

## Auckland Transport July 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 local board on activities and issues in the Devonport-Takapuna Local Board area, which have been raised by members and responded to in June 2019.
3. It includes local matters of interest and summarises the May 2019 carried decisions of Auckland Transport's Traffic Control Committee (TCC).

### Ngā tūtohunga Recommendation/s

That the Devonport-Takapuna Local Board:

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

### Horopaki Context

4. This report addresses transport related matters in the Devonport-Takapuna Local Board area.
5. 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 (LBTCF)

6. Within Auckland Transport's capital programme, \$10 million (plus inflation adjustments) per annum is ring fenced for local board transport infrastructure priorities that are local in nature. The fund is split between local boards on the basis of population, except for Waiheke and Great Barrier.
7. 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.
8. Auckland Transport retains responsibility for this budget and also needs to approve of any project proposed.

9. Local boards can use this fund to deliver projects that they consider are important in their areas, but are not otherwise part of Auckland Transport's work programme.
10. The Devonport-Takapuna Local Board has fully allocated its Local Board Transport Capital Fund budget. Workshops will be arranged with the local Board as the projects progress.

### State Highway 1 Bus Priority Project

11. Late in 2018, the NZ Transport Agency (in partnership with AT) implemented bus priority measures on SH1 between the Auckland Harbour Bridge and the Esmonde Road off ramp.
12. The project entailed the installation of short sections of new bus only lanes, thereby improving the continuity of the existing bus shoulder lane infrastructure. Buses can now easily bypass queues at/or in the vicinity of the Onewa Road and Esmonde Road off-ramps respectively.



*Figure 1: NX1 / NX2 buses can now continue straight into the bus only lane from the Onewa Road off ramp lane*



*Figure 2: The bus only lane has been extended further into the Onewa Road on ramp lane making the merge into general traffic much easier*



*Figure 3: Short section of bus only lane / queue jump in advance of the Esmonde Road off ramp traffic lights enabling buses a free run to the front of the queue where they turn right towards Akoranga Bus Station.*

13. AT subsequently tracked the operational performance of the bus services on SH1, looking at journey time and reliability since these changes were implemented.
14. The bus performance during the week 11-15 February 2019 was compared with the same week in the previous year and the results were as follows:
  - 2019 with bus shoulder lanes: average to worse travel times were 9-14 minutes.

- 2018 last year without shoulder lanes: average to worse travel times 10-17 minutes.
- 1 minute benefit on average travel time. 3 minute reduction on worse travel time.

**Enabling Works Underway for Downtown Ferry Terminal Redevelopment (DTFR)**

15. The end of June saw the installation of the navigational buoys within the Downtown Ferry Basin in preparation for the commencement of works along the western side of Queens Wharf.
16. These buoys demarcate the operational area from the future construction zone for the new DFTR berths, which are due to be completed by winter 2020.



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

17. 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 Auckland Council group.

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

18. The proposed decision of receiving the AT monthly report has no local, sub-regional or regional impacts.
19. The table below summarises issues raised by Devonport-Takapuna Local Board members and responded to in June 2019:

Devonport Takapuna Elected Members Issues Responded in June 2019			
	Issue Name	Details Raised by Board Member	Response Provided
1	Puriri Street - Street Parking	A request was made for mobility parking and residents parking permits in the street.	<p>14 June 2019. CAS-1056829. In 2018 Auckland Transport (AT) carried out a public consultation in Puriri Street. Including residents of the retirement villages, this parking review also covered Dominion Street, Karaka Street. AT Aimed to achieve a good balance between short and long-term parking. As a result of this review, AT introduced P120 time restricted parking in a parking bay located right outside the retirement village, as well as in different sections of the above-mentioned streets. AT believes that the changes have had a great impact in the area, resulting in a reduction of vehicles and an improvement in parking availability.</p> <p>AT policy is to engage with the community to gain understanding of different local circumstances. As part of this public consultation, residents were informed that AT no longer uses permits for individual streets such as Puriri Street, this practice was ceased back in 2017. Instead, according to our Parking Strategy, AT has a zone approach which covers a wider geographic area. Unfortunately, Puriri Street, Karaka Street and Dominion Street do not meet the requirements for a Residential Parking Scheme.</p> <p>On-Street parking is a valuable public asset, and we are therefore unable to make any changes solely to meet the needs of an individual, business or organisation. Careful consideration is required when looking at amendments to the parking layout in any given location to ensure that the varied needs of the wider community are met.</p> <p>In regards to proposed on-street mobility parking outside the retirement village, AT would be unable to justify the installation. It is not consistent with our policy regarding the supply of mobility parking provision throughout the region. As a general rule, mobility parking is not considered in residential streets. We do appreciate the situation in this area, but the ideal outcome would be to have some form of mobility parking provided on site.</p>

