

Minutes of Meeting

Subject: Franklin Road Community Liaison Group Meeting

Date and time 5 April 2016, 5.30pm

Venue Level 17, Auckland Transport, HSBC House

Attendees	Ashwin Kumar	AT: Project Manager
	Eric Van Essen	AT: Road Development Manager
	Julie Boucher	AT: Consultation and Engagement
	Philippa Stokes	AT: CLG Secretariat (replacing Samantha Sanders)
	Gary McLean	MWH: Project Design Manager
	David Dick	AT: Team Leader, Street Lights
	Peter Martin	AT: Senior Lighting Engineer
	Pippa Coom	Dep. Chair Waitemata Local Board
	Bruce Copeland	Bike Auckland
	Ross Malcolm	Vector
	Pieter de Klerk	Watercare Services Ltd
	Trevor Lund	Freemans Bay Residents' Association (replacing Alistair)

Apologies	Kit McLean	AT: Walking and Cycling
	Gavin White	Franklin Road resident
	Craig Moller	Franklin Road School
	Janet Wilson	Franklin Road resident

Introductions

No discussion

Watercare

Pieter updated consenting status. Anticipate construction start late April/early May but will confirm.

Lighting

AT's preferred lighting upgrade for Franklin Road involves catenary lighting of the carriageway and low-level bollard lighting (1.3m tall) of the footpath.

How much coverage does bollard lighting give between each bollard?

- AT will check this as part of detailed design and space bollards to ensure adequate lighting and no dark spots.
- Preference is for bollards to be located on the footpath, adjacent to property boundaries with light angled away from houses. If they are located on the outside of the footpath, near the parking bays, with light angled towards the houses then they could create light spill onto properties and would also create physical hazards for pedestrians, etc

Minutes of Meeting

What other things can be put into the bollards?

- There are a variety of modules that can be considered, potentially including electric car charger points.

Will emergency services still be able to see house numbers?

- Yes

Can a sensor motion detector be included in the bollards that lights up or somehow indicates to people using the footpath that a vehicle is reversing from a property?

- AT will look at the modules available and see if there is something suitable. The ability for something like this to be effective will depend on the location of the bollards. The design may not locate a bollard adjacent to each driveway exit.

Could the catenary system support temporary Christmas lights?

- Would prefer to not have anything supported on the cables over the carriageway. Could potentially use other parts of the catenary system for Christmas decorations.

Vector

Undergrounding isn't happening in Arthur St as Chorus has decided not to support new copper underground installations, so poles are still needed. If residents convert to fibre with VOIP telephone services then undergrounding can occur. Not critical that it be resolved immediately as doesn't impact Franklin Road project.

Vector will make an approach to affected landowners letting them know of the opportunity to underground services should they all choose to switch services.

Roading Design

Freemans Bay Residents Association would like it recorded that they are not completely satisfied with the process undertaken in determining how cycling facilities are suitable on Franklin Road and still have safety concerns, in particular in relation to vehicles reversing from properties.

- Concern is acknowledged. AT is confident with the process undertaken in which safety is paramount. AT is confident the proposed design is safe. The preferred cycleway concept design has been approved by AT's Executive Leadership Team.

How many pedestrian crossings are included?

- Total of five – two more than already provided. An additional crossing will be installed outside No.14 Franklin Road and an extra crossing will be incorporated into the new roundabout at Wellington/England St.

Like the look of the street, different surface colour for parking bays, catenary road lighting and bollards on footpaths, reduced the amount of paint, etc – provides quite a European feel which is nice. Makes it feel more residential rather than highway.

Dooring issue for cyclists

- Have provided a 400mm buffer between the parked cars and the cycleway to provide an additional area of separation to help mitigate the potential for dooring. Also a 600mm buffer between the cycleway and the traffic lane to provide good separation between cyclists and traffic.

Tree pits

- Have shown a 'typical treatment' however each tree will need to be considered separately and we will likely have a 'toolkit' of treatment options to suit each tree. For example, some trees have high roots so planting around them will be impractical, whereas for other trees some low planting will be able to be achieved.

Minutes of Meeting

How high will the raised tables be on side roads?

