

TOC1617-050.1

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10 May 2017

Dear Sir/Madam,

**FEEDBACK SUMMARY:
Raised Speed Tables – Meadowbank Road, Meadowbank**

We recently asked for your feedback on an Auckland Transport (AT) proposal to install raised tables on Meadowbank Road, Meadowbank. We are now contacting you to let you know the outcome of this feedback.

Are there changes to the proposed design?

The proposal received mixed feedback with some concerns raised by respondents. After reviewing this feedback and all other supporting evidence, the proposal will proceed without changes to the next stage of detailed planning.

What happens next?

We expect to introduce this work by June 2018, subject to any further changes in design or funding issues.

Contractors will issue 48-hour notice to all affected residents prior to construction work.

What feedback did AT receive?

1. Footpaths need to be reconstructed on Meadowbank Road.

Footpath reconstructions are generally undertaken based on the serviceable life of a footpath and the footpath in the vicinity of the proposal appeared to be in a good condition.

2. The pedestrian crossing is not clear on the consultation plan.

The pedestrian crossing is to the north of Mt Carmel Place and was observed to be the desire line for pedestrians crossing Meadowbank Road during the morning and afternoon school peak. The road marking either side of the crossing has been proposed to restrict vehicles parking near the crossing to allow for adequate visibility for pedestrians crossing at this facility.

3. A formalised pedestrian crossing should be installed on both speed tables.

Several factors are carefully considered prior to implementing a pedestrian crossing such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets.

It is important we undertake this type of assessment as under rules established by the New Zealand Transport Agency (NZTA), pedestrian crossings should only be installed where pedestrian numbers and traffic volumes suggest they are warranted. The underlying concept behind this requirement is that unless the crossing facility is well used by pedestrians, drivers will not expect pedestrians at the location concerned, and their awareness and attention of the pedestrian crossing will decrease. Furthermore, pedestrians naturally feel more confident crossing at a pedestrian crossing and can take less care than they would were there no facility. Combined, these two aspects can have the adverse effect of the facility becoming a dangerous

crossing point. It is recommended practice that pedestrian crossings only be installed where pedestrian number thresholds are reached.

As mentioned above, the crossing has been located where the desire line is for pedestrians crossing Meadowbank Road during the morning and afternoon school peak.

Very few pedestrians were observed to be crossing at the speed table to the south of Mt Carmel Place and has been installed to slow down drivers on the approach to the crossing as well as curb some of the speeding observed on site by the engineer and residents.

4. No Stopping At All Times (NSAATs) parking restrictions (road marked with broken yellow lines) should be installed along one entire side of Meadowbank Road.

NSAATs can be installed if there is a safety or access issue related to parked vehicles and narrow street widths. The width of Meadowbank Rd is greater than 9m for the majority of the length of this street. This width is not considered narrow since even with the presence of parked vehicles, the through traffic lane is approximately 5m wide and emergency and refuse collection services have confirmed that a 2.5m minimum width is required.

Additionally, the installation of NSAATs can sometimes cause drivers to speed since the road appears wider. Parked vehicles narrow the road width and can act as pseudo speed calming measure.

5. NSAATs should be installed on the corner of Meadowbank Road and Corinth Street.

Most of the intersections along Meadowbank Rd do not have NSAATs on the corners since most drivers adhere to the road user rules in regards to parking at/near intersections and visibility is considered appropriate at most intersections on Meadowbank Rd, including the intersection with Corinth Rd. As such, there are no plans to install NSAATs on the corners of Corinth St until necessary.

6. NSAAT restrictions should be installed along the Remuera side of Meadowbank Road to widen the road and ensure school children could then be dropped off on the school side, removing the need for them to cross the road at all.