2	Huron Street Bus Layover	A request was made to have the bus layover space from Huron Street moved permanently to the temporary bus layover in Northcroft Street.	15 June 2019. CAS-1052925. AT advise that the move of the layover area to Northcroft Street is temporary while Panuku Development construct a car park on Huron Street. Once this is complete the layover will move back to Huron Street. AT are not in a position to permanently move the location of the layover due to a new legislative requirement to provide bus drivers with an appropriate place to park buses and comply with the Employment Relations Act Amendments (ERAA) - Rest and Meal Breaks Rule from 6 May 2019. A legal layover area is required for bus drivers to take a break between their run and for drivers to leave the main stops on Lake Road. Further to this, we have received feedback from residents on Northcroft Street who have requested the removal of the layover from the street.
3	Walking School Buses in Devonport area	A Local Board member raised concerns about the small number of Walking School buses in the Devonport area. Particularly Devonport School, Stanley Bay School and Vauxhall School.	4 June 2019. CAS-1061750. At the three Devonport schools mentioned, there is currently one Walking School Bus route. Auckland Transport staff have continued to promote this avenue at these schools, with the hopes to establish additional bus routes. Walking School Buses are run by parent volunteers within the school community, so even if Auckland Transport and the school can identify a route that could work, the key ingredient is a parent coordinator who can volunteer the time and get other parents on board. Community Transport staff have offered support to these three schools to assist them by working with parent groups to establish a new group of volunteers. At this time, two of these schools have declined the invitation, and the other school is currently working on promoting it with their community. Our staff are always open to any school who would like to try establish a new route. The Walking School Bus is a programme which aims to provide supervised walks to and from school, and the target audience tends to be 5-8 year old students. You noted that there are a large number of students who walk to school – which is great. As children get older they tend to graduate off the Walking School Bus Programme to walk independently or with friends. The Travelwise programme works to promote all kinds of active journeys, including independent walking, cycling, scooting, or catching public transport. Additional to this, school community police officers work within the schools with the junior class levels, to teach them road safety education in their programme “Stepping Out.”
4	Public Transport Bus Services to Newmarket from Devonport	The Local Board Chair advised the Bus route from Devonport Peninsula to Newmarket should be promoted.	10 June 2019. CAS-1072024. In regards to promoting bus services as an alternative to ferry option. AT have not promoted this specific route. Most people tend to plan their journeys based on time. The ferry and then the train option to Newmarket is quicker (but costs more). Promoting every individual route (given that AT have such a large network) is not an efficient way to advertise with the limited funding available. The production costs for campaigns are high - leaving less money to spend on the advertising media to promote them.

