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Lake Road Improvements Project

For decision:

For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Approves the Lake Road Improvements Detailed Business Case (DBC).
- b) Notes that the Lake Road Improvements project is not funded within Auckland Council's (AC's) recent Emergency Budget and is a Regional Fuel Tax (RFT) funded project.

Te whakarāpopototanga matua / Executive summary

1. Auckland Transport (AT) has completed a DBC to improve the people-moving productivity and safety of the Lake Road corridor (as well as Esmonde Road and Bayswater Avenue). The proposals, which were recently consulted upon, include physically protected cycle lanes, safer pedestrian crossings/intersections and targeted transit lanes. This will be complemented by a package of additional measures, including electronic roadside signs and travel apps to give more travel information, greater bus/ferry integration and support for school-based cycle improvements on Bayswater Avenue.
2. The project is to be partially funded by RFT. The \$47 million budget is not contained within AC's recently approved Emergency Budget. As such the current work on the project will come to a close later this month with the completion of the business case. The project will be considered in the prioritisation of the 2021-31 Regional Land Transport Plan (RLTP). Should Lake Road Improvements be prioritised in that process, and sufficient budget become available, AT will look to recommence the project
3. The Devonport Takapuna Local Board has voted in opposition to the project, noting "dissatisfaction on a range of issues, most importantly that the design would not reduce congestion on Lake Road and may have the opposite effect and increase congestion". The Local Board has expressed a desire for the project to widen the road, however this is unlikely to be possible within the original project budget (should it become available again) or meet project outcomes. Given the disparate views of the Local Board and two local councillors (who support the project), it is recommended that the Chief Executive seek direction from the Governing Body on the preferred approach to progressing with the project. If directed to do so, this may include re-investigation of the benefits and costs of localised intersection widening.

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Ngā tuhinga ō mua / Previous deliberations

4. This project was presented to the Customer Innovation Committee in December 2019 ahead of public consultation in March/April 2020.
5. The Design and Delivery Committee reviewed and discussed a draft of this paper and provided feedback at its meeting of 10 November 2020.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

6. Lake Road in the Devonport peninsula has long been an unreliable corridor for travellers and a source of frustration for the local community. The corridor is the sole way in and out of the area and experiences significant traffic congestion throughout the week, including the weekend. Bus options are constrained by the local street network and often offer a poor alternative to the private car. Although painted cycle lanes are present, high traffic volumes and antipathy from drivers means cycling is not a viable option for many travellers.
7. Approximately half of Lake Road trips stay within the peninsula, and these short local trips are more readily able to shift modes if a good alternative is provided. Lake Road caters for between 15-30,000 vehicles per day and the area's population is projected to grow by up to 30% over the coming 30 years. Lake Road has recorded 28 serious crashes in last decade, of which ten casualties were pedestrians or cyclists.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

8. AT has now completed a DBC to develop a design for the corridor which improves the people-moving productivity and safety of the route, whilst avoiding property purchase for road widening. As safety is a major focus and Lake Road has high traffic volumes, the current proposal includes physically protected cycle lanes, safer pedestrian crossings and safer intersections (of 28 serious crashes in the last ten years, ten casualties were pedestrians or cyclists), as well as targeted transit lanes. This will be complemented by a package of additional measures, including electronic roadside signs and travel apps to give more travel information, greater bus/ferry integration and support for school-based cycle improvements on Bayswater Avenue. Previous consultation supported improvements within the corridor (i.e. avoiding road widening) and as extensive road widening was likely to be unaffordable, the proposals followed this approach.
9. Public submissions on the proposals were open between 16 March - 26 April 2020. A brochure was sent to many households in the peninsula, which included a feedback form (there appear to have been some issues with delivery due to the COVID-19 pandemic Alert Level 4 lockdown, but AT undertook additional steps and broad coverage was achieved). To promote the consultation, AT undertook local newspaper advertising, press releases and social media. Some project info boards were erected, however due to the COVID-19 pandemic Alert Level 4 lockdown all planned public events were cancelled. To mitigate this, AT extended the consultation period by two weeks, created additional online videos, undertook increased promotion and included an email on the project webpage for one-on-one engagement if members of the public required it.

