

Auckland Transport December 2018, update to the Kaipātiki Local Board

Te take mō te pūrongo / Purpose of the report

1. To provide an update to the Kaipātiki 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 Kaipātiki local board area, which have been raised by members and responded to in November.
3. It provides information on the public consultations, which closed in November, undertaken by Auckland Transport in the local board area.
4. Information is provided on Kaipātiki Local Boards Transport Capital fund projects and allocations as well as a financial summary.
5. Advice on the decision of the Auckland Transport Board in relation to Northcote Ferry Wharf.
6. General Information on considerations for installing pedestrian crossings.

Ngā tūtohunga / Recommendation/s

That the Kaipātiki Local Board:

- a) receive the Auckland Transport December 2018 update to the Kaipātiki 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) remaining budget and has been updated to include the increased allocation from 1 July 2018.

<u>Kaipatiki Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$3,709,463
Amount committed to date on projects approved for design and/or construction	\$2,546,307
Remaining Budget left	\$1,163,156

10. Project allocation is shown on the spreadsheet in **Attachment A**.

Kaipātiki Local Board Transport Capital Fund Projects

11. The Local Board members will consider the allocation of the balance of funds to projects within the Kaipātiki local board area.

Northcote Ferry Wharf

12. The Northcote wharf, at the end of Queen Street, was closed as a precaution in June after structural issues were identified through routine inspections.
13. A range of options were considered at the AT Board Meeting on 13 November 2018. At that meeting the Kaipātiki Local Board Chair and a Board Member made presentation to the AT Board at that meeting to communicate the Local Board's position on this issue.
14. The Board of Auckland Transport approved funding to extend the life of the 60-year-old structure, which will allow ferry operations to resume.
15. The Board had also considered closing the facility permanently, or replacing it with an all-weather facility, which would not be impacted by weather conditions.
16. The all-weather proposal was estimated to cost around \$11 million. An entirely new structure at a new location in the Northcote area would cost up to \$20 million.
17. Daily patronage for the Northcote ferry averages around 155 trips a day (or around 80 regular users).
18. Due to weather and marine conditions at the exposed site, renewal works are likely to take around 12 months to complete at a cost of around \$1 million.
19. Once the wharf is renewed and services resume, there will still be some ferry cancellations as the structure is in a very exposed position and can be adversely affected by wind and tide conditions. However, the Northcote ferry is considered an important link in the public transport network for the North Shore.

Pedestrian crossings

20. Auckland Transport gets numerous requests from all over the region asking for pedestrian crossings to be installed at various locations. Usually the requests are based on the perception that a pedestrian crossing will make the location safer for pedestrians.
21. Several factors are carefully considered prior to implementing a pedestrian crossing, including land use, pedestrian demand, pedestrian desire lines, traffic volumes, crash history and proximity to driveways and side streets.
22. It is important that we undertake this type of assessment to ensure that pedestrian crossings are installed at appropriate locations. The underlying concept behind the requirement is that unless the crossing facility is well used by pedestrians, drivers will not expect pedestrians at the location concerned, and their awareness and attention of the pedestrian crossing will decrease.
23. A set of guidelines has been produced by the NZTA – Pedestrian Planning and Design Guide, as an aid to the selection of the most appropriate pedestrian facility to use.
24. The process for selecting the most appropriate pedestrian facility revolves around the question of why it is considered desirable to provide specific assistance for pedestrians at a particular location. i.e. what is it that the designer seeks to achieve?
25. Table 6.1 from the NZTA Pedestrian planning guide shows considerations.

Feature	What to consider
Traffic volume and composition	Traffic volume affects the delays experienced by pedestrians, but with facilities that give priority to pedestrians, there are delays to other road users. Should the volume be reduced? The composition of traffic affects how many heavy vehicles and cyclists use the road. This affects the desirable width of the road at the crossing facility.
Speed of traffic	Speed is critical to pedestrian safety. Higher speeds increase injury severity and make it more difficult for pedestrians to judge safe gaps. Should traffic calming and speed management be used along the route/area?
Road layout	How many traffic lanes are there in each direction? Can road space be reallocated to reduce the number of lanes? Is there room to provide certain types of crossing facility? What other provision is there for pedestrians in the vicinity?
Land use	What is the surrounding land use and how might it affect the types, times and volumes of user? What would users expect in this area? What effect would loss of parking have? How would access to driveways be affected by possible measures?
Pedestrians	Who wants to cross, how many? What are the users' ages and walking purposes? Are some of them school children, elderly, or visually or mobility impaired? Is there suppressed demand for crossing facilities?
Where to cross	Where do pedestrians cross now and where do they want to go or come from? Do they cross in one place or are they spread out along a link, at an intersection? Are they in a hurry?
Road user hierarchy	How does this location fit with the road-user hierarchy? What type of user should be considered the most important?

26. Once this overall need has been identified, the next step is to identify the set of facilities that may be suitable for use in the particular location, bearing in mind that inappropriate facilities may have detrimental impact on the safety of all users. Typically this choice of possible device is based on the characteristics of the road on which the facility is to be installed.

