

Auckland Transport February 2020, update to the Devonport-Takapuna Local Board

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 Board on activities and issues in the Devonport-Takapuna local board area, which have been raised by members and responded to in December 2019 and January 2020.
3. It includes local matters of interest and summarises the November and December 2019 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 on the current funds in the Boards Local Board Transport Capital fund.
5. A quarterly report on Auckland Transport's activities in the Local Board area for the period October 2019 to December 2019.

Ngā tūtohunga

Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Transport February 2020 update to the Devonport-Takapuna Local Board.

Horopaki

Context

6. This report addresses transport related matters in the Local Board area.
7. 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

8. The table below summarises the balance of funds in the Local Boards Transport Capital fund (LBTCF).

Devonport Takapuna Local Board Transport Capital Fund Financial Summary	
Total Funds Available in current political term	\$3,811,069
Amount committed to date on projects approved for design and/or construction	\$1,580,115
Remaining Budget left	\$2,230,954

Cycle facilities at Devonport Wharf

9. Late last year Auckland Transport improved cycle facilities at Devonport Wharf with additional stands along the waterfront and installation of new Sheffield stands under the facility canopy which allows sufficient space for each bike to be parked and provides greater shelter from the rain.
10. We are waiting for the rubber gripping be placed for stands under the canopy but this doesn't prevent them from being utilised.



Annual Public Transport Fares Review from 9 February 2020

11. AT reviews public transport (PT) fares annually, taking into account such factors as contract price indexing (operator cost increases), agreed fare policies and the need to fund any extra services. The AT Board has agreed some modest changes to bus, rail and ferry fares in 2020.
12. Building on input from councillors at a Planning Committee Workshop on 5 May 2019 and the Mayor's budget proposal, which was adopted by the Governing Body and provided for targeted fare reductions including 'Child Fare Free Weekends' and 'Ferry Fare Integration', this fare review will support AT achieving operational financial performance in line with its budget and the Statement of Intent (SOI) Performance Target for the Farebox Recovery Ratio.
13. Fare increases have been able to be contained through financial support from Auckland Council and NZTA and as a result of efficiency savings made by AT.
14. Key points to note are:
- The average fare increase has been held to just 2.34% (or five cents per trip).

- These modest increases will help fund a portion of AT's annual cost increases and enable AT to target additional funding on:
 - Increase peak time frequencies
 - Expansion into new growth areas
 - Free child weekend fares.
 - For some journeys, the cost will decrease.
 - There will be no change to cash fares, some longer zone fares and monthly bus and rail passes.
 - Not increasing fares would slow down the rate of future investment in public transport.
 - The changes will see a farebox recovery ratio of 42.14% to 42.71% against a 43-46% SOI target.
 - The fare review quantum was identified in the 2019/2020 budget and was part of deliberations by Council and Governing Body in setting the budget.
15. AT is increasing the ferry monthly passes (inner-harbour; mid-harbour; outer-harbour) by \$10 due to the pending implementation of Ferry fare integration, which will provide additional value for money for customers who purchase a ferry monthly pass, with the new fare including free travel in the zone of origin and arrival.
16. An annual PT fare review is a requirement under the Regional Land Transport Plan. In the SOI, the target of the percentage of PT costs recovered through fares for 2019-2022 is 43-46%. However, the main driver for fare increasing is investing back into public transport and ensuring a safe and reliable public transport system that supports Auckland's growing population. In the past year AT has grown the public transport system in the following key areas:
- Timetable changes in July saw additional peak bus services for West Auckland heading into the city centre via the motorway, and a route change from Henderson into the city via Williamson Avenue in Ponsonby.
 - Timetable changes in October saw several additions across Auckland, e.g.:
- Central Auckland:
- More services for the 101 – Herne Bay across the city to the universities
 - Additional peak services for the 105 – serving Richmond Road, Ponsonby and Queen Street
 - Additional peak services on the 75 – Remuera Road and Newmarket into the city centre.
- North Shore:
- More services from Hillcrest, down Lake Road (923/934) into the city centre
 - Additional services from Beach Haven into the City Centre and return
 - The extension of the 861 route to service the new residential development in Long Bay.
17. In October, the Waiheke New Network was introduced, bringing five new routes to the island and increasing services by 120% to match frequency principles which are applied across the Auckland Region.
18. General improvements include:
- 32.5% increase in AT Metro bus kilometres operated since 2015.
 - 82.3% increase in rail services since 2013.
 - 163% increase in the number of people now living within 500 metres of a frequent and/or rapid public transport stop or station.
19. Public transport fares also provide revenue that allows AT and Auckland Council to provide initiatives such as 'Home Free', free public transport after 4pm on the last Friday before

