

## Community Safety Project Prioritised Proposals– Ōrākei Local Board July 2019

Project Name	Description	Status	Comment	Budget	ID
Waiatarua Reserve/Abbotts Way crossing and path	There is no safe crossing and path into Waiatarua Reserve at the Abbotts Way entrance close to the Men's Shed. The walking school bus has raised this as an issue. The only path on Abbotts Way is on the opposite side of the road.	Pass	<p><b>Routine – detailed design required</b></p> <p>Abbotts Way: Secondary arterial.</p> <p>Crash history: 5 reported in the last 5 years. (1 serious 2 minor) on the bend.</p> <p>There are 2 existing refuges that lead to two separate park entrances.</p> <p><b>Suggested treatment:</b>                      Pedestrian Refuge.                      Approximately 20m footpath link required.                      Pedestrian refuge with pram crossings.</p>	\$50,000	CSFO 1.9
Mt Carmel School	A crossing on Temple Street is requested to allow pupils attending Mt Carmel Primary School to cross safely. And other appropriate safety measures to support the number of students accessing Mt Carmel School through Lucia Glade.	Pass	<p><b>Routine – detailed design required</b></p> <p><b>Suggested treatments:</b></p> <ul style="list-style-type: none"> <li>• Splitter island on Blackett Cres</li> <li>• Pedestrian survey required</li> <li>• Convert existing speed hump to zebra crossing</li> </ul>	\$300,000	CSFO 1.4
Kohimarama School	The school has an issue with the crossing on Rawhitiaroa Road (kea	Pass	<p><b>Routine – Investigation and Design</b></p> <p>CRM – No related cases were found.</p>	\$260,000	CSFO 1.2

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	crossing) and feel that this could be changed to a pedestrian crossing (Zebra). Speed, congestion and parking on this road is a real issue for the school and the safety on a day to day basis.		<p>Accident history: (2014-2019) – No reported crashes in the last 5 years.</p> <p>Site observations show visibility to be ok. Crossing will need to be a raised table.</p> <p><b>Suggested treatments:</b> Change kea crossing to a raised zebra. Colour/texture used on the road surface in addition to a zebra</p>		
Roberta Reserve playground crossing	<p>Glendowie school has requested a crossing near the T intersection of Riddell Road and Roberta Avenue.</p> <p>This would service the school/kindergarten/rest home/park which are near this area. The only crossing point is further up the road near the school.</p>	Pass	<p><b>Routine – Investigation and Design</b></p> <p>Existing raised table. 1 non-injury crash. Cyclist in blind spot of turning vehicle. Riddle Road – Collector Roberta Ave – Local</p> <p><b>Suggested treatments:</b></p> <ul style="list-style-type: none"> <li>• Raised crossing near Roberta Ave close to reserve</li> <li>• Zebra Crossing across Riddell Road</li> <li>• Pedestrian count needed</li> </ul>	\$260,000	CSFO 1.11
Ōrākei School	Students are not using the pedestrian crossing on Coates Avenue, instead they are	Pass	<p><b>Routine – detailed design required</b></p> <p>No concerns raised with shifting the crossing. Will require pedestrian survey and may require</p>	\$280,000	CSFO 1.5

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	<p>jaywalking by the Grace St/Coates Ave intersection to get to the public bus stop.</p> <p>The desire line for crossing this road has changed because the back entrance to the school at 96 Coates Avenue has just recently closed.</p>		<p>bus stop relocation depending on new crossing location and survey outcomes.</p> <p><b>Suggested treatments:</b> Crossing will need to be raised table in accordance with current AT design standards.</p>		
Churchill Park School	<p>Concerns about pedestrians being able to cross on Riddell Road at the rear entrance of the school. (595 Riddell Rd). The local resident reported cars travelling at speed on this part of the road which is very bendy with poor visibility.</p>	Pass	<p><b>Routine – Investigation and Design</b></p> <p>Riddell Road – Collector</p> <p>Cannot change the road layout due to existing structures, recommend warning signs.</p> <p><b>Suggested treatments:</b></p> <ul style="list-style-type: none"> <li>• Red patch/gate way treatment</li> <li>• Pedestrian survey</li> </ul>	\$50,000	CSFO 1.12
Rangitoto Av/Ranui Rd intersection, Remuera	<p>People speed through the intersection, particularly going onto Ranui Road where they often cut the corner, as they use it as a rat-run.</p>	Pass	<p><b>Complex – Investigation and Design</b></p> <p>No crashes reported in the last 5 years.</p> <p>Local/Local intersection – slow speed environment.</p> <p><b>Suggested treatments:</b></p>	\$80,000	CSFO 1.7