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

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

Kaipatiki Local Board members Issues Responded in November 2018			
	Issue Name	Details Raised by Board Member	Response Provided
1	Intersection of Windy Ridge Road and Hiwihau Place - Safety Concerns	A local board member advised cars cut this corner and the layout is confusing to motorists.	5 November 2018. CAS-887084. AT has investigated the location concerned. We agree that some form of treatment would be beneficial to indicate the priority of way. Therefore, we are pleased to advise that we have arranged for road markings to be installed to indicate to motorists that the Hiwihau Place to Windy Ridge Road direction is the main through route. However, at this stage, we do not consider a give way control to be necessary. Unfortunately, we are unable to provide a timeframe for the works to be completed at this time.
2	Road to Road Walkway - Kia Ora Road to Rangatira Road	The Local Board Chair asked for this walkway to be added to the maintenance schedule.	1 November 2018. CAS-800725. AT engineers carried out a site visit to the location of the walkway. Although this walkway is identified on the Assets list the actual access through from road to road does not exist. Over the years it has been encroached onto and fences built over so there is no physical thoroughfare/access.

3	Concerns about Speeds in Hillcrest Ave	A Local board member raised concerns about speeds in Hillcrest Ave from both directions, said the road is very wide and asked for investigation into speed calming.	<p>5 November 2018. CAS-896757. Aucklands city's roads are getting increasingly busy with many more people and businesses using them.</p> <p>Improving safety for everyone using our roads is priority for Auckland Transport.</p> <p>We are currently developing a plan to reduce speeds on Auckland's roads. This plan will identify the highest priority areas for the initial roll out of speed reduction, on approximately 10 per cent of our road network, including residential areas. The new area-based focus recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road condition.</p> <p>In addition to speed reduction, we also intend to make infrastructural changes to encourage drivers to slow down. We intend to carry out these changes over a three-year period from 2019, targeting delivery to a small number of residential areas each year. These areas have been prioritised to reduce the incidence and impact of crashes. Although we will be unable to investigate and respond to this individual request, we have added these comments to our database to indicate support for safer speeds in your residential area.</p> <p>ATwill raise the issue regarding speeding vehicles on Hillcrest Avenue at our next meeting with the Police and request them to carry out targeted enforcement</p>
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4	Lynn Road Vehicle Crash	The Local Board Deputy Chair asked for information about a crash on Lynn Road and asked if any additional safety measures could be put in place.	<p>23 November. CAS-771263. AT have undertaken an assessment of the area. As part of our assessment, we have investigated the crash history and traffic speed on Lynn Road.</p> <p>We advise that the available speed counts show that the 85th percentile speed of vehicles on Lynn Road were travelling at or below is 51 km/h, which is only slightly above the posted speed limit of 50 km/h.</p> <p>Crash history is also an important indicator of risk for pedestrians and other road users. Our investigation found that there have been three reported crashes related to speed at the corner outside number 105 Lynn Road in the past five years (2014-2018).</p> <p>Taking all the factors considered into account, the speed and crash history suggest that Lynn Road would be eligible for future consideration of speed calming treatment, however, Lynn Road is not ranked as highly when compared to similar roads in Auckland.</p> <p>To improve safety at the corner near number 105 Lynn Road we will be implementing the following changes in the near future.</p> <ul style="list-style-type: none"> • installing additional chevron signs along the bend with 35 km/h signs to advise motorists to slow down when manoeuvring the corner • changing the single white centre line to a double yellow line to encourage motorists to stay on the correct side of the lane • installing reflective cat eyes on the centre line to make the corner more visible for approaching motorists, especially at night • installing edge line markers to narrow the lane width, which will encourage slower speeds. <p>We expect these changes to be implemented by the end of February 2019.</p>
5	Pedestrian Crossing at 201 Hinemoa Street	The Local Councillor requested this be investigated with a view to installing a raised crossing.	<p>21 November 2018. CAS-828948. AT has completed an investigation into the request for an upgraded raised crossing. Improvements in this location have recently been highlighted as part of the options to address parking in Birkenhead. Following this identification we have investigated raising the existing zebra crossing and building out the kerbs at the Hinemoa and Enterprise Street intersection to improve pedestrian safety and slow down vehicle speeds.</p> <p>It is intended that this work will be progressed as part of our Minor Improvements Programme. The projects in this programme go through a prioritisation process.</p> <p>Currently, this project is not ranked highly when compared to other projects on the list. Therefore this project will not be delivered in the 2019/2020 financial year. However, it will remain in our list for prioritisation for the following year.</p>

