

## Auckland Transport update to the Manurewa Local Board – March 2020

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### Te take mō te pūrongo

#### Purpose of the report

1. To provide an update to the Manurewa Local Board on transport-related matters in its area, including Local Board Transport Capital Fund (LBTCF) projects.

### Whakarāpopototanga matua

#### Executive summary

2. A decision is required this month on an increased allocation towards the Roys Road speed calming project, as per the separate decision report. This report also contains information about the following:

- Information about the Local Board Transport Capital Fund (LBTCF).
- Information about Auckland Transport local and regional projects & activities.

### Ngā tūtohunga

#### Recommendation/s

That the Manurewa Local Board:

- a) receive the Auckland Transport March 2020 monthly update report.

### Horopaki

#### Context

3. This report addresses transport-related matters in the board's area and includes information on the status of the Local Board Transport Capital Fund and the fund's projects.
4. 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.
5. Any LBTCF projects selected must be safe, must not impede network efficiency, and must be located in the road corridor or on land controlled by Auckland Transport (though projects running through parks can be considered if there is a transport outcome).
6. AT is responsible for all of Auckland's transport services, excluding state highways. AT 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

7. This section of the report contains information about local projects, issues and initiative. It provides summaries of the detailed advice and analysis provided to the local board during workshops and briefings.

### Local Board Transport Capital Fund

8. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by AT. Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of Auckland Transport's work programme. Projects must also:
- Be safe
  - Not impede network efficiency
  - Be in the road corridor (although projects running through parks may be considered if they support a transport outcome).
9. The fund is designed to allow local boards to build transport focused local improvements in their areas.
10. In this 2019-2022 electoral term, the local board has approx. \$3.66 million of LBTCF to spend.

Previously unallocated funds	Allocation for term	Total \$ available to new Board	Minimum \$ that must be allocated by 30 June 2020 - to ensure projects can be constructed during the electoral term, the board should allocate 50% of their allocation in June 2020.
234,803	3,426,591	3,661,394	1,830,697

11. AT encourages all local boards to maximise the use of their allocated funding and has established a timeline for the board to use for identification, investigation and delivery of projects.
12. The timeline is listed below:
- On the 13th February 2020, Auckland Transport workshopped an initial list of potential projects with the local board providing an opportunity to identify possible projects.
  - In March 2020 AT will workshop the projects identified with the local board again and confirm a list for further investigation and an assessment of cost.
  - AT will request resolutions from the local board formally requesting development of a scope and or a rough order of cost (ROC) for the projects identified at the workshop.
  - During May and June 2020 AT will provide costs and feedback on the projects. This information can be used by the local board to prioritise the projects and to allocate funds based on quality advice. Workshops will be scheduled to discuss this information and support the local board's decision-making.
  - In June 2020 it is planned that the local board will be able to:
    - Approve detailed design for complex projects with a cost of more than \$300,000.

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- Approve smaller projects (Less than \$300K) for design and construction
13. The aim is that during the first six months of the term the local board is able to identify and start work on utilising its transport capital fund. This will allow projects to be progressed or delivered inside of the board's current term.
  14. Auckland Transports' aim is to move through this process and synchronise it with development of the board's Local Board Plan. This process ensures transport projects support the board's goals. It maximises efficiency and minimises the risk that transport funds are used to fund unplanned or poorly evaluated projects. Further, it helps to ensure that projects are completed in this electoral term. In the second year of the local board's electoral term, this cycle will be repeated if the board does not allocate its funds in the first year.
  15. In this term, a strategic consideration is partnership funding by the board with the Christmas Road Residential Speed Management Programme. Similar to the Wordsworth Quadrant project, this project aims to introduce a large number of speed calming measures across the wide residential area around Christmas Road in Manurewa. Advice from Auckland Transport officers is to consider using the LBTCF to collaborate with this project in order to maximize potential benefits. By working together on this project, the local board is likely to be able to achieve more by amplifying the size of area able to be incorporated into this programme, contributing to the road safety of Manurewa residents.

