

20 October 2016

Meadowbank and St Johns Residents Association
mailto:mbsjra@gmail.com

Dear Members

Auckland Transport CAS-390544-T1M9B3 - Meadowbank issues

In response to the concerns raised with the Local Board relating to specific issues in Meadowbank, please allow us to provide answers to the points below.

1. Crossing facility at the left turn slip lane for the St Johns/Remuera Road/Meadowbank Road intersection

The investigation of a crossing facility at the left turn slip lane into Meadowbank Road will be undertaken in approximately two months' time. The works relating to the crossing facility will be dependent on the outcome of the investigation with implementation subject to available funding and resources.

2. Crossing facility between Mount Carmel Place and Corinth Street

The width of Meadowbank Road has been measured as being approximately 9.2 m between the intersections with Mt Carmel Place and Corinth Street. Unfortunately, this road is too narrow to accommodate a pedestrian refuge.

The initial proposal had been to provide only kerb ramps either side of Meadowbank Road without a pedestrian refuge due to its width. The speed of vehicles down Meadowbank Road means the provision of a pedestrian crossing in the form of a kerb ramp without a refuge is not favourable to pedestrian safety especially school children, therefore we will no longer be proceeding with this proposal.

3. Excessive speed on Meadowbank Road

A Speed Indication Device (SID) sign is proposed on Meadowbank Road near the intersection with Corinth Road facing northbound traffic, to notify drivers to slow down if they are exceeding the posted speed limit. We are also considering speed tables (as above) on Meadowbank Road to calm traffic speeds.

4. Excessive speed on Manapau Street

There is currently no speed data for this street and during site visits, vehicles were observed to be travelling slowly through Manapau Street. This street is approximately 9.3m wide and is classified as a local road with the main function to provide access to adjacent properties. In the past 5 years, there has been one recorded non injury crash on Manapau Street which was not speed related.

There appears to be high parking utilisation on this street during the day which is likely due to commuter parking. The current parking arrangement makes it difficult to speed through the street and the high parking utilisation makes the road appear narrow to drivers and encourages slower speeds which generally improves road safety. Due to these factors, there are no plans for immediate changes to speed calming related infrastructure on Manapau Street.

5. Widths of intersections on Meadowbank Road

Potential intersection narrowing measures were identified in a previous investigation for the intersections of Bonnie Brae Road and Manapau Street with Meadowbank Road. These measures were deemed to be low priority in terms of safety and operational issues compared with other wide intersections which have high pedestrian demands. As a mitigation measure for the intersection at Bonnie Brae Road, we are considering the installation of white road markings with hatching on Bonnie Brae Road to create the visual appearance of a narrower road.

In regards to the intersection of Manapau Road and Meadowbank Road, we are investigating the feasibility of a pedestrian refuge on Manapau Road which could be progressed as part of our 'Minor Improvements Programme' depending on available funding and resources. There are however a number of projects already awaiting prioritisation and delivery as part of this programme. The process of prioritisation starts with us collating all proposed projects before ranking them based on their safety and operational issues. Once funding has been provided each financial year we prioritise projects which will be completed within the available resources and funding.

The reason that we undertake these investigations in a structured way is that we need to assess all of these matters in a consistent manner. This makes it possible for us to determine the roads with the greatest safety and operational problems and which therefore need to receive a higher priority, given that there are limited funds for these types of matters.

6. Managing potential traffic impacts from intensification

Each development that is proposed is processed by Auckland Council and is consulted with Auckland Transport, including departments like Assets, Safety, AT Metro, Parking Design, Traffic Engineering, Capital Projects, and Community Transport. If there are adverse effects on the network from the development, Auckland Transport and Auckland Council work with the applicant to mitigate the adverse effects or at least minimise the effects.

7. Meadowbank Train Station access and service extension

A feasibility study assessing the impact of a bus stop and bus turnaround was undertaken at Meadowbank Station. The study was separate to the Central Suburbs New Network consultation.

For the purpose of the feasibility study, it considered the possibility of a future feeder bus service route to the station; required infrastructure, design, layout and impact to on-street car parking to accommodate such a bus service. A parking survey was also carried out at the station and adjacent streets to investigate park and ride activity beyond the local area to identify possible demand for a feeder bus service.

The final network for Meadowbank does not include a feeder bus service to the station because further investigation is needed and would likely require removal of up to 21 parking spaces at the station, which, could exacerbate the existing on-street parking demand in the area. A report on the

outcome and recommendations of the study will be presented to the Orakei Local Board later this year. The decision at this stage does not preclude the bus service going to the station in the future, subject to discussions with the Local Board.

We appreciate you taking the time to contact us and allowing us the time to complete our extended investigations. We trust that this information is of use to you and hope that our position is rational and the outcomes are clear. Should you require further clarification however, please do not hesitate to contact us.

Kind regards



Jo Naylor

Customer Liaison Team Leader

cc. Felicity Merrington