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10. 563 submissions were received and the two overarching themes from the consultation included:

- Strong support for making Lake Road cycling safer, including physically separate facilities. There was a recognition that the current painted cycle lanes are not perceived as safe so are not used by new potential users, resulting in additional car trips.
- Concerns that the proposals would worsen or not address traffic congestion. This has been a consistent theme over preceding project phases, with a strong community desire to see improved traffic flows (albeit with a range of views as to how this should be achieved – widened road, new coastal bypass routes, etc.).

11. The emerging preferred design (see Appendix 1) has been updated following the consultation, with fairly minor improvements, primarily to enhance safety and functionality for pedestrians and cyclists. The next step (pending budget availability) would be to seek support from Waka Kotahi New Zealand Transport Agency (Waka Kotahi) for the business case and funding of subsequent detailed design.

Ngā tūraru matua / Key risks and mitigations

12. There are a number of stakeholder and deliverability risks relating to the complexity of the corridor, however the main project risk relates to the availability of budget to implement the project (see next section).

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

13. Within the 2018-2028 RLTP there was \$47 million allocated for the Lake Road Improvements project. The business case was developed to achieve the project outcomes within this budget. The project is a RFT funded project. However, there is no funding for the project within AC's recently approved Emergency Budget. As such the current work on the project will come to a close later this month with the completion of the business case.

14. The project will be considered in the prioritisation of the 2021-2031 RLTP. Should Lake Road Improvements be prioritised in that process, and sufficient budget become available, AT will look to recommence the project.

Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

15. Moving forward with the proposals will assist in encouraging more sustainable travel options for the area and in doing so assist in reducing transport emissions.

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Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community

16. The project team have met with Ngati Whatua Orakei representatives and received a supportive submission from Ngati Whatua Orakei as part of the consultation process. Engagement is continuing, including AT's travel planning support for a Ngati Whatua Whai Rawa residential development within the project area.
17. The project team has also been engaging with the Devonport-Takapuna Local Board and a group of local transport stakeholders (business associations, Bike Devonport, etc.) to gain early and more detailed feedback on the corridor concepts.
18. In June, the Devonport Takapuna Local Board voted in opposition to the project, noting "dissatisfaction on a range of issues, most importantly that the design would not reduce congestion on Lake Road and may have the opposite effect and increase congestion". The Local Board has expressed a desire for AT to reconsider the approach that avoids road widening, although the project team has advised that previous investigations showed this to be disruptive, expensive (well over available funding) and unlikely to better achieve project outcomes.
19. The two local councillors have provided submissions in support of the project and will offer advice in future discussions with the Governing Body. A local survey by the Automobile Association in late November 2020 is expected to provide further information on community sentiment.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

20. As noted earlier, safety is a major focus and the proposals include physically protected cycle lanes, safer pedestrian crossings and safer intersections (of 28 serious crashes in the last ten years, ten casualties were pedestrians or cyclists). The project designs have gone through a recent Safety in Design assessment and a road safety audit will form part of future detailed design phases.

Ā muri ake nei / Next steps



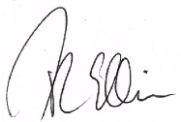
21. Upon board approval of the business case, project work will pause until such time as sufficient budget becomes available. Given the disparate views of the Local Board and two local councillors, it is intended that the Chief Executive now seek direction from AC's Governing Body on the preferred approach to progressing with the project. Although localised road widening was discounted during the recent business case work, upon re-starting the project it is possible that this could be re-investigated, to form an updated view of benefits and costs in response to the Local Board's position.

