

## **OLB Consultation – Meadowbank Rd/ St Johns Rd Intersection – April 2018**

The OLB acknowledges the need for works on this problematic intersection to accommodate bus routes for the new network roll out in July 2018.

### **Background:**

The intersection is the 'gateway' to the Meadowbank township area. In very close proximity are small businesses including a chemist, bakery, beauty clinic, dental services, St Chad's Church & Community Centre, the BP service station, Meadow restaurant, pizza & other takeaway outlets and the Meadowbank Community Centre. Car park users tend to be short-medium stay. The SOHO Apartment complex, currently in design/development phase is only metres down Meadowbank Rd, adding some 65 dwellings to the area in due course. It is therefore a busy intersection, and will become increasingly so, with many pedestrian movements, particularly through the course of the working day.

### **Feedback:**

The Board is pleased with the removal of the slip lane and reconfiguration of traffic movements/signalization to ensure safer pedestrian crossing across Meadowbank Rd.

The Board would have liked to have seen these improvements as being part of a wider scope for improvement of the streetscape in this area rather than limited to ensuring capacity for bus movement. There is a current lack of amenity and aesthetic value around this precinct that makes it less than inviting for current and potential users. Particularly lacking is a sense of connectivity between the businesses on the separate sides of St Johns Rd, and the Meadowbank Mall Centre approximately 75 metres away with little to encourage pedestrian movement. Residents have been requesting an examination of how to make this area of our Ward more inviting and user friendly for years and the initial indicators from the LTP feedback show that this centre is a preferred focus for future improvement.

The Board notes the following concerns:

- Loss of frontal parking immediately outside the Chemist.
- Potential effects causing difficulty for exiting angled parking due to the pull back of intersection stop lines on Meadowbank Rd ( as marked in blue on plan )
- The extent of the kerbing 'cutback' on the north eastern corner of St Johns Rd/Meadowbank Rd corner has caused considerable concern amongst residents, principally due to the perceived effect this could have on the speed of vehicles rounding the corner onto Meadowbank Rd.
- That the volume of traffic is likely to increase significantly through this intersection within a relatively short time frame, particularly once the SOTO development has been completed. Vehicle queuing at the intersection will cause potential bottle necking, affecting resident driveways, the St Chad's exit on Meadowbank Rd, and cars exiting angled parks. The Signal phasing and time allocation for optimum movement should be monitored closely to ensure acceptable traffic flow.
- Consultation issues: As Transport Lead I first became aware of these plans affecting the Meadowbank Rd/ St Johns Rd intersection at a meeting at the Meadowbank St

Johns Residents' Association on the 10<sup>th</sup> April 2018. The business owner affected who drew the plans to the attention of myself and others had only received them herself a matter of days beforehand, despite the consultation letter she received being dated March 2018, with the cut off date for submissions giving her insufficient time to respond. The Orakei Local Board itself was not notified of the consultation or sent a copy of the plans until 16<sup>th</sup> April 2018. The consultation letter outlining proposed works dated 13<sup>th</sup> March 2018 was also not sent to Local Board members until 16<sup>th</sup> April 2018. . In order for consultation to be meaningful in any way, and the process respected by our community, Auckland Transport must ensure that those affected - **particularly the Local Board affected**, receive consultation material in a timely manner. If there is a shortage of time available for Board members to consider the proposal, ascertain community views, and report them back to the Transport Lead for collation this will have an adverse effect on the quality of our feedback.

### **Requests:**

The Board requests that given the close proximity to local businesses and highly likely negative impact on economic activity, that any works associated with this project be carried out at a time of year suitable to those businesses, and in a prompt and efficient manner to ensure as minimum disruption to those businesses' activities as possible.

That all future Auckland Transport consultations will be conducted in a timely manner to allow proper process and effective governance.

### **Conclusion:**

The Board supports these works, but requests AT considers the matters contained in the feedback.