			<p>AT do promote some of the larger frequent services (every 15mins, 7am to 7pm, 7 days a week) to help establish them following their introduction with the implementation of the New Network. This is to get the return on the investment made into establishing those frequent routes and maximise the patronage growth that contribute to decongesting the main arterials.</p> <p>Some Local Boards have provided funding for individual local services to be promoted for example, in the areas of Wellsford, Warkworth, Riverhead and Helensville. The Devonport Takapuna Local Board may be interested in doing similar advertising of selected services, and AT can assist with running such campaigns.</p> <p>AT are preparing to run a small pilot of semi-permanent bus back ads to promote local services (making it more cost effective). We are still to see if this skin technology will work. This option is only relevant for buses that operate on permanent routes like the Links, however the 806/807 services may also be suitable if the same bus can be used by the bus operator on these services.</p>
5	Bus Timing with Ferries	<p>A Local Board member asked if the bus routes were to meet ferries or just go to Devonport. What was the new RLTP Policy on this and if integrated fares were still to be implemented.</p>	<p>16June 2019. CAS-1060638. AT can advise that route 814 which runs between Devonport wharf and Akoranga Station via Takapuna is the primary ferry feeder service for Devonport. When the New Network for North was introduced in September 2018, route 814 was timetabled to meet all scheduled ferry sailings between Devonport and Downtown Auckland. This was an improvement service as prior to this not all ferry services, particularly after 8:00pm, had connecting buses.</p> <p>Prior to the implementation of the New Network for North Shore in September 2018, there was a route 779 which covered what is now routes 806 and 807. The only difference between the old 779 and the new 806/807 is that the loop around Cheltenham was done in the opposite direction.</p> <p>The old 779 used to only operate in the morning and afternoon peak, however it was decided to operate the 806/807 right through the day, 7 days a week. This had previously run as an all-day service; however, this was discontinued approximately 10 years ago due to low patronage other than at peak times. This was reinstated as an all-day service despite not being considered feasible in the past. This was due to feedback that parking in Devonport Village was scarcer than when the service had previously operated and that more local service was required.</p> <p>These routes weren't designed to meet with all ferry sailings in the same way as the route 814. There are restrictions on operating this service constrained by the runtime and operating both routes with a single vehicle. To try and meet ferry sailings through the day for both routes would require an additional vehicle. As noted, these routes have low patronage, they would not justify the additional expense and it is unlikely such a change would see sufficient uplift in patronage to justify this.</p>