6	Duck Crossing Signs	The Local Board Chair asked that Duck Crossing signs be installed at the bottom of Kaipatiki Road as the ducks were endangered by speeding motorists.	<p>12 November 2018. CAS-891678. With regards to vehicles speeding along Kaipatiki Road, Aucklands roads are getting increasingly busy with many more people and businesses using them.</p> <p>Improving safety for everyone using our roads is priority for Auckland Transport.</p> <p>We are currently developing a plan to reduce speeds on Auckland’s roads. This plan will identify the highest priority areas for the initial roll out of speed reduction, on approximately 10 per cent of our road network, including residential areas. The new area-based focus recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road condition.</p> <p>In addition to speed reduction, we also intend to make infrastructural changes to encourage drivers to slow down. We intend to carry out these changes over a three-year period from 2019, targeting delivery to a small number of residential areas each year. These areas have been prioritised to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives.</p> <p>In regards to your request for duck crossing signage, Auckland Transport must consider the proliferation of traffic signage in the road corridor as it can be a distraction for drivers. Signage of this nature typically has little effect on driver behaviour and does not necessarily reduce the risk to ducks, therefore we only install duck crossing signs where it has been identified that there is a risk of endangered native species being hit by traffic.</p> <p>While we understand the reason for your request, until such time as evidence as above is provided, we are unable to justify installing duck crossing signage at this location.</p>
7	NSAAT Lines Requested in Cul de Sac Glendawn Place	The Local Councillor requested that NSAAT Lines be installed as cars were obstructing traffic movements.	<p>22 November 2018. CAS-897427. AT has considered the parking issue being experienced in Glendawn Place. All residents will receive a letter from AT advising residents not to park along the narrow section of the road because parking in this location is blocking access for residents, emergency services and other vehicles. Residents will also be informed that parking on a footpath, in front of vehicle crossing, or berm is strictly prohibited at all times and runs a risk of a fine and/or having their vehicle towed.</p> <p>Vehicle parking on Glendawn Place will be monitored for a period of six months. If the current parking and access concerns persist the installation of NSAAT restrictions will be reconsidered.</p>
8	NSAAT Lines or clearway requested to be installed on Glenfield Road between 239 and Coronation Road	The local Councillor requested this be investigated as parked cars were holding up the morning peak hour buses.	<p>21 November 2018. CAS-900770. AT are considering a NSAAT restriction on the remaining section of Glenfield Road to the roundabout with Coronation Road. This proposal will be consulted on shortly. We expect these restrictions to be implemented by the end of May 2019.</p>

Consultations

29. The table below summarises the consultations in the Kaipātiki Local Board area which closed in November 2018.

Consultations - Auckland Transport is required to consult on traffic control matters.	
The preliminary documents were provided to the Local Board for comment.	
Consultation - Colonial Road Clearway Signs	<p>16 November 2018. Comments received from two members.</p> <p>1. Member not in support of proposal as significant amounts of NSAAT lines along one side of the road. As a heritage reserve, there are a number of people who use this reserve and this would be greatly restricted. Also a number of months until the Rawene Carpark will be open again. The businesses in the Birkenhead area need access to as many carparks as possible during this time. Does not support the removal of any more car parks in the Birkenhead area.</p> <p>2. Happy to support the proposal but notes the other members concerns regarding the lack of parking. Suggests the project is deferred until after the Rawene Carpark is back up and running next year.</p> <p>This proposal could have a flow on effect by pushing vehicles further south so that drivers end up parking inside the Chelsea Heritage park.</p>

Tauākī whakaaweawe Māori / Māori impact statement

30. 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

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

Ngā raru tūpono / Risks

32. 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

33. Auckland Transport will provide another update report to the Local Board in February 2019.

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:		5 October 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	Funding Allocated from 2020-21 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	25,962	2,070		219,311	28,022	219,311	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	In Construction	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'	With w and c	
600	Pupuke Rd Cycle Access		100,000			100,000			100,000	0	0	'To be Assessed' and 'Being Assessed'	With w and c	
601	Lynn Rd Crossing Point		100,000			100,000			100,000	0	0	'To be Assessed' and 'Being Assessed'	With NOP's to investigate. ROC sent through 23/09	
602	Bayview Refuges		120,000			120,000			120,000	0	0	Assessment Complete and waiting for Local Board Consideration	With NOP's to investigate. ROC sent through 23/09	
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	2,825	'In Detailed Design' and 'Design Complete'	In design phase	
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'	With Metro for decision	
	Rows 20 to 37 are hidden								0	0	0			
									0	0	0			
									0	0	0			
									0	0	0			
	Totals	940,259	1,567,800	255,459	610,637	627,735	1,032,517	19,959	2,546,307	38,248	931,170			
	Balance of 2015-16 Budget from Previous Local Board			255,459										
	2016-17 Local Board Transport Capital Fund Budget from Long Term Plan				610,637									
	Future Local Board Transport Capital Fund Budgets from Long Term Plan					627,735	1,107,816	1,107,816						
	Available Budget by Financial Year still to be allocated to New Projects			0	0	0	75,299	1,087,857				\$75,299	Total budget still to be allocated to new projects that <u>must</u> be allocated by 30 June 2019.	Total budget available to current Local Board
				The budgets for all of these years must be allocated to projects by 30 June 2019.				The 2019-20 budget is an optional spend in the current electoral term.				\$1,087,857	Additional 2019-20 budget that <u>may</u> be allocated to new projects and spent in the current electoral term.	\$1,163,156