

Issues Raised by Elected Members to 31 January 2017

	Location	Issue	Status
1	Beach Road, Mairangi Bay	Request for No Stopping at all Times (NSAAT) restrictions.	At a Hibiscus and Bays Transport Portfolio Leads (TPL) meeting on 28 July 2016 Member Cooper requested the installation of NSAAT restrictions on Beach Road, Mairangi Bay, on the blind corner in the vicinity of View Road (320 – 322 Beach Road), suggesting that these should be installed on the inside corner (the western side of the road). On 5 December 2016 the local board's Transport Spokespersons (TS) were advised that during the engineers' more detailed investigation factors such as road width and topography, traffic flow, residents' off-street parking and availability of neighbouring on-street parking spaces, visibility concerns, safety concerns and crash statistics had been considered. The engineers had noted that Beach road is approximately 10 metres wide at this location, therefore not considered a narrow street (less than 6.5 metres wide which, at a minimum, allows two metres of parking on each side of the road while retaining a 2.5 metre through lane, confirmed by emergency services as the minimum space required for access for their vehicles). An assessment of the crash history at this location shows there have been no reported crashes over the past five years indicating that the current road layout is operating safely. The installation of NSAAT restrictions would mean that drivers would not expect parked vehicles and this may encourage faster speeds, which is a road safety concern, parked vehicles giving drivers the impression of a narrow road and encouraging them to take greater care when driving. Taking all of these elements into consideration, the engineers were not able to justify making any changes at this stage.
2	View/Beach Roads, Campbells Bay	Request for installation of NSAAT restrictions at the View/Beach Roads intersection, Campbells Bay.	At a Hibiscus and Bays TPL meeting on 6 September, Member Parfitt requested the installation of NSAAT restrictions at the southern View/Beach Roads intersection as parked cars were making visibility difficult. Member Parfitt was advised by the engineer that the installation of NSAAT

Attachment B

			restrictions would be consulted on in due course.
3	616 Beach Road, Browns Bay	Parking issues at 616 Beach Road, Browns Bay.	<p>Member Parfitt escalated concerns about vehicles parking on a bus stop outside the property at 616 Beach Road, Browns Bay on 11 November 2016. On 30 November Member Parfitt was advised that a response had been sent to the complainant in answer to her two complaints, advising that AT Parking Services were unable to carry out enforcement at the bus stop due to its signage not meeting current regulations. She was advised that a number of suburban bus stops established prior to the transition did not meet these requirements; however, AT's Public Transport Facilities team was in the process of re-marking these bus stops. If this issue continues after the required changes have been made, AT's Parking Services team will then be able to legally carry out enforcement. Members were forwarded a copy of a further response to the resident on 26 January which advised the complainant that her comments had been forwarded to AT's Infrastructure and facilities team for their review and investigation. The information sent previously, that the signage at the stop does not comply with current standards, was confirmed; however, she was reminded that many bus stops will be undergoing significant upgrades to ensure each stop is aligned with current standards as part of the New Network, to be implemented in phases by area due to the scale of the work required. The North Shore changes are currently planned for 2018. A request has been submitted to install a second pole (at the entry) in the meantime, displaying the words "Bus Stop" and the Parking Enforcement team has been asked to ensure that the regulations at this stop are enforced day and night, on a continuous basis. The resident was advised to report any parking infringements to the Parking Enforcement team, by calling 09 355 3553 (24 hours a day 7 days a week).</p>

Attachment B

4	585 Beach Road, Browns Bay	Reinstatement of temporary bus stop at 585 Beach Road, Browns Bay.	On 17 November Member Cooper referred a request from a constituent for reinstatement of the temporary bus stop at 585 Beach Road, Browns Bay. On 5 December the local board's TS were advised that a temporary bus stop was established near this location while an adjacent development was in progress but not reinstated after its completion by the developer, causing confusion for both bus operators and passengers wishing to catch the bus from this stop (3095). AT's Compliance team were aware of the issue and were following up by reinstating the bus stop road markings and installing the necessary infrastructure.
5	Milner Avenue and Central Boulevard, Silverdale	Request for interim safety measures at the corner of Milner Avenue and Central Boulevard, Silverdale.	Following a presentation by a business owner to the local board, Member Parfitt asked that possible interim safety measures for the corner of Milner Avenue and Central Boulevard, where people were parking on the "hatched" area in the middle of Central Boulevard, Silverdale, be investigated. On 22 December the local board's TS were provided with a copy of the response to the business owner from AT following his previous request for the removal of NSAAT restrictions and the central median strip. In response to Member Parfitt's request for further investigation, the TS were advised of the safest and easiest route for pedestrians in this area and reminded of the engineer's previous advice that once development in the area had been substantially completed they will review the situation to assess the on-street parking and loading requirements.
6	Orewa General	Maintenance of centre berms, roundabouts and gardens in Orewa.	Crs John Watson and Walker received a complaint that maintenance of centre berms, roundabouts and gardens in Orewa was taking place on a 21-day cycle and that the use of weed trimmers has been discontinued. On 10 January 2017 the Crs were advised that the AT contract did not specify mowing cycles, rather stated that the grass was to be no more than 100mm high when mown and after mowing was to be within 50mm of ground level. It also stated that the contractor was to use mechanical tools to remove overgrowth on the kerb and this had been discussed with the contractor on receipt of

