

ID	Proposal Title	Proposal	Local Board Response
1	Parnell Domain/Ayr Street	<p>In alignment with the signal optimisation work being carried out for the Parnell Domain/Ayr Street intersection, AT is investigating minor signal changes, aligning the pram crossing and crosswalk, removal of the left slip lane, kerb extensions as options to improve the pedestrian amenity and level of service at the intersection.</p> <p>Discussed with TPLs in January 2014. Proposal in detailed design phase. The design will be sent to the Board or comment once completed.</p>	
2	Lower Hobson/Quay Street	<p>Proposal will investigate if removal of the slip lanes is feasible and will look to square up intersection (barns dance pedestrian phase). Timing will align with the Lower Quay/Queen Street works.</p> <p>Discussed with TPLs in January 2014. Proposal in investigation phase. The design will be sent to the Board for comment once completed.</p>	
3	Ponsonby Road Safety Improvements - Anglesea Street	<p>Revised plan for Anglesea Street includes kerb extension to narrow the road. Reduce crossing distance, slow traffic speeds. Parking near the crossing point creates visibility issues, proposal may include loss of three parking spaces. Future proofs to allow for the local board's vision for raised tables on side streets along Ponsonby Road but the proposal itself does not include the raised tables as AT's objective is to address pedestrian safety improvements, in particular addressing the issue of visibility (as speed is no longer considered a significant factor given the reduction of speed on Ponsonby Road).</p> <p>Discussed with TPLs in January 2014. Proposal in investigation stage/concept plan. A site meeting will be held with TPLs to discuss further.</p>	<p>The proposal needs to align to the Ponsonby Road Master Plan (the proposals for raised pedestrian tables on intersection throats to create a continuous pedestrian walking experience received very strong support and officers are going to be recommending that pedestrian priority on side streets is included in the final plan).</p> <p>The design does indeed improve pedestrian safety but the proposed pram crossings do not follow the walking desire line of Ponsonby Road. I understand the crossings have been located so they can be retrofitted with a raised table and the engineers view is that they are located in the "safest" crossing point of the intersection. However I believe the engineers are being far too cautious with their design.</p> <p>The desire line is clearly in a continuous line along the footpath not a couple of paces down Anglesea street. Also the proposed new location cuts across the pocket park and the square tiled area outside Chapel Bar. These tiles are looking scruffy but presumably there is a purpose to them (and a history we should know about). I think we will be strongly criticised if they are removed unnecessarily.</p> <p>I also understand AT's concern that it is best not to install just one raised table on P'rd because it will create confusion, however many of the intersections already have traffic calming treatments and/or traffic lights so I don't have a problem with this as a one off in the meantime as we may be waiting some time before all intersections are upgraded with raised tables (Union Street/Victoria street intersection is an example of a one off along Victoria street that is working well for pedestrians. Union Street treatment also follows the walking desire line so we know from an engineering perspective it doesn't have to be installed away from the intersection).</p> <p>So in summary can AT please re-look at the design and consider a bold option for providing a pedestrian facility (eg a raised table) and demonstrate what we can look forward to in the future (ie we would like to feel proud that we are going in the right direction and not compromising the design by prioritising car turning movements.)</p>
4	Rutland Street - swapping mobility parking and motorcycle parking	<p>AT is consulting on a minor change on Rutland Street, CBD to swap the existing mobility parking with motorcycle parking.</p> <p>As part of the Lorne Street upgrade stage 2 and consultation it was decided at the time to accommodate the Operation Mobility parking on Rutland Street outside the AUT Tower. This decision was due to a number of factors in needing to provide Motorcycle parking and a P10 Drop area to service the Auckland Council library and nearby apartments as all other day time parking restrictions, Pay & Display had been removed from the area in order to meet the project design in turning the focus from vehicles to pedestrians.</p> <p>Subsequent to this implementation the Disability awareness action group advised that a user of the Operation mobility parking was finding it difficult to access the parking bay as the gradient of the area was too steep.</p> <p>Various options were investigated within Rutland Street and in consultation with the disability awareness group, the concerned user and the Auckland Council Public Library it was concluded that the best alternative was to relocate this parking to P180 Motorcycle parking as the gradient in this location was of a lesser degree thus making it easier to use and closer to the library. Consequently this would result in the P180 Motorcycle parking being relocated to outside AUT tower.</p>	
5	Consultation - Proposed parking change outside No 85 Jervois Road	<p>Auckland Transport received a request to review the existing P5 Loading Zone parking restriction outside of No 85 Jervois Road, Herne Bay. The request notes that short term customer parking for local businesses is at a premium and that the loading zone is no longer required.</p> <p>Auckland Transport consulted on a similar proposal in February 2012 and feedback demonstrated at the time that there was continuing demand for the existing on-street loading zone. In light of the recent request and the time that has elapsed since the last consultation, AT would welcome the views of affected stakeholders to replace the existing loading zone with the following proposal:</p> <ul style="list-style-type: none"> • P15 applying from 8 am to 6 pm, Monday to Saturday. 	
