

Issues Raised by Elected Members to 29 November 2016

	Location	Issue	Status
1	Leigh Road, Whangateau	Request for traffic calming on Leigh Road, Whangateau.	On 20 April 2016 Member Garner requested the provision of additional traffic calming on Leigh Road, Whangateau, through the main settlement just west of the bridge and past the hall, as well as through Tramcar Bay. On 20 June members were advised that the 50km/h speed sign had been found to be hidden by overgrown trees, which the contractors had been requested to trim. Police had also been asked to monitor Leigh Road and carry out enforcement through the 50km/h area whilst a new speed survey was undertaken. In addition, a request for a new footpath near the one way bridge, to provide for the many pedestrians walking towards the beach, had been forwarded to AT's walking and cycling team for prioritisation along with other footpath requests. On 14 September members were further advised that the request for a new speed survey in Leigh Road, Whangateau, had been completed and shown that the average speed through this area was 62.2 km/h, which is reasonable given that it is a speed transition area. Whilst the request for traffic calming had been added to the candidate list of projects being considered for LATM (Local Area Traffic Management), this section of Leigh Road did not rank highly against other projects region-wide so no change could be made for the time being. It will however remain on the LATM candidate list for prioritisation with other projects for future consideration within available funding.
2	Warkworth and Matakana	Request for traffic count data in Warkworth and Matakana.	Commenting on data from recent traffic counts on Sandspit and Matakana Roads, Member Houlbrooke advised that the counts were identical, though should have been for different tapes - Matakana Road near Melwood Drive, and a second set for traffic entering and

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			<p>leaving Melwood Drive. In addition to the data from the second set of tapes, Member Houlbrooke requested data relating to other tapes which were recently located on Matakana Road near Matakana village, on Sandspit Road and also on SH1 near the Shoesmith bridge. Data from the second of the two counts was forwarded to member Houlbrooke on 28 April 2016. Further to these, Member Houlbrooke requested details of traffic counts carried out on Matakana Road near Green Road; Leigh Road; and at Snells Beach. This data was forwarded on 5 July with a note that the counts provided reflected re-recreational counts, taken over a holiday period and do not reflect normal traffic flows and speeds. It was also noted that no recreational counts had been carried out in December-January for Snells Beach.</p>
3	<p>Motutara, Constable, Oaia and Muriwai Roads, Muriwai</p>	<p>Concerns regarding speeds on Motutara, Constable, Oaia and Muriwai Roads, Muriwai.</p>	<p>Member Pirrie queried responses to previous cases relating to traffic volume and speed counts and the possibility for funding of threshold treatment on Motutara Road, Muriwai, requesting traffic count data and suggesting further follow up was required. He also requested the results of the latest and historical traffic/speed counts for comparison purposes. On 18 July members were advised that, in relation to the speed limit, the Draft Speed Management Guide under development was expected to allow a range of rural speed limits of 100, 80 and 60 km/h, with arterial (higher traffic) roads, roads with straight/gently curved geometry, and roads with low crash risk qualifying for the higher rural speed limits, while roads with local access function (lower traffic and proportionately more walkers and cyclists), roads with winding geometry, and roads with higher crash risk qualifying for the lower rural speed limits. Constable Road and Taiapa Road are local roads, with winding alignments and narrow unsealed road surfaces. They have low to medium crash risks based on reported crash data so initial</p>

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			<p>indications were that the speed limits on these roads was likely to be in the 60-80km/h range under the new speed management guide. This however will be subject to further assessment when the guide was finalised and the speed management plan for the region was developed early in 2017. The existing advisory sign of 35km/h is a recommended speed for a specific feature in the road, in this case a sharp bend. The posted speed limit sign of 100 km/h is an indication of the maximum speed allowable, subject to road conditions. In relation to his concerns about speeding, the following results were gathered as part of a seven day survey:</p> <ul style="list-style-type: none">•Motutara Road count results taken in August 2015 - 85th percentile speed 49.6km/h; average daily traffic volume 2339 vehicles.•Constable Road count results taken in August 2015 - 85th percentile speed 46km/h; average daily traffic volume 302 vehicles.•Oaia Road count results taken in August 2015 - 85th percentile speed 47km/h; average daily traffic volume 1491 vehicles.•Muriwai Road count results taken in September 2015 - 85th percentile speed 60km/h; average daily traffic volume 3341 vehicles.• Muriwai Road count results taken in January 2016 - 85th percentile speed 59km/h; average daily traffic volume 5536 vehicles. <p>AT will be undertaking a speed limit review of these roads in mid-2017. Muriwai Road presently has 50km/h temporary speed limit signage installed on a section of road that was previously 100km/h. Given the present speed environment and the proposed speed limit review, the installation of Gateway treatment is not supported as this stage. With regard to the request for sealing, the latest traffic count for Constable Road indicated an average of 302 vehicles using the road each day. It is currently prioritised as project number 28 out of a total of 646 unsealed roads so it is unlikely that the available budget for sealing will allow Constable Road to be sealed before the next Local</p>
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			Transport Plan published in 2018. The concerns over unsafe parking habits resulting in congestion were under further investigation and a response to these will be available in November /December.
4	315 Kahikatea Flat Road, Kaukapakapa	Request for further investigation into safety concerns raised by the residents at 315 Kahikatea Flat Road, Kaukapakapa.	Member Pirrie requested further investigation into concerns escalated to him by the residents of 315 Kahikatea Flat Road, Kaukapakapa, following the unsuccessful resolution of previous requests. On 20 May Member Pirrie was advised that further investigation into the concerns raised about speed limits, visibility, road camber, curbing and safety signs was required, that repositioning of the power pole, if required, will also require follow up with Vector, and that with regard to the property entrances, the repair and maintenance of vehicle entranceways is the responsibility of the property owners. On 7 July members were advised that, with regard to a reduction in speed limit over brow of hill on Kahikatea Flat Road to 70km/h, Kahikatea Flat Road has generally straight sections separated by a number of bends and the overall crash risk on the road is low to medium. Initial indications are therefore that the speed limit on this road is likely to be in the 80-100km/h range under NZTA's new speed management, although this is still subject to further assessment when the guide is finalised and the speed management plan for the region is developed in 2017. With regard to improving visibility in relation to the bank opposite Pine Valley Road, the height of the bank was lowered in April 2013 and, due to the instability, further work is not possible without large retaining structures being constructed. This driveway services four dwellings and it would be an unjustifiable cost for AT to allocate funding improvements for the benefit of private properties. The storm water will be piped for an additional 30 metres on the left hand side when entering Pine Valley Road from Kahikatea Flat Road, to provide a