Attachment B

			<p>the complaint. The areas under control of Auckland Council Parks staff for maintenance were detailed in a plan included in the response and it was acknowledged that disparate mowing times may be the reason that some areas looked 'scruffy and unsatisfactory at times'. It was suggested that AC Parks be contacted about their maintenance requirements and schedules.</p>
7	358 Beach Road, Mairangi Bay	Maintenance of cobblestones at 358 Beach Road, Mairangi Bay.	<p>Member Cooper advised on 15 December 2016 that the cobblestones in the vicinity of 358 Beach Road, Mairangi Bay, had sunk/been displaced, creating trip hazards. On 9 January the local board's TS were advised that the contractors had inspected the site and work has been programmed to address the uneven pavers from the intersection of Ramsgate Terrace to the dairy on Beach Road over the following weeks.</p>
8	Penlink	Request for information about the Penlink project.	<p>On 16 December 2016 Cr Walker asked the following specific questions in relation to information provided on AT's in relation to the Penlink project:</p> <ol style="list-style-type: none"> 1. How were the figures of 16,600 vehicles per day; a journey 12-18 minutes faster for drivers who use the new road; and a subsequent reduction in journey time of five minutes for drivers who continue to use the current road calculated? 2. If traffic counts were used, at which locations were these conducted and what methods were used? 3. What assumptions have been made in relation to these calculations? 4. Could a copy of the data collected to generate these figures be provided? 5. What is the cost of the project, and are there likely to be any changes? <p>Cr Walker was advised that a response would be provided in late January/February.</p> <p>On 27 January Cr Walker was advised by AT's Major Capital Group Manager that: (1) the figures had been developed using Rodney District Council modelling which had been updated in 2013 to match observed traffic data. Various scenarios had been considered when calculating the figure, including tolled and untolled solutions and the figure of 16,600 quoted</p>

Attachment B

			<p>represented predicted traffic flow in 2041. (2) Traffic counts had not been used to reach the 16,600 figure, rather the Hibiscus Coast Growth Model, land use and population forecasts had been used to model future traffic growth. (3) The model assumed an additional 1800 houses would be added to the area between 2013 and 2041. (4) A copy of the evidence had been provided to Auckland Council during the resource consent hearings and was attached to the response. (5) The current cost to design and construct Penlink is \$385m; however because the design has not been completed, this figure could change.</p>
9	1 Montrose Terrace, Mairangi Bay	Uneven surface on footpath outside 1 Montrose Terrace, Mairangi Bay.	Member Cooper advised on 16 December 2016 that the footpath outside 1 Montrose Terrace, Mairangi Bay is sinking, causing ponding. <i>An initial investigation has been carried out and the matter referred to the area engineer for further comment.</i>
10	Cochrane Avenue, Whangaparaoa	Request for investigation into excessive traffic speeds on Cochrane Avenue, Whangaparaoa.	Member Parfitt requested an investigation into speed calming on Cochrane Avenue, Whangaparaoa, where the resident of 30 Cochrane Avenue advised it was difficult to cross the road and turn into driveways because of the speed cars travel. On 24 January the local board's TS and subdivision members were advised that AT engineers had investigated the request and advise that Cochrane Avenue has many sharp as well as gentle curves, some with chevron signs and advisory speed signs. There are also existing traffic calming measures on sections of the road, including speed bumps, which residents have requested be removed as they are causing noise and vibration issues. The engineers would therefore be reluctant to add additional speed calming measures so have declined the request, adding that the problem described is one of driver behaviour, and not one that AT can resolve. However, complaints about this behaviour, with supporting information such as the registration numbers of the vehicles, time etc., can be reported to the Police for further investigation.