

Issues Raised by Elected Members to 31 January 2017

	Location	Issue	Status
1	Constable Road, Muriwai	Request for safety improvements on Constable Road, Muriwai.	Member Pirrie raised concerns about unsafe parking habits resulting in congestion in the vicinity of the car park adjacent to Motutara Settlement Bush Reserve and the start of Goldie's Bush Walkway on Constable Road, Muriwai, close to its intersection with Oaia and Taiapa Roads. On 15 December 2016 he and Member Houlbrooke were advised that AT's engineers had carried out site visits to determine the need for formal parking restrictions, considering several factors during their investigations, including road width and topography, traffic flow, visibility and crash statistics. They note that vehicles park on Constable Road near the intersection only for short time periods during the summer. While these may reduce the traffic flow to a single lane, these same parked vehicles tend to discourage drivers from speeding, as cars parked on both sides of the road narrow its width and encourage greater care when driving. As a result, they believe this on-street parking serves as an effective tool for maintaining acceptable speeds on the road. Members were advised that, because of this and the fact that Constable Road is a rural, unsealed low volume road, they will not support the installation of parking restrictions or additional road widening near the Oaia Road intersection.
2	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. On 6 December Members Pirrie, Steele, Brewer and Bailey were advised that Peak Road carries relatively low traffic volumes and the one-lane bridges are currently considered adequate from a capacity perspective. Crash statistics had also been analysed and, apart from one recent crash which the Police had reported was not related to engineering deficiencies, there have been no other reported crashes on any of the one-lane bridges during the past five years,

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			<p>indicating that the bridges are operating acceptably from a safety perspective. Replacing or widening these bridges to provide two-lane bridges would be costly and there are currently no plans to do so. The on-site review of the bridges noted that they all have the required signage and road markings; however, minor changes to the location of some signs are proposed to provide improved warning and alert drivers of the fact that they may have to give way.</p>
3	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, also referring specifically to issues outside 74 Tarrant Road and on the U-bend outside 60 Tarrant Road. On 1 December Member Pirrie was forwarded the response to a LGOIMA request submitted by the resident which advised 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, including adherence to scheduled works, of Tarrant Road had been lowered in the last 6 years. 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 which were also forwarded to the complainant.</p>
4	Falls Road, Warkworth	Request for review of speed limit on Falls Road, Warkworth.	<p>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 11 January 2017 Members Houlbrooke, Brewer and Johnston were advised that AT is working on a speed limit change for the road network on the western side of Warkworth to tidy up areas where new development has occurred outside the current urban limit and provide a more consistent speed limit through the Mansel-</p>

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			<p>Hudson route with the opening of the new bridge. Formal consultation with the Rodney Local Board and the public is planned to take place in late January/early February. They were advised that the key changes proposed are:</p> <ul style="list-style-type: none"> • Lower the speed limit on Hudson Road and adjacent side roads (Sanderson Road and part of Albert Road) to 50km/h; • Formally set the currently sign posted speed limit on Mansel Drive and adjacent side roads to 50km/h; • Lower the speed limit on the short section of Falls Road between Mansel Drive and Hudson Road to 50km/h; • Extend the existing 50km/h zone on Woodcocks Road to just past Mason Heights; • Set a 50km/h speed limit on Mason Heights and the adjacent roads in the new subdivision; • Lower the 100km/h speed limit on the part of Falls Road west of Mansel Drive to 60km/h and change the adjacent side roads, Viv Davie-Martin and Francis from 80 to 60km/h; • Lower the 100km/h speed limit on the part of Woodcocks Road between Mason Heights and just west of Falls Road to 60km/h.
5	1040 Coatesville-Riverhead Highway, Riverhead	Request for upgrade of kea crossing at 1040 Coatesville-Riverhead Highway, Riverhead.	<p>An update was requested by Member Pirrie on 21 October 2016 into a previous request for upgrading the kea crossing facility at 1040 Coatesville Riverhead Highway, Riverhead, to a zebra crossing. Investigations had been carried out at that time, including pedestrian surveys, the outcome indicating that the upgrade was not feasible at that time, though with the change in speed limit and proposed developments, a future increase in pedestrian crossing demand was possible. On 26 January Members Pirrie, Brewer and Johnston were advised that AT engineers will be carrying out pedestrian counts in March when school returns, to ensure the assessment is based on an accurate reflection of normal traffic patterns. The assessment will be completed and a response provided before the end of May 2017.</p>
6	Coatesville Riverhead	Request for information	<p>On 7 November 2016 Member Johnston asked if AT had any plans for the</p>