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			<p>larger area of metal on that side of the road, as vehicles appeared to be taking the corner too fast and running off the road at this location. This work will allow a driver more time to recover from any error made while travelling around the bend. It is expected that this work will be completed by the end of 2016. Once the work on Pine Valley Road has been completed, the area will be monitored to ascertain whether the accident rate has improved. In relation to the removal of kerbing at the entrance of 315 - 323 Kahikatea Flat Road to enable residents to pull off the road safely, Kahikatea Flat Road widened to accommodate the right turn bay into Whitehills Road and the kerb was installed at that time. The right turn bay has improved the turning into private driveways for residents, by providing an area for vehicles to pass a slowing vehicle. Unfortunately, changing the kerb line at AT's expense to benefit private properties was also not justifiable, and it would effectively narrow the traffic lanes and remove the right turn bay. Concealed Exit signage is currently in place when approaching 315 Kahikatea Flat Road from Dairy Flat Road to advise motorists of existing driveways around the corner and possible vehicle turning movements. In relation to installing safety warning signs to advise a reduction in speed at the intersection, additional chevron board signage, red and white marker posts raising the existing direction signage at the intersection so that it is visible from a greater distance was being carried out. Contractors have visited this site and advise that the pothole mentioned is on a private driveway and is therefore the responsibility of the owner to repair.</p>
5	Cottle Road, Taupaki	Follow up on review of Taupaki School Safety Zone, Cottle Road, Taupaki.	Member Pirrie requested a review of safety around Taupaki School, on Cottle Road, Taupaki and was advised that because the school is located in a rural area it would not be credible to impose a 50 km/h urban speed limit. It was also noted that outside relatively short periods at the start and end of the school day,

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			<p>activity on this road is no different to any other rural road in the area. However, AT staff agreed to carry out a review to measure the effectiveness of the existing Active Warning Sign zone around Taupaki School and assess whether the school would meet the warrant for a 40 km/h variable speed limit school zone. On 28 October Members Houlbrooke, Pirrie and Steele were advised that AT's engineers had been monitoring the area outside Taupaki School and identified that the operating speeds were very low during peak times. The volume of through traffic was also very low, with most traffic at peak times associated with activity at the school itself. Congestion from parking around the school gate and use of the school's drive through pick-up/drop-off area were also effectively limiting operating speeds for through traffic. Given the low operating speeds, Taupaki School would not qualify for a 40km/hr school zone. However, it was noted during the investigation that the active warning signs were not operating so AT's Community Transport team would follow this up with school staff.</p>
6	Dawson Road, Snells Beach	Request for rationalisation of speed signage on Dawson Road, Snells Beach.	<p>Dawson Road, Snells Beach, travels from an urban to a rural environment. Member Houlbrooke received a complaint that the speed limit signage is confusing on 19 June 2016 and asked that this be investigated to ensure that drivers can rely on the placement of speed limit signage to indicate which speed zone they were entering from either direction. On 7 July members were advised that an AT road safety engineer had visited the site to review the placement of the speed limit signs and noted that 50km/h and derestriction (open road) signs were present and correctly placed at the point where the speed limit changes. They were unable to find any evidence of the 80km/h speed limit sign referred to. With regards to the cables seen by the resident, these were not for the purpose of gathering speed data, rather for the collection of traffic</p>

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			<p>information which is reviewed when prioritising road re-seals. The 85th percentile speed in the area, however, has been recorded at 49.2 km/hr. With regard to the speed limit, AT reviews speed limits in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2003 and makes assessments under NZTA's Draft Speed Management Guide. On Dawson Road the initial 575m from the Mahurangi East Road intersection is a 50 km/h zone, which is appropriate due to the residential development and school. Beyond this point there is limited development, hence the 100 km/h speed limit is also appropriate based on the Speed Limits Rule. Initial indications were that the speed limit on the 100 km/h section of Dawson Road is likely to be in the 60-80km/h range under the new speed management guide, although this is still subject to further assessment when the guide is finalised early 2017. Until that time however, the current speed restrictions on Dawson Road must remain as they are.</p>
7	Mairetahi and Webber Roads, South Head	Request for maintenance on Mairetahi and Webber Roads, South Head.	<p>Member Grace expressed concerns on 29 June 2016 about the condition of Mairetahi and Webber Roads, South Head, asking that they be checked for potholes (Mairetahi) and a drain running across the road (Webber), and that these be repaired. On 12 July members were advised that Mairetahi Road had been inspected, and the clusters of potholes identified would be patched before the road is graded later in July. Webber Road had also been inspected, and the blocked drain programmed for repair. On 4 August Member Grace was advised that Webber Road had been patched on 26 July 2016 and that several clusters of potholes on Mairetahi Road were patched on 12 July 2016.</p>