There are existing NSAATs on the eastern side of Meadowbank Road, beginning from the intersection with Remuera Rd and ending just north of the curve near #22. These NSAATs are considered sufficient for this length of Meadowbank Rd since they are in the most critical area at the inside of the curve, where visibility of oncoming traffic would otherwise be obstructed by parked vehicles. Further NSAATs are not required since the road straightens and there is no apparent safety or access issue requiring the installation of this parking restriction.

7. NSAATs should be extended on both sides to allow greater visibility of the intersection.

The NSAATs proposed at the crossing are the minimum required to comply with the visibility standards for a crossing in the existing speed environment. These parking restrictions are installed on the side of the approaching traffic and the proposed length is appropriate, therefore further removal of parking is unnecessary.

8. Numerous requests for additional speed tables along Meadowbank Road.

The origin of this proposal was due the high number of complaints related to speeding drivers from residents and parents of children at the Meadowbank and Mt Carmel School, with the section of Meadowbank Rd around the Mt Carmel Place and Corinth Rd being identified as a section of common concern.

Investigations and site visits confirmed that this section of Meadowbank Rd was of concern in regards to speeding and a lack of crossing facilities. It is part of a route for walking school buses and in the vicinity of two schools. As such, the investigation then considered a safe crossing facility for pedestrians in the section in the area immediately around the Meadowbank Rd intersections with Corinth St and Mt Carmel Pl.

There are currently no plans to install speed tables at the other locations suggested by the consultees.

9. Further speed calming is required along Meadowbank Road.

Meadowbank Rd is classified a collector road with the main function of feeding traffic from local roads to arterials. This street is also a bus route.

Generally, speed calming measures are not installed on these types of streets however exceptions are made on streets in close proximity to schools and therefore further speed calming is not considered appropriate on other lengths of Meadowbank Rd.

10. A judder bar should be installed instead of the raised tables.

Judder bars are not generally installed on roads which are bus routes or roads which are classified as a collector because of the damage to buses and the reduction in travel time for vehicles. The proposed speed tables are 'bus friendly' and have a shallower profile compared with judder bars which supports improved passenger comfort and allows vehicles to traverse at a slightly higher speed compared with judder bars.

11. Speed tables will lead to heavy acceleration and braking in between them, creating a lot of noise.

The proposed speed tables have a shallower profile compared with speed bump/judder bars which have a deeper profile and require drivers to brake more on the approach to traverse the speed bump comfortably. The noise is considered to be reasonably low and similar to drivers approaching the intersections with Corinth St and Mt Carmel Pl.

12. The UK are removing speed bumps due to the effect on the environment, why are they be installed now.

The UK website referred to by the customer requests that local authorities re design speed humps so that they are 'longer and flat-topped' which is akin to the raised tables proposed. Also mentioned in the article is that speed bumps 'have also contributed to a spectacular reduction in the number of children killed and seriously injured on the roads.'

13. A stop sign should be installed on Mt Carmel Place.

A 'STOP' controlled intersection is usually installed when drivers have to approach an intersection at speeds less than 10 km/hr because the road curvature is restricting visibility. At the Meadowbank Rd/ Mt Carmel Place intersection, the visibility is greater than 55m on the eastern approach to the intersection on Mt Carmel Place, therefore controlling the intersection with a 'STOP' control is not warranted.

14. A pedestrian refuge island should be installed.

This option was considered at the concept stage of this scheme, however there is not enough road width available for a refuge island. The installation of a pedestrian refuge would result in a pinch point for motorists passing cyclists and as such, this option was not progressed.

15. A speed camera should be installed instead of the proposed changes.

The police in conjunction with the New Zealand Transport Agency's (NZTA) Safety Team and an independent transportation consultant, have a methodology for choosing sites which are suitable for Speed/ Safety cameras. Generally, Safety Cameras are placed in areas where there is a problem with excessive speed and there is a proven crash risk or research shows a history of crashes causing death and/or serious injuries. Considering the crash history and the speed counts available, it is unlikely that this street would be a suitable candidate for a Safety Camera.

