

ISSUES REGISTER

FRANKLIN LOCAL BOARD

MARCH 2017

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

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>AT has investigated, including taking pedestrian counts and video surveys. While pedestrian warrants weren't met, AT considers it is desirable to improve pedestrian amenities across all legs of the Harris/West roundabout and is proposing improvements to include pedestrian splitter islands on all legs. The project has been added to AT's minor improvements projects list but was not prioritised highly enough to make it onto the 2016/17 minor improvements programme. AT will continue to progress the design so the project is ready for construction in the beginning of 2017/18 FY. Consultation was completed in Nov-16.</p> <ul style="list-style-type: none"> Detailed design is due to commence shortly. Further consultation with National Roads Carriers and AT Metro is required after detailed design.
2	Requested speed limit reduction, Cape Hill Road (DoR: 1-Apr-15)	Local residents have contacted the Board about the increasing number of accidents on Cape Hill Road. AT was asked to investigate safety improvements and a speed limit reduction.	<ul style="list-style-type: none"> Cape Hill Road signage upgrade: AT undertook a comprehensive signage review for the entire Cape Hill Road route, including curve warning signs and chevron boards showing appropriate advisory speeds. Signage improvements were completed in Jun-16. Speed limit review: As reported in Apr-16, the NZTA response means that AT is unable to progress a permanent 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 surfacing upgrade: AT identified four sites where the road surface/skid resistance needed improvement and will reseal these sites with high PSV chip. The work will likely be undertaken in Apr-17, following the completion of the bulk of the annual reseal programme. <i>Until the resealing work is undertaken, AT has installed 'slippery when wet' signs and a temporary 70km/h speed limit reduction as requested by the Board.</i>

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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. AT has requested Downer ITS to undertake this work and liaise with CP as required.</p> <ul style="list-style-type: none"> • A PO has been issued to CP to undertake the work. Waiting on CP confirmation of completion of work.
4	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>"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."</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 with the costs being met by the applicant. Recent town centre examples are the closure of QE Square in Queen Street and Catherine Mall in Henderson. These activities took over a year to complete and the QE Square closure went to the Environment Court, which adds to cost. Regarding the Pukekohe town square, the legal access of the adjacent property would also need to be resolved as part of the road stopping process.</p> <ul style="list-style-type: none"> • <i>Potential changes to town centre maintenance contracts may impact on this issue and further information is being sought.</i>

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5	<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 investigated the concerns and in mid-2016 installed 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> <ul style="list-style-type: none"> • <i>Whilst some progress has been made on Clevedon-Kawakawa Road, AT is still finalising the signage proposals and completing the investigation for the Ness Valley Road intersection. Unfortunately a fatality occurred at the Monument/Tourist intersection in mid-Feb, involving an eastbound vehicle on Tourist Road which failed to stop at the STOP sign and collided with a southbound vehicle on Monument Road. An SCU investigation is underway and AT's Road Safety team has assisted. Further details are not available as the crash is still under Police investigation. However, AT is currently investigating some interim options to increase the awareness of the intersection and to enhance the safety of the intersection.</i>

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6	<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 and the current speed limit is set in accordance with the Land Transport Rule: Setting of Speed Limits 2003 (the Rule). Under the NZTA's new Draft Speed Management Guide, which will amend the Rule, initial indications are that the speed limit on this road is likely to be in the 60-80km/hr range although this is still subject to further assessment when the guide is finalised. AT expects to have greater certainty when the speed management plan for the region is developed which is expected to occur in early-mid 2017. AT has assessed the current bus stop location and agrees that this area is not advisable for the school bus to do a u-turn there in a 100 km/h zone. AT's recommendation is to move the stop to the corner of Fleet Street and Ronald Ave. However, the bus stop concerned is owned and managed by Waiuku Transport Network Group, therefore the decision to relocate the stop is unfortunately outside of AT's control. The existing operation was reviewed and it was determined that there would be beneficial to install permanent warning signs on both Mclarin Road and Glenbrook Beach Road in advance of the bus stop. These signs will improve approaching drivers' awareness of the school bus activity, reducing the likelihood that drivers will be surprised by a stopped bus and providing an improved operating environment.</p> <ul style="list-style-type: none"> • <i>The installation of warning signage on either side of the intersection where this bus stop is operated was completed in Feb-17.</i>
7	<p>Safety concerns regarding Waiuku Road intersection with Masters Road, Waiuku (DoR: 1-Feb-17)</p>	<p>Concerns have been raised with an elected member about safety and poor visibility when trying to exit Masters Road onto Waiuku Road in a 100kph area. Adding to the issues are new housing on the corner and also an increasingly busy fruit shop. AT has been asked to investigate possible improvements and advise regarding the crash rate.</p>	<p>Under investigation. As both roads and the intersection are shared boundary roads with Waikato District, a Waikato elected member has asked if AT could collaborate with WDC road safety in formulating a response.</p>