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Ngā whakapiringa / Attachments

Attachment number	Description
1	Lake Road Improvements schematic
2	Indicative render of Lake Road Improvements concept

Te pou whenua tuhinga / Document ownership

Submitted by	Daniel Newcombe Manager Strategic Projects – Central Access	
Recommended by	Jenny Chetwynd Executive General Manager – Planning & Investment	
Approved for submission	Shane Ellison Chief Executive	

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Appendix 1 – Lake Road Improvements schematic

Lake Road proposed improvements
Esmonde Road to Bayswater Avenue



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Lake Road proposed improvements

Bayswater Avenue to Albert Road

Bayswater Ave

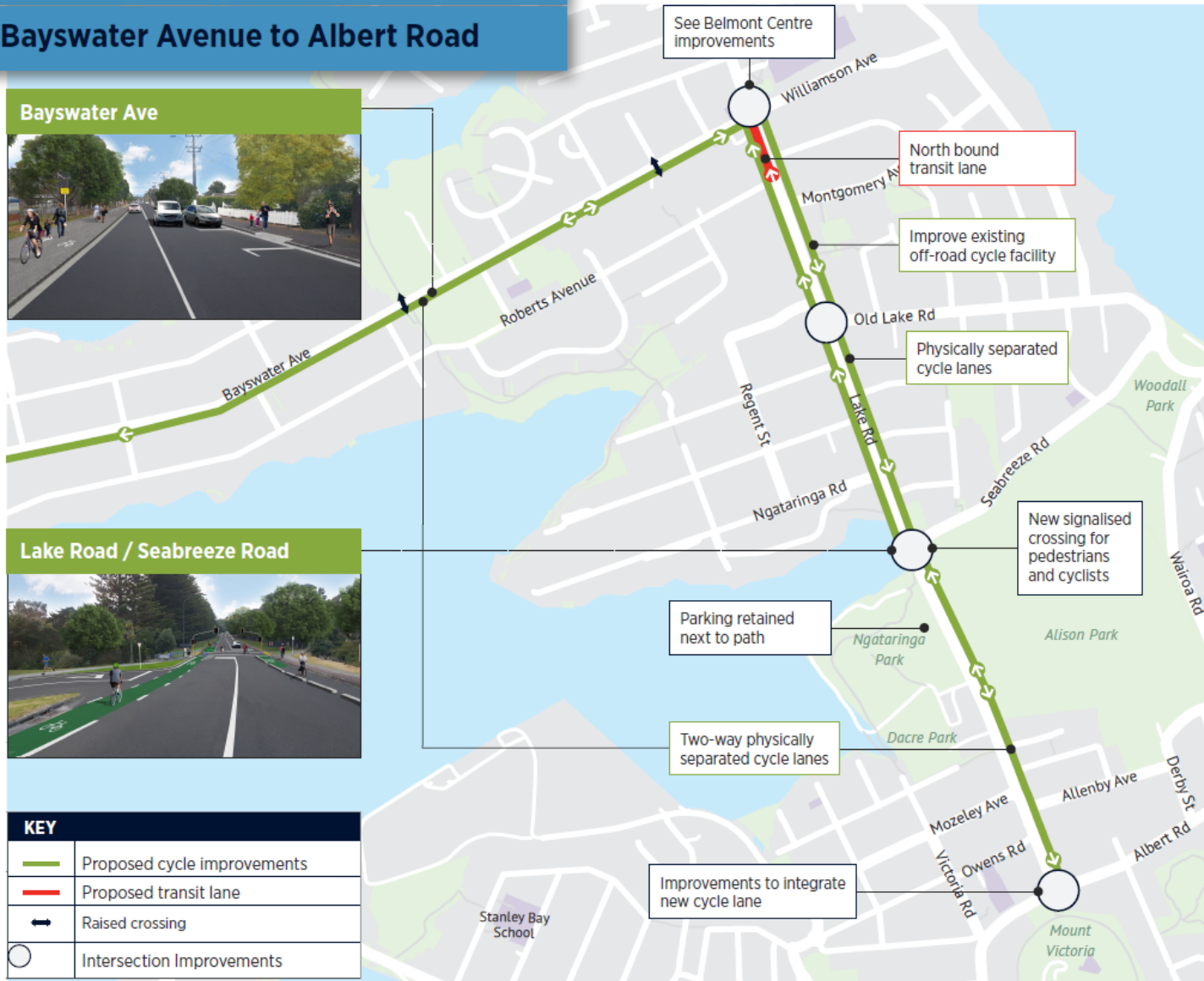


Lake Road / Seabreeze Road



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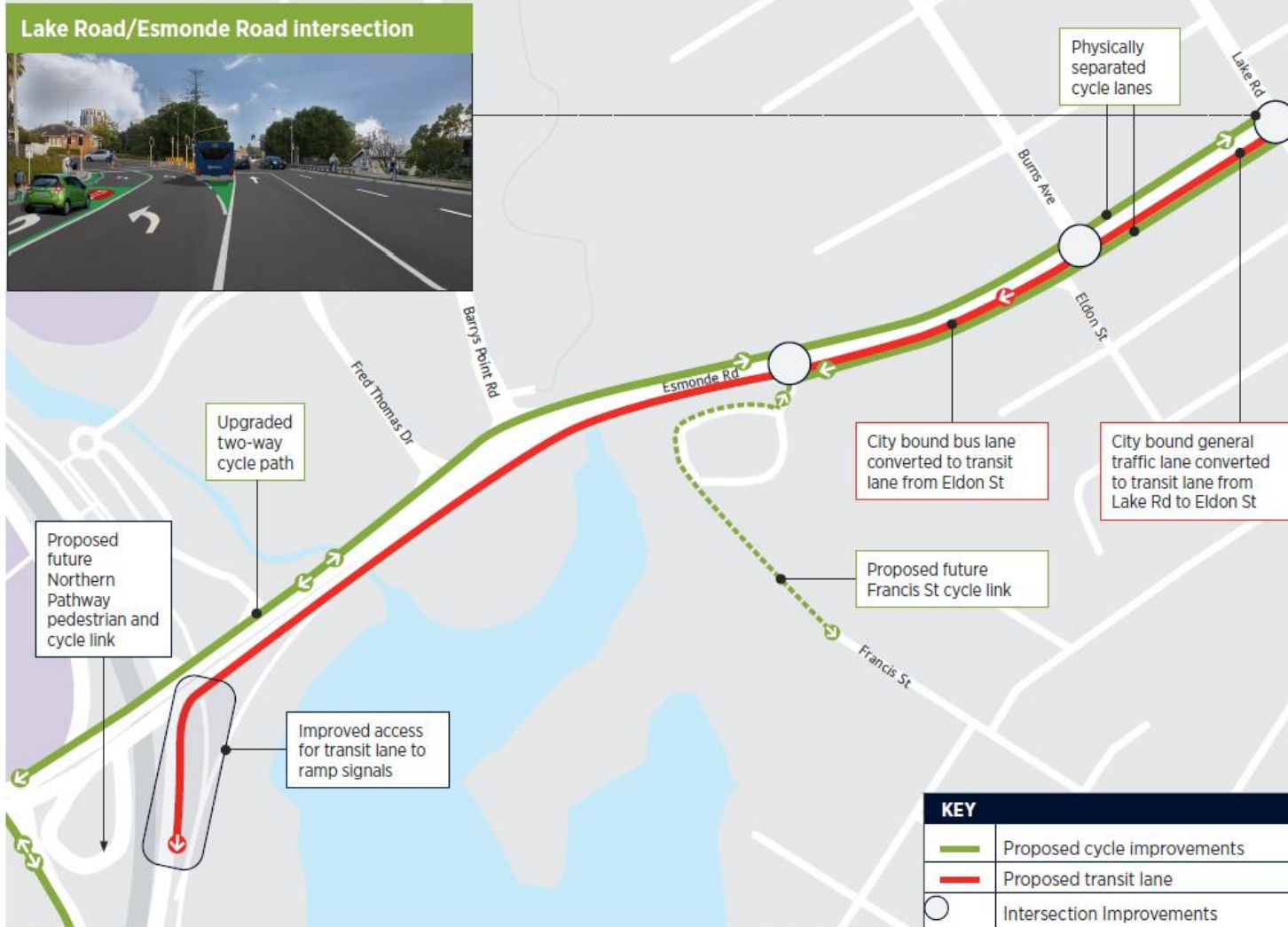
	Proposed cycle improvements
	Proposed transit lane
	Raised crossing
	Intersection Improvements



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Lake Road proposed improvements

Esmonde Road section



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Appendix 2 – Lake Road/Hauraki Corner render

