

Attachment A – Community Safety Project Proposals – Puketapapa Local Board June 2019

Project Name	Description	Status	Comment	Budget	ID
65 Hillsborough Road	To provide a safe crossing place for pedestrians and cyclists to access Monte Cecilia Park and to change between bus stops.	Pass Current LBTCF	Routine – Detailed investigation required 3pm pedestrian count done. 30 pedestrians over an hour.	\$90,000	CSFP 1.1
244 Hillsborough Road Pedestrian Facility (near Goodall Street)	Bus patrons have complained that there are no crossings in this vicinity of Hillsborough Road. It is a very busy road in peak times and difficult to cross safely.	Pass Current LBTCF	Routine – Detailed investigation required Investigation showed a mid-block pedestrian signal was the suitable option as Hillsborough Road is a primary arterial which caters for high traffic volumes.	\$338,000	CSFP 1.2
Hillsborough Road/Mt Albert Rd Crossing	Pedestrians here are experiencing danger in crossing the slip lane with cars swinging around the corner. Concern has also been expressed at crossing the other legs of the intersection.	Pass	Complex – Investigation and Design Raise the pedestrian crossing on the slip lane or put a speed bump or similar on the approach to the slip lane zebra. Swedish table type crossing.	\$195,000	CSFP 1.3
Pah Road Crossing Awareness	Decrease in vehicle speeds as they approach the mid-block crossing near the	Pass	Routine – Detailed investigation required Red patch SLOW markings on both approaches. Or Electronic feedback signs.	\$10,000	CSFP 1.6

	intersection of Ambury and Pah Roads.		Tube counts required detailing vehicle speeds and volumes and pedestrian demand.		
639 Richardson Rd Pedestrian Crossing	Hay Park School has raised concerns about the safety of the pedestrian crossing outside the school, at 639 Richardson Rd.	Pass	Routine – Detailed investigation required Red carpet SLOW treatment This is an over-dimension route. Therefore, a raised pedestrian crossing is challenging.	\$15,000	CSFP 1.7
383 Hillsborough Road	A crossing facility here for pupils to cross Hillsborough Road to get to Waikowhai School.	Pass	Routine – Detailed investigation required Mid-block signalisation is recommended. Bus stop relocation may be necessary.	\$348,000	CSFP 1.8
Melrose Rd shops - pedestrian facility	Those crossing Melrose Road to the shopping area find it difficult due to cars and speed. This applies especially to kids. This road provides access to a frequent bus route (over the overbridge)	Pass	Routine – Detailed investigation required Pedestrian refuge island for people crossing to the shops.	\$80,000	CSFP 1.9
Wesley Primary School	Safety measures requested around Wesley Primary School particularly on Potter Avenue. Speeding was cited.	Pass	Complex – Investigation and Design Raise existing kea crossing on Potter Avenue with standard raised table.	\$130,000	CSFP 1.10

Arundel, Stamford Park, Rogan intersection	Complaints about this intersection and anecdotally quite a few minor accidents. Residents have requested a roundabout.	Pass	Complex – Investigation and Design Roundabout with speed humps on all approaches	\$350,000	CSFP 1.11
40 Stoddard Rd, near Tory Street	Those using the zebra crossing have expressed some trepidation that cars will stop.	Pass	Routine – Detailed investigation required Revisit road marking alignment from Sandringham Road Extension to May Road (flush median to be added). Reconstruct islands on zebra to reduce crossing distance and improve pedestrian visibility.	\$170,000	CSFP 1.12

The projects below failed to be eligible for the Community Safety Fund due to cost and complexity.

Project Name	Description	Status	Comment	Budget	ID
Littlejohn Street and Olson Avenue	Residents have raised concerns about speed, cite a number of incidents, are concerned about the streets being used as “rat runs” and how traffic will increase as a result of 39 new townhouses being built.	Fail	Complex – Investigation and Design 2015 tube counts on Olsen Avenue show 85 th as 52 km/h. 2017 tube counts on Littlejohn Street show 85 th as 51.7 km/h. 8 crashes identified over 5-year period. Area wide speed calming treatment is recommended instead of localised treatment.	Over 1 million	CSFP 1.4
Lynfield Traffic Calming	Reports of excessive speeds in the road	Fail	Complex – Investigation and Design	Over 1 million	CSFP 1.5

	around The Avenue in Lynfield.		Area wide traffic calming required. Driver feedback signs in the short term may have little effect. Not considered suitable to be delivered in stages as traffic would just shift to alternate routes.		
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