
Auckland Transport February 2020 update

Te take mō te pūrongo

Purpose of the report

1. To provide an update to the Albert-Eden Local Board (the 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. The Board has \$3,881,553 in its transport capital fund in this 2019-2022 political term to allocate to transport projects. An update is provided on projects funded through last term's transport capital fund.
3. Public consultations were sent to the Board in January 2020 for comment and the decisions of the Traffic Control Committee of AT for December 2019 as they affect the Board's area.

Ngā tūtohunga

Recommendation

That the Albert-Eden Local Board:

- a) receive the Auckland Transport February 2020 update report.

Horopaki

Context

4. 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.
5. 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/2019/198

That the Albert-Eden Local Board:

Request Auckland Transport to extend the Outer Link consultation period to 23 December 2019 and accept video submissions if provided.

6. AT agreed to extend the submission process to 23 December 2019 and to accept submissions in video format as long as the submissions are in a format that can be easily viewed.
7. The submissions are currently being analysed and AT will report back to the Board once this process is completed.

Albert-Eden LBTCF Projects Update:

8. Projects that have had LBTCF budget allocated to them are noted below. With the new political term, the Board's LBTCF budget now stands at \$3,881,553. Over the coming months, the Board will consider any additional projects it wishes to progress, as well as whether to commit further funds to Chamberlain Park Greenway and Bridge and, the Pt Chevalier (Meola Road to Coyle Park) cycling improvements projects.

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 was on hold, the 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	This project went out for tender before Christmas 2019, with the tender closing at the end of January 2020. It's expected that the project will be constructed in this financial year, subject to awarding the contract.	\$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. A budget of \$100,000 has been approved to undertake an investigation into options.	A report back to the Board on possible options for cycle facilities on this portion of Pt Chevalier Road is programmed for the 25 February 2020 workshop.	\$100,000
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.	AT is working towards sharing the draft project outline with the Board on 25 February 2020. Once this is successfully completed, public consultation will follow.	\$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.	A project manager has been appointed and options for the safe crossing point are being assessed.	\$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.	A concept plan has been drawn up for internal discussion.	\$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.	This project is currently tracking for delivery by the end of this financial year.	\$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.	This project is currently tracking for delivery by the end of this financial year.	\$390,000
Sutherland Road, Point Chevalier	To provide sharrow markings, gateway and wayfinding signage at Sutherland Road, to improve safety for cyclists and pedestrians.	The project manager has received the mandate for this project. Quotes from contractors on installing the sharrow marking will be obtained, after sketching possible locations.	\$15,000

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

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

Item	Update
<p>Point Chevalier to Westmere cycleway</p> <p>A dedicated cycle route along Point Chevalier Road turning into Meola Road and ending near the Westmere Shops.</p>	<p>An update to the Board following the public consultation is scheduled for the 25 February 2020 workshop.</p>
<p>Safety Around Schools</p> <p>A pilot project to improve safety outcomes in the area around Owairaka School and support active modes.</p>	<p>Following successful interventions in 2019, this project is now developing 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 <i>No parking zone</i>, 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.</p>
<p>Alford Street</p> <p>An investigation leading to developing a design for a crossing facility on Alford Street close to Kuaka Park.</p>	<p>This project is in the final stages of design, with construction scheduled to take place at a suitable time between March and June 2020.</p>
<p>Arabi Street / Oxton Road intersection safety improvements</p> <p>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, improving road safety and reducing risks by increasing driver awareness.</p>	<p>This project is now mainly completed with some minor issues to be completed following the construction and road safety audit.</p>
<p>St Lukes Road / Morningside Drive - Pedestrian Safety Improvements</p> <p>This involves 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.</p>	<p>Detailed design is complete, awaiting on approval through formal resolution before moving forward with physical works procurement.</p> <p>Construction expected in March/April 2020.</p>
<p>North Western Pathway</p> <p>AT is upgrading the North Western path to provide safer and more pleasant journeys for all path users. We propose to separate the shared path at the Eden</p>	<p>AT is currently compiling the external feedback report to respond to the feedback received. Feedback looks to be very supportive however this will be confirmed in the final report. The aim is to start construction in Q3 this year (July –</p>