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	<p>Highway Intersection with Dairy Flat Highway, Albany</p>	<p>regarding an upgrade and traffic counts for the intersection of Coatesville Riverhead Highway / Dairy Flat Highway, Albany.</p>	<p>installation of traffic signals or a roundabout at the Coatesville Riverhead/Dairy Flat Highway intersection, Albany, and if so when this work is scheduled to commence; for details of the recorded traffic accidents at this intersection over the last 5 years and the last 5 years of recorded vehicle counts travelling via this intersection on both the Coatesville Riverhead Highway and the Dairy Flat Highway. On 22 December Members Johnston, Brewer, Houlbrooke and Pirrie were provided with information on the planned intersection improvements and the crash history at the intersection, being advised that the traffic counts on both highways would be provided at a later date. AT's Traffic Safety Team engineers advised that the intersection is part of a Regional Road Safety programme which they expect to construct in the 2017/2018 financial year (commencing 1 July 2017). Historically the intersection was a state highway and administered by NZTA; a number of options to improve safety and congestion issues were investigated by NZTA, including a signalised intersection, a double lane roundabout and a seagull type intersection. It is now part of the AT network and options for improvements are being progressed, with the preferred option being a revised roundabout design which differs from the original costlier roundabout design and subsequent preference for a signalised intersection. AT reviewed the roundabout design, carried out further investigations and an economic evaluation for an alternative and more cost effective roundabout option and consultation within AT is now underway and consultation with the wider community and the local board will take place in the New Year. The intersection is listed in the top 100 in the country for road safety issues and the cost for constructing the roundabout is expected to be approximately \$3.7M. Further information relating to traffic counts and turning data was forwarded on 26 January 2017.</p>
<p>7</p>	<p>Coatesville and Dairy Flat General</p>	<p>Request for traffic data for the Coatesville and Dairy Flat areas.</p>	<p>On 8 November Member Johnston requested the recorded traffic accidents for the last 5 years at the intersection of Coatesville Riverhead Hwy and Dairy Flat Highway; and the recorded traffic accidents for the last 5 years on Dairy Flat Highway</p>

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			<p>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/Dairy Flat Highway, and the recorded traffic counts for the last 5 years outside/near Dairy Flat School. On 20 January Member Johnston was forwarded the available traffic count data for Dairy Flat Highway near the intersection of Coatesville Riverhead Highway, and between Wilks Road and Kahikatea Flat Road. She was advised that no data was available for the specific site at Dairy Flat School but the data for the surrounding areas was relevant as these fed into the requested roads/areas.</p>
8	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. On 15 December Members Houlbrooke and Pirrie were advised that AT is not in a position to bring forward the Hudson Road pavement rehabilitation into the 16/17 programme due to a number of complexities to the improvements required. The current configuration of the road is informal along most of its length, with berm water tables and some lengths of kerb channel which appear to have been installed at the time of roadside development. The following observations were made:</p> <ul style="list-style-type: none"> • There is no investigation or survey information available for this site, so AT would be hard pressed to deliver the rehabilitation before the end of 2016/2017 financial year. • It would mean AT would have to drop another rehabilitation project. • If AT was to deliver the rehabilitation in 2016/2017 the sealing would occur well outside the recommended chip sealing season. The road is lined with high trees which will limit the warming effects of the

