

Date: Wednesday 19 March 2025
Time: 1.56pm
Meeting Room: Kaipātiki Local Board Office
Venue: 90 Bentley Avenue
Glenfield

Kaipātiki Local Board Workshop

OPEN NOTES ITEM ATTACHMENTS

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	A. AT - Pupuke/ Ocean View/ Raleigh Road Signalised Intersection Presentation	3



Kaipātiki Local Board Workshop

Pupuke/ Ocean View/ Raleigh Rd

Signalised Intersection

REV 2

19/03/2025

Think before you print



Progress and Programme

Previous (Feb 2025):

- Civil Contractor, SL contractor, Chorus engaged and contract awarded.
- Vector was finalising the design.

Current (Mar 2025):

- 10 March - Door knocked affected residences to work on power line relocation (92 Raleigh Rd property) → Identified this resource consent clash issue.
- 10 to 14 March – Internal AT researched and worked to identify potential solutions
- 17 March – Met with property owner to present and agree on potential way-forward options
- 19 March – Updating Local Board on resource consent clash issue to agree on way-forward option

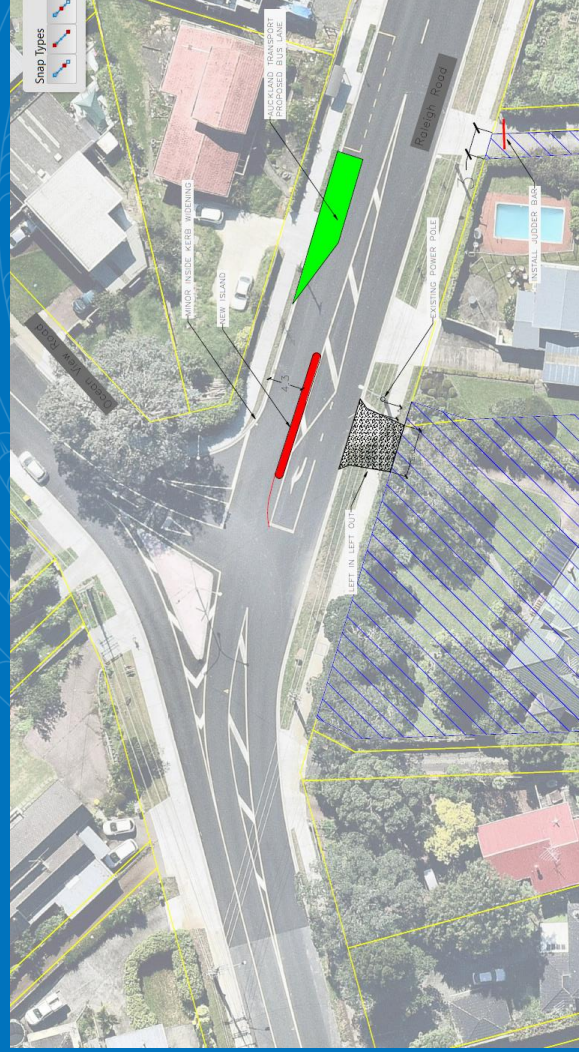
Future (2025 end of April or May):

Start construction (providing re-design can be completed and approved in time + depending on Vector confirming their availability)