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8	Matheson Bay Road, Leigh	Safety concerns on Matheson Bay Road, Leigh.	Local Board staff forwarded the concerns of a Matheson Bay, Leigh, residents on 1 July, indicating that they were alarmed at the increased use of camper vans at Matheson Bay, including the number and type of large camping and RV type vehicles moving up and down narrow Matheson Bay Road, essentially a one way old country road that was never built for such use. On 12 October local board staff were advised that engineers had investigated the concerns and advise that, although Matheson Bay Road is narrow, it does have footpath facilities and two warning signs, one advising that the route is not suitable for caravans and another close to the beach advising of a <i>No Left Turn</i> for heavy vehicles, campervans and caravans. However, an additional pedestrian warning sign will be installed close to the end of the footpath. Auckland Council's Parks Department had also undertaken a review of the section of road at the end of Matheson Bay Road which is within the parks reserve so it was suggested that members follow this up with Parks staff.
9	Alice Street, Riverhead	Request for additional street lighting in Alice Street, Riverhead.	Street lighting in Alice Street, Riverhead was restricted to only one end of the street, the lack of lighting making it dangerous when there are pedestrians and cars sharing the carriageway. Member Pirrie asked on 12 July 2016 what the possibility of installing additional lighting was and when this might happen. Four additional streetlights were installed outside 29, 25, 21 and 9 Alice Street during October.
10	Access Road, Kumeu	Congestion at traffic signals, Access Road, Kumeu.	Member Steele forwarded the concerns of a business owner from Access Road, Kumeu, on 15 June 2016 about the difficulty she and her staff faced in accessing SH16 from Access Road. The business owner indicated that the behaviour of drivers at this intersection, and at the intersection of Waitakere and Access Roads, is such that drivers are put at risk on a regular basis during peak times. On 13 July Members were

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			forwarded a copy of the response from AT's Network Operations and Safety Team to the customer. It stated that, due to the physical constraints at this location, which include the railway line, power poles and the traffic signal operation requiring priority to be given to the State Highway, there are limited changes that can be made. Changes would also necessitate relocation of power poles, incurring significant costs, and therefore cannot be justified at present.
11	Nixon Road, Taupaki	Road surface damage on Nixon Road, Taupaki.	Member Flaunty asked on 12 July 2016 when repairs to the drain outside the clean fill site on Nixon Road, Taupaki, would be carried out. On 13 July Members Flaunty, Garner and Steele were advised that there had been discussions about what was considered reasonable wear and tear, the phrase used in the resource consent conditions and, as a result, the matter has been escalated through AT channels for discussion with senior AC resource consents staff. <i>Note: AT's maintenance staff have adopted a 'patch and hold' maintenance regime for Nixon Road whilst funding for more substantial rehabilitation work is sourced.</i>
12	Muriwai Road, Waimauku	Parking outside Waimauku School, on Muriwai Road, Waimauku	On 12 July 2016 Member Pirrie advised that, despite AT sending out enforcement staff and the Police monitoring the area, parents continue to park on yellow lines, the berms and double park outside Waimauku School, where the road isn't able to accommodate parking on both sides and is reduced to one lane, creating traffic issues. Looking forward to construction of the Muriwai Road/SH16 roundabout by NZTA, Member Pirrie said there will be loss of parking outside the school and the new intersection will make it easier for parents to drive across, so the situation will become worse. He asked that parking be installed in the berm area down from the school, together with other additional parks, and that this work be coordinated with NZTA's roundabout construction. It was confirmed that AT's community transport coordinator for Waimauku

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			<p>School had been working closely with staff and parents to promote drop and walk sites on both sides of the school, one at the RSA and one at Glasgow Park, both sites being safe options for the children given the position of the nearby zebra crossing. These messages will be reinforced and further promoted in the new term and AT will continue with the enforcement. Approximately 280 children are being dropped off by car each morning at the school, so the addition of a maximum of three additional spaces on Muriwai Road would have little effect. It may even exacerbate the situation, making parking seem more readily available, increasing the possibility that, when all spaces are full, parents will double-park to drop their children off, creating an unsafe environment. For these reasons the engineers are unlikely to endorse the suggested changes, though they were forwarded to them for consideration. There is adequate parking at the RSA and at Glasgow Park and a continuation of promoting these is the best option for reducing congestion outside the school. This will be part of the overall strategy around congestion once engineering work starts later this year. Post construction, reducing congestion around the school will again be the primary focus and AT and NZTA will continue to work with the school to promote car sharing and alternatives to dropping children off immediately outside of the school.</p>
13	Kanuka and Sandspit Roads, Sandspit	Request for electronic speed control on Kanuka and Sandspit Roads, Sandspit.	<p>On 13 September Member Houlbrooke requested that Electronic Speed Control signs be installed along Kanuka and Sandspit Roads to improve pedestrian safety in these areas, where drivers exceed the 50 km/h speed limit. On 12 October Members Houlbrooke, Steele and Pirrie were advised that, in assessing the feasibility of installing a sign, the engineers' review of the reported crash history for Sandspit and Kanuka Roads identified only one reported crash (non-injury) on the 50km/h sections over the past ten years. This was a very good crash record</p>

