

Franklin Road Improvements

Community Liaison Group meeting

9 December 2015



**Auckland
Transport**



An Auckland Council Organisation



Introduction

- Introductions
- Housekeeping
- Ground rules



Purpose of the meeting

- Introduce utility company representatives to the CLG
- Discuss the utility works which are to commence in February next year
- Present the feedback received from recent engagement
- Present the preferred option endorsed by Auckland Transport's Executive Leadership Team



Watercare Services Ltd

Water and Wastewater Upgrades

Stormwater Upgrades (Auckland Council)

What water and wastewater works are being undertaken?

- Replacement of the water pipes on both sides of Franklin Road
- Separation of the wastewater and stormwater pipes in Franklin Road and Collingwood Street between Ponsonby Rd and Wellington Street
- Trenchless directional drilling will be used to install the wastewater and water pipes

Why are we upgrading the pipes?

- Dig once - We are taking the opportunity of the Franklin Road upgrades to bring forward the replacement of the water pipes
- Installing a dedicated wastewater pipe will increase capacity in the local network and assist in reduced wet weather overflows

Project Timing

- **Franklin Road (March – November 2016)**
 - Stage 1 Wastewater separation / Vector cable installation (March – July)
 - Stage 2 Water pipe and Vector cable installation (March – July)
 - Stage 3 Water pipe and Vector installation (June – November)
 - Stage 4 Vector Arthur Street (June to November 2016)
- **Collingwood Road**
 - Stage 5 Wastewater separation (March 2016 – June 2017)



What to expect

- *Using trenchless methodologies will minimise long open trenches*
- *Open excavations will be fenced where steel plating is not appropriate*
- Traffic management will be in place around construction areas
- Pedestrian diversions
- Driveway access will be maintained
- Working hours (7am – 7pm Monday to Saturday)
- Updated communication prior to start of works

Stormwater

Ponsonby Rd – Wellington St

- The existing combined line in this section is 450mm in diameter
- Following separation works by Watercare, the existing line will remain as a dedicated stormwater line
- The line was relined approximately 10 years ago and has recent CCTV available.

Stormwater

Wellington St – Victoria St

- The existing 300mm in diameter line is currently being surveyed
- Any sections that are in good condition will not need to be rehabilitated.
- Catchpit leads will be inspected as far as we can but we will not be removing tree roots should they be encountered as this would involve significant traffic management and disruption to road users and residents

Vector and Chorus

Power Line Undergrounding

Power Line Undergrounding

- Vector, in conjunction with water and waste water works, will underground the power lines in Franklin Road, and separately underground the remaining lines in Arthur Street. Ducts for the cables will be installed at the same time as the water pipes go in – dig once.
- Where necessary, Vector will underground service lines into private properties. We'll be doing this at our cost and will come and discuss this with affected property owners beforehand.
- We will also install new streetlights for Auckland Transport to ensure the street is well lit at night.

Auckland Transport

Footpath and Road Upgrade

Consultation feedback

Approximately 171 individual responses plus one from Bike Auckland including the views of 139 people

Key themes included:

- Consultation process
- Safety of cycleway
- Flush median
- Parking
- Pedestrian facilities
- Location of cycling facilities – separate from traffic
- Wellington St Intersection
- Protection of trees
- Visibility
- Heavy vehicle and bus movement
- Concern over changes affecting Xmas lights traffic

Flush median

Further investigation of the flush median found that only 25% of flush median could be removed.

The flush median is still required to access side streets, New World, and the approaches to the Ponsonby Rd and Victoria St intersections



Safety

Main concerns identified by the independent safety audit:

- Visibility at driveways
- High cyclist speeds and potential conflict with vehicle movements
- Off road shared path (cyclist vs pedestrian)
- Need for better pedestrian facilities
- Vehicle speed calming
- Provision of buffer zone treatments to separate modes
- Safety at key intersections

Option Evaluation – Option 2

Option Evaluation - key reasons for not pursuing Option 2:

- Requirement to retain $\approx 75\%$ of flush median means that the Option 2 layout is not feasible for most of the road
- Safety benefits of providing extra separation between cyclists and reversing cars (when compared to Option 1) can be achieved by alternate means; slow traffic speeds, remove parking adjacent to key driveways to improve visibility & improve driveway geometry at key locations

Option Evaluation – Option 3

Option Evaluation - key reasons for not pursuing Option 3:

- Unsuitable for high downhill speeds
- Limited room to avoid a reversing car blocking the cycleway or a car door opening
- Trees pose a challenge; requirement to bridge cycleway over raised tree roots; create narrow 'pinch-points' in cycleway width
- Requirement to retain $\approx 75\%$ of flush median means that the Option 3 layout is not feasible for most of the road
- Not supported by independent peer reviewer (Axel Wilke, Via Strada)