Christmas, and fare free days such as the one held in June 2019.

Chair and Director Appointed to Auckland Transport Board

20. Auckland Council has appointed Adrienne Young-Cooper as the new chair of Auckland Transport and Darren Linton as a board director starting from 1 January 2020.
21. The council's Appointments and Performance Review Committee approved the two appointments at its 5 December meeting following a rigorous selection process that considered several highly qualified and experienced candidates. The Appointments and Performance Review Committee is responsible for all appointments to the boards of council-controlled organisations.
22. Adrienne Young-Cooper's past and present governance roles span large infrastructure projects, housing and urban growth and transport. She is the chair of Panuku Development Auckland and will keep that position in the short term, alongside her new role as chair of Auckland Transport.
23. The two appointments are for a three-year term beginning from 1 January 2020 until 31 October 2023.

Tauākī whakaaweawe āhuarangi Climate impact statement

Vector and AT sign memorandum of understanding

24. On 20 January 2020 Auckland Transport and Vector announced a Memorandum of Understanding (MoU) to explore the impacts of a full implementation as it relates to the impacts on the electricity network of having electric buses charging at their depots.
25. The MoU is a direct response to AT's Low Emission Bus Roadmap, published in late 2018, that outlined its commitment to have all new buses in Auckland being electric from 2025, with the whole fleet fully electric by 2040.
26. A faster transition to electric buses requires a detailed assessment of the future demand on the electricity network.
27. Two reports will be produced as part of the MoU, the first exploring a route and service profile, which will model the electricity demand that a fully electrified bus fleet will require. The second report will provide guidance on the electricity network infrastructure upgrades required at each bus depot, as well as likely timings and costs. These two reports are expected to be delivered by June 2020.
28. Buses make up 87 per cent of the carbon emissions produced from public transport, so converting them from diesel to electric will also be a significant step towards meeting New Zealand's 2050 zero-carbon emissions goal.

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

29. 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 Council group.

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

30. The proposed decision of receiving the AT report has no local, sub-regional or regional impacts.
31. The table below summarises issues raised by Local Board members and responded to in December 2019 and January 2020.

