
Auckland Transport December 2019 Update

Te take mō te pūrongo

Purpose of the report

1. To provide an update to the Albert-Eden Local Board (the local board) on Auckland Transport (AT) matters in its area and an update on its local board transport capital fund (LBTCF).

Whakarāpopototanga matua

Executive summary

2. Response to a local board resolution from August 2019 regarding Mountain View Road.
3. Progress on the Board's LBTCF funded projects is noted. The local board has \$12,015 remaining in its transport capital fund. A further funding allocation will be available to the local board from 1 July 2020.
4. Also noted is the suite of community safety projects that the Board funded in June 2019.
5. A brief update on the status of other roading projects in the Board area is provided.
6. AT's new speed management bylaw was approved in October 2019 and this is noted in the report.
7. A summation of progress on the Owairaka School project being undertaken by AT's community transport team is included as well as brief report back on an event of interest at Pt Chevalier School.
8. Included is a list of the public consultations sent to the Board in October and November 2019 for comment and the decisions of the Traffic Control Committee of AT for September and October 2019 as they affect the local board's area.

Te tūhonga

Recommendation

That the Albert-Eden Local Board:

- a) receive the Auckland Transport December 2019 update report.

Horopaki

Context

9. AT is responsible for all of Auckland's transport services, excluding state highways. It reports on a monthly basis to local boards, as set out in its Local Board Engagement Plan. This monthly reporting commitment acknowledges the important engagement role of local boards within, and on behalf of, their local communities.
10. 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

Resolution AE/2019/156

That the Albert-Eden Local Board:

Note that the Mountain View Road project has reduced speeds on the lower road, but that speeds remain an issue on the upper section of the road, and request Auckland Transport to investigate speeds on the upper section and provide a Rough Order of Cost (ROC) for additional traffic calming as appropriate should the investigation reveal excess speeding.

11. In 2019, AT constructed speed humps outside numbers 28 and 43 Mountain View Road, Western Springs. This was a result of complaints from residents about speeding which was also supported by speed and crash data.
12. The latest speed data (2019) AT has for Mountain View Road for the area between Western Springs Rd and Springfield Road is that the 85th percentile speed is 45.1 km/h. This is below the posted speed limit.
13. The addition of further speed calming devices would therefore not be a priority for AT but could be a project that the local board supports during the planning process for its new transport capital fund in 2020.

Update on Funded Albert-Eden LBTCF projects:

14. There is \$12,015 left in the local board's LBTCF. Projects which have had funding allocated to them are noted below.

Project	Description	Status	Funds Allocated
Chamberlain Park Greenway and Bridge	Construction of shared path and bridge	The shared path will link Rawalpindi Reserve, through the proposed local park, to the North Western pathway. This project is being managed by Auckland Council Community Facilities. Concept designs and costings have been completed. As this project is now on hold, the local board put \$500,000 back into the general LBTCF fund for reallocation.	\$200,000
Waterview Pathway/Alford Street Tie-In	To provide a more seamless connection between Alford Street and the Waterview shared path	After the a site visit, the Board increased the funding for this project. Detailed design is continuing and AT expects to have a set of plans for tender by the end of November 2019.	\$210,000
Point Chevalier Road Cycle Improvements (Meola Road to Coyle Park)	To provide safe cycling facilities on Point Chevalier Road from Meola Road to Coyle Park.	Mandate is finalised and a consultant is being engaged. A report back to the local board on optioneering is expected in the first quarter of 2020.	\$100,000