Preferred Option – Option 1

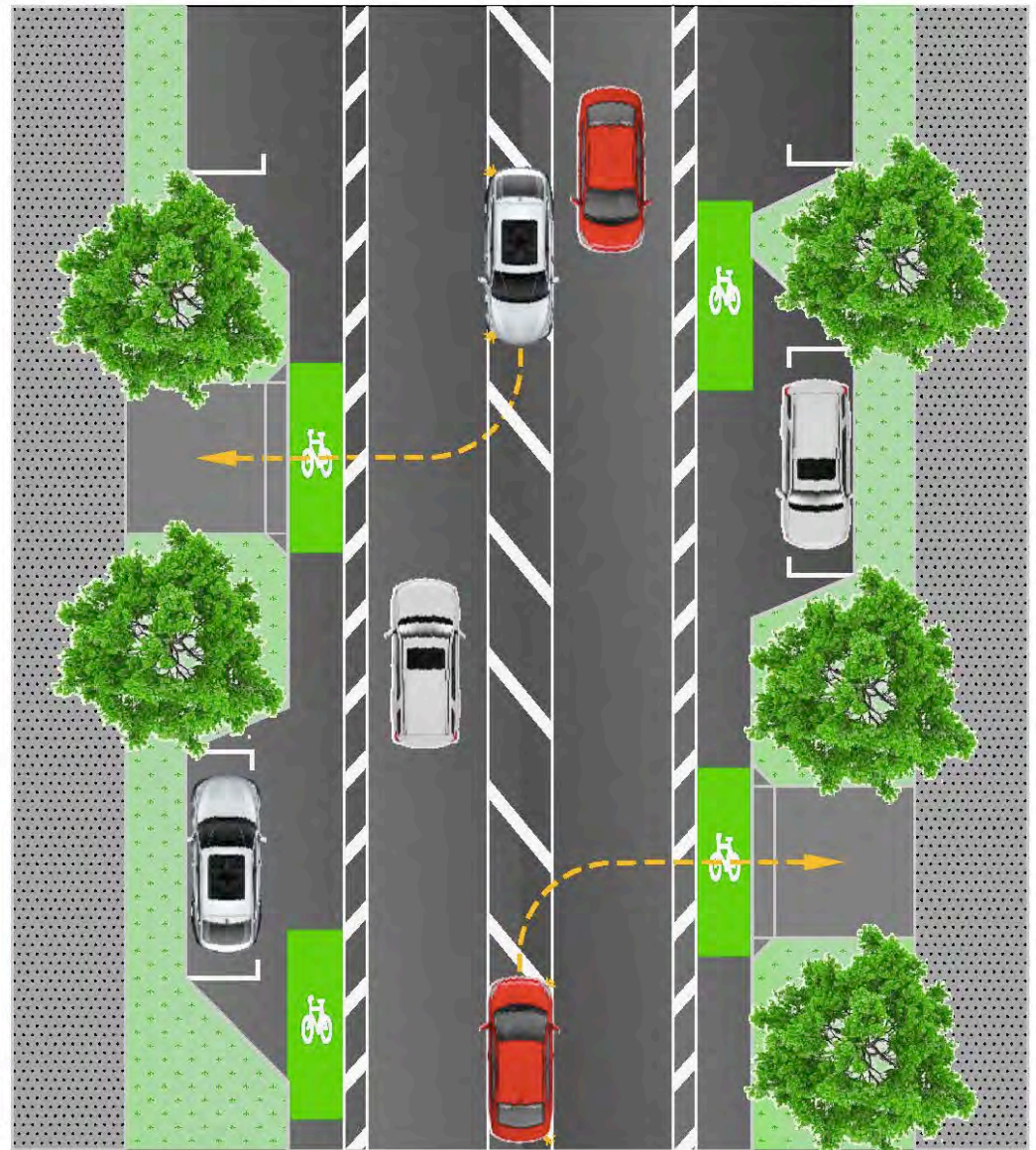
Option Evaluation - key reasons for selecting Option 1 as preferred option:

- Balanced option, endorsed by the ELT, that caters for all road users
- Retains flush median
- Retains parking between trees
- Provides for confident cyclists
- Appropriate facility for steeper gradient on Franklin Road
- Good separation between cyclists and reversing cars
- Supported by independent peer reviewer

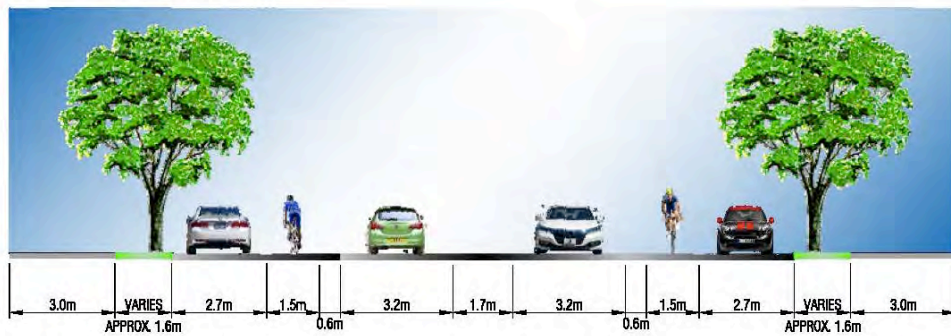
Option 1

- On-road cycle facility

Bird's eye view



Cross Section



Next steps

Progress detailed design:

- Investigate and design pedestrian crossing options & locations
- Side street treatments
- Slow traffic speeds
- Improve driveway geometry at key locations
- Design to avoid traffic driving or parking in cycle lanes
- Parking
- Wellington St intersection operation/safety

Next CLG meeting:

- Mar 2016 for feedback on draft detailed design before moving to broader community consultation

Questions and discussion

