

Minutes of Meeting

Subject: Franklin Road Community Liaison Group Meeting

Date and time 9 December 2015, 6.00pm

Venue Level 17, Auckland Transport, HSBC House

Attendees	Greg Edmonds	AT: Chief Infrastructure Officer
	Ashwin Kumar	AT: Project Manager
	Sharon Hunter	AT: Communications Manager
	Eric Van Essen	AT: Road Development Manager
	Julie Boucher	AT: Consultation and Engagement
	Gary McLean	MWH: Project Design Manager
	Pippa Coom	Dep. Chair Waitemata Local Board
	Ross Thorby	Franklin Road resident
	Barbara Cuthbert	Bike Auckland (until 7.15pm)
	Bruce Copeland	Bike Auckland
	Jolisa Gracewood	Bike Auckland
	Kit McLean	AT: Walking and Cycling
	Ross Malcolm	Vector
	Pieter de Klerk	Watercare Services Ltd (until 6.30pm)

Apologies	Sam Sanders	AT: Franklin Road Secretariat
	Craig Moller	Franklin Road School
	Janet Wilson	Franklin Road resident
	Alistair McLauchlan	Freemans Bay Residents' Association

Introductions

No discussion

Watercare

Some properties on FR will not have separation to boundary – what happens to those properties and who pays?

- WSL will undertake all private separations as part of the project as a project cost.
- The bulk of the time the work will take is due to works within properties to separate sewer/stormwater. Most properties along FR will need separation on private properties
- All existing old asbestos pipe will be replaced with new pipes

Will the existing combined be lined?

- The existing pipe from Ponsonby-Wellington was lined 10-years ago
- Unsure whether the pipe at the bottom of FR needs to be lined or not – further investigations are currently underway

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Will the same level of parking be maintained during construction?

- No – construction will take up quite a bit of space. AT will undertake a windscreen drop to let commuters know that construction will be commencing and parking will be restricted.
- The timing of introduction of the residents parking zone is being discussed internally within AT to determine the best time to introduce the parking zone scheme

Can we restrict the parking now, and have permits, then start construction? This will drive out commuter parking before construction starts making it easier for residents and businesses to manage parking during construction.

- This can be part of further discussions internally

How many parks will the contractor use?

- Probably around 10 at any one time

Vector

About 20-years ago there was a programme to underground power within private properties. What happens to those old cables?

- We will only be looking at the existing overhead infrastructure. Any existing underground will stay.
- An existing transformer will be replaced – it will be on the southern side of FR just down from Wellington St within road reserve

Will the transformer near the backpackers be moved?

- That's there because there was nowhere else to put in – conflicted with other infrastructure. It may be moved as part of this, but still to be considered during the detailed design.

Will the lights be LED?

- Yes, lights will be LEDs. Lights are very directional with very little backspill. Lights can also be individually adjusted so can be fine-tuned as required.
- Lights can be better managed. Unsure whether they can be dimmed during xmas lights. Could be explored further at the time.

Auckland Transport

Is the median strip required for traffic turning into properties or side roads?

- Into side roads and New World. On-site surveys showed that not many right-turn movements from the flush median are into residential properties. There are very high right turn movements from the existing flush median into side roads.

Did you explore removing the right turn from New World to remove the median at the bottom end of Franklin Road?

- Not specifically. However, given the proximity of Scotland St and Napier St, removing right turn from New World would still require reinstatement of the median for Scotland St and Napier St. We need to provide continuity along the route so once we looked at all the side streets, it was clear the median needed to be retained.

When you talk about slowing traffic speeds, what do you mean?

- Lower speed limit is one option – this is being investigated by NZTA
- Localised narrowing at ped crossings for example could slow traffic. Depending on treatment at Wellington St intersection we can slow them down there as well. The idea is to slow vehicles regularly along the route through a variety of treatments.

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Is the RAB still being considered for Wellington St?

- Yes, there is still quite a bit more work to do regarding this in terms of the design to ensure it can be accommodated safety and meets the project objectives.

What about traffic signals? Should send a message to traffic that Franklin Road is to be driven in an 'orderly fashion' and slower speeds can be expected.

- Still considering the Wellington St intersection, we don't want to introduce another 'rat run' into the wider network (eg England St). This work still needs to be completed.
- Doing further research at present to analyse how the intersection is being used so we can understand wider network implications of whatever solution we identify.

I don't understand how Option 1 provides greater safety for reversing vehicles than Option 3. I would like to see some pictures.

- Option 1 provides more space to sit and wait for traffic before blocking the cycling facility. Option 3 cycling facility is closer to driveways under the trees so less visible to reversing drivers.
- Will try and get some images to Bike Auckland

Can we get the safety audit

- Yes

So is this safety rationale apply to all streets with trees and driveways?

- No, every street is different. Franklin Road has an average gradient of 8% over whole length. Generally you would not put cycling facilities on streets with over a 5% grade. If we removed all the parking and trees we would have a completely different scenario, however that's not realistic.

Won't the flush median just be used as a third traffic lane?

- Marking sections of it as right turn bays for side street access might assist with this and discourage people using it as a lane. We will need to look at road marking as part of the detailed design.
- The location and design of pedestrian crossings will also break the flush median so drivers wont be able to use it as a continuous lane.

Will we be getting a response to all the safety issues raised?

- This is included in the Road Safety Audits which have been provided previously.

Will we get a summary and response to issues from the latest consultation?

- Yes, this will be included in the report to be sent out later this week.

Will this include a further response from the safety auditors?

- No. Once further design has been completed another safety audit will be undertaken and a further response process will be gone through.
- It's an iterative process where a safety audit is undertaken at different stages – there are further audits and stages to be undertaken that will be discussed with the CLG.

Will there be physical separation of the cycle facility in Option 1?

- Unlikely due to the number of driveways, side streets, etc. We could consider rumble strip type separation or rubber cushions.

Will the cycling facility be raised?

- No, the levels don't allow us to do that. We can't lower the road because of the tree roots and we can't raise the cycling lane because of the slope down to driveways and properties (drainage issues)

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It would be good to identify the cycle facilities with texture rather than paint. Paint is unattractive.

- Good feedback. AT accepts the challenge. We can consider that as part of detailed design.
- An alternative look will also improve the visibility of the facility making it 'safer'
- The only 'requirement' is the signage and cycling symbol within the cycling facility. Texture and colour are flexible.
- Bike Akl would like to work with the residents to come up with a design solution for the 'look' of the cycling facility. We have an opportunity to make it look like it's part of a street people care about and live on.

Residents are keen on as lower noise limit as possible. It would be good to have a quieter surface.

- Proposed road surface is "AC14" – it will be a very smooth surface.

At the last meeting we agreed that the most important issue is safety – so long as whatever design we come up with for the cycling facility, it's safe for all road users and residents.

- We want something that looks different and makes people think about the space differently – rather than the 'motorway green cycle lane'.

AT is currently working on the Victoria St cycling facilities. College Hill is also on the Auckland Cycle Network – it's even steeper than Franklin Road and poses another set of challenges.

Actions

What	Who	When
Powerpoint presentation will be emailed to CLG members after the meeting	Sam	Thursday
Report on recent consultation will be emailed to people after the meeting (by Friday)	Sam	Friday
Provide Via Strada safety audit to CLG members	Sam	Friday
Get some images to Bike Auckland about difference between Options 1 and 3 regarding reversing vehicles.	Eric	

Meeting closed 7.30pm