	A budget of \$100,000 has been approved to undertake an investigation into options.		
Owairaka Signage Project	To provide signage so that those walking on the new paths in Underwood Park can understand how to access the maunga.	This will be delivered by Community Facilities working with AT signage protocols. Current timing is for the signage to be installed in February 2020.	\$15,000
Mt Albert Traffic Calming (Southern section)	To provide traffic calming to improve road safety in Mt Albert between Mt Albert, New North and St Lukes roads.	Resolved August 2019 A project manager has now been appointed to this project.	\$715,000
Woodward Road, Mt Albert	The provision of a safe crossing point on Woodward Road to provide a pedestrian connection from Phyllis Reserve / Harbutt Reserve / Waterview Shared Path to the Mt Albert shops and train station.	Resolved August 2019. With the adoption of Vision Zero, this project is being reassessed to ensure that the correct intervention is applied.	\$111,000
Great North Road, Western Springs	The provision of a signalised mid-block crossing on Great North Road at Western Springs to provide safety for families crossing here.	Resolved August 2019 This project is being investigated and a report back is expected in March 2020.	\$390,000
Great North Road, Waterview	The provision of a signalised mid-block crossing on Great North Road, Waterview between Blockhouse Bay Road and Fir Street.	Resolved August 2019 A project manager has been appointed and investigations have begun.	\$390,000
New North Road, Sandringham	The provision of a signalised mid-block crossing on New North Road, Sandringham in the vicinity of Wolseley Street to allow safer access to the Morningside train station.	Resolved August 2019 A project manager has been appointed and investigations have begun.	\$390,000
Sutherland Road, Point Chevalier	To provide sharrow markings, gateway and	Project mandate for this project is in progress.	\$15,000

	wayfinding signage at Sutherland Road, to improve safety for cyclists and pedestrians.		
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LBTCF Projects completed in the 2016-2019 Electoral Term	
Truro and Lancing Roads	Traffic Calming project
Waterbank Crescent/Herdman Street	Intersection safety improvements
Cricket Avenue	Traffic Calming project
Anderson Park	Walkway Lighting
St Andrews Rd	Pedestrian improvement project
Eric Armshaw Reserve	Shared Pathway
Greenlane Station Underpass	Amenity improvements
Greenlane Station	Wayfinding signage to the station
McGehan Close/Delphine Reserve	New footpath
Windmill Road	Mobility parking and speed calming
Carrington Area	Traffic calming project
Howlett Street	Poppy place streetblade

Community Safety Fund

15. The Community Safety Fund (CSF) was established in the 2018 Regional Land Transport Plan and it allocated \$20 million for local initiatives in road safety: \$5 million in the financial year 2019/2020 and \$15 million in financial year 2020/2021. It is apportioned to local board areas by a formula focused on numbers of Deaths and Serious Injuries (DSI).
16. The fund has been named the Community Safety Fund (CSF) and Albert-Eden Local Board was allocated \$1,288,926 over two years. The local board developed a list of safety projects which were prioritised after assessment and a rough order costs established.
17. Currently projects are being further assessed and design work is in progress. It is expected that the first year will see the projects largely in design with most not being delivered until year two of the programme.
18. AT expect to report back on the progress of these projects in the first quarter of 2020.

Albert-Eden Local Board Community Safety Projects

Location	Description	
Great North Road, Pt Chevalier	Improvements to the signalized crossing such as countdown timers or "hotbutton" response to cut down waiting times for pedestrians.	Resolved June 2019
Waterview School (Herdman Street)	Make improvements to the school's new, relocated main entrance to increase visibility and safety for children.	Resolved June 2019

Mt Eden Normal Primary School	Upgrade zebra crossings on Valley and Sherbourne Roads to raised table pedestrian crossings	Resolved June 2019
Our Lady of the Sacred Heart School	Provide a crossing facility for students pedestrians needing to get to cross the road at 539 Manukau Road	Resolved June 2019
Epsom Normal Primary School	Safety improvements around The Drive/Greenlane West to improve safety for students and pedestrians,	Resolved June 2019
Great North Road (Western Springs)	Provision of a mid-block signalised pedestrian crossing.	Resolved June 2019 – may be partly funded from the LBTCF.

