

(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.	<p>The concerns have been raised with H&amp;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&amp;E to remind their drivers of the importance of the buses being fully inside the stop.</p> <ul style="list-style-type: none"> <li>Now that the New Network for East Auckland is finalised, attention has shifted to considering the infrastructure requirements for the new service patterns.</li> </ul> <p>This bus stop on Picton Street beside the village centre will be included in that consideration.</p>

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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.	<p>A property adjacent to the Cascade bridge has been developed but Council did not require the developer to install any further footpath along the Cascades Road frontage. 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. <i>AT has costed two options as follows.</i></p> <ul style="list-style-type: none"> <li>• <i>Option A would take pedestrians across the road bridge and down a ramp on the south side of Cascades Road to join the footpath running adjacent to the stream below. Because of the topography this option includes:</i> <ul style="list-style-type: none"> <li>- <i>new footpath along Cascades from No. 149 then down ramp</i></li> <li>- <i>significant vegetation clearance</i></li> <li>- <i>timber boardwalk and handrails</i></li> <li>- <i>timber retaining wall</i></li> <li>- <i>additional consent and lwi consultation costs</i></li> <li>- <i>there is no allowance for service relocations as none are known at this stage</i></li> </ul> </li> </ul> <p><b>The ROC for Option A is \$255,000.</b></p> <ul style="list-style-type: none"> <li>• <i>Option B makes use of the existing pedestrian facilities via the pump station on the north side of the road by providing a crossing point across Cascades Road that lines up with the pump station vehicle crossing. This option would be AT's recommendation. Option B includes:</i> <ul style="list-style-type: none"> <li>- <i>new footpath along Cascades from No. 149 to a crossing point opposite the pump station access</i></li> <li>- <i>two new pedestrian ramps and centre refuge island</i></li> <li>- <i>new streetlight</i></li> <li>- <i>road marking and signs</i></li> <li>- <i>option will require consultation with traffic operations</i></li> <li>- <i>There is no allowance for service relocations as none are known at this stage</i></li> </ul> </li> </ul> <p><b>The ROC for Option B is \$83,000.</b></p>

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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"> <li>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.</li> </ul>
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. <ul style="list-style-type: none"> <li>AT expects to present a design funding application for the Chapel Road road and bridge realignment project to the NZTA for approval in February and award the design contract shortly thereafter.</li> </ul>

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5	Traffic speeds and requested crossing facility, Baverstock Road (DoR: 26-Aug-16)	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>AT has undertaken an investigation for a new zebra crossing in place of the existing kea crossing. Pedestrian counts and traffic data were collected and further observations were undertaken during normal school times in Term 4 to provide site specific contextual evidence. Following completion of the investigation, AT concluded as follows:</p> <ul style="list-style-type: none"> <li>• Pedestrian volumes were high at the school peak times and minimal use of the crossing (none in PM commuter peak) was observed</li> <li>• Vehicle speeds on Baverstock Road were within the expected range for this type of street. However, when consideration is given to the 40 km/h school speed zone coinciding with a large percentage of the total daily volume, speeds are considered slightly on the high side</li> <li>• While the current facility is considered adequate for the pedestrian demand, modifying it to a zebra crossing would increase the conspicuousness of the crossing point. A zebra crossing would also be more consistent with other treatments in the area for access at the main frontage of a school:</li> </ul> <p>While AT believes that an LATM treatment is appropriate for Baverstock Road, raising the zebra crossing will further improve the safety of the crossing and control vehicle speeds outside the school in conjunction with the 40 km/h zone. An upgrade of the school kea crossing to a raised zebra crossing has therefore been added to the prioritisation list for funding consideration in the next FY.</p>
6	Requested NSAAITs, Bleakhouse Road, Mellons Bay (Dor: 25-Oct-16)	<p><i>Safety concerns have been raised with vehicles parking too close to the Bleakhouse/Macleans roundabout just north of that roundabout by #104 Bleakhouse Road. Passing cars have barely cleared the splitter island on that arm of the roundabout before needing to pull to the centre of the road, or even slightly over the centreline, to negotiate around cars parked hard up against where the current broken yellow lines finish. This passing manoeuvre needs to be done where oncoming traffic on the other side of a rise is not always visible.</i></p>	<p><i>An AT engineer has visited the area concerned and assessed the feasibility of installing broken yellow lines. Several factors are carefully considered when assessing a parking restriction. These include the road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, other safety concerns and crash statistics. AT's initial assessment has concluded that a parking restriction would be beneficial at this location and AT therefore proposes to install a 'no stopping at all times' (NSAAT) restriction, marked by a broken yellow line. AT will undertake consultation shortly to seek feedback from the most affected parties on the proposal. Please note the implementation of the proposed parking restriction will be subject to a number of considerations, including feedback of those consulted. Should the decision be made to proceed with the proposal following consultation, legal approval must be received from by the TCC before implementation can be approved. Consultation documents were provided to the Board for feedback in Jan-17.</i></p>