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			<p>considering the stretch of road is approximately 2.5km long and has a number of tight bends, so it didn't suggest there was a significant safety issue created by excessive vehicle speeds. There are also a number of speed limit repeater and speed limit threshold signs along the road, together with pedestrian and curve warning signs, with advisory speeds to reinforce the 50km/h speed limit to drivers and encourage lower speeds. Electronic speed feedback signs would generally be installed as a safety improvement measure in locations where excessive speeds have contributed to a poor crash history. Given the relatively good safety record in the 50km/h speed zones in these areas, the existing signage is considered adequate and the engineers were not able to justify the installation of an electronic driver speed feedback sign. They suggest however that residents report details of vehicles speeding to the Police and request regular enforcement by them.</p>
14	Sharp Road, Warkworth	Request for warning signage on Sharp Road, Warkworth.	<p>Member Houlbrooke asked on 13 September 2016 that appropriate remedial action or measures that modify driver behaviour, such as an additional sign on the approach to warn of the compulsory <i>STOP</i> ahead, be installed to warn drivers travelling along Sharp Road towards the intersection with Sandspit and Mahurangi East Roads. On 20 October Members Houlbrooke, Pirrie and Steele were advised that AT's engineers had assessed the area and consider that the pavement markings and signage for the stop control at the intersection are appropriate. There is also an advance warning sign on Sharp Road to further advise drivers of the need to stop ahead at Sharp Road's intersection with Mahurangi East Road. There have been no reported crashes at this intersection between 2011 and 2015 which indicates that the intersection has been operating relatively safely. The engineers are therefore not able to justify any changes at present.</p>

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15	Sandspit Road, Sandspit	Request for maintenance plan for Sandspit Road, Sandspit.	Member Houlbrooke asked on 13 September 2016 that, in light of past history, and the many recent slips above and below Sandspit road from approximately 1230 Sandspit Road to the Yacht Club, a homogenous plan to look at all aspects of the road, footpath and retaining walls be developed. On 10 November Member Houlbrooke further requested the overhang/potential slip revealed by the recent trimming of the Privet be addressed. On 15 November Members Houlbrooke and Pirrie were advised that AT was monitoring the underslips on Sandspit Road at the Yacht Club location and the section below Kanuka Road. Options for reinstatement of both slips were also under investigation by AT's Technical Services team and it was anticipated that these investigations will be completed by the new year.
16	Sandspit Wharf	Various issues relating to Sandspit Wharf	The Rodney Local Board asked for investigation and response to various issues relating to Sandspit Wharf Car Park on 15 September 2016, including when the new pay machines and barrier arms would be installed; who was going to manage the carpark and whether it would be handed to a third party to manage; how often the bin at the end of the wharf was emptied in peak season and whether an additional bin could be installed or the existing bin emptied more frequently during summer; whether repairs could be carried out on the road leading to the wharf, which had been damaged (subsidence resulting in uneven surfaces); and if the grass berm on the wharf could be tidied up and the path, which was uneven and hard to walk on, could be improved. On 19 October Local Board staff were advised that new pay machines were installed in the car park on 27 September; that AT's Parking Facilities team will continue to manage the car park; that AT is not responsible for waste collection services so this query should be referred to the relevant department in AC; and that the queries about the state/repair of the wharf/road leading

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			to it, and the berm were being investigated. On 11 November staff were further advised that the untidiness of the berm had been addressed.
17	Matakana Valley Road, Matakana	Request for speed reduction on Matakana Valley Road, Matakana.	Member Garner asked that the speed limit on Matakana Valley Road be reviewed and reduced to 80km/h and that, in the interim, signage warning that the hill is narrow, winding and used by children and cyclists be installed. On 20 October local board staff were asked to advise Mr Garner that there was existing signage on Matakana Road to warn drivers of bends and the winding nature of the road, and significant work had also been undertaken recently to improve a number of the bends, including the provision of new road safety barriers. AT will continue to monitor the safety performance of the road, including carrying out an annual crash risk assessment, and additional improvements will be made if necessary. Regarding the request to reduce the speed limit to 80km/h, under the current speed limit rule the dominant factor in determining the speed limits is the level of roadside development, with standard speed limits being 100km/h in rural areas, 50km/h in fully urban areas and the semi-rural speed limits of 80km/h and 70km/h used for small towns/villages and in semi-developed areas around the edges of urban zones. Based on the rural nature of the road, the current 100 km/h speed limit on Matakana Valley Road was in accordance with the Speed Limits Rule. The Draft Speed Management Guide, the new approach to speed limit setting that shifts the focus towards the national safe system approach, placing greater emphasis on the function and use, geometry and crash risk of the road, will initially target areas with the greatest crash risk. Matakana Valley Road has a generally winding geometry with a number of sharp bends and carries a relatively low traffic volume so initial indications are that the speed limit on

