

## Auckland Transport December 2019, update to the Kaipatiki Local Board

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### Te take mō te pūrongo Purpose of the report

1. To provide an update to the Kaipatiki 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 October 2019.
3. It includes local matters of interest and summarises the September 2019 carried decisions of Auckland Transport's Traffic Control Committee as well as a summary of public consultations undertaken by Auckland Transport.
4. It provides an update to the members on the Community Safety Fund Projects in the area and the Boards Local Board Transport Capital Fund as well as the Mokoia Road project.

### Ngā tūtohunga Recommendation/s

That the Kaipatiki Local Board:

- a) receive the Auckland Transport December 2019 update to the Kaipātiki Local Board.

### Horopaki Context

5. This report addresses transport related matters in the Local Board area.
6. 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

7. For background information for the newly elected Board members. Within Auckland Transport's capital programme, \$20.8 million 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 Local Board funding model, except for Waiheke and Great Barrier who receive 2% and 1% of the fund respectively).
8. 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.
9. Auckland Transport retains responsibility for this budget and also needs to approve of any project proposed.

10. 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.
11. The table below summarises the balance of funds in the Local Board Transport Capital Fund (LBTCF).

<b><u>Kaipātiki Local Board Transport Capital Fund Financial Summary</u></b>	
<b>Total Funds Available</b> in current political term	<b>\$3,709,463</b>
<b>Amount committed</b> to date on projects approved for design and/or construction	<b>\$3,100,296</b>
<b>Remaining Budget left</b>	<b>\$609,167</b>

12. A list of the Boards Projects updated to 31 October 2019 is shown on attachment A.
13. Additional new funding of \$3,323,448 will be available from 1 July 2020 for consideration and allocation to projects in the new year.

### **Mokoia Road project**

14. The Local Board allocated \$120,000 from its Local Board Transport Capital Fund towards potential implementation of cycle lanes in Mokoia Road from Roseberry Avenue to Highbury shops to "Fill in the gap of on road cycle lanes between Mokoia Road and the Highbury Shopping Centre".
15. The request has been reviewed by our Traffic Engineering team with input from the walking and cycling specialists and they advise: The original request was to extend the existing cycle lanes; however, the existing lanes are not formal cycle lanes and are actually only edge lines that have been installed from Waipa St to the dairy east of Roseberry Avenue. They are there to define lane widths the entire length of the flush median.



View of Mokoia Road from the Dairy.

16. We believe that extending this will become problematic as the existing is not ideal for cyclists as it is not the required width for a cycle lane to provide adequate protection for cyclists, so carrying this through would be substandard and dangerous for cyclists giving them a false sense of security.
17. Our walking and cycling specialists have identified that fully separated cycle lanes could be installed along this stretch however this would require further extensive investigation and a considerably larger budget which has not been allocated to this project.
18. Also, at this time, as there are no wider connection cycle projects proposed for this area, we feel this would be better picked up as part of any wider area studies that may be undertaken in the future.
19. For these reasons AT cannot support the proposal as it would not meet safety criteria. Therefore, these funds will be returned to the Kaiaptiki Local Board Transport Funds for reallocation.

### Update on Community Safety Fund Projects

20. Auckland Transport (AT) recognises the important link between local boards and the community, Auckland Council's Governing Body set aside \$20 million in the 2018 Regional Land Transport Plan to address local road safety concerns raised by the community to their elected members. Auckland Transport (AT) is partnering with local boards to deliver over 84 safety improvement projects across Auckland.
21. Kaipātiki Local Board have six projects which estimates total \$980,000 from the available budget of \$775,730. They are listed below in priority order chosen by the local board to be constructed as funding allows. Based on current estimates, this means that the sixth project is unlikely to be funded unless other funding is able to be found.

	Projects	Progress Status	Current Status	Original Projects Estimate	Projects highlights	Project Highlights 25 November 2019
1. CSFK 1.11	Eskdale Road Vehicle Speeds	On Track	Investigation	\$ 40,000	Road marking changes to encourage lower driving speeds in the vicinity of the Pony club	Design is currently underway and is planned for delivery in the current financial year.
2. CSFK 1.14	Upgrade of Coronation Road Archers Road Intersection	On Track	Design	\$ 150,000	Upgrade of the current intersection to a roundabout - contribution to minor improvement project.	Changes have been made in detailed design following consultation feedback and safety review. The project now includes full speed tables and extension of broken yellow lines to provide visibility.
3. CSFK 1.17	Rangatira Road Entrance to Beach Haven Primary - Slow Markings	On Track	Investigation	\$ 10,000	On road 'SLOW' markings close to the school entrance	Design is currently being finalised for delivery early 2020.
4. CSFK 1.12	Rangatira Road – Kauri Park School crossing	On Track	Investigation	\$ 260,000	Raising the current zebra crossing	Further investigation in progress, Consultation is anticipated in early 2020. Delivery is anticipated in the 2020/21 financial year.
5. CSFK 1.9a	Birkdale Road – Pedestrian Safety Measures	On Track	Investigation	\$ 260,000	New Raised zebra crossing	Location of crossing to be confirmed through data collection to enable further design. Investigation is underway. For delivery in the 2020/21 financial year.