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Project Name	Description	Status	Comment	Budget	ID
			Splitter islands on side roads to improve tracking and stop diagonal movements.		
McFarland/Grand Drive Intersection	Parents/intermediate students crossing McFarland St feel unsafe with drivers speeding down Grand Drive. Could there be a traffic calming measure put in place or could there be a traffic island installed in the vicinity of 1 McFarland Street/Grand Drive. Possibly a pedestrian refuge.	Pass	<p><b>Routine – Investigation and Design</b></p> <p>Collector/collector intersection.</p> <p>2 crashes last 5 years, 1 non-injury - fail to give way, 1 serious - skateboarder rode out into oncoming traffic.</p> <p><b>Suggested treatments:</b>            Could install pedestrian refuge across McFarland.</p> <ul style="list-style-type: none"> <li>• Raised zebra Swedish style</li> <li>• Splitter on McFarland</li> </ul>	\$300,000	CSFO 1.10
Kepa Road Pedestrian Facility	The footpath on one side of Kepa Road runs out at approximately 110 Kepa Road. A crossing facility in this location would assist those who need to continue walking to the Ōrākei train station.	Evaluating	<p><b>Routine – Investigation and Design</b></p> <p>Pedestrian/Traffic Survey Kepa Road, Primary Arterial.</p> <p><b>Suggested treatment:</b>            Raised Zebra crossing. This would need further investigation due to the topography.</p>	\$260,000	CSFO 1.14
Combes Road, Remuera	People speed through the S-bends making it dangerous.	Pass	<p><b>Simple – Investigation and Design</b></p> <p>No crashes on these bends, last 5 years.</p>	\$25,000	CSFO 1.1

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			Collector Road.  <b>Suggested treatments:</b>  Parking Edge lines <ul style="list-style-type: none"> <li>• Chevrons</li> <li>• RRPMs (RED)</li> <li>• Simple changes (signage, road marking, RRMPs)</li> </ul>		

The projects below failed to be eligible for the Community Safety Fund due to cost, inclusion in other AT work programmes and/or complexity.

Project Name	Description	Status	Comment	Budget	ID
Ladies Mile Pedestrian Facility	There is currently no safe crossing point for Ladies Mile between Main Highway & Peach Parade – A distance of 1.4km i. Significant peak-hour congestion turning right off Ladies Mile onto Morrin St. ii. The daycare centre recently constructed on the Ladies	Fail	<b>Complex – Investigation and Detailed Design Required</b>  Morrin St – Collector Ladies Mile – Sec arterial  No pedestrian crashes. 8 crashes at Morrin St intersection all seem to be related to	Over 1 million	SFO 1.3

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	<p>Mile/Morrin St corner brings increased safety risks.</p> <p>iii. The steep terrain means that turning either way out of Morrin St onto Ladies Mile is difficult. Congestion means that drivers try to cut into gaps in oncoming traffic.</p> <p>iv. The new 782 bus route runs through the Ladies Mile/Morrin St. intersection.</p> <p>v. Visibility on this staggered intersection is a significant issue, also with sunstrike as drivers exit Pukerangi Cres.</p> <p>vi. The under-utilized cycleway on Ladies Mile is posing safety issues of its own with wider vehicles regularly having to cross the median line.</p> <p>vii. There is nowhere safe for students accessing nearby Michael Park School and other pedestrians, such as bus passengers, to safely cross anywhere along Ladies Mile, including near this junction and particularly across the top of Morrin Street.</p>		<p>speeding or failing to give way. 5 minor 3 non-injury.</p> <ul style="list-style-type: none"> <li>• 2x midblock crossing on Ladies Mile</li> <li>• Pedestrian crossing across Morrin St</li> <li>• Signalisation too complex as over \$1million, service relocation high cost</li> </ul> <p><b>Suggested treatment:</b></p> <p>Auckland Transport's Road Safety team are investigating signals at this intersection. This project will be over \$1million.</p> <p><b>Potential Risks</b></p> <p>Negative operational effects, major services relocation, large offset intersection design.</p>		
Ōrākei Train Station Entrance/Exit	A safety treatment at the site entrance and exit to increase visibility and safety.	Fail	<b>Routine – detailed design required</b>		CSFO 1.6

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			Existing Auckland Transport project. AT is already looking treatment for this train station entry.		
St Josephs School, 152 Kapa Road	It's a busy road and cars often speed down here and don't stop for the crossing.	Fail	<p><b>Routine – detailed design required</b></p> <p>The pedestrian crossing here has been raised under AT's MAPI programme. Do other measures need to be introduced here to slow traffic such as coloured patches or anti-skid?</p> <p><b>Comment</b> This crossing is already on an Auckland Transport works programme.</p>		CSFO 1.8

Project Name	Description	Status	Comment	Budget	ID
135 St Johns Road	<p>Truman Street and Ipswich Place exiting onto St Johns Road. This intersection is problematic for both motorists attempting right hand turns from Truman Street and Ipswich place onto St Johns Road. Both of these streets are on a steep incline with St Johns Road being on the crest of a ridge and consequently there is visibility issues. The bus stop servicing this area is on the western side of Ipswich Place pedestrians alighting from the bus service wishing to cross the very busy St Johns Road at the existing pedestrian crossing east of Ipswich Place encounter several difficulties as followings:</p> <p>Ipswich Place where it intersects with St Johns Road is extremely wide and pedestrians must navigate through up to four lanes of traffic</p> <p>Pedestrians crossing Ipswich place are not easily visible to drivers moving straight through to Truman Street</p>	Fail	<p><b>Routine – detailed design required</b></p> <p>AT previously tried to move the bus stop and provide another crossing facility. This was not supported by the consultation and dropped.</p> <p>Ipswich Place could be narrowed and the slip lanes removed and move the bus stop built out the kerb and provide a crossing.</p> <p>Truman St/Ipswich PI – Local St Johns Rd – Primary Arterial</p> <p>On Connected Communities Route - not advised to proceed with this one.</p> <p><b>Suggested treatment:</b></p> <ul style="list-style-type: none"> <li>• Kerb Build outs, Slip lane removal</li> <li>• Upgrade zebra (raise) but is dependent on Connected communities project</li> <li>• Truman street Splitter island</li> </ul>		CSFO 1.13