

ISSUES REGISTER

(DoR= Date of Request to AT. New or updated info is italicised.)

FRANKLIN LOCAL BOARD

SEPTEMBER 2016

No.	Issue Name	Issue Details	Issue Current Status
1	Requested pedestrian crossings for Palms retirement village residents - across Harris Street and Wellington Street, Pukekohe (DoR: 3 Oct-14)	Residents at the Palms retirement village have raised concerns about the difficulty crossing Harris Street to get to the town centre, and also crossing Wellington Street to get to the nearby Pak n Save. AT was asked to investigate and determine if either location met the "warrant" for a pedestrian crossing and, if not, to alternatively consider how else pedestrian access across these two roads may be improved, particularly given the nearby retirement village and the number of elderly pedestrians involved.	<p>In relation to Wellington Street, pedestrian demand was found to be relatively low and the site did not meet the required warrant for a pedestrian crossing. Pedestrian survey results undertaken at the roundabout by the village show that the busiest pedestrian route is that across West Street (south-west). Although pedestrian numbers are lower across the other three legs, AT considers it is desirable to improve pedestrian amenities across all legs if possible as roundabouts can be difficult to negotiate for pedestrians and cyclists - and particularly vulnerable pedestrians. AT is investigating whether bigger pedestrian splitter islands could be installed on all legs of the roundabout. A video survey was undertaken to confirm the largest vehicle type going through the roundabout and inform whether it is possible to alter the splitter islands. Following the survey and initial investigation, it appears likely that the splitter islands could be altered. The project has therefore been added to AT's minor improvements projects list and will be subject to further investigation as well as the normal prioritisation process and funding availability.</p> <ul style="list-style-type: none"> <li>This project did not make it onto the 2016/17 minor improvements programme. There have been design issues (underground services) that AT is still attempting to resolve with the utility providers, hence the feasibility of the project has not been confirmed. AT will continue to resolve and progress the design so the project is ready for construction in the beginning of 2017/18 FY.</li> </ul>

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2	Requested speed limit reduction, Cape Hill Road (DoR: 1-Apr-15)	Local residents have contacted the Board chairman about the increasing number of accidents on Cape Hill Road. With an increasing number of motorists using Cape Hill Road between Drury and Pukekohe in preference to SH22, the number of accidents will only increase. The Board chairman has requested AT consider a speed limit reduction on Cape Hill Road between Pukekohe and Paerata and also make contact with two landowners particularly affected by accidents damaging fences.	<p>AT has undertaken a comprehensive signage review for the entire route of Cape Hill Road, including curve warning signs and chevron boards showing appropriate advisory speeds. AT also completed superimposing skid resistance results, curve warning sign layout and the recorded crashes on aerial plans of Cape Hill Road and identified four sites where the road surface/skid resistance needed improvement.</p> <ul style="list-style-type: none"> <li>• <b>Speed limit review:</b> As reported in Apr-16, the NZTA response means that AT is unable to progress a speed limit reduction under the new Draft Speed Management Guide until there is greater certainty as to the outcome it will produce for this particular road.</li> <li>• <b>Cape Hill Road signage upgrade:</b> Signage improvements were completed in June 2016.</li> <li>• <b>Cape Hill Road surfacing upgrade:</b> As reported earlier, AT will proceed with the reseal of various sites identified along Cape Hill Road requiring an improvement in skid resistance with high PSV chip. AT and its maintenance contractor anticipate these works will be implemented in Nov/Dec-16.</li> </ul>
3	Gap in streetlighting network, McKenzie Road Waiau Pa (DoR: 20-Jul-15)	A board member has queried if AT will install streetlighting on McKenzie Road between Village Fields Road and new lighting installed by a developer outside #385 McKenzie Road as there is now a gap in the network.	<p>AT's streetlighting Contracts Engineer attended a Board workshop on 8-Sep-15 to discuss AT's streetlighting programme and respond to issues raised. All streetlighting issues raised at the workshop in relation to Waiau Pa have since been resolved except for the gap in the lighting on McKenzie Road due to the lack of an overhead LV power supply. After investigating, Counties Power (CP) has advised there is no street light cable on McKenzie Road and addition network equipment (pillar boxes, cabling etc) would need to be installed to supply the requested lights. CP has provided a quotation to install the additional network equipment and lighting on McKenzie Road.</p> <ul style="list-style-type: none"> <li>• AT has requested Downer ITS to undertake the work and liaise with CP if power is required.</li> </ul>