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

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

Item	Update
Point Chevalier to Westmere cycleway A dedicated cycle route along Point Chevalier Road turning into Meola Road and ending near the Westmere Shops.	The local board received an update in September 2019. The next step for the project is public consultation on the scheme design. This is expected to go live before Christmas 2019.
Safety Around Schools Pilot Project to improve safety outcomes in the area around Owairaka School.	Investigations are beginning into providing alternative drop-off areas around Owairaka School as well as measures to slow traffic on Richardson Road near the school gate. Update is below.
Alford Street An investigation leading to developing a design for a crossing facility on Alford Street close to Kuaka Park.	This project is now in detailed design. Delivery in the 2019/2020 financial year.
Eden Terrace Parking Survey An investigation into parking patterns in this inner-city suburb is taking place with a view to introducing a residential parking zone.	The Residential Parking Zone was implemented in late October 2019.
Arabi St/Oxton Rd intersection safety improvements AT is proposing to install two new speed humps on Oxton Road, near the intersection with Arabi Street. This is expected to encourage drivers on Oxton Road to slow down on their approach,	This project has been through public consultation and is now at detailed design phase. Delivery is expected January 2020.

improving road safety and reducing risks by increasing driver awareness.	
St Lukes Road / Morningside Drive Pedestrian Safety Improvements	This project has been through consultation and is now at detailed design phase.
This would involve raising the existing zebra crossing, widening the pedestrian island and introducing a new advanced stop box for people on bikes as well as some road marking alterations and narrowing of median islands between roads.	Delivery is expected in January 2020.

AT's Speed Management Bylaw

At the end of October 2019, after considering nearly 12,000 public submissions and reviewing technical reports, Auckland Transport's local board approved a bylaw will reduce speed limits on around 10 per cent of Auckland's urban and rural roads.

20. The greatest impact of the speed-limit reductions will be on high-risk rural roads, town centre streets and Auckland's central business district. There are no effects in the Albert-Eden Local Board area with this first suite of changes.

Under the new Safe Speed Limits Bylaw, there are three important changes to speed limits:

- Following public feedback, most of Auckland's city centre will have a speed limit of 30km/h (the current 10km/h combined pedestrian and vehicle zones will remain) apart from Hobson, Fanshawe and Nelson Streets which will be 40km/h with engineering treatments to protect vulnerable road users.
- Fourteen town centres, such as Orewa, Te Atatu South and Westgate, will also have 30km/h speed limits.
- Around 700kms of rural roads across the Auckland region will have new lower speed limits. The local board decided to leave existing speed limits on 20 roads, mostly in rural areas in the south.

Owairaka District School – Safe Schools Pilot Update

21. The Owairaka District School - Safe School Streets Pilot has now entered Stage 2 of the project.
22. Auckland Transport and the Urban Planners, Resilio, in consultation with the school, are in the process of planning the interim measures (semi-permanent strategies and infrastructure) that will be introduced in early 2020 outside the school gates. These will include installing planter boxes to create a *No parking zone*, putting in a trial crossing point and providing a bollard option to close the top Murray Halberg car park on Richardson Road, at peak times before and after school. The bollards will be subject to Auckland Council approval.
23. Auckland Transport and the school will also put in *Park and Walk Zone* signs on streets surrounding the school and behind the council reserve. Owairaka District School has now installed new bike racks with the purpose of increasing active modes. They are also working with Auckland Transport in Term 4, to run regular Park and Walk Promotions from Murray Halberg car park on Range View Road. The purpose of this is to start the process of behaviour change before the interim measures go in.
24. Auckland Transport is working collaboratively with Hobsonville Land Company, who are planning some redevelopment in the area and also with Auckland Council Parks and Reserves around introducing way-finding signage that will work for all stakeholders.

Pt Chevalier Event

25. Organised by Point Chevalier School and Bike Pt Chevalier, as part of the [NZ Transport Agency's 'Innovating Streets' initiative](#), the event created an all-day 'play street' outside the school gate on Te Ra Road which was closed off to vehicles to promote sustainable transport options.