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			<p>this road is likely to be set in the 80-100km/h range. However, this will be subject to further assessment when the guide is finalised and the speed management plan for the Auckland region is developed in early 2017.</p>
18	Rodney General	Pest plant management in the rural area.	<p>On 15 September Member Garner asked for clarification of a residents claim that AT has no funding to eradicate pest plants in the road corridor; what AT was doing to treat pest plants in the road corridor/deal with the spread from neighbouring private properties and whether this meets legislative requirements; how residents can get more action from AT and AC on the control of pest plants to ensure a better outcome for rural ratepayers; and what is required to ensure that gorse and other weeds are better controlled in the road corridor. On 22 November local board staff were asked to advise Mr Garner that AT has no specific budget to eradicate pest plants in the road corridor. However, AT staff work closely with AC's Bio-Security Unit to address requests related to the removal of pest plants. Should AC's Bio-Security Unit deem any specific pest to be of such severity that it requires removal, the budget required to do so is drawn from the sealed road maintenance budget. The local board and residents should be addressing their queries regarding the spread of pest plants from neighbouring private properties into the roading network to AC's Bio-Security team and asking that they apply more resources to the control of pest plants to ensure a better outcome for rural ratepayers.</p>
19	Matakana Road, Matakana	Safety outside Matakana School on Matakana Road, Matakana.	<p>On 23 September Member Houlbrooke explained that Matakana School were in a difficult position with MOE not providing parking on school property, NZTA rejecting requests for crossings, the Police advising that pedestrian crossings outside schools actually increase the rate of accidents, the Police Education Officer, Constable Bernie Watts, advising that a patrolled crossing would not make it any safer, and AT declining a request</p>

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			<p>for any form of crossing, particularly one with a manually controlled red light as requested by the school. She said the school is responsible for managing a patrolled “lollipop” crossing but they are not keen to take this on, though they currently run two walking school buses with volunteer parents and teachers waiting outside the school to help children cross. She asked for an update on an offer by AT staff to install traffic calming measures outside the school in the way of raised tables two years ago and advice about the school’s position on the crossing and children’s pedestrian safety in the vicinity of the school. On 20 October Members Houlbrooke, Pirrie and Steele were advised that Matakana Primary School is a Travelwise school, so AT’s Community Transport Coordinator works actively with the lead teacher to promote safe and active transport to and from school. Because of the wetter weather during terms two and three, when there is generally an increase in car use and parking on the broken yellow lines, the school requested to be a part of a Safety at the School Gate promotion in term two this year. AT’s parking wardens have also been in attendance at the school at least once a week, and the school has taken part in the Back to School Campaign to remind drivers to slow down when there are young and vulnerable students around. In the morning the internal drive-in and drop-off zone at the school works very well, as families arrive over a staggered timeframe. In the afternoon, to alleviate some of the congestion, one of the teachers leads a Walking School Bus down to the statue where parents wait to collect their children. The NZ Police Schools’ Community Officer Bernie Watts considers that the current practice used by the school of an adult wearing a high visibility vest crossing the children over the road in groups is the best way to minimise disruption to the flow of traffic. Most days the children are all across within 10 minutes of the end</p>
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			<p>of school. In term four AT and the school will be concentrating on a new park and walk programme, encouraging families to park away from the school and walk the rest of the way. AT has no plans to install raised traffic calming devices such as speed humps or speed tables outside the school, the road being classified as a District Arterial Route so primarily designed to accommodate high traffic volumes of all forms and to facilitate movement between key destinations. Raised traffic calming measures such as speed tables would therefore affect the capacity and level of service on this route, cause discomfort for passengers, create additional traffic noise, and result in on-going maintenance costs due to the high stress the speed tables would endure. For these reasons the installation of speed tables or other similar traffic calming treatments on arterial roads are avoided. While raised traffic calming measures are not considered appropriate, it is noted that non-intrusive traffic calming devices have been installed on Matakana Road in the vicinity of the school, including threshold treatments with coloured road surfacing, 'SCHOOL' road markings and warning signs. These treatments aim to makes motorists aware of the school and the possibility of children crossing, which should encourage drivers to reduce their speed.</p>
20	<p>McPike Road, Waimauku; Kiwitahi Road, Woodhill; Twin Springs Drive, Helensville; Zanders Road, Riverhead</p>	<p>Various requests for sealing, maintenance and reduction of speed on McPike Road, Waimauku; Kiwitahi Road, Woodhill; Twin Springs Drive, Helensville; and Zanders Road, Riverhead.</p>	<p>Member Grace raised a number of queries about roads in his area early in October and local board staff were asked to advise him on 26 October 2016 that, in relation to McPike Road, Waimauku, SH16/Rewiti end, culvert and drain cleaning has been programmed for attention during October/November. With regard to Kiwitahi Road, Woodhill, SH16 end, a crack causing slumping at 114 has been programmed for repair over the next dry period and the depression will be levelled thereafter. The blocked culvert at 141 Kiwitahi Road and others along this road had been water blasted. In relation to Twin Springs</p>

