

Te take mō te pūrongo

Purpose of the report

1. To provide an update to the Ōrākei Local Board (the Board) on transport related matters in its area.

Whakarāpopototanga matua

Executive summary

2. This report informs the Board of progress on its funded local board transport capital fund projects (LBTCF). The Board has \$361,803 remaining in its fund for allocation in this political term as \$2,000,000 has been indicatively allocated to the major Gowing Drive project.
3. This report responds to Board resolutions concerning Meadowbank Pony Club relocation, St John's Park Lighting request, Ladies Mile Cycleway, Gowing Drive Safety Improvements, St Andrews Retirement Village, Clonbern Road carpark, a red light camera request and bells on bikes.
4. An attachment records the outstanding resolutions of the Ōrākei Local Board that concern Auckland Transport.
5. Information on the progress of the Community Safety Fund is included.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) receive the Auckland Transport July 2019 report.

Horopaki

Context

6. This report addresses transport related matters in the local board area.
7. 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 local boards play within and on behalf of their local communities.
8. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport (AT). Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of AT's work programme. Projects must also:
 - be safe
 - not impede network efficiency
 - be in the road corridor (although projects running through parks can be considered if there is a transport outcome).

Tātaritanga me ngā tohutohu

Analysis and advice

Responses to resolutions

Meadowbank Pony Club Relocation

9. In February 2018 the Ōrākei Local Board resolved to:

Request Auckland Transport to favourably approve the Meadowbank Pony Club relocating onto the Club's adjacent site, the vandalised and obsolete bus shelters stored in the open at 400 St Johns Road, St Heliers and the club using them as shelters for the spectators at the Riding for the Disabled and other events, on such reasonable terms as agreed between Auckland Transport and the Club.

10. As AT does not hold the lease for the land under question, it is unable to approve the Pony Club relocating.

11. At this stage, AT has no plans for repurposing the bus shelters. Most of these shelters will be refurbished and returned to the network.

Lighting Walkways in St John's Park area

12. In June 2018, the Ōrākei Local Board resolved to:

Request Auckland Transport to undertake a CPTED report on the 12 identified walkways in the St Johns Park area to specified lighting requirements

13. This was reported back to the Board in June 2018. The CPTED report was undertaken in May 2018 and the recommendation to the June 2018 business meeting was that \$200,000 be allocated from the LBTCF for lighting the walkways.

14. This recommendation was not supported by the Board. AT's lighting budget is not able to fund a lighting upgrade of this scale. As previously reported this would need to be supported from the Board's transport capital fund.

Ladies Mile Cycleway marking removal and realignment

15. In February 2019 the Ōrākei Local Board resolved to:

Request Auckland Transport to provide a rough order of costs for removal of the cycleway marking and realignment of the medium strip on Ladies Mile, Ellerslie.

16. AT does not support this proposal to remove cycle lanes, without an alternative facility being provided. It is contrary to AT's strategic goals which are Road Safety, Public Transport and Active Modes.

17. There were no crashes in the CAS (crash analysis system) that involved people on cycles in this section of Ladies Mile colliding with vehicles, which supports the argument that the cycle lane is achieving its primary goal of providing additional separation between vehicles and vulnerable road users.

18. Removing the cycle lane and putting people on cycles in to conflict with vehicles would increase the likelihood of serious injury crashes occurring. In addition, the cycle lane decreases the lane width at this straight section of road decreasing the likelihood of drivers speeding and therefore limiting the severity of any crashes that might occur.

19. The Board proposed a project within their Community Safety Fund projects list that incorporated the above issue, while looking at broader issues around the Morrin St intersection.

20. The evaluation of the proposal to make safety improvements to this intersection determined that this project would exceed the cap for the Community Safety Fund.

21. It is a complex intersection and AT's road safety team are looking at safety issues that the Board has highlighted.

Gowing Drive Safety Improvements

22. In February 2019 the Ōrākei Local Board resolved:

That Auckland Transport provide the Board with a report on recent data from speed tubes on Gowing Drive and an assessment of the suitability of current location of sites.

