

Date: Tuesday 25 June 2024
Time: 9.30am
Meeting Room: Leslie Comrie Board Room,
Venue: Level One Franklin: The Centre,
12 Massey Ave,
Pukekohe

Franklin Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Auckland Transport Update for the Franklin Local Board - June

File No.: CP2021/17170

Item 16

Te take mō te pūrongo Purpose of the report

1. To update the Franklin Local Board on transport related matters.

Whakarāpopototanga matua Executive summary

2. The purpose of the report is to provide an update on transport related items including;
 - Pukekohe Safety Project
 - Pukekohe to Papakura Electrification
 - Franklin Slip Repairs
 - Clevedon Safety Investigations
 - Oakland Hingaia Signalisation

Ngā tūtohunga Recommendation/s

That the Franklin Local Board:

- a) receive the June 2024 report from Auckland Transport.

Horopaki Context

3. Auckland Transport (AT) is responsible for all of Auckland's transport services, excluding state highways. AT reports on a regular basis to local boards, as set out in the Local Board Engagement Plan. This 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

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

Attachment A

Pukekohe Safety Project

5. The project manager advises that the signalization intersection of Stadium Drive is progressing well. They report that there have been no significant issues with the Traffic Management Plan (TMP).
6. The project will be completed within a month, but noting making signals operative can be delayed on occasions at present.

Pukekohe to Papakura. Electrification

7. The electrified Pukekohe to Waitemata rail service is scheduled to commence in January 2025. It is important that there is an extensive engagement and information campaign targeting previous rail patrons and attracting new passengers. Particularly faster and seamless travel. Noting also that the three new stations will come one line.
8. Related this will be changes to the 394 bus services and other feeder services.
9. Relevant staff will present to the board in August or September on their initial plans.

Franklin Slip Repairs

10. Members have been receiving fortnightly sitrep reports. Generally, AT is progressing well albeit with some minor delays in starting some sites.
11. AT will have Skyhigh Road finishing soon (3rd week of June) and Skyhigh Rd will be opened to traffic. AT will then move to the Monument Road site and will have a full road closure for construction. For motorist travelling, we are just shifting the closure from one location to the next, so the impact of the closure will be similar for thorough traffic (residents will still have access at times).AT also have been looking at traffic management to see if the road could be opened to two lanes and we have removed the traffic signal from Hunua Rd and opened it to two-way traffic.
12. The two slips on Awhitu Road and Grahams Beach Road have started. We will work on sites concurrently with different activities on each site at different times. All will be completed and opened at different times depending on what we are doing. Awhitu site 1 (near West Coast Rd) will be 1st one to be completed.
13. AT have also completed a couple of minor sites and removed shoulder closure.

Clevedon Safety investigations

14. At a workshop on 11 June 2024 the board worked with AT staff to assist in scoping the recently commenced scoping project on Clevedon safety pedestrian project. The genesis of this project, while long requested by the board and the community, was the decision to shift the focus from the proposed safety measures on North Road.
15. The purpose and therefore scope is limited to pedestrian safety initiatives, however staff have committed to capturing broader community aspirations for the roading corridor within the village so that these can be consider in implementing pedestrian

safety measures and also by AT, the community and the Local Board for progression through a separate process and funding streams.

16. Once AT staff have met with the CCBA and workshopped a draft proposal with the Local Board, AT will consult with the wider Clevedon Community.

Hingaia Oakland Signalisation

17. The project to signalise the intersection of Hingaia and Oakland Roads is progressing well and is expected to be completed in July. While in the Papakura Local Board area the transport management plan that enables safe construction impacts on Franklin residents. Particularly in the morning and afternoon peaks.
18. The project team were able to shift the road and construction closer to the vacant land so that one lane in each direction can be maintained. While there were evitable queues of traffic, a stop/go restriction was not necessary. Therefore, this was the best outcome in the circumstances.

Tauākī whakaaweawe āhuarangi Climate impact statement

19. AT 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.
20. AT'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.
21. There is a growing global, national, and local need to urgently address the threats posed by climate change through reducing greenhouse gas (GHG) emissions. The scientific evidence is compelling. In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which requires national GHG emissions to be net-zero by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
22. Tackling climate change will require a very significant change to the way we travel around our region although the timing and the detail of how this change might unfold are still to become obvious. Climate change targets in the Regional Land Transport Plan (RLTP) occurred with a strong awareness of central government climate change legislation and Auckland Council climate change targets. Auckland Council through its Climate Plan has committed to a 50 percent reduction in emissions by 2030, the amount required to keep the planet within 1.5°C of warming by 2100.
23. Roughly five percent of Auckland's road and rail strategic networks are found in areas susceptible to coastal inundation, including parts of the state highway network which are crucial links for freight movements and access to key regional destinations. Over 1,000km (or about 13 percent) of AT's local road network has recently been identified

as vulnerable to a 1-in-100 year flood event. AT is currently identifying and prioritising the risks of climate change to the transport system (assets, services, customers and staff) to permit a more strategic approach to designing and managing our assets in the future.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

24. 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

25. The purpose of this report is to inform the local board.

Tauākī whakaaweawe Māori

Māori impact statement

26. There are no impacts specific to 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.
27. Our Māori Responsiveness Plan outlines the commitment to 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.
28. This plan in full is available on the AT's Website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

Ngā ritenga ā-pūtea

Financial implications

29. There are no direct financial implications for this report.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

30. Risks are managed as part of each AT project.

Ngā koringa ā-muri

Next steps

31. In addition to upcoming workshops, the local board will receive a further update in August.

Ngā tāpirihanga Attachments

Ngā kaihaina Signatories

Authors	Bruce Thomas – Elected Members Relationship Manager
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