

Debrief from the Carlton Street Public Meeting held on Tuesday 22 May 2018 at Hillsborough Primary School

Attendees:

Auckland Transport - Edward Newbigin, Stewart Andrews, Rob Douglas-Jones, Lorna Stewart, Sanjana France, Shaun White, Himanshu Chopra, Steve Wrenn, Lisa Howard.

Puketāpapa Local Board- Julie Fairey, David Holm, Shail Kaushal.

Local Community - Over 90 members of the public.

Action Point	Comments / Outcome
Investigate using Herd Rd or Hugh Watt Drive as a permanent alternative option for route 68	Herd Rd is already serviced by a bus route and the motorway will not service Onehunga High School. Carlton St is the only option that will provide a bus service to the western side of the motorway.
Safety Audit of road design changes requested. Request for safety audit to include sunstrike and sight lines	Requested Opus audit designs by TES. The safety auditor will consider all environmental factors.
Request for a safety audit to be made public	Yes, independent audit will be made public
Get an independent safety review of route 68	Auckland Transport are reviewing Carlton St, & Frederick St only. No further action.
Create a risk management plan for buses using Carlton St, including the crossings, footpaths and intersections	See Road Safety Audit. Bus drivers are given training for all new routes to ensure they are familiar with the roads and aware of any specific issues.
Get an engineering report on Carlton St	Heavy vehicles and buses already use Carlton Street. The additional loading from new bus routes is not expected to be significant. We will not be commissioning an engineering report to review this.
Investigate using time restricted parking (clearways) rather than reducing car parks	Broken yellow line parking restrictions adjacent to the proposed speed cushions are recommended to ensure that there are adequate passing opportunities. The use of Clearways would reduce traffic flow to a single lane through each speed cushion outside of peak hours.
Roundabout at Frederick/Queenstown Rd is difficult for pedestrians to cross.	AT traffic engineers have been to site to review the operation of this roundabout during peak periods. They advise that this intersection has a good safety record to date and they consider the existing pedestrian facilities to be adequate. They did note that part of the kerb on the left turn from Frederick Street to Queenstown Road has subsided, likely due to larger vehicles mounting the kerb. We have therefore asked the maintenance team to reconstruct this length of kerb to bring it back to standard kerb height. Therefore we do not believe further changes are needed to this intersection at this time.
Does this Frederick St roundabout need signals?	Signals are not required for vehicle movements, but AT will review request for improved pedestrian crossing facilities (see above).
Cars sweep round from Carlton Street to Frederick Street very fast and sometimes mount pavement	Bus tracking has been reviewed at this location which has confirmed that there is sufficient space for buses to safely turn this corner without mounting the footpath. See attached tracking plans.

	<p>The issue of cars speeding and tracking over the footpath is independent of the decision to run a bus route through Carlton Street. However, the proposal layout does put one set of speed cushions about 40m closer to this bend than the last of the existing speed tables, which will help alleviate this problem.</p> <p>The AT traffic Engineering team have reviewed safety at the bend and have recommended that we upgrade the curve warning signage. We will therefore incorporate this into this project.</p>
Foliage is overhanging the footpath on Carlton Street, making it narrow and blocking views	Trees obstructing the road can be trimmed as part of the construction work.
Review flow on effect of speed cushions over tables	<p>There are currently six speed tables, unevenly positioned along Carlton Street. The gaps between some of these installations do not comply with recommended best practice of between 80 to 120m. Three of the gaps between the existing speed tables are greater than 120m, with the largest being about 150m in length. Also, the distance between the last speed table and the intersection with Fredrick Street is about 130m long. With this space available for drivers to accelerate, the speed of cars in some of these gaps is greater than what would be desirable for this environment. We surveyed the speed of traffic at one of these gaps and found that the 85th percentile speed was 48km/h.</p> <p>The need to replace the existing speed tables with speed calming that is more suitable for a bus route provides an opportunity to review the positioning and spacing of the devices. The proposal therefore increases the number of devices from six to eight, which means that the gaps between each device would be no more than 105m.</p> <p>The proposed speed cushions will still be effective at slowing all vehicles along the length of the road. The closer spacing will ensure that drivers don't have the opportunity to accelerate to the speeds that they are currently able to achieve on some sections of the road, which means that the average speed along the length of the road should be lower, and the noise resulting from heavy braking and accelerating should also reduce as a result.</p>
<p>Review putting traffic lights at the Carlton/Hillsborough intersection</p> <p>Delays turning out of and into Carlton Street at the intersection with Hillsborough Road.</p>	<p>During busy periods traffic exiting from Carlton Street may be delayed because there are few gaps in traffic on Hillsborough Road. However, signalling this intersection, or making any other modifications to reduce delays to Carlton Street traffic is likely to make this road more attractive as a through route, and could result in an increase in traffic volumes using Carlton Street.</p> <p>We have reviewed the crash record for the Carlton St / Hillsborough Road intersection. This data indicates that the intersection is operating relatively safely, and therefore traffic signals are not needed for safety reasons.</p> <p>Therefore we do not believe that there is sufficient justification for modifying the Carlton Street / Hillsborough Road intersection at this time.</p>
Investigate widening Carlton St	There is no budget available for widening the road at present. Even if budget was available, this is not

	recommended. Widening the road would encourage higher speeds, and make it more attractive to use as a through route, resulting in higher traffic volumes. No further action.
Review potential impacts of buses on Walking School buses	<p>We have taken into consideration the Walking School Bus (WSB) routes and the proposed changes will not adversely affect them in any way.</p> <p>All of the WSB routes on Carlton Street use the footpath on the northern side of the road, and cross the road at the existing Kea Crossing. The Kea Crossing will be retained, so there will still be a safe place for the WSBs to cross Carlton Street. In addition, the closer and more even spacing of the proposed speed cushions compared to the existing speed tables will ensure that traffic speeds will continue to be managed.</p>
Kea Crossing needs to be improved	We have consulted with the Principal of Hillsborough Primary School, and AT's Community Transport Coordinator has spent time at the crossing itself during operation. The feedback we have been given from this work indicates that the existing school patrolled crossing is working well and that it is the most appropriate type of crossing facility for this location. We will therefore be retaining the Kea crossing in its current location.
Review location of bus stop at Hillsborough Park	The proposed bus stop outside Hillsborough Park is located midway between a bus stop at 99 Carlton St and the next stop, just around the corner on Hillsborough Rd. Moving the stop further west (closer to Hillsborough Rd) would result in uneven spacing and would force the bus to perform an abrupt maneuver to track around the proposed side island. AT considers the current proposed position safe, and because buses will only stop on demand will not add a high level of congestion. This has been confirmed by the independent Road Safety Audit.
Review footpath widths for safety	The footpaths will be widened in a number of sections along Carlton St. The footpaths will be widened adjacent to each speed cushion on the opposite side of the road to the side islands.
Concern about safety at Ped signals on Hillsborough Rd by Carlton St intersection	<p>Red-light running at this crossing has been reported to the police for enforcement.</p> <p>We have passed this to the maintenance team to carry out remedial work on the pavement and to re-mark the red surfacing.</p>