23. The safety improvements proposed for Gowing Drive were workshopped with the local board in June 2019. The speed and volume count information, parking survey, visibility checks, proposed bus stop locations, proposed speed calming measures and proposed driver feedback signs were discussed.
24. The plans are due for external consultation with residents shortly. A drop-in session is being organised to discuss the proposals with residents.

St Andrews Retirement Village

25. In June 2019, the Ōrākei Local Board resolved to:

Request Auckland Transport to investigate measures to ensure safe entry/exit for residents of the St Andrews Retirement Village at the entrance on West Tamaki Road.

26. AT undertook an assessment of this intersection between the entrance to the retirement village and West Tamaki Road. Several factors need to be considered prior to the implementation of broken yellow lines or other parking restrictions, such as the traffic speed and volumes, crash history and the topography of the area.
27. Having undertaken this assessment, it is not considered that this intersection meets the criteria for implementation of broken yellow lines. The driveway is similar to many across the network and while it is acknowledged that the removal of a short stretch of parking appears to be a straightforward request, doing so would set a precedent for future requests. Therefore AT will not be undertaking further works here at this time, however we will continue to monitor the situation.

Red Light Camera Request Remuera Road and Meadowbank Road intersection

28. In June 2019, the Ōrākei Local Board resolved to:

Request Auckland Transport to investigate installing a red light camera to deter red light running by traffic east along Remuera Road at the intersection with Meadowbank Road and reassess current phasing.

29. Auckland Transport and NZ Police strongly support the use of red light cameras as a safety tool in the management of red light running at high-risk intersections, where appropriate. These high-risk sites have been assessed using Ministry of Transport and NZ Transport Agency criteria as benefitting most from automated safety camera enforcement. They are large urban intersections with significant traffic volumes, where significant safety issues are evident and the severity of crashes is unusually high.
30. Looking to the particular intersection of Meadowbank and Remuera Road, it is not considered as high priority as other high risk intersections across the Auckland region. As such, the installation of a fixed red light camera at this intersection is not considered appropriate at this time.
31. The New Zealand Police are responsible for the enforcement of red light running at various locations across the region. Your request will be forwarded to the appropriate District Road Policing Manager, for consideration.
32. A request has been sent to AT's technical services team to check the functioning of the signals at this intersection.

Clonbern Road Carpark

33. In June 2019, the Ōrākei Local Board resolved to:

Support the Remuera Business Association and request that Auckland Transport investigate and implement other parking alternatives in Remuera such as relaxed parking restrictions during the Clonbern Road, Remuera carpark closure period.

34. The transfer of Clonbern Road carpark to Auckland Council/Panuku has been completed.

35. At Panuku's request, AT will continue to enforce time restrictions, mobility spaces etc until such time as any development takes place.

36. AT is also working with the Business Association on other parking time restriction adjustments in the immediate vicinity. A recent site meeting with the Business Association and AT identified several spaces on Clonbern Rd which could be changed from P60 to P15 to increase turnover.

37. AT's parking team continues to work with the Business Association to further these proposals.

Bells on Bicycles

38. In October 2018, the Ōrākei Local Board resolved to:

Ask Auckland Transport whether in the interests of road/pedestrian safety, if Auckland Transport supports the installation of bells and lights on cycles and legislation to implement this proposition, and if not, why not.

39. There are not any rules regarding bell use. NZTA is the decision maker for the road code for cyclists riding on roads, but there is nothing on bells. There is a guideline for letting pedestrians know you are approaching them on shared paths for which bell use is one option, but this is not a rule.

40. Later this year AT is going to be doing a Share the Path Customer Central Sprint to develop a range of etiquettes for all users on shared paths. Bell use is likely to be included in that from a cycling perspective.

Local Board Transport Capital Fund

41. The table below summarises the balance of the LBTCF remaining budget. The Board has access to \$2,361,803 that it can use from the 2019/2020 financial year, noting that \$2,000,000 has been indicatively allocated to the Gowing Drive project.

42. There is a considerable amount of reserve in this fund that could be allocated to projects in the Board's area, noting that the indicative business case for the Gowing Drive project is still being developed. In the next political term, the Board will receive a further allocation of transport capital funding.