6. CSFK 1.9b	Birkdale Road – Pedestrian Safety Measures	On Track	Investig ation	\$ 260,000	Red line project; New Raised zebra crossing	Red line project; further investigation in progress as for CSFK1.9a.
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22. Further information is available on the programme website: <https://at.govt.nz/projects-roadworks/community-safety-fund/>.

### Safe Schools Streets Trial

23. Earlier this year a “safe schools streets trial” was initiated using placemaking tools as an opportunity for schools’ staff and students as well the parents and local community to engage in the planning, design and implementation of features to improve safety, traffic management and amenity of school entrances and the surrounding street network.
24. Two schools on the North Shore area were chosen for the trial being Milford School and Willow Park, which commenced in June 2019.
25. The outcome of the trials is still being analysed and will be shared with the Schools and Local Boards early in the New Year.
26. On Wednesday the 4<sup>th</sup> and 11<sup>th</sup> of December, as part of the safe school streets trial, we will be creating a ‘Play street’ on Otakau Road from 14.30 until 15.30.
27. This will allow the students to partake activities such as a scooter and bike courses which will showcase how the environment can be conducive to bikes, scooters and walkers.
28. This will also showcase to parents the ability to park elsewhere other than the school gate, creating a safer environment for students during pick up times.
29. The road will be closed from the above times to public, allowing guided access to only residents and emergency vehicles.

### Tauākī whakaaweawe āhuarangi Climate impact statement

30. Auckland Transport is committed to minimising the negative effects that transport operations have on climate change. This includes encouraging emission neutral modes (walking & cycling) and low emission modes (public transport & ride sharing).

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

31. The impact of information in this report is/are confined to Auckland Transport and do/does not impact on other parts of the Council group.

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

#### Members issues

32. The table below summarises the issue raised by a local elected member and responded to in October 2019.

Kaipatiki Local Elected Members Issues Responded in October 2019		
Issue Name	Details raised by Elected Member	Response Provided
Beach Haven Primary School	The Local Board Chair requested investigation onto a number of safety issues.	<p>2 October 2019. CAS-1105530. AT have completed the investigation into safety issues around Beach Haven Primary School.</p> <p><b>Request to Extend Yellow Lines</b> - Auckland Transport support and encourage active transport and use of public transport for the journey to and from school. This is to support both road safety outcomes outside the school gate and reduce congestion on the network. In areas where this is not possible, we have dedicated resources to promote parking and walking from identified locations close to schools, but not immediately in front of the school gate. Parking demand outside schools is tidal with busiest periods being around school start and finish times. As such, the benefits of implementing parking restrictions (outside/near) schools is limited.</p> <p>We are currently undertaking a trial looking at a number of suitable options to provide safety outside schools for all road users, in particular students and their families. We will be working with up to four schools in the Auckland area and use up to four different treatment types to assess their suitability to provide safety during morning and afternoon school peak times. While this trial is underway, we will not be implementing any changes to existing restrictions or layouts, including implementation of No Stopping at All Times (NSAAT) restrictions or broken yellow lines outside schools. The trial began in Term Four 2017 and will be completed by the end of Term Three 2019. We thank you for your patience during the trial period.</p> <p>While we are unable to implement any physical changes, at this time one of our Community Transport Coordinators has recently asked the school if they are happy to remain on our 'Safety at the School Gate' programme which involves Auckland Transport parking wardens visiting the school on an ad hoc basis.</p> <p>In addition, we will request parking officers perform targeted enforcement before and after school to address the unsafe parking behaviour of parents when picking up and dropping off students. You can read more about Auckland Transport's parking strategy around schools here: <a href="https://at.govt.nz/driving-parking/road-safety/road-safety-around-schools/safety-at-the-school-gate/">https://at.govt.nz/driving-parking/road-safety/road-safety-around-schools/safety-at-the-school-gate/</a></p> <p><b>Parking Bay</b> - As noted, given that this area sits largely on Ministry of Education land, Auckland Transport is unable to install signage at this location and would have no jurisdiction to enforce such signage.</p> <p><b>Child Restraints</b> - Our Community Transport team have previously conducted restraints checking in the general area and are happy to offer this again. We understand that one of our Community Transport Coordinators has recently been in touch with Beach Haven School to arrange this.</p> <p><b>Working with Students</b> - Our Community Transport team are very happy to work with the student Travelwise group of Beach Haven School to discuss solutions regarding road safety issues around the school. We are aware that one of our Community Transport Coordinators has recently contacted the school about this.</p> <p><b>Pedestrian Safety and Driver Speeds</b> - We can advise that we have recently reviewed the intersection of Tramway Road &amp; Lancaster Road and we consider it to be operating relatively safely for pedestrians, with no reported crashes</p>