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		<p>Drive, Helensville, AT's contractors had patched the potholes. With regard to McPike Road, Waimauku, under the current speed limit rule the dominant factor in determining the speed limits is the level of roadside development and, as McPike Road is a rural road with limited roadside development, the current 100 km/h speed limit is in accordance with the Speed Limits Rule. McPike Road is also a minor road that primarily serves an access function, has a number of bends and parts of the road are unsealed, so initial indications are that the speed limit on this road is likely to be in the 60-80km/h range under the new speed management guide when this is finalised in 2017. With regard to the sealing of Kiwitahi Road, Helensville and Zanders Road, Riverhead, the latest traffic count for Kiwitahi Road dating from October 2008 identified that 118 vehicles a day were using the unsealed section. It is currently placed 96th on the AT's seal extension prioritisation list so unless traffic volumes increase substantially, it is unlikely that the available budget will allow Kiwitahi Road to be completely sealed before the next Local Transport Plan published in 2018. The latest traffic count for Zanders Road dating from October 2011 identified that 202 vehicles a day were using the unsealed portion of the road. Zanders Road is currently placed 31st on the seal extension prioritisation list so, similarly, unless traffic volumes increase substantially, it is unlikely that the available budget for sealing will allow Zanders Road to be completely sealed before the next Local Transport Plan published in 2018. Although there is only a small length of seal required, this is the case on a number of other unsealed roads elsewhere in Rodney and throughout the Auckland region. Comments regarding the condition of Twin Springs Drive were noted; however, the road is currently sealed along its entire length, with the last sealing work carried out in 2005. This road is not in this year's reseal</p>
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			programme but following Member Grace's comments, its relative priority for resealing during the next financial year will be reviewed.
21	Peak Road, Kaukapakapa	Request for information about one-lane bridges on Peak Road, Kaukapakapa.	Referring to growing issues on Old North and Peak Road, which are being used as an unofficial bypass around Kumeu by residents heading to Helensville, on 23 September Member Pirrie asked if there were any plans to replace or modify the single lane bridges. Member Pirrie was advised on 3 October that Network Operations had visited Peak Road on 27 September 2016 to carry out an initial review of the issues raised and that further detailed investigation was required. This has been prioritised and programmed for review, with the outcome and recommendations of their assessment expected in January 2017.
22	Jessie Rise, Riverhead	Request for NSAAT restrictions on Jessie Rise, Riverhead.	Jessie Rise, Riverhead, was constructed to a width of 6m which is too narrow for through traffic, particularly rubbish trucks and emergency vehicles, to negotiate when cars are parked on both sides. On 11 October 2016 Member Pirrie requested the installation of NSAAT restrictions on one side of the street. On 10 November it was confirmed that the surrounding streets are narrow and only allow for parking on one side of the road. Where a network of streets is narrow it is preferred that they are left to operate in a self-governing manner, where drivers use common sense and courtesy when parking. The alternative is to implement an area-wide regime of parking restrictions; however, it can often be difficult to obtain agreement between residents as to the preferred solution. To mitigate the issue and encourage appropriate parking, a letter was sent to residents of these streets advising that when parking on both sides of the road, they must park in a staggered arrangement with at least six metre gaps between vehicles. Residents had also been asked to maintain clear driver access for other residents,

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			<p>emergency and other service vehicles. As it is already illegal to park anywhere that will block traffic flow, it was suggested that AT's Parking Enforcement Team be contacted on 09 355 3553 if vehicles are seen parking illegally or blocking the road. If the information letter to residents and enforcement fails to address the issue and drivers continue parking in a way that blocks access along the street, other options may be considered, including, the installation of NSAAT restrictions.</p>
23	Kahikatea Flat and Pine Valley Roads, Dairy Flat	Request for update on investigation into request for speed calming measures at the intersection of Kahikatea Flat and Pine Valley Roads, Dairy Flat.	<p>Member Pirrie requested an update on an investigation into options to address loss of control crashes at the intersection of Kahikatea Flat and Pine Valley Roads, Dairy Flat, a resident having been advised that a reduction of the speed limit at the intersection was not warranted and that signage improvements had been made to provide better warning to drivers turning left from Kahikatea Flat Road into Pine Valley Road. On 29 November Member Pirrie was advised that the engineers had completed their investigation into the loss-of-control crashes at the intersection and were proposing improved curve/intersection warning signage for eastbound traffic on Kahikatea Flat Road, including an advisory speed to encourage drivers to slow down; and installation of high friction road surfacing to reduce the risk of vehicles losing control when turning left into Pine Valley Road, particularly in wet conditions. The signage improvements will be progressed immediately and should be installed within two months. Due to its cost, the high friction surfacing will be included in the 2017/2018 Minor Improvements programme. Further investigations into a more significant geometric upgrade of the intersection would not be progressed; however, if the crash problem persists after these measures have been installed, this decision would be reviewed.</p>