Ōrākei Local Board Transport Capital Fund Financial Summary	
Total Funds Available in current political term	\$3,259,319
Amount committed to date on projects approved for design and/or construction	\$897,516
Remaining Budget left	\$2,361,803

Update on Ōrākei Local Board Transport Capital Fund Projects

43. The table below reflects the status of projects under the LBTCF.

Project	Description	Status	Allocation
The Landing Entrance Upgrade	Redesign the entrance to The Landing at Ōkahu Bay on Tāamaki Drive for safety and ease of access for users.	This was on hold while the marina sports centre was completed. It can now proceed to the next stage and the Firm Estimate of Costs is being revised. This is due to be workshopped with the Board in July 2019.	\$150,000
Tāamaki Drive Bus Stop Extension	Building a raised crossing to improve safety for bus patrons needing to cross Tāamaki Drive.	This project has now been superseded by the speed management programme. It will build the raised crossing and Board will fund the footpath.	\$46,000
Ngahue Road Footpath extension	Widen and extend the footpath from the Ngahue Road end of College Road.	Deferred. \$76,000 has been allocated but costs may increase due to increase in project scope. Awaiting a transport analysis of the area which is being progressed by Auckland Council.	\$76,000
Ōrākei Shared Path	A pedestrian and cycle pathway providing a connection to the Glen Innes to Tāamaki Drive shared path.	The indicative business case is being developed and its progress will be reported to the Board at agreed intervals.	\$2,000, 000 (unallocated)
Gowing Drive, Meadowbank	To provide driver feedback signage as a speed management tool.	The proposed locations for the speed feedback signs have been established. Nearby residential addresses will be informed of the locations over the next month.	\$30,000
Findlay/Hewson Walkway	Improvements to the walkway connection between Findlay Street and Hewson Street in Ellerslie, including lighting.	Project is being set up.	\$295,000

Community Safety Fund

44. The 2018 Regional Land Transport Plan allocated \$20 million for local initiatives in road safety: \$5 million in financial year 2019/2020 and \$15 million in financial year 2020/2021. It is apportioned to local board areas by formula focused on numbers of Deaths and Serious Injuries (DSI).
45. Ōrākei Local Board was allocated \$819,718 over the two years. The Board has prioritised its list of projects and a separate report to confirm this list is on this agenda.

Progress on Significant Projects in the Ōrākei Board area

<p>Glen Innes to Tāamaki Drive Scheme Cycle Way - Provision of an off road Cycle highway from Glen Innes Rail Station to Tāamaki Drive.</p>	<p>Project is in detailed design. Update:</p> <ul style="list-style-type: none"> • Section 2 (St Johns Rd to Meadowbank Station) - Remaining resource consents lodged. Detailed design being finalised. Land owner agreements progressing. • Section 3 (Ōrākei Basin Boardwalk) - Current construction contract completed. New contractor will complete balustrade replacement by mid-2019. • Section 4 (Ōrākei Basin to Tāamaki Drive) - Preparation for resource consent lodgement underway. <p><u>Update:</u></p> <ul style="list-style-type: none"> • In response to concerns raised by the board about the Ngapipi Road section of the shared path, a safety audit is underway. The outcome of this will be shared with the board. In addition, a visit to the Whakatakataka Bay reserve will be organised to show the board members the proposed route of the path through the reserve and also the gradient.
<p>Tāamaki Drive (Plumer St to Ngapipi Rd) - This route will provide connection between Glen Innes to Tamaki Drive shared path and Quay Street cycle route</p>	<p>Project is in detailed design. Update:</p> <p>The Tāamaki Drive Cycleway final detailed design was issued and resource consent has been approved by Council. The project team is preparing the tender documents to procure a contractor to undertake the physical work. Construction is planned to start in June 2019. The Solent Street intersection is still under review as agreement with Ports Of Auckland has not yet been achieved and will be progressed separately.</p> <p>This project will be workshopped with the Board workshop later this year.</p>
<p>Kupe St/Takitimu St/Te Arawa St - Intersection pedestrian improvements</p>	<p>In detailed design phase.</p> <p>Delivery expected in the 2019/2020 financial year.</p>

