

Allocation of Local Board Transport Capital Fund

Te take mō te pūrongo

Purpose of the report

1. For the Manurewa Local Board to consider making an increase to its allocation to the Roys Road Speed Calming project from its Local Board Transport Capital Fund (LBTCF).

Whakarāpopototanga matua

Executive summary

2. The Roys Road Speed Calming project was a LBTCF project initiated by the previous Manurewa Local Board, requesting AT investigate the installation of two speed cushions on Roys Road, Manurewa.
3. The original rough order of costs provided to the previous board was \$65,000. The previous board allocated \$65,000 from the LBTCF towards this project.
4. This project has been investigated and as the location of the devices sit on a bus route, the only option to achieve the desired outcome is installation of a raised table that is conducive to buses.
5. The local board's LBTCF currently stands at \$3,661,394 for the 2019-2022 electoral term. Of this, \$234,803 is unallocated funds from the previous boards term.
6. If the recommendation to allocate an additional \$60,000 to the Roys Road Speed Calming Project is supported, the amount left in unallocated funds from the previous term will be \$174,803, and there will be no impact on the funding allocated to the current Manurewa Local Board.

Ngā tūhonga

Recommendation/s

That the Manurewa Local Board:

- a) allocate \$60,000 from its Local Board Transport Capital Fund (LBTCF) to the Roys Road Speed Calming project to allow construction to proceed.

Horopaki

Context

7. 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.
8. 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).
9. Through Auckland Council's Long-term Plan 2018-2028, LBTCF funding has been increased to a total of \$20.8 million per annum across all 21 local boards.

Tātaritanga me ngā tohutohu

Analysis and advice

10. The Roys Road Speed Calming project was initiated by the previous board following residents on Roys Road highlighting dangerous driving and speeding occurring on the road.
11. The speed calming project is also designed to provide a safer environment for children accessing the Keith Park playground on Roys Road. This playground is designed to be accessible to all children including those with disabilities.
12. The aim of the project was providing an enhanced and safer experience for these pedestrians accessing the playground, and a safer environment for the residents.
13. The original rough order of costs for the installation of speed cushions of \$65,000 was provided to the previous board, who allocated \$65,000 towards to project.
14. Following subsequent investigation, it has been identified that only raised tables designed for bus use are appropriate for this location. Costs of design and delivery for a single raised table is \$125,000.
15. A workshop was held with the local board on 13 February 2019 options were discussed. The preferred option was a single raised table near the playground location as this would achieve the aims of the project.
16. The local board is now asked to allocate a further \$60,000 from its LBTCF for this to proceed.

Tauākī whakaaweawe āhuarangi

Climate impact statement

17. The proposed decision of receiving the report has no identified impacts or opportunities for climate change.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

18. No other groups within council are affected by this project.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

19. The local board has supported this project in the past as a way of providing safer access to the Playground, and the installation of speed calming measures has been requested by residents to address speeding on the street.

Tauākī whakaaweawe Māori

Māori impact statement

20. The proposed decision of this 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

21.

Manurewa Local Board Transport Capital Fund Financial Summary	
Total Funds Available to the New Board	\$3,661,394
Unallocated Funds from 2019/2020	\$234,803

22. The total value of the project outlined for decision in this report is \$125,000.
23. The project has already been allocated \$65,000 and the report requests that the local board increase this allocation by an additional \$60,000 to cover the costs of implementing this project.
24. If the project is supported, the amount left in unallocated fund from the previous term will be \$174,803, and there will be no impact on the funding allocated to the current Manurewa Local Board.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

25. This project was initiated by the previous board and seeks to provide practical and safer access for children accessing the Keith Park playground and enhance the safety of residents.
26. Declining to allocate further funding to this project will impact on the ability of Auckland Transport to deliver the project.

Ngā koringa ā-muri Next steps

27. AT will report back to the local board on the progress of the project through its monthly reporting process.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

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