- About kerb height as they will be the same height as the footpath. There will be a ramp up and a ramp down from these. This is consistent with what will be happening on side roads along Ponsonby Road.
- The Local Board is lobbying to have the road code amended so pedestrians have right of way at these crossing points as they do in North America.

Will the flush median be designed to prevent cars from using it as a third lane?

- Pedestrian crossing refuges located within the flush median will provide a physical barrier and help stop this. We can also look at putting additional physical barriers just past right turn movements into side streets, if found to be necessary.

Will the Roundabout create more congestion?

- There will continue to be queues in peak times as there are now. Regardless of the design (eg traffic lights) there will still be queues. What it does do is slow traffic down and improve overall safety. At the moment people illegally turn right from England St and also 'shoot the gap' from Wellington onto Franklin at speed then encounter the pedestrian crossing. It will improve the behaviour of road users at the intersection.

Will the Roundabout make the intersection more efficient?

- There will be improved access for all, especially right turners. Pedestrian movements will be safer with zebra crossings on all four legs of the intersection and cyclists can either move onto the footpath to navigate the intersection or join the traffic lane.

When will we have an image of the proposed design outside New World?

- We are still a way off having this as it requires a lot more consideration and further discussions with New World. We will need to make it clear as part of the consultation that the design outside New World is not yet developed and is not part of the current consultation.

Consultation

A final round of consultation is planned to take place within the next month. The target is to have a two week consultation period between now and the next CLG meeting in early May 2016.

Consultation will be targeted to residents via letter-box drop and landowner mailout as well as the project webpage. It will present the preliminary design and ask whether there is anything we have missed. It's not an opportunity to revisit fundamental aspects of the design, but to potentially enhance it through minor modifications.

Can you advertise widely in the Ponsonby News?

- Publication dates don't work as the April issue is already out and we want this final round of engagement to be over by the end of this month. The next issue doesn't come out until around 7 May which is too late.
- We will rely on resident CLG members to help get the word out about the consultation.

Parking

The residential parking scheme comes into effect in May with set cap on street parking permits (cap based on number of available parks). The Freemans Bay Residents Association would like this project to consult wider within the whole Freemans Bay suburb and acknowledge the impact this project would have on the parking scheme as a result of a reduction in parking spaces.

Residents frustrated with lack of parking in the suburb and are unhappy with capped parking permits. Have previously asked AT Parking Design team to consider removing the permit cap, or issue the permits to residents only.

- Feedback acknowledged and will be passed onto the Parking Design team.

Minutes of Meeting

- This project does not have the ability to fundamentally change the parking scheme which has been developed over a period of time in consultation with the community, Local Board and others. Information in relation to this project regarding the number of carparks impacted has been provided to the parking team who have included this in their project development.

Actions

What	Who	When
Photoshop graphic representation of Franklin Road to be updated to: <ul style="list-style-type: none"> • Add a disclaimer regarding the accuracy and representation shown • Include cyclists with helmets • Showing asphalt at driveways instead of extending parking bay treatment • Reviewing how parking is shown if possible or include very clear and prominent explanation in the disclaimer 	Gary Mclean	Aim for Friday 8 April
Updated Powerpoint presentation with new graphic and email to CLG members after the meeting	Philippa	Once the above completed, target 8 April
Email minutes of meeting to CLG members and other attendees	Philippa	8 April
Pieter to confirm once contractor is appointed so Community BBQ can be scheduled (contractor attendance required)	Pieter	Once contract awarded
Check lighting to ensure Catenary Road lighting and footpath bollards lighting provide adequate lighting for parked cars	David / Peter	During detailed design
Investigate what other modules can be included in lighting bollards	David/Peter	Next 4 weeks
Vector to approach landowners on Arthur St regarding potential undergrounding – not urgent as not part of Stage 1 works.	Ross	TBC
Meet with New World to discuss design in relation to their entranceways and operations	Gary Mclean	Within the next 4 weeks
Provide feedback to AT Parking Design team from Freemans Bay Residents Assn regarding impact on parking scheme from reduced carparks on Franklin Road	Copy of minutes to Jonathan	8 April

Meeting closed 8.45pm