## Responses to Resolutions

16. The most recent resolutions of the Manurewa Local Board are recorded below in **bold** font, with ATs' response contained below each resolution:

Resolution number MR/2020/10

- b) request that Auckland Transport meet with Shiu Goundar and investigate his concerns about road safety at Hill Park School.**

AT staff were present during the presentation presented to the Manurewa Local Board and met with Mr Goundar following the business meetings where his concerns were discussed. Safety considerations around the school are being assessed by Auckland Transport, and the local board will be informed of any developments.

- d) request that Auckland Transport provide further information relating to resolution MR/2019/193.**

The previous resolution outlines that there is currently no law preventing heavy vehicles from parking on roads in urban areas and Auckland Transport is in a position where it cannot discriminate against any type of vehicle from parking on the road in urban areas unless there is a major operational or safety issue. However, like all other types of vehicles, they must be parked legally in the road reserve and those that are not are subject to enforcement.

Specifically, where complaints of heavy vehicles being parked in urban areas are received, a Request for Service will be made for parking services to take enforcement action where applicable. Below is a list of situations where parking may not occur:

- on the right-hand side of the road, **except** in a one-way street
- where it will be in the way of other people using the road (including pedestrians)
- near a corner, curve, hill, traffic island or intersection, if it will stop other people from seeing along the road
- on the road, if you can park the vehicle off the road without damaging grass or gardens (a controlling authority may have a bylaw and/or signs prohibiting parking on a grass verge)

- on any footpath
- on a traffic island (whether it is flush or raised)
- on, or closer than 6 metres to, an intersection, **unless** there are parking spaces or a notice telling you that you can park there
- on, or closer than 6 metres to, the approach side of a pedestrian crossing
- on a marked bus stop or taxi stand
- closer than 6 metres to a bus stop marked only by a sign
- in front of, or closer than 1 metre to, a vehicle entrance
- alongside another parked vehicle – that is, you must not double-park
- on 'no stopping' lines (broken yellow lines) marked within 1 metre of the edge of the road, which you may see near pedestrian crossings, intersections, driveways or narrow roads
- where traffic signs say you must not stop or park
- where a sign says that part of the road is reserved for specified kinds of vehicles (for example, bus, taxi or goods service vehicles) – in many cases, this restriction is marked by a broken yellow line more than 1 metre from the kerb
- in a cycle lane
- in a bus or transit lane during the hours of operation as indicated by signs
- on, or closer than 500mm to, a fire hydrant, **unless** somebody who can move the vehicle stays with it
- on a yellow circle on the road containing a rectangle or between the circle and the footpath, **unless** somebody who can move the vehicle stays with it.
- without due care and consideration for other road users. You must leave sufficient room between your vehicle and any adjacent parked vehicles to allow easy access.

By law, heavy motor vehicles and heavy motor vehicles/vehicles fitted with a flat deck or tray for carrying goods that are parked on the street at night must display a rear-facing red light that:

- is on the side of the vehicle closest to the centre of the road
- is visible at a minimum distance of 100 metres.

Goods service vehicles parked on a roadway at night must have a red light on projecting loads that extend more than 1.5 metres behind the vehicle.

In situations where heavy vehicles are parked illegally, Auckland Transport roading engineers may attend the location and make an assessment on whether an operational or safety issue exists. If such an issue is found to exist, appropriate action can then be taken.

- f) **request that Auckland Transport investigate the feasibility of no stopping and any other options to improve safety and traffic movement at the Botanic Gardens entrance.**

A request that a no stopping zone be investigated at this intersection has been made, and the outcome of this request will be reported back to the board.