26. The street was filled with children playing games and riding bikes while parents mixed and mingled around the food trucks. Amidst the carnival atmosphere was an AT project team who were there to promote an upcoming consultation on proposed plans to make it safer and more accessible for the community to walk and ride a bike along Point Chevalier Road, Meola Road and part of Garnet Road as well as improve public transport connections.
27. From the Great North Road intersection at Point Chevalier town centre to the Westmere shops, there are plans for separated cycleways, improved crossing facilities, a bus lane on Pt Chevalier Road and measures to provide a safer environment for all road users.
28. This consultation is expected to go public before Christmas 2019.

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

29. 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

30. AT attended a workshop in September 2019. The purpose of the workshop was to update the Board on these topics:
- Pt Chevalier to Westmere cycle facilities
 - Further funding for the Waterview Tie-in project.
31. An introduction to how AT supports elected members was presented at the November local board workshop and an outline of the new process for progressing local board transport capital projects.

Auckland Transport Consultations

32. AT provides the Albert-Eden Local Board with the opportunity to comment on transport projects being delivered in their area. The consultations below were sent to the local board in September - November 2019 period for comment.

Location	Proposal	Board Response
Northwestern Pathway	AT is upgrading the North Western path to provide safer and more pleasant journeys for all path users. We propos to separate the shared path at the Eden Terrace /	This was workshopped with the local board in late August and feedback from the local board was noted.

	Kingland section into a separate cycle path and footpath. This upgrade will occur over an 850m stretch of the path between Central Road and Haslett Street. The upgrade will enable the different users to have their own dedicated spaces which will better cater for current and future users.	
Normanby and Clive Roads, Mt Eden	A proposal to upgrade the pedestrian facilities near the intersection of Normanby Road and Clive Road in Mount Eden. AT has undertaken a region-wide investigation of areas needing improved pedestrian facilities, particularly near schools. Our study shows people frequently cross the road at this location. We expect the proposed changes will improve pedestrian safety by providing clear crossing points, reducing the distance between footpaths, and slowing vehicles approaching the intersection.	
Residential Parking Zone – Mt Eden	Increasing the existing residential parking zone due to customer demand.	
Residential Parking Zone - Newmarket	Introducing a residential parking zone in the Newmarket area. Note this only concerns a tiny portion of Albert-Eden Board area.	

Traffic Control Committee resolutions

33. The decisions of the Traffic Control Committee that affected the local board area in September and October 2019 are noted below.

Mountain View Road / Bannerman Road, Western Springs	Permanent Traffic and Parking changes Combined	No Stopping At All Times, Road Hump, Give-Way control, Traffic Island, Edge Line, No Passing	Carried
New North Road, Kingsland	Permanent Traffic and Parking changes	No Stopping At All Times	Carried
Woodhall Road, Epsom	Permanent Traffic and Parking changes	No Stopping At All Times	Carried
Mt Eden Road, Mt Eden	Temporary Traffic and Parking changes (Works)	No Stopping At All Times, Bus Stop, Clearway	Approved with Conditions
Eden Terrace Parking Zone, Eden Terrace	Permanent Traffic and Parking changes Combined	P120 Parking Zone, No Stopping At All Times, Angle parking, Lane Arrow markings, Berm Parking Prohibition, Stop control, Give-Way control, Traffic Island, Road hump.	Carried

Tauākī whakaaweawe Māori **Māori impact statement**

34. 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**

35. The proposed decision of receiving the report has no financial implications.
36. The table below gives the LBTCF financial summary for the Albert-Eden Local Board.

<u>Albert Eden Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$4,020,084
Amount committed to date on projects approved for design and/or construction	\$4,008,069
Remaining Budget left	\$12,015

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

37. The proposed decision of receiving the report has no risks.

Ngā koringa ā-muri **Next steps**

38. Auckland Transport will provide another update report to the local board in February 2020.

Ngā kaihaina **Signatories**

Author	Lorna Stewart – Auckland Transport Elected Member Relationship Manager
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