

ISSUES REGISTER

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

FRANKLIN LOCAL BOARD

DECEMBER 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. This project did not make it onto the 2016/17 minor improvements programme. AT will continue to resolve and progress the design so the project is ready for construction in the beginning of 2017/18 FY.</p> <ul style="list-style-type: none"> • <i>Consultation on proposed pedestrian improvements at the West/Harris/Helvetia roundabout was completed in Nov-16.</i>

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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 undertook a comprehensive signage review for the entire Cape Hill Road route, 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"> • Speed limit review: 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. • Cape Hill Road signage upgrade: Completed in June 2016. • Cape Hill Road surfacing upgrade: 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. <i>AT's maintenance contractor is struggling to source the required quantity of PSV chip prior to Christmas. Work can proceed prior to Christmas if the chip can be sourced, otherwise work will be implemented in the New Year.</i>
3	Gap in streetlighting network, McKenzie Road Waiiau 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 Waiiau 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. AT has requested Downer ITS to undertake this work and liaise with CP as required.</p> <ul style="list-style-type: none"> • <i>A PO has been issued to CP to commence work and it is hoped the lights can be installed by the end of Dec-16. Waiting on CP confirmation of completion of work.</i>

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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.	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 found that there were no edge marker posts (EMPs) in place and therefore installed edge marker posts along the length of the route and throughout John Hill Road in Jul-16. A flag light was installed on an existing pole at the White Road/Skyhigh Road intersection to improve safety at night, but a conventional flag light cannot be implemented at the Monument/Skyhigh intersection without considerable cost as there is no nearby infrastructure. AT has therefore selected this site as one of six for a trial of solar flag lighting, though given the extent of tree cover at the intersection, the effectiveness of a solar light will need to be assessed post installation. <ul style="list-style-type: none"> • <i>The solar light has arrived and will be installed before Christmas. The lighting contractor is currently sourcing specialist bolts.</i>
5	Requested road stopping (Roulston Street), Pukekohe town square (DoR: 24-May-16)	The Franklin LB passed resolution FR/2016/90 b) at its 24-May-16 business meeting as follows: "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."	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. <ul style="list-style-type: none"> • AC Parks is investigating further.

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6	<p>Safety concerns re Monument Road/Tourist Road intersection & Clevedon-Kawakawa Road near Ness Valley Road (DoR: 22-Sep-16)</p>	<p>A board member has passed on concerns regarding safety at the Monument/Tourist intersection (motorist on the Tourist approach driving straight through the intersection) and also raised concerns regarding an accident on Clevedon-Kawakawa Road near the Ness Valley intersection where a car skidded and rolled.</p>	<p>AT has investigated the concerns raised and to provide better guidance for drivers will be installing larger 'Stop' signs on the Tourist Road approach, continuity lines through the intersection on Monument Road, and curve advisory signs on Monument Road prior to the intersection. Regarding Clevedon-Kawakawa Road, AT is aware of the number of reported crashes along this route and is in the process of investigating measures to improve safety for all users. Whilst preliminary investigations have already been undertaken, which include the intersection with Ness Valley Road, it is expected that most of the measures will involve better delineation of the road and methods to reduce traffic speeds. It is anticipated that these measures will be introduced during the next financial year.</p>
7	<p>Requested bus stop, Whitford-Maraetai Road (DoR: 30-Oct-16)</p>	<p>A board members has requested AT to investigate if a bus stop can be added on the 589 bus route from Beachlands/Maraetai into Botany on Whitford-Maraetai Road on the large flush shoulder near the Trig Road intersection. This area is used as a bus stop for school buses that go to ACG Strathallan.</p>	<p><i>AT is unsure what the demand would be for the requested bus stop as there are few houses within reasonable walking distance. The requested stop is on an 80kph road, with a 65kph advisory on the bend. While the shoulder flush is large, its function allows for a margin of error for southbound vehicles and the traffic safety team may not support the request. If AT were to formalise a stop at this location, a corresponding drop off stop would also be needed as AT installs stops in pairs – and all would first need to satisfy safety considerations. If the requested stop is intended to function as a drop off “kiss-and-ride”, then AT would recommend that this took place in nearby Whitford village with its lower 50kph speed environment and an existing (though part-time) bus stop. However, if the board can demonstrate a catchment for the requested stop, AT will consider further. More generally, AT is trying to formalise bus stops so that they are at visible, safe locations in order to encourage customers to arrive and catch the bus safely. Along the Waiuku-Papakura route, for example, AT is looking to remove electronic hail and ride blips that are in many cases not a safe place for a bus stop and to replace them with a more limited number of formalised bus stops where there is adequate space for safe pick up/drop off and also a safe location for a bus to stop and re-enter the traffic flow on what are often busy, high speed rural roads. School buses often stop and pick up wherever they want, and AT is sometimes approached for suggestions on a safe location after concerns are raised, which AT provides advice on. Urban services and AT funded school contracted services need to use formal bus stops and any new or changed stops have to be approved by the TCC and meet all AT design and good practice requirements.</i></p>

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8	<p>Bus stop safety concerns and speed limit, Glenbrook Beach (DoR: 20-Nov-16)</p>	<p>Concerns have been raised with an elected member regarding the speed limit as vehicles enter the Glenbrook beach area. School children catch the bus on a road that is currently 100km/h, and then the bus must carry out a 3-point turn. There is also no warning signage regarding the presence of children. Either the speed limit needs to be reduced or the bus stop needs to be moved back to Ronald Avenue.</p>	<p>The road in question is rural with limited development. Speed limits are largely based on level of roadside development in accordance with the Land Transport Rule: Setting of Speed Limits 2003 (the Rule), and the current 100 km/h speed limit is appropriate in accordance with this Rule. It is not appropriate to lower a permanent speed limit due to a school bus which only uses the road twice a day, and the current legal speed limit for passing a stopped school bus is 20km/h. AT can assess the current bus stop/turning point to ascertain if the location is safe and potentially liaise with the MoE if changes are advisable. If the stop remains as is, AT can investigate the introduction of PW-31 or PW-34 warning signs. As covered in the main body of this report, the NZTA's new Speed Management Guide was released on 10-Nov-16, which allows more flexibility for AT to set lower speed limits, and will replace the speed setting guidelines in the Rule. Consultation on the changes will begin in early 2017. In response to the proposed changes, Auckland Transport will be developing an Auckland Speed Management Plan until at least mid-2017, including consultation with local boards.</p>