

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

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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 February 2020.
3. It includes local matters of interest and summarises the February 2020 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.

Ngā tūtohunga Recommendation/s

That the Devonport-Takapuna Local Board:

- a) receive the Auckland Transport March 2020 update to the Devonport-Takapuna 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. The table below summarises the balance of funds in the Local Board 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

Bus services to Sunnynook 843 and 907 routes

8. A local board member requested a review of these services.
9. Two of the measures we use when looking at bus services are actual passenger boardings but also boardings per in-service hour. The targets for the passengers per in-service hour are outlined in the Regional Public Transport Plan (RPTP). Route 843 has a target of 17-27 boardings per passenger hour, it has been within target range for every month in 2019 with October and November having boarding of 21 and 22 passengers per in-service hour respectively. Route 907 has a target of 7-17 boardings per passenger hour, other than January when it was within target, it has exceeded targets for every other month of 2019. October and November were both around the 19 passengers per service hour mark.
10. Both routes are also showing growth against October and November 2018, the first two months of the North New Network. Route 843 was up 10% (1,743) passengers for October 2019 compared to 2018, November was up by 18% (3,001 passengers). Route 907 was up by 45% (4,180 passengers) for October and 36% (3,648 passengers) for November. We would expect the growth to be higher on route 907 as this was a brand-new route and it can take some time to raise awareness. Route 843 had no significant changes to the route, this did exist in the previous network, the main change was in frequency, it went from hourly to half-hourly through the day.
11. Regarding the bus getting caught in traffic, the section of road in question, Sunnynook Rd between Target Rd and Link Dr, does not have sufficient bus frequency to justify bus priority measures. We recognise that at peak times there will be delays with buses making the right turn from Aberdeen Rd onto East Coast Rd and have requested an investigation into some sort of control, preferably traffic lights, at this intersection.
12. We have not considered diverting the 843 to Sunnynook Station, this would require a turnaround once the 843 has served Sunnynook Station, the nearest that may be possible is the roundabout at the Link Dr intersection, however this may not be of sufficient size to turn a bus around. The 843 does serve Constellation Station, albeit in the opposite direction, if passengers choose to alight at the Sunnynook Shopping Centre it is a walk of approximately 550 metres to Sunnynook Station.
13. In October and November 2019 there were 5,441 transfers from the route 907 at Sunnynook Station, the majority of these onto busway services to the Central City or Newmarket. From the 843 there were 150 passengers alighting at Sunnynook Shopping Centre and walking to Sunnynook Station, but this was far outweighed by those making transfers at Constellation Station, just over 3,200.
14. At the current time Auckland Transport considers these services are delivering the services they were designed to deliver and therefore is not looking at changes. However, Auckland Transport will continue to monitor these services, along with all others on the New Network.

Chipseal vs Asphalt

15. Auckland Transport carries out road works to maintain and develop the road network. Road works activities range from minor maintenance and road sweeping to traffic surveys and major construction.

16. Maintenance of roads is undertaken to ensure the safety of traffic and to maintain the serviceability of the road. Road maintenance involves remedying defects such as potholes that occur in the carriageway (corrective maintenance) and providing treatments such as crack sealing which will slow the rate of deterioration (preventative maintenance).
17. Typical maintenance activities include: crack filling and sealing, minor reshaping, minor sealing, minor stabilising, pot hole patching, surface correction and sweeping.
18. Resealing is carried out every summer on a proportion of the regions roads, as part of planned road pavement maintenance programmes. Resealing creates a new road surface and stops deterioration of the road's foundations. In effect the seal acts as a raincoat to keep water out of the road's foundations. It also ensures the road retains a high friction surface to prevent cars skidding in wet weather. The two main types of reseal treatments carried out are chipseal resurfacing and asphalt resurfacing (AC).
19. Chipseal reseals are used on roads where traffic counts are less than 10,000 vehicles per day. This is in line with the NZTA policy, which has been adopted by Council, and enables AT to obtain the NZTA subsidy for this work. Chipseal provides a very durable surface with good friction and around the same life as asphalt but at around 25% of the cost of asphalt.
20. Asphalt is used for high traffic volume roads (More than 10,000 vehicles per day) and for some sections of roads where high turning forces occur.
21. If roads are sealed with asphalt outside the 10,000 vpd threshold, then these would not be eligible for NZTA subsidy and in this case an asphalt surface would cost around seven times more than a chipseal surface.
22. AT is charged with getting the best value for the dollars available and chipseal ensures we get a good standard of road surfaces throughout the region, at the most economic cost to the ratepayers.
23. If the Local Board wished to see asphalt installed instead of chipseal, the Local Board would need to fund the additional costs (which would also negate any NZTA subsidy) and identify those streets members would prefer to see done in Asphalt.

Road works undertaken at night

24. Often elected members raise issues about noise generated when road works are undertaken at night. They often suggest it would be cheaper to carry them out during the day.
25. The issue is not so much to do with cost, but more so because of the practicality.
26. The traffic is one issue, but one of the biggest issues is from AT public transport (buses). When we have no easily available detour routes in an area, we are unable send double decker buses into side roads with all the tree/canopies overhanging. Bus operators do not want any delays on the main routes and Stop/Go is not acceptable from that point of view, especially on high volume routes.
27. AC resurfacing is mainly setup for night-time work, so as to get the product from the plant in Penrose to site, during quiet times on the motorway. The trucking/manufacturing is mostly setup for night-time operations as AC can't be in trucks for too long, as the material is heated and if it cools down too much it's a struggle to get it out of the trucks and then applied to the road.
28. AT are fully aware of the noise at night and we follow the noise protocols and do our best to manage and mitigate that as much as possible.