Devonport Takapuna Local Elected Members Issues Responded at end of 2019 and January 2020			
	Issue Name	Details Raised by Board Member	Response Provided
1	Remove NSAAT Lines Killarney Street	A local board member requested that NSAAT line be removed in Killarney Street outside the former fire station.	<p>November 2019. CAS-1132625. AT are proposing to remove the existing broken yellow lines on the southern side of Killarney Street between properties #42 and #50. This will provide on-street parking for residents and visitors and will encourage slower speeds. This is because parked vehicles give the impression of a narrow road, encouraging greater care from drivers.</p> <p>Next steps in the process - AT will run a consultation to get feedback from the affected parties of this proposal. Please note the removal of the existing broken yellow lines will be subject to several considerations, including feedback received.</p> <p>Should we proceed with the proposal, prior to the removal of the broken yellow line, we must prepare a report that becomes the legal document to support the proposed changes. Once we present this legal document to the Traffic Control Committee, and they approve the removal of parking restrictions, it will be legal and enforceable.</p> <p>Due to this process, we expect the broken yellow line markings to be removed before the end of May 2020 depending on the outcome of the consultation.</p>
2	Sycamore Drive visibility	A local resident requested that NSAAT lines be installed outside their property due to cars parking in the area.	<p>November 2019. CAS-1132477. An engineer visited the area to assess whether any changes to Sycamore Drive can be justified. It was noted that the entry/exit to the property is wide due to the driveway being connected with adjoining neighbours. This should help with visibility when exiting your property. The edge line which runs along Sycamore Drive should also allow vehicles to move slowly into the roadway before entering the live lane.</p> <p>While we accept that vehicles parked on the road can often be an inconvenience and problematic at times, we need to balance the parking requirements of local residents (especially those in areas that have not traditionally provided off-street parking), and the need to maintain reasonable public access to the public roads.</p> <p>Parking within one metre of a vehicle crossing or driveway is illegal and this is clearly outlined in the New Zealand Road Code. All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally.</p> <p>If you notice a vehicle is parked within one metre of this driveway and blocking access, please contact our Parking Compliance Department on (09) 355 3553 with the details of the vehicle to request enforcement action be taken.</p> <p>We do not recommend that parking be removed as it</p>

			<p>could result in higher vehicle speeds. Parked vehicles can give the impression that a road is narrow and so drivers tend to be more cautious.</p> <p>To address traffic speeds in residential areas we have adopted an area-based focus for 2019 onwards. This recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road conditions.</p> <p>This programme focuses delivery to areas that have been prioritised for changes to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives.</p> <p>While we do appreciate your concerns, Sycamore Drive has 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 on our website.</p> <p>With regards to the number of incidents that you have mentioned along Sycamore Drive, we are unable to provide comment on these as they are not yet in our database. Reported accidents in the last five years, however, suggest that the street is operating relatively safely, especially the straight section near your property.</p>
3	Request to change bus route	A local board member requested that AT investigate a change to Route 843.	<p>CAS- 1114091. At this stage, the Network Planning team have advised that they will not be considering a change to the route.</p> <p>Although there would be some benefit for passengers from East Coast Rd, there would be a significant cost to AT to make this change.</p> <p>At a minimum, this would add 1.1km per trip, and there would need to be sufficient room for a bus to do a full 360 degree turn at the roundabout at Sunnynook Rd/Link Dr/Totaravale Dr. This would also add approximately three minutes to each trip, potentially more at busy times, especially when it would mean twice going through the traffic lights at the Sunnynook Rd/Becroft Dr intersection. In total this would add around 68km and over three hours per day to the trips.</p> <p>There have been no requests from the public for this extension to date. If we were to do this diversion we risk upsetting the current passengers who would travel through this point and losing some of those passengers. It is particularly frustrating for those passengers if/when the bus does this diversion and no passengers board or</p>

			<p>alight at Sunnynook Station.</p> <p>For any passengers who currently want to access the busway at Sunnynook, they do have the option of a walk from the stop at Countdown to Sunnynook Station, this walk is around 550m/7 minutes via Sunnynook Rd or 500m/6 minutes via Cockayne Crescent and Kapiti Place.</p>
4	Ferry Fare Zones	A local board member asked if the Devonport Ferry service was a 2-zone trip.	CAS-54938. The ferry fare is a 3-zone fare (\$4.90) currently. Integration of the fare with bus and train means that services in the same terminating and origin zones as the ferry become part of the same fare price. Note that any additional travel outside of these zones will incur higher zone prices, as usual.
5	Speed Monitoring Intersection of Castor Bay Road and Beach Road	A local board member asked for speed monitoring to be carried out.	16 January 2020. CAS-1149851. As you noted, Auckland Transport installed 'SLOW' markings on red surfacing and electronic signs to advise drivers to slow down when approaching the intersection of Castor Bay Road and Beach Road. To determine what effect these changes had on vehicle speeds, we completed speed counts in October 2019 outside 74 and 84 Beach Road. Speed monitoring results - Prior to the changes at this location, the majority of drivers were travelling around 60km/h. The speed counts showed a significant reduction in vehicle speeds on the approach to the intersection, with the majority of northbound vehicles travelling at or below 52.4km/h and southbound at or below 48.5km/h. In addition, the kerb buildouts on Castor Bay Road have been effective at slowing turning vehicles and reducing the crossing distance for pedestrians.
6	Routing 814 buses Seabreeze Road	A local Board member had discussion with a local resident raising concerns about the lack of public transport. A request for a footpath. A request for traffic signals.	30 January 2020. CAS-1172782. Re: Transport options for Ngataringa Road , Devonport and Ngataringa Road Footpath AT reviewed the request for a footpath on the odd-numbered side of Ngataringa Road. It has been added to the New Footpath Candidate List, and currently ranks at 217. We can only fund the top 10-15 requests each year. This means your request is unlikely to be constructed in the near future. All footpath requests are scored based on the following things: <ul style="list-style-type: none"> ·Proximity to schools, public transport and community facilities ·Speed and the number of vehicles that use the road ·If there are already footpaths nearby or on the other