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4	Requested edge marker posts, Skyhigh Road, Hunua (DoR: 9-Feb-16)	At an FLB transport portfolio meeting, concern was raised about road safety on Skyhigh Road, particularly at night. At night time there is no lighting, no edgeline markings, and no reflective edge marker posts to assist motorists in safely navigating along Skyhigh Road. The request is for reflective edge marker posts to be installed to improve safety.	<p>There is a centre line in place throughout the route, and also raised reflective pavement markers in place along the majority of the route. Skyhigh Road is a low volume rural road with a relatively good safety record where there has been one reported crash in the last five years. While the existing road markings are sufficient for the route, AT has found that there are no edge marker posts (EMPs) in place and therefore proposes to install edge marker posts along the length of the route in accordance with the low volume rural roads requirements with reduced spacing at bends. AT will also extend these throughout John Hill Road for route completion. The installation of EMPs was completed on 13-Jul-16.</p> <ul style="list-style-type: none"> <li><i>A flag light has been installed on an existing pole at the White Road/Sky High Road intersection to improve safety at night. Downer ITS is investigating whether a flag light can also be implemented at the Monument Road/Sky High Road intersection, but this will be a more difficult prospect as there is no nearby infrastructure so considerable cost may be involved.</i></li> </ul>
5	Awhitu Road/Brook Road intersection visibility issue (DoR: 15-Mar-16)	At the transport portfolio meeting on 15-Mar-16, a board member advised that there was little visibility turning into or out of Brook Road onto Awhitu Road, and requested AT to investigate improvements, such as a hidden intersection sign.	<p>An AT engineer has investigated the site to assess the concerns raised. The observations from the site visit were that visibility is restricted at the northern side of the intersection due to the geometry of Awhitu Road at this location. AT will therefore erect a side road junction warning sign with the word 'concealed' attached on Awhitu Road in advance of the intersection for southbound motorists.</p> <ul style="list-style-type: none"> <li><i>Signage installation is now completed.</i></li> </ul>
6	Requested road stopping (Roulston Street), Pukekohe town square (DoR: 24-May-16)	<p>The Franklin LB passed resolution FR/2016/90 b) at its 24-May-16 business meeting as follows:</p> <p><i>"That the Franklin Local Board requests Auckland Transport initiate a road stopping proposal to formally stop that part of Roulston Street (Hall Street), Pukekohe, comprising the Pukekohe town square to avoid management and maintenance issues which have arisen due to part of the town square being legal road controlled by Auckland Transport and part reserve controlled by Auckland Council and the board is consulted during the road stopping process."</i></p>	<p>AT provided advice in respect of the road stopping process in Jun-16. Road stopping can only be requested by an adjoining landowner (in this case possibly AC Parks on behalf of Council as the owner of that part of the town comprising reserve land) and the application form needs to be accompanied by a consent form signed by any other adjoining landowners. AT also requires a Survey Office Plan to show the area of road affected. The road stopping process normally costs up to \$10K and takes around 6-8 months, with the costs being met by the applicant. Regarding the Pukekohe town square, the legal access of the adjacent property would need to be resolved as part of the process.</p>

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7	<p>Continuing concerns re safety issues turning into Whitford Quarry/Landfill (DoR: 20-Jun-16)</p>	<p>The Whitford Landfill Community Liaison Committee has raised further concerns with elected members regarding how the safety issue for turning into the entrance was previously addressed. The committee is concerned that the flexi-posts installed are not intuitive to drivers coming from Beachlands as drivers may drive on the incorrect side of them. Also, when turning into the quarry/landfill from the Whitford side, the flexi-posts are too close to the turning position.</p>	<p>This issue was previously raised with AT by Waste Management NZ and, following a site meeting, AT agreed to remove one flexipost that was too close to the turning position, and install additional flexiposts along the left turn slip hatching to prevent southbound drivers from driving to the left of the existing flexi posts. A Board member requested that AT meet further with representatives from the quarry, landfill, and the community liaison committees prior to implementing the changes noted above to ensure all local concerns had been understood and feasible options considered. AT representatives attend the requested meeting on 1-Aug-16. At the conclusion of the meeting, it was agreed that AT would: change the dashed line between the southbound traffic lane and the left turn lane into a solid white line; add a second left turn arrow in the left turn lane; install more bolted-down yellow flexi-posts on the curved edge of the painted flush island turning into the entrance; remove the truck sign and investigate/consider installing a left turn only sign in place of the truck sign; move back the hold line on the right turn bay into the entrance; and develop a community messaging theme around not using the left turn bay as a slow vehicle bay. WDS would note any incidents of further damage to the additional posts and all parties would inform AT of any further incidents observed. A work request to install the agreed changes was issued to AT's contractor.</p> <ul style="list-style-type: none"> <li>• <i>All works were implemented by 1-Sep-16 and AT is developing community awareness messaging.</i></li> </ul>