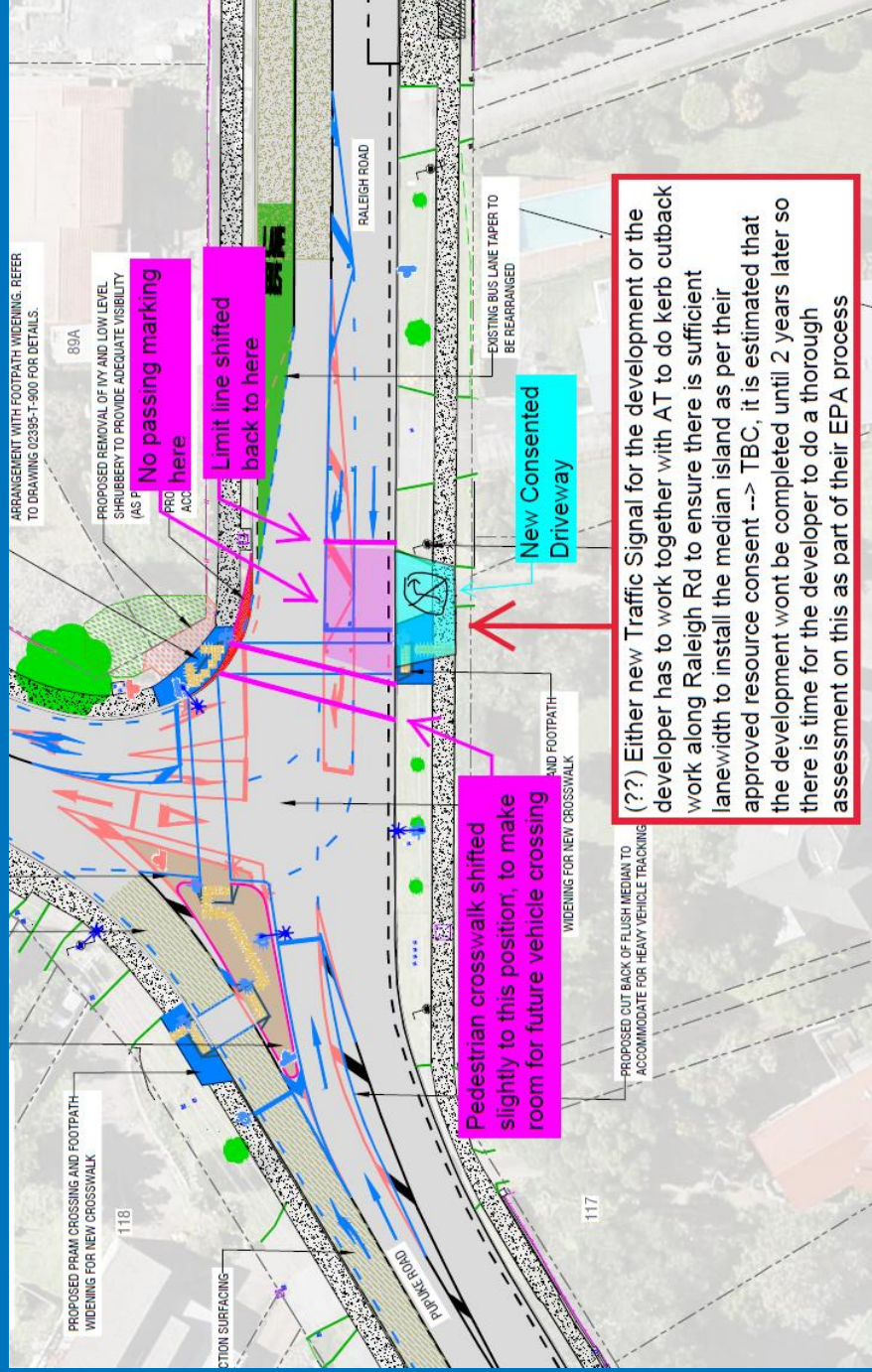
Developer's Consented Plan

- Obtained approved resource consent in 2021
- 24 x future 3-4 bedroom Terrace Houses (around 50 parking spaces)
- Traffic impact assessment: 12-14 vehicle trips in the peak hour and 120-156 trips daily
- At 92 Raleigh Rd – 2-way (Left in/Left out only) driveway, which means the existing driveway needs to be widened from approx. 6m to 8m)
- At 82 Raleigh Rd – exit-only driveway
- Require median island – to avoid residents doing right-turn out/right-turn in



The only potential feasible way-forward solution: Slight shift on pedestrian crossing position in front of 92 Raleigh Rd*

- Current design is to be amended to make room for **future vehicle crossing**
- All of these adjustments are still subject to further checks
- Developer to complete their assessment on this clash through the usual **EPA process**
- Risk of developer **not happy** on this way-forward solution