- g) **provide the board with a written update on the progress of the suite of improvements for the area on Hill Road from Charles Prevost to Grand Vue Road.**

At the time of report submission, a full update is not available. A fuller update will be provided to the board in the April report, however, several improvement options are being looked at for Hill Road. One of the improvements currently being assessed is signalisation at the Grande Vue Drive / Hill Road intersection, for which a feasibility and optioneering study is underway.

## Local Updates

### Manurewa Wayfinding Signage

17. Artwork for the Manurewa Wayfinding signage is complete and has been provided to the Manurewa Local Board for feedback. This artwork is now with the installers for manufacture and installation, which is expected to take a number of weeks. Installation will likely commence in late March, and the board will be provided with updates as this project progresses.

### Wordsworth Quadrant Residential Speed Management Update

18. The construction of extensive speed calming devices continues to be progressed in the Wordsworth Quadrant. A site visit was conducted with members of the Manurewa Local Board on the 26<sup>th</sup> of February, providing an opportunity to meet with the project team overseeing the construction of these devices. Devices include raised table zebra crossings (21), speed humps (116), and entry treatments in the form of red coloured surfacing (23). The extent of this project will result in a safe environment for all road users.

### Redoubt Road Dynamic Lane

19. AT is looking at mid-2020 for dynamic lanes to be operating on Redoubt Road. Construction will commence around May 2020 and will run over a period of two to three months (concrete curing), with minimal impact to traffic due to work being done in the berm or at night if road closures are needed. Enabling works started on site in October and are now complete. This included excavation to locate existing services (water, phone lines, electricity etc.) and installing the ducting and chambers for the communications network required to control the dynamic lanes. The in-ground road LED lights have also been ordered from Europe.

### Proposal for traffic lights at Wiri Station Road and Plunket Avenue

20. This proposal is part of our bigger plans for safer and easier journeys across the Auckland Region. Our studies show that this intersection is a high-risk for crashes and accidents for vehicles turning right into and out of Plunket Avenue. We want to improve this intersection with traffic lights allowing drivers to turn safely. The consultation on this proposal ran from 3<sup>rd</sup> March to 17<sup>th</sup> of March 2020, and feedback is currently being assessed.

## General Updates

21. The modelling phase is underway for the Claude Road / Alfriston Road intersection signalisation. This is an investigation phase to assess traffic flows, which will assist with design options. The board will be further updated as this project progresses.
22. AT is currently developing a plan to improve safety on unprotected on-road cycle lanes across the city. This project would add flexi posts to already existing painted on-road lanes, providing visibility and a level of separation from traffic. At present the team is working to prioritise the existing lanes across the city and seeking funding for the project. For those interested, an online walking and cycling map can be accessed on the following link:

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<https://maps.at.govt.nz/arcgis/apps/webappviewer/index.html?id=88a582e934f6473dba32cb3ab909890a> The blue lines represent the on-road unprotected cycle lanes.

## Regional Transport Updates

### A Big Year for Public Transport

23. More Aucklanders are jumping on public transport with annual growth of almost eight per cent. Last year public transport patronage totaled 103.2 million passenger boarding's. AT Metro train services carried more than 22 million passengers in the past 12 months. That's the highest rate ever, train patronage is growing at six per cent a year.
24. Last year AT added an additional 13 per cent capacity at peak times to the busiest bus corridors and more services are on the way. Last year bus patronage grew at almost nine per cent and ferry passenger numbers were up two per cent.
25. Meanwhile, the first three of Auckland's new trains have arrived, meaning AT can run larger trains during the morning and afternoon peak. The trains are currently being tested and certified.
26. The remaining 12 will be here before the end of the year, bringing the fleet to 72..