Bonnie Brae Road/Meadowbank Rd - Pedestrian Refuge	In detailed design phase. Delivery expected in the 2019/2020 financial year.
Wootton Road / Remuera Rd - Pedestrian crosswalk	Construction completed.
Felton Matthew / St Johns Rd - Signalisation	Construction has started but was delayed due to utility services relocation. Project is now programmed for completion in September 2019

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

46. 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

Local Board Workshops – June/July 2019

47. In late June 2019, AT workshopped the priority of the proposed Community Safety Fund projects with the Board. A separate report on the allocation of the Community Safety Fund is on this agenda.
48. The July workshop will discuss the re-assessment of the LBTCF project, “The Landing”, and an update on the Ōrākei Shared Path.

Consultation

49. AT provides the Ōrākei Local Board with the opportunity to comment on transport projects being delivered in their area. No projects went to public consultation in the last reporting period.

Traffic Control Committee Resolutions

50. There were no decisions to note in this report.

Tauākī whakaaweawe Māori Māori impact statement

51. 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

52. There are no financial implications that result from receiving this report.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

53. There is a considerable amount of funds left in the LBTCF that the Board may allocate or reserve for the Ōrākei Shared Path project.

Ngā koringa ā-muri

Next steps

54. Auckland Transport will prepare a further report for the Ōrākei Local Board next month and report back on other outstanding resolutions.

Ngā tāpirihanga

Attachments

No.	Title	Page
A	Resolution schedule	

Ngā kaihaina

Signatories

Author	Lorna Stewart, Elected Member Relationship Manager
Authoriser	Jonathan Anyon, Manager Elected Member Relationship Unit

Orakei Local Board – Transport Resolutions Log

No	Date	Issue	Resolution	Status	Comment
2	21/6/18	CPTED Report	<p>That the Ōrākei Local Board:</p> <p>d) requests Auckland Transport to undertake a CPTED report on the 12 identified walkways in the St Johns Park area to specified lighting requirements (attachment C to the report).</p>	Reported July 2019	<p>This was reported back to the Board in June 2018. The CPTED report was completed in May 2018 and the recommendation to the June 2018 business meeting was that \$200,000 be allocated from the LBTCF for lighting the walkways. This recommendation was not supported. AT's lighting budget is not able to fund a lighting upgrade of this scale. It would need to be supported by the Board's LBTCF.</p>
5	18/10/18	Safety	<p>That the Ōrākei Local Board:</p> <p>d) ask Auckland Transport whether in the interests of road/pedestrian safety, if Auckland Transport supports the installation of bells and lights on cycles and legislation to implement this proposition, and if not, why not.</p>	Reported in this agenda	Complete

7	18/10/18	Kupe Street, Ōrākei speed limit	d) That the Board request Auckland Transport to investigate the feasibility of implementing a lower speed limit at the northern end of Kupe Street, Ōrākei and report back to the Board on its findings.	Under investigation	
11	21/2/18	Tāmaki Drive road surfacing treatments audit	c) That the Board request Auckland Transport to undertake an audit on the current state and safety of road surfacing treatments and painted markings on road cycle ways on Tāmaki Drive from Ōkahu Bay to St Heliers.	Under investigation	
12	21/2/18	Meadowbank Pony club relocation	e) That Auckland Transport be requested to favourably approve the Meadowbank Pony Club relocating onto the Club's adjacent site the vandalised and apparent obsolete bus shelters stored in the open at 400 St Johns Road, St Heliers, and the Club using them as shelters for spectators at the Riding for the Disabled and other events, on such reasonable terms as agreed between Auckland Transport and the Club.	Reported this agenda	Complete
14	21/2/19	Gowing Drive Speed Tubes	e) That Auckland Transport provide the Board with a report on recent data from speed tubes on Gowing Drive and an assessment of the suitability of current location of sites.	Reported July 2019	Complete