			<p>side of the road (areas with no footpaths score higher)</p> <ul style="list-style-type: none"> ·Addressing a gap in the existing footpath network ·Maximum cost of \$1,000,000 (one million) <p>We have around 700 requests on our list; therefore, we must prioritise our investment. Your request will stay on the list until it prioritises high enough compared to other requests.</p> <p>Local Board discretionary funds are available for transport projects, including new footpaths. We share our footpath list with the local boards each year, but you are also welcome to approach your Local Board with your request.</p> <p>Ngataringa Road intersection - AT have investigated the intersection of Ngataringa Road and Lake Road. Traffic signals, if installed at an inappropriate location, can have a number of adverse effects, including an increase in traffic delays, so they are installed only at locations which are highly prioritised for improvements.</p> <p>There have been no reported crashes at this intersection over the last five years to indicate that an intervention is required. There is also a flush median to help facilitate road turn movements out of Ngataringa Road. We are therefore unable to justify any changes at this time.</p> <p>Ngataringa Road Bus Services - At this stage there are no plans to route any bus services either along or nearby Ngataringa Road. Prior to the introduction of the New Network for the North Shore in September 2018, there was a route 815 which did use Ngataringa Rd. However, it's unlikely this would have been of use to most of the residents of William Sanders Village, it only operated at peak times, two trips each in the morning and afternoon. The reason for the discontinuation of the route 815 was very low patronage and many of the users had a relatively short walk to the more frequent route 814. There have also been requests for services between Devonport and Takapuna to run along Lake Rd instead of through Narrow Neck. Narrow Neck has a larger number of residents with access to bus stops therefore it was decided to continue to run the buses through that route. AT is currently operating an on-demand, rideshare service in the Devonport area called AT Local. This provides a service on the Devonport Peninsula between Devonport Wharf/Village and Bayswater/Belmont. For full details of how this works, please see our website - https://at.govt.nz/bus-train-ferry/more-services/at-local/ We will continue to monitor this area, particularly with the establishment of the William Sanders Village and any other changes in this area. There may be potential to add service to this area in the future. However, this will be subject to available budget and the prioritisation of this budget across other projects. Although this may be a</p>
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			disappointing outcome to your request, I hope we have explained the reasons behind our decision.
7 and 8	Footpath request for Beach Road And Improve Footpaths in Parr Terrace	A local Board member requested a footpath be installed from 34 Beach Road to 68 Beach Road. Also requested improvements to the footpaths in Parr Terrace.	16 January 2020. CAS-43628 and CAS-43639. AT have added your request to the New Footpath Candidate List. The new footpath candidate list is prioritised and your request falls outside the top-ranking footpaths for investigation. We review requests every six months. More information including proposed new footpaths for construction, along with the top-ranking footpaths for investigation, can be found here. All footpath requests are scored based on the following things: <ul style="list-style-type: none"> • Proximity to schools, public transport and community facilities; • Speed and the number of vehicles that use the road; • If there are already footpaths nearby or on the other side of the road (areas with no footpaths score higher); • Addressing a gap in the existing footpath network; • Maximum cost of \$1,000,000 (one million). We have around 700 requests on our list, therefore, we must prioritise our investment. We can only fund the top 10-15 requests each year. This means your request is unlikely to be constructed in the near future. However, your request will stay on the list until it prioritises high enough compared to other requests.
9	Bus and Ferry Patronage	A local board member requested information about patronage figures on the Downtown to Bayswater Ferry services and the 801, 802 bus services.	30 January 2020. CAS-53686. All the relevant information was provided to the local board member as well as a copy of The Regional Public Transport Plan.