### City Centre bus routes change

27. Most services in the city centre had route changes that took effect from Sunday, 23 February. These changes are needed so construction can start on what will be the country's busiest train station, Aotea Station. The station will be built 15m underneath the city and will be 300m long. There will be entrances on Victoria Street and Wellesley Street, providing the option to connect to bus services.
28. As a result of construction, the intersection of Wellesley Street, Albert Street and Mayoral Drive will be closed from 1 March until early 2021. At peak, currently 145 buses travel along Wellesley Street.
29. The new routes for the 26 bus services currently using Wellesley Street will stay in place until the intersection reopens next year. The amended bus routes are designed to cause as little disruption as possible while keeping people moving through the city. Most new bus routes will be using Victoria Street or Mayoral Drive to cross the city, which means most passengers will only be one block away from their old stop.
30. Aotea will be the busiest rail station in the country and will make a big contribution to Auckland's future development when it opens. Link Alliance, which is building the station, acknowledges the impact the construction and the intersection closure will have on the immediate community and road users. While its central Auckland location means disruption during construction is unavoidable, Link Alliance will continue to work with AT and Auckland Council to minimise those impacts.
31. The bus routes are being supported by new bus priority measures such as bus lanes and priority signaling at traffic lights. AT staff will be on the ground to assist passengers before and during the closure.
32. To find out more about the bus changes and intersection closure, visit [AT.govt.nz/BetterWay](https://at.govt.nz/BetterWay)
33. For information on Aotea Station, visit: <https://www.cityraillink.co.nz/crl-stations-aotea>

### Extra seats on buses and trains

34. Auckland Transport is promising extra capacity on buses and trains for the busiest time of the year as Aucklanders head back to work and study.



35. Last year public transport patronage totaled 103.2 million passenger boarding's, that's annual growth of eight per cent. With the annual surge in demand for public transport as students return to university Auckland Transport has added an extra 5000 seats on buses at peak times and is rolling out extra train cars to accommodate demand.
36. The first of our new trains have arrived from Spain and we are rolling those out with more six car trains during the busy periods. We will have 1200 extra seats in the morning peak and the same in the afternoon."
37. Auckland Transport has a few additional buses to help out over the next few weeks. This means when we see a problem, we me may be able to slot in extra services to help. However, there may be times when customers may not be able to get on the first bus on our high frequency routes, but we aim to keep the wait time to a minimum.

### Walking School Bus Month



38. A reminder that March is 'Walking School Bus Month' and there are some great activities and prizes for the kids to win:
  - Week 1 is Hilarious Head Gear;
  - Week 2 is Fancy Feet;
  - Week 3 is Super Hero; and
  - Week 4 is Trolls World Tour.
39. Find out more about the Walking School Bus scheme and (in March) Walking School Bus Month at: <https://at.govt.nz/cycling-walking/travelwise-school-programme/walking-school-bus/how-a-walking-school-bus-works/> **Tauākī whakaaweawe āhuarangi**

### Climate impact statement

40. Auckland Transport engages closely with 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.
41. Auckland Transport's core role is in 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.
42. 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 CO2 (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%
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## Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

43. The impact of information (or decisions) in this report are confined to AT and do 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

44. The local board have been consulted on the following project(s) over the reporting period:
- a) Proposal for installation of traffic lights at Wiri Station Road and Plunket Avenue, Manukau.

## Tauākī whakaaweawe Māori Māori impact statement

45. There are no specific impacts on Māori for this reporting period. AT is committed to meeting its responsibilities under Te Tiriti o Waitangi-the Treaty of Waitangi-and its broader legal obligations in being more responsible or effective to Māori.
46. Our Maori Responsiveness Plan outlines the commitment to with 19 mana whenua tribes in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them.
47. This plan in full is available on the Auckland Transport Website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

## Ngā ritenga ā-pūtea Financial implications

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

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

49. The proposed decision of receiving the report has no risks. AT has risk management strategies in place for the transport projects undertaken in the Manurewa local board area.

## Ngā koringa ā-muri Next steps

50. AT will provide another update report to the board at the next meeting in April 2020.



## Ngā tāpirihanga Attachments

There are no attachments for this report.

## Ngā kaihaina Signatories

Author	James Ralph – Elected Member Relationship Manager, Auckland Transport
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