

(DoR= Date of Request to AT. *New or updated info is italicised.*)

No.	Issue Name	Issue Details	Issue Current Status
1	Picton Street bus stop issues (DoR: 15-Sep-15)	A board member has forwarded concerns raised with the Howick Village Business Association regarding the bus stop beside the village centre in terms of design and usage (buses stopping on drainage grate beside standard kerb half way down the bus stop instead of by drop kerb at the front of the stop), traffic hazard (visibility blocked for motorists at Moore Street intersection by stacked buses due to first bus not progressing to front of stop) and environmental impact (noise, fumes, visual amenity). The request was that the centre of the bus stop be moved up towards the bus shelter or the whole stop moved further up Picton Street to outside the gym.	The concerns have been raised with H&E buses. This bus stop is problematic as the drop kerb at the front of the stop effectively negates the kneeling ability of buses at a stop with a number of elderly patrons. Moving the stop further forward would require the removal of the bollards and changes to the kerb height back to standard, which is too complex for AT's current work programme at this stage. The bus stop and bus layover requirements for Howick Town Centre are being reviewed over the next six months, once the New Network service pattern for East Auckland is finalised. Resolving the issues around this bus stop will be part of that process. Regrettably, there is no quicker fix possible with available budgets. AT has requested H&E to remind their drivers of the importance of the buses being fully inside the stop. <ul style="list-style-type: none"> Now that the New Network for East Auckland is finalised, attention has shifted to considering the infrastructure requirements for the new service patterns. This bus stop on Picton Street beside the village centre will be included in that consideration.
2	Requested footpath on Cascades Road (DoR: 12-Apr-16)	A resident has approached a board member to request the continuation of footpath on the southern side of Cascade Road in the vicinity of the Cascade bridge and then down to connect into the Cascade walkway.	A property adjacent to the Cascade bridge is being developed but Council has confirmed that the developer was not required to install any further footpath along the Cascades Road frontage. <ul style="list-style-type: none"> A new footpath request has been submitted for consideration to the Walking and Cycling team for implementation using the regional new footpath budget. The request has been added to the candidate list for prioritisation in Oct-16. AT has also been requested to provide a rough estimate for the requested path in case the Board wishes to consider it as a Board-funded project.
3	Requested NSAATs, Ridge Road bus stop, Howick (DoR: 2-Jun-16)	The Board chairman has asked AT to investigate installing NSAATs at a bus stop on Ridge Road where vehicles regularly parked immediately behind the bus stop make it impossible for the bus to pull in parallel to the stop. This results in the bus entering the stop at an angle and the back of the bus blocking the traffic lane and following vehicles.	AT has completed its investigation and concurs that NSAATs behind the existing bus stop are required for bus entry to the bus stop. <ul style="list-style-type: none"> AT has added this stop to the list of stops that have missing resolutions and require upgrading and it is being included in the review of bus stops over the next 1-2 years as part of the implementation for the East Auckland New Network. As part of this process these stops will each need to go through the resolution process which takes between 3 to 6 months. Therefore changes will likely not be made at the stop for at least 1 year.

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4	Requested 'no pedestrians' signage either side of Chapel Road bridge (DoR: 8-Aug-16)	At the Board's Aug-16 business meeting, a board member advised that people have been seen walking across the narrow Chapel Road bridge on more than one occasion. The Board member asked if warning signage could be installed on Chapel Road either side of the bridge to advise pedestrians not to walk down the road to cross the bridge but to walk within Barry Curtis Park instead.	AT's Road Safety team has been tasked to review safety deficiencies along this stretch of Chapel Road and look for opportunities for interim improvements before the road and bridge get realigned and widened. This request has been incorporated into the team's recommendations for approval.
5	Requested right turn continuity lines through Ormiston Road/Te Irirangi Drive intersection (+ Smales/Te Irirangi also) (DoR: 8-Aug-16)	At the Board's Aug-16 business meeting, a board member raised concerns that, on more than one occasion, motorists travelling westbound on Ormiston Road and turning right onto Te Irirangi Drive have accidentally turned right into the southbound lanes before the wide central planted median rather than turning into the northbound lanes after the central median. The board member asked if dotted white 'continuity lines' could be painted through the intersection to guide motorists to undertake this manoeuvre correctly. Another board member advised the same issue existed at the Smales Road/Te Irirangi Drive intersection, which had continuity lines in the past that had perhaps faded.	An AT engineer has investigated both intersections and advises there are continuity lines through both for the double right turn lanes from Te Irirangi Drive into Ormiston Road and Smales Road for both north and southbound traffic. These lines are in reasonable condition but re-marking can be expected in the summer. In relation to the right turn from both Ormiston and Smales Roads onto Te Irirangi Drive, it is appreciated that these right turners have to cross four lanes and pass a median strip. However, adding further guide lines to assist these single right turners from Ormiston and Smales Roads onto Te Irirangi Drive would create a confusion of intersecting lines especially in the centre of the junction. Because of the visual confusion this would create, continuity lines for all four right turning movements at the same intersection cannot be installed. Because of the double right turn lanes from Te Irirangi Drive onto the side roads, and the higher risk of side swipes likely in this movement, it is considered more critical for continuity lines at these intersections for lanes turning right FROM Te Irirangi Drive ONTO the side roads, rather than for those turning right from the side roads onto the main road. Signal poles and road markings at the stop lines also assist 'lost' drivers to correct their errors.