17	16/5/19 OR/2019/87	Glenn Innes to Tamaki	That the Ōrākei Local Board request Auckland Transport to provide the Ōrākei Local Board with all the cost analysis figures it used for the proposal to take a walkway along the south side of the railway lines when assessing options for stage 4 of the Glen Innes to Tāmaki Drive Shared Pathway and to provide some comparison of that proposal's costs against the current anticipated costs of the selected stage 4 proposal.	Responded June 2019	Complete
18	16/5/19 OR/2019/83		<p>inform Auckland Transport that its response to the Board's request to enforce the present bylaw restrictions, and to enact urgently a new bylaw reinstating the left turn ban at the Solent Street/Tamaki Drive intersection does not adequately address the nub of the Ōrākei Local Board's and community's concerns, namely safety and heavy vehicles, as expressed in the Board's resolution of 18 October 2018, and therefore;</p> <p>i) request Auckland Transport to consider requesting a change to the road classification and to inform the Board of its decision and if Auckland Transport does not wish to do this, the reasons for not doing so.</p>	Being investigated	

			ii) request Auckland Transport ensure enforcement of the current no left turn restriction on heavy freight vehicles from Solent Street into Tamaki Drive.		
19	16/5/19 OR/2019/83	Clonbern Carpark	note its concern of the purported adverse economic impact the closure of the Clonbern carpark in Remuera has had on local Remuera businesses and request Auckland Transport, Panuku Development Auckland and Auckland Council staff to expedite the plans for redeveloping the carpark site.	Concern noted	Complete and transfer to Panuku has now been formalised.
20	June 2019 OR/2019/99	Gowing Drive Safety improvement petition	a) receive the petition regarding Gowing Drive road safety improvements and thank Barry Stewart and Deborah Hollier for their attendance. b) request that the petition be forwarded to Auckland Transport for consideration as part of any planned road safety improvements work for Gowing Drive, Meadowbank.		Bruce Thomas in receipt of petition
21	June 2019 OR/2019/109	Clonbern carpark	noting the Board's resolution from its 16 May 2019 meeting requesting <i>'Auckland Transport, Panuku Development Auckland and Auckland Council staff to expedite the plans for</i>	Under investigation	Referred to Parking team

			<p><i>redeveloping the carpark site</i>' is pleased with the recent decision of the Auckland Transport Board to transfer the Clonbern Road carpark, Remuera to Auckland Council to enable Panuku Development Auckland to develop the site, and the requirement to increase parking capacity in any development.</p> <p>c) support the Remuera Business Association and request that Auckland Transport investigate and implement other parking alternatives in Remuera such as relaxed parking restrictions during the Clonbern Road, Remuera carpark closure period.</p>		
22	June 2019 OR/2019/109	Mission Bay and St Heliers Safety Improvements	appoint Chairperson K Parkinson as the Board's representative to the Mission Bay Working Party and Member C Davis as the Board's representative to St Heliers Village Working Party to consider the consultation feedback on Auckland Transport's proposed road safety improvements for each location.		Project team advised
23	June 2019 OR/2019/114		request Auckland Transport to investigate installing time restrictions on the angle parking on Meadowbank Road at the commercial and retail	Investigation initiated	

			block at the intersection with Tahapa Crescent.		
24	June 2019 OR/2019/114		request Auckland Transport to investigate installing a red light camera to deter red light running by traffic travelling east along Remuera Road at the intersection with Meadowbank Road, and reassess current light phasing.	Reported July 2019	Complete
25	June 2019 OR/2019/114		request that Auckland Transport advise on the current status of public access to the Ballarat Street, Ellerslie paper road extension, reporting on the feasibility and providing a rough order of costs to install a walking/cycling pathway from Abbots Way to the formed part of Ballarat Street.	Under investigation	
26	June 2019 OR/2019/114		request Auckland Transport renew and provide more visible "No Entry" signage for the Robert Street, Ellerslie carpark at the exit onto Ladies Mile.	Under investigation	Sent to parking design
27	June 2019 OR/2019/114		request Auckland Transport to investigate measures to ensure safe entry/exit for residents of St Andrews' Retirement Village at the entrance on West Tamaki Road.	Reported in July	Complete

28	June 2019 OR/2019/114		request Auckland Transport to provide a rough order of costs for the provision of Greenlane Station Wayfinding signage within the Ōrākei Local Board area side of the rail corridor.		Referred to Capital Fund team
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