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24	Rodney's Unsealed Roothing Network	Maintenance issues on Rodney's unsealed roading network.	<p>Response requested to comments made about general maintenance issues, AT's monitoring of the work that its maintenance contractors, Downers, carried out, the cost-effectiveness of this work (including investigating the underlying issues), and the effect the increased traffic is having on Rodney's unsealed roading network were forwarded to Member Pirrie on 28 October. In a subsequent email Member Pirrie also requested a copy of the maintenance standards and what was expected to be done by contractors on metal roads. In response to specific concerns raised about Constable and Muriwai Valley Roads, on 26 October Member Pirrie was advised that maintenance grading had been delayed by wet weather during October and the weather had also had a severe impact on the road surface. However, this work was underway when the engineer had visited the site recently. Although the grading work was being completed, there were areas that need 'pavement strengthening' as the maintenance metal isn't sufficient to provide coverage on some of the steeper sections. This work has been programmed for January/February 2017. The engineer had spoken to residents on Muriwai Valley Road to gain a better understanding of the issues there. A section of this road has been narrowed by the scouring of the roadside drain and, although edge markers had been installed and were still in place, there was a safety risk to school children walking to the bus stop on the main road. With regard to the other issue identified, a steep corner section where corrugations occurred regularly, posing a major issue for drivers, improvements had been programmed for November, when the scoured out road side drain will be reformed and the road widened to allow additional width for school children and/or pedestrians. Pavement strengthening on the steep section will also be carried out to prepare the road for a maintenance seal. On 28 October Member Pirrie</p>
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			<p>was advised with regard to AT's monitoring of Downers work and its cost effectiveness, that maintenance team staff were constantly out and about with Downer's engineers to ensure they were delivering according to specifications, agreed costs and time frames. The contracts team also adheres to the requirement to audit not less than 10% of all works undertaken in any given month. Whilst there may have been an increase in traffic on Rodney's roads over recent years, AT's engineers and contractors maintain the network appropriately. It should be noted however that the cost of maintaining unsealed roads comes out of an operational budget which does not increase to any great extent year on year and certainly not sufficiently to meet the ever increasing demands for additional assets (new roads, footpaths etc.) to be maintained. The maintenance standards for metal roads which the contractors adhere to are documented in '<i>Volume 5 - Technical Specification</i>' for the Rural Contract, a substantial document which is essentially a contract between AT and its contractors so not generally available to the public. However, Member Pirrie was invited look through this at any time at either AT's Orewa or Takapuna offices.</p>
25	Tarrant Road, Kiwitahi	Request for a higher standard of maintenance on Tarrant Road, Kiwitahi.	<p>Member Pirrie forwarded emails and photos from a resident of Tarrant Road, Helensville, on 17 October 2016, who advised that maintenance is occurring less frequently on the road and that this is restricted to a cursory grading of the surface and a scattering of new loose gap. The result of this is potholes beginning to appear in the road surface, the 'new' gap ending up in the storm drains and culverts, blocking these and leading to erosion/collapse of the roadway edge and flooding of the roadway. The resident also referred specifically to an area outside 74 Tarrant Road where the surface conditions are such that the lack of maintenance leaves corrugations, and on the U-bend outside 60 Tarrant Road where AT</p>

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			<p>contractors had to dig out the drain after a concerted campaign by a neighbour whose land was flooded as a result. Contractors are also using the gateway at 74 Tarrant Road as a turnaround, leaving the driveway carved up and rutted, resulting in the need for remediation. On 1 December Member Pirrie was forwarded the response to a LGOIMA request submitted by the resident for the maintenance schedules since the formation of AT in 2010 to date, including attendance dates, time on site and specifics of work done; and an answer as to whether the frequency of routine maintenance of Tarrant Road has been lowered in the last 6 years, including adherence to scheduled works. The response included the maintenance history for Tarrant Road from June 2014, though not to the level of detail sought because the document alleged to contain the information does not exist or, despite reasonable efforts to locate it, could not be found. Also attached was an Unsealed Roads Site Observation by Hutchison Consultants. The complainant was advised that Tarrant Road had been graded in October 2016 with maintenance metal which covered the potholes. Shortly after the grading, AT's engineer had made a site visit and took photographs of the condition of the road (these photographs were included in the response). He was advised that the frequency of routine maintenance is set out in the contract documents, enabling consistency in routine maintenance carried out across all roads in the Rodney District.</p>
26	Hudson Road, Warkworth	Request for information on timing of upgrading or resealing of Hudson Road, Warkworth.	Member Houlbrooke was advised by a constituent that the surface of Hudson Road, Warkworth needs attention so that it stands up to additional traffic following the completion of the Mansel Road Bridge. She asked on 21 October 2016 how long it will be before Hudson Road is upgraded, or resealed and was advised on 13 November that engineers have confirmed that this road is currently on

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			AT's programme for pavement rehabilitation in the 2017/2018 financial year.
27	Falls Road, Warkworth	Request for review of speed limit on Falls Road, Warkworth.	Member Houlbrooke asked on 21 October 2016 when the speed limit on Falls Road, Warkworth, will be reviewed, and what the planned speed limit for the section between Mansel Drive and Hudson Road is once the Mansel Drive bridge is completed. On 26 October Members Houlbrooke and Pirrie were advised that AT staff were in the process of reviewing the speed limits on Hudson, Falls and Woodcocks Roads, together with Mansel Drive, and expect to have a proposal for speed limit changes ready for consultation with the Local Board and the community in late November/early December.
28	1040 Coatesville-Riverhead Highway, Riverhead	Request for upgrade of kea crossing at 1040 Coatesville-Riverhead Highway, Riverhead.	Members of the Rodney Local Board were advised previously that upgrading of the existing crossing facility at 1040 Coatesville Riverhead Highway (near the shops) to a zebra crossing was not feasible based on traffic volumes and pedestrian numbers, though with the change in speed limit and proposed developments a future increase in pedestrian crossing demand was possible. The Network Operations and Safety team had however agreed to monitor the situation further and carry out further investigations during 2016. An update was requested by Member Pirrie on 21 October 2016. <i>Under review by Network Operations and Safety.</i>
29	Motutara Road, Muriwai	Request for NSAAT restrictions, Motutara Road, Muriwai.	Member Pirrie asked on 25 October that NSAAT restrictions be installed on Motutara Road, Muriwai, from the intersection of Waitea/Motutara to Domain/Motutara, to improve access through the area, particularly for emergency services. Following assessment of the request by AT's engineers, Member Pirrie was advised on 10 November that several factors are carefully considered when assessing parking restrictions, including road width and topography, traffic flow, residents' off-street parking and availability of