Tauākī whakaaweawe āhuarangi

Climate impact statement

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

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

30. 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

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

Devonport Takapuna Elected Members Issues Responded to in February 2020			
	Issue Name	Details Raised by Board Member	Response Provided
1	Hauraki Road Removal of existing parking restrictions	A Local Board member received a request to have old parking restrictions in Hauraki Road removed.	12 February 2020. CAS-78431. This is a legacy restriction installed by the North Shore City Council. This is quite a narrow street, therefore the restrictions help to mitigate related accessibility issues during weekends (mainly in summer periods, when a high demand for parking near the beach is observed) AT receives many requests to investigate parking issues. However, to streamline this process and to reduce the possibility of future objections AT is requesting that before investigating the issue, support is evidenced from at least four property owners who would be affected by any change. If residents support the removal of these Sat-Sun No stopping signs, AT will be able to allocate this investigation in the next financial year.
2	Closure of roundabout at Northcroft/Auburn Street intersection	A Local Board member raised concerns that they had heard this roundabout was to be closed during works which would affect buses.	10 February 2020. CAS-80549. A full closure of the roundabout was not undertaken. Instead a 4-way stop-go layout was used which was endorsed by Metro Services. Any future work scheduled will not impact scheduled bus services.
3	Ocean View Road Milford	A resident asked that NSAAT lines be installed to stop cars parking over driveways.	21 February 2020. CAS-81339. The installation of road markings such as white limit lines or triangles is reserved for locations where a regular history of enforcement requests has demonstrated a need for additional steps. While we appreciate that this kind of parking behaviour is inconvenient and understand the reasons behind customers' requests, demonstrable evidence of an issue must exist to justify the installation of road markings. At least 3 infringement notices must have been issued in the last 6 months. None have been issued to date for the street in question. AT doesn't review line markings in whole streets anymore.

			<p>Auckland Transport (AT) does a case-by-case approach instead. At this stage, if a vehicle is parked within 1m of a resident vehicle crossing and blocking access, residents are welcome to contact our contact centre on (09) 355 3553. When requesting enforcement, specific information that is timely and relevant (such as the registration number of the vehicle and details of the perceived parking offence) will assist our officers greatly. Due to multiple other enforcement issues in the wider Auckland area and limited resources, we cannot get there as often as desired. We appreciate this is not always possible or convenient however any assistance you can give to address parking issues is appreciated.</p> <p>Please also be aware that AT rarely use broken yellow line markings across driveways, except for high use or emergency access situations such as at fire stations and medical centres. This is due to issues that we face citywide with compliance to the road rules. Overuse of broken yellow lines, particularly where they are not strictly necessary, decreases their impact and may inadvertently send the message to motorists that they may park over driveways that do not have such markings in place.</p>
4	Bicycles on Footpath	A complaint was made to Local Board services in regard to people riding on footpaths and how this can be enforced by AT to discourage this practice.	<p>26 February 2020. CAS-100284. Currently, the law about footpath riding (through the relevant road rule) states: "You are only allowed to cycle on the footpath if you are delivering newspapers or mail, or you are riding a small wheeled recreational device that has a wheel diameter of less than 355 millimetres (typically tricycles or small children's bicycles)."</p> <p>Auckland Transport does not have a mandate to enforce these rules. Enforcement of these rules is the domain of the NZ Police.</p> <p>Although we cannot enforce these rules, Auckland Transport is working to address the issues you raise. A number of people ride on the footpath because they don't feel safe on the road. We are working to deliver more cycleways to connect people to town centres, public transport, work and study which will provide a more comfortable option for people to bike.</p> <p>Cycle education and training is a big part of our community cycle safety programme. We provide free cycle skills courses during spring and summer for less confident adult cyclists, as well as in schools. The classes teach participants the road rules for cyclists and show them how to ride on the road. Where people lack confidence, we encourage them to practice their skills on official cycle paths. Often these paths are shared with pedestrians, so we include instruction on the importance of respecting pedestrians on the path, riding slowly and considerately in these environments, and using a bike bell to warn pedestrians of their approach.</p>

33. The table below summarises the consultation in the Devonport-Takapuna Local Board area which closed in February 2020.

Auckland Transport is required to consult on traffic control matters.	
The preliminary documents were provided to the Local Board for comment.	
Consultation - NSAAT Lines outside 21 Omana Road	Consultation documents were forward to elected members on 2 February 2020. No Objections to the proposal were received

Traffic control committee (TCC) report items February 2020

34. The table below summarises the carried decisions of the traffic control committee in February 2020 that were within the Devonport Takapuna Local Board area.

Agenda Item	Street Name	Suburb	Type of Report	Resolution ID	Nature of Restriction
21	The Strand / The Promenade	Takapuna	Temporary Traffic and Parking changes (Event)	SE001489	Temporary Traffic and Parking Controls
8	Westwell Road / Harrison Ave	Belmont	Permanent Traffic and Parking changes	16234	Traffic Island / NSAAT / Road Hump / Pedestrian Crossing

Tauākī whakaaweawe Māori Māori impact statement

35. 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

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

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

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

Ngā koringa ā-muri Next steps

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

Ngā tāpirihanga Attachments

39. There are no attachments to this report

Ngā kaihaina Signatories

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