<p>Terrace/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.</p>	<p>September). More information will be available in the close out regarding responses to feedback received.</p>
<p>Residential Parking Zone, Mt Eden</p> <p>Increasing the existing residential parking zone due to customer demand.</p>	<p>Public consultation closed on the 10 November 2019. AT received a significant number of requests for the residential parking zone to be extended further than was proposed. Further investigations and surveys are to be carried out by March 2020.</p>
<p>Motorcycle Safety Trial</p> <p>A trial project to increase safety for motocyclists along Dominion Road. The trial will see hatching and signage installed at intersections.</p>	<p>The work to mark out the intersections with hatching has begun on Dominion Road. Signage will follow in March and April 2020.</p>
<p>Asquith Avenue / New North Road</p> <p>As a response to the many crashes in the area, the road safety team proposed changes to the intersection.</p> <p>Immediate changes included improved signage and raised “Cats-eyes” to better delineate the corner.</p> <p>Further proposed changes included speed calming devices, skid resistance road surfacing and realignment of the traffic islands.</p>	<p>This project is now completed. Some changes were made to the project during the detailed design stage.</p> <p>The design was refined to reduce the speed of traffic turning left into Asquith Avenue. As a result, no speed table was required for left-turning traffic entering Asquith Avenue. With the tight bend on the Asquith Avenue approach, it was found that identifying a suitable location for the speed cushion was challenging due to the tracking and visibility requirements.</p> <p>Placement of the speed limit sign has proved problematic. AT is trying a higher placement of the speed limit sign to see if that improves visibility for pedestrians.</p>

Tauākī whakaaweawe āhuarangi Climate impact statement

10. Auckland Transport engages closely with Auckland Council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and Council’s priorities.
11. One of AT’s core roles is providing attractive alternatives to private vehicle travel, reducing the carbon footprint of its own operations and, to the extent feasible, that of the contracted public transport network.
12. To this end, Auckland Transport’s Statement of Intent contains three performance measures:

Measure	2019/20	2020/21	2021/22
Number of buses in the Auckland bus fleet classified as low emission	5	25	55
Reduction in CO2e (emissions) generated annually by Auckland Transport corporate operations (from 2017/18 baseline)	7%	9%	11%
Percentage of Auckland Transport streetlights that are energy efficient LED	56%	66%	76%

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

13. The impact of information in this report is confined to Auckland Transport and does not impact on other parts of the Auckland 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

14. AT and City Rail Link Limited (CRL Ltd) attended a workshop in December 2019. The purpose of the workshop was to update the Board on the temporary closure of Mt Eden Station in June 2020 and the contingency plans being put in place to deal with passenger disruptions.
15. AT also updated the Board on the Cross-Town bus consultation and the reasons why changes to the Outer Link were proposed.

Auckland Transport Consultations

16. AT provides the Albert-Eden Local Board with the opportunity to comment on transport projects being delivered in their area. The consultation below was sent to the Board for comment.

Location	Proposal	Board Response
161 Gillies Avenue	A proposed bus stop upgrade outside #161 Gillies Avenue. The proposal includes: <ul style="list-style-type: none"> Relocation of bus stop roadmarkings and signage; Installation of new bus stop platform; and Removal of a small tree. 	

Traffic Control Committee resolutions

17. The decisions of the Traffic Control Committee that affected the Board area in September and October 2019 are noted below.

Manukau Road, Epsom	Permanent Traffic and Parking changes Combined	Transit Lane	Noted
Great South Road, Epsom	Permanent Traffic and Parking changes Combined	Special Vehicle Lane	Noted

Sandringham Road and surrounding streets, Kingsland	Temporary Traffic and Parking Changes (Event)	Temporary Traffic and Parking Restrictions	Carried
Sandringham Road and surrounding streets, Kingsland	Temporary Traffic and Parking Changes (Event)	Temporary Traffic and Parking Restrictions	Carried
Sandringham Road and surrounding streets, Kingsland	Temporary Traffic and Parking Changes (Event)	Temporary Traffic and Parking Restrictions	Carried
Sandringham Road and surrounding streets, Kingsland	Temporary Traffic and Parking Changes (Event)	Temporary Traffic and Parking Restrictions	Carried
Clyde Street, Epsom	Permanent Traffic and Parking changes Combined	No Stopping At All Times / Parking Place / Angle Parking / Stop Control / Traffic Island / Road Hump	Carried
Dominion Road, Mt Eden	Permanent Traffic and Parking changes Combined	No Stopping At All Times / Bus Stop / Bus Shelter	Approved with Conditions
Point Chevalier Road	Permanent Traffic and Parking changes Combined	Lane Arrow Markings / No Stopping At All Times / bus stop / Mobility parking / bus shelter / traffic island / road hump	Carried

Tauākī whakaaweawe Māori Māori impact statement

18. The proposed decision of receiving the report has no identified 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

19. The proposed decision of receiving the report has no financial implications.
20. The table below outlines the LBTCF financial summary for the Albert-Eden Local Board, which includes the budget available in the new 2019-2022 political term.

<u>Albert Eden Local Board Transport Capital Fund Financial Summary</u>	
Total Funds Available in current political term	\$6,419,375
Amount committed to date on projects approved for design and/or construction	\$2,537,822
Remaining Budget left	\$3,881,553

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

21. The proposed decision of receiving the report has no identified risks.

Ngā koringa ā-muri

Next steps

22. Auckland Transport will provide another update report to the Board in March 2020.

Ngā tāpirihanga

Attachments There are no attachments.

Ngā kaihaina

Signatories

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