		<p>involving pedestrians in the last 5 years. During our investigation, we found there to be adequate visibility in both directions for pedestrians but the misaligned pedestrian ramps and refuge island at Lancaster Road &amp; Tramway Road are a potential issue and will therefore be further investigated. Improvement works have not been prioritised for this financial year but will be added to our list to be considered in the future.</p> <p>Lancaster Road and Tramway Road already have a significant amount of traffic calming so while we do appreciate your concerns, these roads have not been identified in the first group of areas within our Residential Speed Management programme as other areas in the region are experiencing higher speeds and safety risk. We have added your comments to our database to indicate support for safer speeds in your residential area. More information, including the residential areas that will be prioritised for further investigation can be viewed on the Residential Speed Management Programme page here: <a href="https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/">https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</a></p> <p>If inappropriate operating speeds are an issue, then the NZ Police need to be contacted to undertake enforcement if necessary.</p> <p>We also investigated pedestrian visibility and amenity in the vicinity of the Tramway Road intersection with Beach Haven Road. We found there to be adequate visibility in both directions to cross Tramway Road at the intersection with Beach Haven Road. We also confirm that there are appropriate existing pedestrian facilities to allow pedestrians to cross Beach Haven Road. There is a pedestrian refuge approximately 60m to the east of the intersection with Tramway Road and there is another one approximately 150m to the west. Pedestrians can use these to cross Beach Haven Road to access Tramway Road.</p> <p><b>Footpath Request</b> - Regarding your footpath widening request on Rangatira Road outside the school and bus stops, we receive around 100 requests a year for new and widening of footpaths. As such, we must prioritise these requests in order to manage the budget available and to target the areas of greatest need.</p> <p>Currently, Rangatira Road prioritises relatively well against the other sites awaiting new footpaths. Your footpath currently ranks 27 out of 696 outstanding requests on the candidate list, so it will likely be funded in the next Regional Land Transport Plan for funding in the years 2021-2024.</p>
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### Consultations

33. The table below summarises the consultations in the Kaipatiki Local Board area which closed in September, October 2019.

<b>Consultations - Auckland Transport is required to consult on traffic control matters. The preliminary documents were provided to the Local Board for comment.</b>	
Consultation – Contessa Drive Glenfield. Broken Yellow Lines. (BYL 407)	12 September 2019. This was sent to local board members for comment on 28 August. No objections were received.
Consultation – Sunset Road Target Road roundabout.	1 October 2019. This was sent to local board members for comment on 26 September. No objections were received. Public consultation closed on 10 November.
Consultation – 3 Sunnybrae Road Bus stop relocation	11 October 2019. This was sent to local board members for comment on 23 September. No objections were received.

Consultation – Mokoia Road and Hinemoa Street P5 Loading zones	11 November 2019. This was sent to local board members for comment on 18 October. No objections were received.
Consultation – Relocation of Bus stop in Sylvan Ave. New Shelter New Pram crossings and central pedestrian refuge.	24 November 2019. This was sent to local Board members for comment on 29 October. No objections were received
Notification of Works – Almadale Place Hillcrest. Parking restriction to one side to allow for emergency and service vehicles.	14 November 2019. This was sent to Local Board members for information.

### Traffic control committee (TCC) report items September 2019

34. The table below summarises the carried decisions of the traffic control committee in September 2019 within the Kaipatiki local board area.
35. There were no items on TCC committee, that were within the Kaipatiki Local Board area, in October.

Agenda Item	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
6	Wairau Road/Porana Road	Wairau Valley	Permanent Traffic and Parking changes Combined	15010A	Lane Arrow markings, No Stopping at all Times, Traffic Island, Traffic Signal, Give Way control, Flush Median
30	Fraser Ave/ Tonar Street/Koeke Road/Richardson Place/Mowai Road/Whakamua Parade/Road 2A	Northcote	Permanent Traffic and Parking changes Combined	15972	Shared Path, No Stopping at all Times, Removal of No Stopping at all Times, Road Hump, Give Way control, Removal of Road Hump
4	Sunset road	Totara Vale	Permanent Traffic and Parking changes Combined	16011	Clearway, Bus Stop

### Tauākī whakaaweawe Māori Māori impact statement

36. 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

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

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

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

## Ngā koringa ā-muri

### Next steps

39. Auckland Transport will provide another update report at the next available opportunity.

## 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														Update as at:	31 October 2019
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 2019-20 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 31 October 2019	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	639			371,870	-32,302	371,870	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		1,768		11,740	1,768	11,740	Complete	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			58,575					58,575	-261,538	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	27		540,827	27	540,827	Complete	Funding contribution for landscaping and traffic facilities appd 23/03/17. Another \$356k added in April 2018	
532	Rangatira Rd Bus Shelters		34,500			34,612		52		34,664	164	34,664	Complete		