6	Proposed Parking Change on Scotland Street, Freemans Bay	<p>AT has received a request from a local business located on Scotland Street, Freemans Bay for a loading zone. AT has investigated this request and agrees that a loading zone would be of benefit to local businesses and is proposing the following change:</p> <p>P5 Loading Zone Goods Service Vehicles Only applying 8am to 6pm Monday to Sunday.</p> <p>This proposal will see three P60 spaces converted to a loading zone. This area of Freemans Bay is mixed in nature and not dominated by residential properties.</p>	
7	College Hill/New Street improved pedestrian facility	<p>Auckland Transport has investigated the feasibility of an improved crossing facility near the College Hill/New Street intersection. The recommendation includes to make minor improvements to the pedestrian refuge as it currently cannot cater for the peak volumes of school children. Advance Warning Signs (AWS) will be investigated, the proposal does not include a signalised pedestrian crossing at this stage. It also includes relocation of the bus stops.</p>	<p>The plans look good and the design addresses concerns over access initially raised by Member Dempsey.</p>
8	Quay St/ The Strand/Tamaki Drive	<p>AT has completed a safety audit for the proposed safety improvement works at the intersection of Tamaki Drive/ The Strand/ Quay Street. AT has been liaising with NZTA to confirm the proposed scheme and layout changes which include a new cycle lane on Tamaki Drive at the intersection.</p> <p>Detailed design is programmed to start in March 2014 subject to feedback from NZTA. Agreement on a design needs to be reached with NZTA before the project can be programmed accordingly.</p> <p>The design plans are provided on the Board's April 2014 agenda as part of the formal consultation process with the Board.</p> <p>Construction will be aligned following Vector's cable replacement project and after the ITU event series which starts in April 2014.</p>	

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9	Richmond Road Safety Improvements	<p>As previously highlighted, AT are looking to implement a Safety Improvement Action Plan for Richmond Road, Grey Lynn.</p> <p>A. Richmond Road/ Cockburn Street (under construction)</p> <ul style="list-style-type: none"> • Installation of new concrete speed table on Cockburn Street at its intersection with Richmond Road; • Reconstruct existing pedestrian refuge; • Associated roadmarking and signage works; • Existing on-street parking arrangement will not be affected by this proposal. <p>B. Richmond Road/ Chamberlain Street (works to commence mid-April 2014)</p> <ul style="list-style-type: none"> • Realignment of the section of Chamberlain Street leading up to the intersection with Richmond Road to address issues associated with the wide intersection layout. The proposed kerb realignment will reduce the crossing distance for pedestrians and to encourage a safer turning speed into Chamberlain Street. In addition, it will improve visibility for traffic turning out of Chamberlain Street as it currently intersects Richmond Road at an acute angle making it difficult for motorists to look for westbound traffic; • The kerb realignment and footpath extension on the south-east corner will also allow the pram crossing to be separated from the driveway of No. 106 Richmond Road; • The existing pedestrian refuge will be reconstructed to allow a larger waiting space; • Extension of No-Stopping parking restriction outside No. 106 Richmond Road to improve visibility for pedestrians crossing Chamberlain Street. This will result in the loss of one on-street parking; • Associated footpath, vehicle crossings, roadmarking, signage and lighting improvements. 	Board supportive of proposal.
10	Fanshawe Street - westbound bus lane	Notification is included in the Board's April 2014 agenda papers.	WLB questioned delay for the eastbound buslane. A separate update will be provided for the local board's information.
11	Double-decker bus impacts on Verandas	<p>AT met with the Board at their 13 March workshop to discuss the anticipated impact on verandas with the future roll out of double decker buses.</p> <p>Details are provided in the Board's April agenda papers.</p> <p>Once the structural review is complete, AT will again meet with the WLB.</p>	
12	Great North Road Resurfacing Project	<p>Due to the rapid deterioration of Great North Road, between Ponsonby Road and Bullock Track, Auckland Transport's Road Corridor Maintenance team has decided to resurface the road from 28 April to mid-May this year. The scope of works and proposed methodology are detailed in the plans.</p> <p>As part of this project, Auckland Transport will be implementing the new bus lane marking standards along Great North Road.</p> <p>Design plans are provided on the Board's April 2014 agenda.</p>	
13	Great North Road / Ponsonby Road cycle lane (eastbound)	<p>The Board has advocated to Auckland Transport to provide advanced cycle boxes and a cycle lane leading to it at the Great North Road / Ponsonby Road intersection (eastbound). During initial investigations, Auckland Transport engineers noted that the traffic lanes on all approaches on Great North Road to the Ponsonby Road intersection are narrow, leaving little available width for cyclists to pass vehicles to get to the front of the traffic lights.</p> <p>Following further investigations, it was decided that it was not feasible to install a cycle lane without compromising a lane of traffic, which would have had significant impacts on the operation of the intersection. Road widening on the north side of the intersection was not possible due to conflicts with existing verandas, and on the south side due to conflicts with utilities and trees.</p> <p>As part of the Existing Cycle Network audit, Auckland Transport has revisited this intersection and has explored an alternative option to accommodate an on-road approach cycle facility. This includes narrowing the westbound lanes and providing space for an eastbound cycle lane. There is a marginal negative impact on traffic flows; however the positive effect is that a cycle lane is able to be provided through a widened eastbound lane. This proposal also has no impact on existing footpath or kerb lines.</p> <p>Auckland Transport is aiming to coordinate delivery of this proposal with the planned resurfacing works on Great North Road which will commence on 28 April.</p> <p>Design plans are provided on the Board's April agenda.</p>	