the Kings Plant Barn sign does not restrict visibility for vehicles exiting from this crossing. Therefore AT is unable to justify extending the parking restrictions at this location.</p>
8	Jacaranda Ave- Street Tree	A resident raise concerns about the overhanging branches and asked that they be trimmed if possible.	8 September 2017. CAS-549714. This was forwarded to Auckland council Parks Department for follow up As Street Trees are under their jurisdiction.

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9	Pemberton Avenue - Narrow Road	A local Board member received a complaint that parked cars on both sides of the road make it narrow to drive through. They asked for NSAAT line be put in.	<p>25 September 2017. CAS-565715 - AT have visited the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction including the road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics.</p> <p>It is important we undertake this type of assessment so parking restrictions are only implemented where a significant safety or accessibility issue has been identified, and in streets that are classified as narrow roads.</p> <p>Pemberton Avenue is a cul-de-sac which has relatively low traffic volumes so is considered to have comparatively limited potential for vehicular conflict when compared to roads that carry through traffic. Auckland Transport considers a street narrow if it is less than 6.5 metres wide. Pemberton Avenue is approximately 7.5 metres wide. A street width of 6.5 metres allows for two metres of parallel parking on each side of the road while still allowing 2.5 metres for a through lane for drivers. Emergency services have also confirmed this is the minimum space required for their vehicles to have access.</p> <p>Although parked vehicles may reduce the traffic flow to a single lane, there are a number of points where vehicles can pass by using driveways. These same parked vehicles also 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. As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street.</p> <p>While we do understand the reason behind the request, after considering all factors of our assessment we are unable to proceed with the request for a broken yellow line restriction.</p>
10	Slippery Footpath 14 Belle Vue Ave	A resident complained that ground water was causing the footpath to become slippery for pedestrians.	13 September 2017. CAS-567259. AT have inspected the site. The footpath is not slippery at the moment, however ground water flows onto the footpath. AT will monitor the problem and waterblast to clean the footpath when required.