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			neighbouring on-street parking spaces, visibility and other safety concerns, and crash statistics. The initial assessment concluded that parking restrictions would be beneficial at this location so consultation for the installation of NSAAT restrictions will be carried out with affected residents and implementation will be subject to their feedback and other considerations. Should the decision be made to proceed with the proposal, prior to the physical implementation of the restrictions a report supporting the restrictions will be prepared for consideration by AT's Traffic Control Committee so that, if approved, the restrictions will be legal and enforceable.
30	27 Queen Street, Warkworth	Request for re-investigation into request for NSAAT restrictions across the driveway at 27 Queen Street, Warkworth.	Member Houlbrooke asked that alternative options to installing NSAAT restrictions across the driveway at 27 Queen Street, Warkworth, be investigated following denial of a previous request. On 10 November Member Houlbrooke was advised that, whilst it is illegal to park within one metre of a driveway so in normal circumstances NSAAT restrictions would not be installed, because of the on-going issues at this location, road markings (NP) will be installed at both entry and exit points before the end of January 2017. In the meantime, if the behaviour continues, retailers should not hesitate to contact AT's Parking Enforcement Team direct on 09 355 3553.
31	Coatesville Riverhead Highway Intersection with dairy Flat Highway, Albany	Request for information regarding an upgrade and traffic counts for the intersection of Coatesville Riverhead Highway / Dairy Flat Highway, Albany.	Member Johnston asked if AT had any plans for traffic signals or a roundabout at the intersection of Coatesville Riverhead Highway / Dairy Flat Highway, Albany, and if so when this work was scheduled to commence. Member Johnston also requested details of the recorded traffic accidents at this intersection over the last 5 years and the last 5 years of recorded vehicle counts travelling on both the Coatesville Riverhead Highway and the Dairy Flat Highway on 7 November 2016. <i>Referred to Network Operations and Safety Team.</i>

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32	Dairy Flat Highway, Dairy Flat.	Request for footpath on Dairy Flat Highway, Dairy Flat.	On 8 November Member Johnston requested a footpath outside Dairy Flat School, from the school to Postmans Road. On 14 November Members Johnston, Houlbrooke and Pirrie were advised that a request for a footpath outside Dairy Flat School was on AT's footpath candidate register and included in the prioritisation process which began in October. By the end of November shortlisted schemes that will proceed to a constructability check would be known, together with which of these will be included in the funded programme for the 2017/2018 financial year. This particular footpath was therefore under consideration and its success will depend on its ranking compared to other footpath requests received. Funding for the 2016/2017 New Footpath Programme has been allocated and construction of the successful candidate projects is presently underway.
33	Coatesville and Dairy Flat General	Request for traffic data for the Coatesville and Dairy Flat areas.	On 8 November Member Johnston requested the recorded traffic accidents for the last 5 years at the intersection of Coatesville Riverhead and Dairy Flat Highways; and the recorded traffic accidents for the last 5 years on Dairy Flat Highway between Horseshoe Bush Road and Blackbridge/Postman Roads. Member Johnston also requested the recorded traffic counts for the last 5 years on/near the intersection of Coatesville Riverhead Highway and Dairy Flat Highway, and the recorded traffic counts for the last 5 years outside /near Dairy Flat School on Dairy Flat Primary school. <i>Referred to Network Operations and Safety Team.</i>
34	Sandspit Wharf Car Park	Parking enforcement at Sandspit Wharf car park.	Member Houlbrooke asked on 10 November 2016 what plans were in place for parking enforcement at Sandspit over summer 2016/2017, advising that last year the community had been told that AT's compliance team would increase its rotations through Sandspit from twice to three times each week. Members were advised on 21 November that rotations will again be increased to three times each week this summer in

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			<p>Snells Beach and Sandspit in an attempt to manage the influx of vehicles parking illegally in the area. If however residents notice illegal parking behaviour at any time, they are asked to contact AT's parking enforcement team on 09 355 3553 with detailed information, including the registration number of the vehicle and details of the parking offence, to assist the officers in their investigations. On receipt of the response Member Houlbrooke advised that a subsequent conversation with the cafe owner had revealed that AT was unable to enforce parking restrictions immediately outside the cafe as it not under AT's control, asking that this be confirmed. <i>Confirmation being sought.</i></p>
25	Hudson, Falls and Sanderson Roads, Warkworth	Planned rehabilitation work and improvements at the intersections of Hudson/Falls and Sanderson/Hudson Roads, Warkworth.	<p>Having been advised that Hudson Road is currently on AT's programme for pavement rehabilitation in the 2017/18 financial year, Member Houlbrooke asked whether it was possible to bring this forward to coincide with the completion of the Mansel Drive bridge, scheduled for February 2017; and what, if any, improvements were planned for the intersections of Falls/Hudson and Hudson/Sanderson Road, Warkworth, given the changes to traffic flows that will result from the completion of the Mansel Drive Bridge. <i>Under investigation by Road Corridor Delivery and Network Operations.</i></p>
36	Princes Street, Riverhead	Update requested on formation of a paper road in Princes Street, Riverhead.	<p>Having been advised in May 2016 that an upgrade of a paper road in Princes Street, Riverhead, would be designed and consulted on in 2016, Member Pirrie asked for an update on this process on 25 November 2016. <i>Referred to Network Operations.</i></p>