Consultations

32. The table below summarises the consultation in the Devonport-Takapuna Local Board area which closed in December 2019.

Auckland Transport is required to consult on traffic control matters.	
The preliminary documents were provided to the Local Board for comment.	
Consultation - Proposed pedestrian crossings in Sunnynook. 145, 19, 49, 85 Sunnynook Road	Consultation documents were forward to local Board members on 8 November 2019. No Objections to the proposal were received

33. Members will be aware that a consultation has been undertaken by PTM Consultants engaged by Ryman Healthcare to facilitate consultation aspects for the proposed installation of sections of no stopping parking restrictions to be installed on Ngataringa Road, in the Devonport-Takapuna Local Board area.
34. Resource consent has been already been granted for the development and construction has been completed of the retirement village, comprising 195 Independent Apartments, 78 Assisted Living Suites, 40 Rest home rooms, 40 Hospital rooms and 40 Dementia rooms. Following construction and opening, residents have found it difficult to exit the accessway due to vehicles parking close by and blocking visibility.
35. The proposal is to install sections of no stopping parking restrictions outside on both side of the road from Lake Road to the access way and remove two bus stops that are no longer in service.
36. Consultation closed on 24 January 2020.

Traffic control committee (TCC) report items November and December 2019

37. The table below summarises the carried decisions of the traffic control committee in November and December 2019 that were within the Devonport Takapuna Local Board area.

Agenda Item	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
32	Fleet Street / Clarence Street / Victoria Road / King Edward Parade	Devonport	Temporary Traffic and Parking changes (Event)	SE001437	Temporary Traffic and Parking Controls
33	Hurstmere Road	Takapuna	Temporary Traffic and Parking changes (Event)	SE001439	Temporary Traffic and Parking Controls
4	Milford Road / Kitchener Road / Dodson Avenue	Milford	Permanent Traffic and Parking changes Combined	15917	Lanes / No Stopping At All Times / Bus Stop / Bus Parking / Mobile Library Vehicle Parking / Clearway / P120 Parking / Flush Median / Pedestrian Crossing / Traffic Signal / Traffic Island / Give-Way Control / Edge Line
12	Wolsley Avenue	Milford	Permanent Traffic and Parking changes Combined	16181	No Stopping At All Times
24	Omana Road / Craig Road / The Strand	Milford	Temporary Traffic and Parking changes (Event)	SE001458	Temporary Traffic and Parking Controls

Auckland Transport quarterly report on Activities

38. Attached is information on Auckland Transport's activities in this local board area from October 2019 to December 2019. Attachment A.
39. Also provided is an update on Travelwise School Activities undertaken in the local board area. Attachment B.

Tauākī whakaaweawe Māori Māori impact statement

40. 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

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

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

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

Ngā koringa ā-muri Next steps

43. Auckland Transport will provide another update report to the Local Board at the next available opportunity.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Auckland Transport's Quarterly Activities to December 2019	
B	Travelwise School Activities	

Ngā kaihaina Signatories

Authors	Marilyn Nicholls, Elected Member Relationship Manager, Auckland Transport
Authorisers	Jonathan Anyon, Manager Elected Member Relationship Unit, Auckland Transport