

Date: Thursday 16 March 2017
Time: 4.00pm
Meeting Room: Lynfield Meeting Room
Venue: Fickling Convention Centre
546 Mt Albert Road
Three Kings

Puketāpapa Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Memorandum

To: Puketapapa Local Board
From: Lorna Stewart
Date: 16 March 2017
Subject: Gilletta Road

Consultation began on this project on 14 February 2017.

AT delivered a letter and diagrams of the three options to all properties on Gilletta Road from number 30 onwards to the bottom of the road. A copy was also emailed to non-resident owners where appropriate and a copy sent to the AC Parks department. All persons who had given feedback previously were also emailed. There were approximately 85 letters sent but some parties may have received two or three copies of the information.

Twenty responses were received from residents who were all supportive of the proposed measures and showed a clear preference for Option C.

Option C is the more expensive option with the extra speed calming device outside number 68 and necessitates a new street light as well – it has a rough order of costs of \$46,000.

The Board's preferred option (B) was costed at \$26,000, it does not include the extra speed calming device or streetlight.

If the Board went ahead with Option B, and then later decided that the extra speed control device and streetlight were needed as well, Auckland Transport estimates that the cost would not vary much from the original estimate for Option C. The price difference is currently \$20,000 and would perhaps go as high as \$25,000 for the extra device if it was constructed at a later date.

Background (from AT's December 2016 report)

Gilletta Road Traffic Calming – Rough Order of Costs

1. Residents of Gilletta Road have reported high speeds on the road with burnouts and anti-social behavior occurring in the turn-around area at the harbour end of the cul-de-sac. The Puketapapa Local Board requested Auckland Transport to prepare a rough order of costs for measures to curb the speeding issues and deter anti-social behaviour in the street.
2. Auckland Transport considered both the local board's request for traffic calming measures and the feedback from residents provided by the local board. An investigation of traffic speeds showed that the average speed on the road during the daytime (most likely residents) was less than 30km/hr. However the problems reported by the residents occur mainly at night, and these vehicles are the ones causing the most concern.
3. To do a complete speed hump scheme over the whole length of the road would be in the order of \$136,000, however this is not recommended as it would have a very negative effect on existing residents who use the road daily.
4. The options developed below do not guarantee a resolution to the anti-social issues raised by residents but offer some cheaper deterrents that may assist. A diagram of the recommendations is included as Attachment G.

Three options have been developed:

5. Option A – Rough Order of Costs \$20,000



Memorandum



- Install new streetlight in turning bay and place two mini speed bumps painted white. (similar to Blockhouse Bay Reserve, Endeavour Street and shown in Attachment H)
 - The extra lighting and humps should assist in deterring loitering and cars doing burnouts in the turning bay
 - This option has minimal effect on residents as the humps are off the main roadway.
6. Option B – Rough Order of Costs \$26,000
- Includes Option A plus an additional full speed hump under the streetlight outside No 73
 - This provides the benefits of Option A plus an added deterrent to speeding vehicles as they approach or leave the turning area
 - This will have some impact on residents below the hump as they will need to cross it daily.
7. Option C – Rough Order of Costs \$46,000
- Includes Option B plus an additional full speed hump and new streetlight outside No. 68
 - This provides the benefits of Option B plus a further added deterrent to speeding vehicles over a longer stretch of road.



Gilletta Road Recommendations – Attachment G