16. The grass verge should be removed to widen the street.

The widening of a road is usually undertaken to increase the efficiency of traffic movements through a street. This is important for arterial roads that have the main function of moving people and goods efficiently however is less important for other road classifications unless there is a significant safety reason to do so.

As mentioned previously, this road width is not considered narrow since there is enough width for on street parking and two-way flow along the majority of Meadowbank Rd, allowing traffic to operate safely. Since there is no capacity or safety related reason to widen Meadowbank Rd, widening is not required on this street.

17. Policing of Meadowbank Road parking restrictions should be improved, many of the current restrictions are not being regularly enforced.

Parking enforcement can be called to enforce areas where flouting of the road user rules are observed. Please call AT feedback or go to <https://at.govt.nz/about-us/contact-us/> to provide feedback or report a problem.

18. The angle parking outside the bakery needs to be investigated as it causes major congestion.

On site observations of the angle parking on Meadowbank Rd near the Remuera Rd showed that the delay is to the drivers parked rather than the drivers on Meadowbank Rd who are approaching the signals. The parked drivers need to wait for a courteous driver to give way before reversing out from the angled parking spaces.

Considering that the angle parking operates safely, there will be no immediate changes to this parking arrangement.

19. A concern that as a cyclist raised tables will be dangerous.

The proposed scheme has considered the safety of cyclists and is supported by Bike Auckland. The proposal supports the reduction in speed which improves the safety for all road users.

20. A 'lollipop person' should patrol this road instead of the proposed changes.

A pedestrian survey was undertaken along Meadowbank Road in the vicinity of Mt Carmel PI and Corinth Rd with the data used to assess the appropriate pedestrian facility for the area using the pedestrian count and vehicles numbers observed. A pedestrian refuge was considered however as mentioned above, this type of facility would result in a pinch point for cyclists and motorists. Based on the pedestrian numbers observed, a zebra crossing or school crossing was assessed as not being warranted at this location. A 'lollipop person' is only used at a School Crossing which is always monitored by an adult and is usually on the street with school frontage. Since the pedestrian demand is high only during school periods, crossing facilities other than the proposed scheme are unlikely to be well utilised outside these hours which may result in

reducing their effectiveness. The proposed crossing facility has the added benefit of slowing vehicles on a length of Meadowbank Rd where speeding is a concern.

21. There should be increased speed restrictions on all roads within a radius of 2km of Meadowbank School between 8-9am and 2.30-3.30pm.

The maximum length of a school speed zone, is within 300m of the school gate and undertaken on roads where there is a proven speeding issue. Additionally, speed zones are implemented on roads with school frontage which in the case of Meadowbank School and Mt Carmel School would be these roads: Waiatarua Rd and Mt Carmel Pl. These schools had been assessed previously for a school zone however Mt Carmel Place and Waiatarua Rd were considered to be lower priorities compared to other streets with a higher risk related to speeding.

22. Signage should indicate there are 2 schools in the area and vehicles must slow down.

Meadowbank Rd has signage indicating that there is a school nearby on the northern and southern approaches to Mt Carmel Place (2 children holding hands with the supplementary 'SCHOOL' sign). There is 'SLOW' road marking on both approaches and additional 'SLOW' road marking to encourage slow speeds. There is similar signage on Waiatarua Road on the approach to Meadowbank School.

Considering that there are numerous signs highlighting the presence of schools and children in the area, no further signs are proposed.

23. Request for additional works including a pedestrian crossing outside the kindergarten, additional parking bays outside the kindergarten and improvements to the intersection of Meadowbank Road and Remuera Road.

If you would like your request to be considered by AT for future development works, go to <https://at.govt.nz/about-us/contact-us/> to provide feedback or report a problem.

Further information

If you have any questions or require any further information, please contact AT on (09) 448 7265 quoting the reference number TOC1617-050.1.

Yours faithfully,

Alicia Esquivel | Consultation Coordinator
Auckland Transport