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6	<p>Safety concerns at entrance of Summerset Retirement Village, Flat Bush School Road (DoR: 10-Aug-16)</p>	<p>Residents at Summerset Retirement Village have raised their concerns with elected members and AT directly regarding safety at the main entrance to the village on Flat Bush School Road, concerned that there is no turning bay for residents and visitors wishing to enter the village. AT was requested to set up a site meeting.</p>	<p>A site meeting was held on 22-Aug-16, attended by representatives from AT, the Board, the village and the village manager. After explaining that the cycle lane could not be removed to provide enough width for either a right turn bay into the village entrance or a wide flush median, AT was asked to consider whether the westbound lane on Flat Bush School Road could be reconfigured to remain as a single undivided lane (with separate cycle lane) until immediately west of the village entrance before dividing into two lanes (and a cycle lane) closer to the lights at the intersection of Flat Bush School Road and Chapel Road. Village representatives felt that such a reconfiguration would provide sufficient road width for a flush median at the village entrance, similar to the wide flush median already present east of the village entrance that extended past a pedestrian refuge and the following intersection. AT undertook to investigate this suggestion, which will require full observations, surveys and assessment including determining the expected impact on traffic lanes and queues approaching the lights at the intersection. In the meantime, AT suggested that those residents and visitors concerned about safety while waiting to turn right into the village entrance could alternatively travel a little further east along Flat Bush School Road, safely turn right into the very next road past the village entrance and then, with a very small detour around the next block, rejoin Flat Bush School Road and approach the village entrance from the opposite direction and safely turn left into the village. AT was also asked to investigate whether the 60 km/h speed limit sign to the immediate west of the village entrance could be relocated as village representatives were concerned that the signs encouraged traffic travelling at 50 km/h on Flat Bush School Road to speed up to 60 km/h right when passing the village entrance despite approaching the signalised intersection with Chapel Road.</p>

ISSUES REGISTER

HOWICK LOCAL BOARD

SEPTEMBER 2016

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No.	Issue Name	Issue Details	Issue Current Status
7	Requested NSAATs extension in Moore Street, Howick (DoR: 17-Aug-16)	<p>A board member has forwarded a resident's concerns about traffic issues on Moore Street beside the Howick Domain, about how when vehicles are parked on both sides of the road, there is insufficient road width remaining for two lanes of traffic and motorists are forced to stop to allow oncoming traffic to pass. Residents also have difficulty exiting their properties when vehicles are regularly parked on both sides of the road, and must also safely negotiate parents and small children parking then crossing the road to use the playground. Emergency vehicles and rubbish trucks also find it difficult to get through. The resident asked whether the current NSAATs in Moore Street from Howe Street to Drake Street could be extended to resolve the issue.</p>	<p>An AT engineer has undertaken an initial review of the issue raised. Further detailed investigation now needs to be undertaken to ensure a comprehensive review of this issue, including what other options might assist given the high parking demand in the area due to the number of domain and playground users. This further investigation has been programmed, following which an outcome and recommendations can be provided. An update can be expected by mid-Nov.</p>
8	Traffic speeds and requested crossing facility, Baverstock Road (DoR: 26-Aug-16)	<p>Concerns have been raised regarding vehicle speeds and the lack of crossing facilities on Baverstock Road by Baverstock Oaks School, particularly in light of a recent hit-and-run incident in the area.</p>	<p>Under investigation.</p>