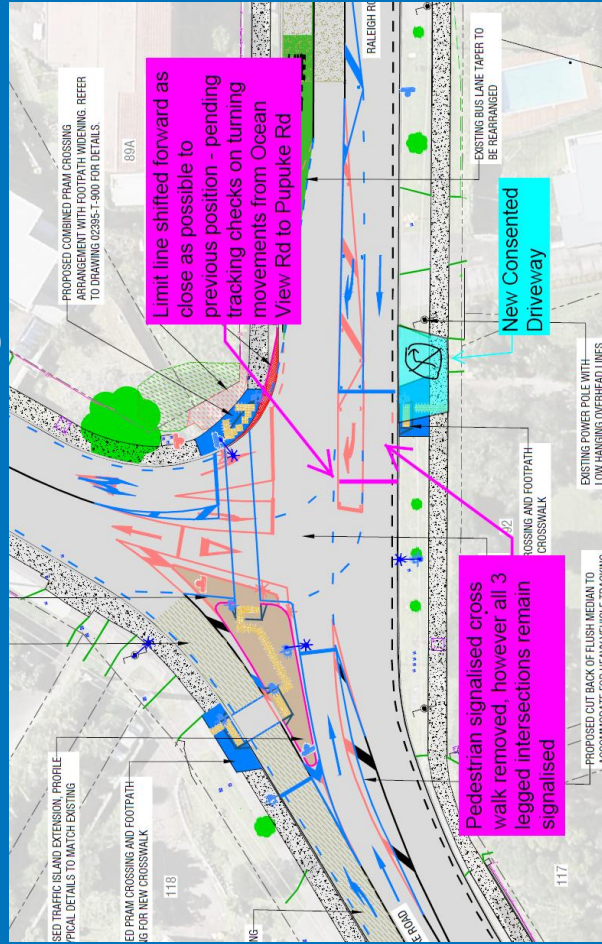


(??) Either new Traffic Signal for the development or the developer has to work together with AT to do kerb cutback work along Raleigh Rd to ensure there is sufficient lanewidth to install the median island as per their approved resource consent --> TBC, it is estimated that the development wont be completed until 2 years later so there is time for the developer to do a thorough assessment on this as part of their EPA process

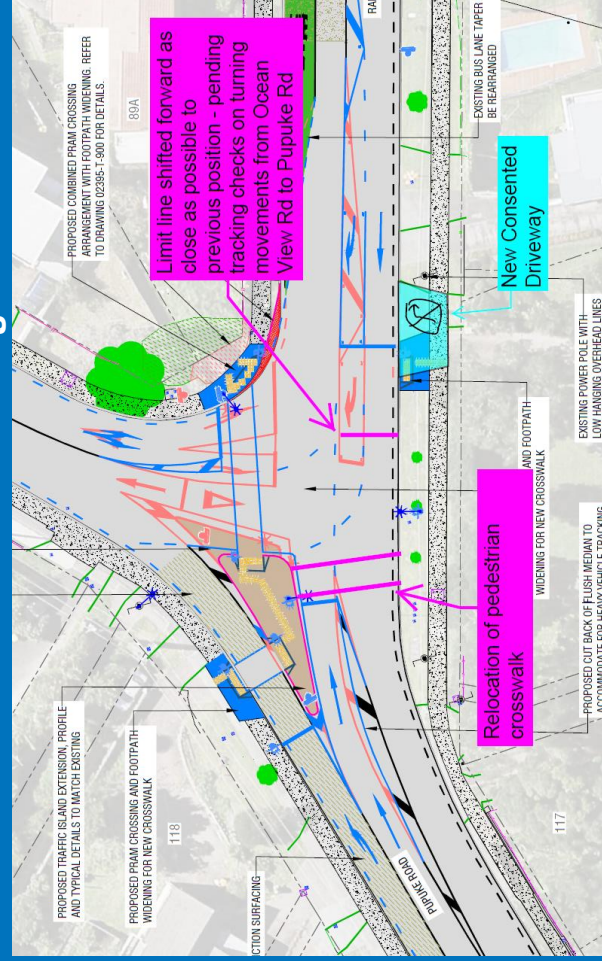
**Note – The feasibility of this option is subject to further modelling and design checks.*

Other options considered but not feasible due to safety issues

Removal of pedestrian crosswalk but intersection remain signalised



Relocation of pedestrian crosswalk but intersection remain signalised



The inability to introduce a median island on the outer side of the right turn lane from Raleigh Rd due to tight turning movements for buses means there needs to be another way to ensure the safety of vehicles coming out of the development. Due to the significant amount of traffic coming out of the development, AT Design and Standards team has advised that their driveway **must** be signalized