			<p>To improve the bus-ferry connections there were adjustments made to this timetable in December to try and better meet the ferry. Unfortunately, given the constraints above, this isn't always possible. To start this trip later, or even to have the driver wait for too long, would mean the return trip on route 806, where passengers can generally get onto the ferry, would almost certainly then miss their sailing. However, we have reminded NZ Bus that they can leave up to 5 minutes late to meet Ferries if the ferry is late to dock.</p> <p>Some passengers for the route 807 heading towards Cheltenham Shops do have the option of catching route 814 which goes through there and as noted above, is scheduled to meet all timetabled ferry services from Downtown Auckland.</p> <p>Regarding reference to the Regional Public Transport Plan (RPTP), it is specified in there that the 814 is designed to meet the ferries, as is the 801 at Bayswater, routes 806 and 807 do not have any reference to ferry connections.</p> <p>In relation to ferry fares, we can advise that a Ferry Fares Integration project has recently started to investigate ways to facilitate better integration of ferry fares into the Simpler Fares zonal structure, which will enable penalty-free transfers onto the wider public transport network.</p> <p>Devonport ferry services are currently being scoped as a part of the project, including Waiheke ferry services being negotiated to be in the scope of the project. The Waiheke ferry services are classified as 'exempt services' (exempt public transport services) under the Land Transport Management Act 2003 (the piece of legislation that determines how public transport is regulated in New Zealand) and are operated commercially by Fullers. This means that AT have limited ability to regulate these services.</p> <p>At this stage, we cannot provide a definitive timeframe with regards to the implementation of ferry fare integration, as this is subject to the development requirements of the ticketing system. However, we expect this will be delivered within the next 12 months.</p>
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6	Alma Road - Pedestrian Safety	<p>A resident raised concerns with a Local Board member about pedestrian's difficulty in crossing Alma Road and that parked cars caused congestion. Especially between numbers 8 and 18 where there was no footpath.</p>	<p>20 June 2019. CAS-1010535. Encouraging more people to walk is a key part of our transport strategy. Auckland Transport supports walking and invests in footpaths as part of making Auckland a desirable place to live. We receive many requests for new footpaths and need to invest where there are greatest benefits for the community in terms of increasing walking uptake and improving pedestrian safety. Our focus is on constructing footpaths that improve safety near busy roads and ones that connect to key local facilities such as schools, transport hubs and town centres. We also want to complete important missing links between other footpaths to complete local networks.</p> <p>Given budget constraints, we also need to prioritise our investment. The total cost of a project and the number of prospective users is a key consideration on whether a project goes forward. This request is not on an Auckland Transport programme for progressing in 2018/2019, and so it has been added to the New Footpath Candidate List. New requests on this list are reviewed and scored twice a year, at which time they move to the Master prioritised list. Those on the Master list with the highest scores go forward for investigation, design, consultation and eventual construction.</p> <p>A review of outstanding footpath requests was recently undertaken. The first priority for funding will be progressing projects into construction that are already designed and consented. After that, we will consider progressing new projects taken from the Candidate List that score highest in a prioritisation assessment. There are about 600 outstanding requests on the prioritised list, and Auckland Transport can only fund the top few percent of these each year through the footpaths programme. If your request scores too low, it will remain on the list each year until it scores high enough for funding.</p> <p>An engineer has been out in response to this request for a new crossing point at 1/20 Alma Road. It is acknowledged that some form of crossing here would benefit pedestrians as the footpath terminates on the southern side just before the bridge travelling east bound. However, this project would need to be added to our Minor Improvements Programme and be prioritised against other projects in the region. As a result, it is highly unlikely that this proposal will be prioritised given the lack of crash history at this location (there have been no reported pedestrian related crashes in the last five years). Furthermore, it is not recommended that any parking on this street is removed given the high parking demand in this area and the fact that these vehicles parked on either side of the road create a narrowing effect which encourages slower speeds through the street.</p> <p>Our maintenance team visited the site on 28 March and reported no vegetation issues at that time, though if further issues have eventuated this would need to be referred to Auckland Council.</p>
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7	Increased Bus Services	A request was received asking AT to increase some bus services particularly on Routes 814, 917, 871	<p>13 June 2019. CAS-1035019. The changes suggested would require additional budget and, being at peak, would almost certainly require additional vehicles. AT have competing demands from across Auckland for additional services and these have to be prioritised across the region. Given limited resources, priority is given to those where there are known capacity issues, such as the recent introduction of larger buses on the routes 923 and 924. In addition, we look at the strategic fit; specifically, this relates to whether we are meeting the specified level of service outlined in the Regional Public Transport Plan (RPTP).</p> <p>AT is constantly reviewing the patronage on all services and, resources permitting, increasing services as appropriate to try and meet demand. The services referred to have not been flagged as requiring additional capacity. Based on this request AT have had another look at patronage on these routes but have seen nothing of immediate concern. It may be that in some of these cases the buses are very full on isolated occasions, however overall usage does not warrant additional service at this stage.</p> <p>Route 814: This service is currently timetabled to meet all scheduled ferry services between Downtown and Devonport. If the ferry is late to arrive at Devonport, the bus can wait for up to 4 minutes and 59 seconds before it is considered officially late. This means that if someone misses the bus because they were on a late-arriving ferry, they should have a maximum wait of 10 minutes for the next bus. If the bus runs every 10 minutes, there would be a mismatch with the ferries, which would still run every 15 minutes, resulting in varying transfer times for passengers. Our School Bus Planner has been working with schools in this area as there is some misunderstanding of routes resulting in full buses followed by near empty buses on the same or similar route. We hope this will be resolved through increased communication.</p> <p>Route 917: This has been checked with no capacity concerns being identified. Given the nature of this service, serving a number of schools and Massey University, it is likely to have varying passenger numbers across the day, but, overall, the patronage data shows no need for additional service. This route has been identified in the RPTP to become more frequent post 2021.</p> <p>Route 871: This route has also been checked for capacity and no urgent issues have been identified. Although in some cases there may be a number of school students using this service, this is deliberate. Prior to the introduction of the New Network, we had a number of public routes where school students were using these buses in preference to their school buses. This then resulted in public buses being full and leaving passengers behind while school buses were running empty. Therefore, it was decided to discontinue a small number of school buses and instead have the 871 running every 10</p>
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			minutes at peak times. This route has been identified in the RPTP to become more frequent (off-peak) post 2021. Whilst we are guided by the RPTP, we also allow budget to account for emerging capacity concerns. As such, we will continue to monitor the performance of these routes and will allocate budget should it be deemed necessary.
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### Traffic Control Committee (TCC) report items - April 2019

20. The table below summarises the carried decision of the traffic control committee in May 2019 that was within the Devonport-Takapuna Local Board area.

Agenda Item	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
6	Ander Place	Takapuna	Permanent Traffic and Parking changes	15729	No Stopping At All Times, Angle Parking, P180 Parking
7	Matai Road	Devonport	Permanent Traffic and Parking changes	15683	No Stopping At All Times

### Tauākī whakaaweawe Māori Māori impact statement

21. The proposed decision of receiving the monthly 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

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

### Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

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

### Ngā koringa ā-muri Next steps

24. Auckland Transport will provide another update report to the local board next month.

### Ngā kaihaina Signatories

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