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			<p>winter sun. From previous experience where sealing has occurred late in the season, the sealing has suffered significant failures.</p> <ul style="list-style-type: none"> • Currently there are a number of large informal entrances on the industrial side of the road and a lot of informal parking which will need to be addressed. These arrangements will need to be consulted on before any changes and most likely involve alterations to the horizontal and vertical alignment of the road edge, together with the introduction of kerb and channel. • The urbanisation of the road needs to be considered and provision made for future footpath and cycle facilities. This will increase the impermeable area run-off from the road which will require design and could also involve a storm water catchment analysis and consenting issues, all of which will need to be investigated as part of any design. The design will therefore go beyond a straight forward pavement rehabilitation and as a result AT will need to consider a number of other factors. <p>In relation to what improvements are planned for the intersections of Falls/Hudson and Hudson/Sanderson Roads, Warkworth, they were advised that there are no geometric alignment changes planned, but that the following minor signage changes are proposed:</p> <ul style="list-style-type: none"> • Removing the north-facing 100km/h sign located near the Hudson Road/Falls Road intersection. This would continue the 70km/h speed environment onto Falls Road. • Shifting the existing west-facing 50km/h sign on Falls Road further east and installing another west-facing 50km/h sign on the opposite side of the relocated sign on Falls Road. This will form a 'gateway' pair with the existing speed limit sign.
9	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 25 November 2016. Members Pirrie, Brewer and Houlbrooke were advised on 16 December that, although budget had been set aside during the 2016/2017 financial year for improvements to be investigated through the Improvements Complementing</p>

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			Development (ICD) budget, other unforeseen projects demanding greater priority had arisen. Further work and consultation on this project had therefore been deferred to the 2017/2018 financial year. It was noted that the ICD budget is limited to \$800,000 each year for provision of improvements in development areas across the region.
10	Opahi Bay, Mahurangi West	Request for formalised parking at Opahi Bay, Mahurangi West.	On 29 November Member Berger requested the installation of formalised parking at the launching ramp at Opahi Bay advising that, with no painted guides to indicate the best practice in terms of parking vehicles and launching boats, confusion leads to concerns for health and safety with cars blocking private driveways as well as the boat ramp itself. On 19 December Members Berger and Houlbrooke were forwarded details of previous requests and their outcomes and advised that the cul de sac is needed for manoeuvring both because this is where the road terminates, and for access to the boat ramp. They were advised that there is no apparent way that parking could be formalised while still allowing adequate manoeuvring; however, the case has been reassigned to Traffic Operations to reinvestigate whether there is any value in the installation of NSAAT restrictions. It was noted that before the reseal of the cul de sac early in 2016 there had been a hatched grid area, but this had not been reinstated because it was a guide only and not enforceable. Member Berger provided photographs of proposed treatments which were forwarded to the traffic operations team for investigation. She was further advised that the parking team had noted concerns about the proposals, indicating that there may not be enough length to allow parking for boats with trailers (at least 12m is needed). Other concerns related to allowing turning within the cul de sac head, room for drivers to wait to launch a boat and the hatched grid not being within the sealed road area. <i>Under investigation by Road Corridor Operations</i>
11	Nixon Road, Taupaki	Concerns and queries about continuing damage to road surface on	Following discussions with AT's Road Corridor Delivery staff about damage occurring on Nixon Road, Taupaki, as a result of a clean fill operation, various

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		Nixon Road, Taupaki.	Rodney Local Board Members expressed concerns relating to the clean fill operation. On 18 January Members Pirrie, Brewer, Bailey and Johnston were forwarded a copy of costs to date for Nixon and Red Hills Roads as a direct result of the clean fill site at 38 Nixon Road. These members have also been copied in on correspondence from AT's Manager Road Corridor Delivery which acknowledges that the road is in a very poor state and that the damage that has and is occurring is attributable to the operation of the consented clean-fill site. He advises that the road does not have sufficient strength to carry the large number of heavy vehicles using the road (250-300 truck movement per day) and the weak subgrade and minimal road pavement means that it is not suitable to be used as an access road and makes it very difficult to carry out effective repairs. AT has been and will continue to maintain the road with a mixture of temporary and more permanent pavement repairs to keep it safe and serviceable, AT's maintenance contractor attending to this daily. It was confirmed that Nixon Road is programmed for a full reconstruction in the 2017/2018 financial year and that this will be brought forward if possible, though the reconstruction of the road was not previously programmed and it was fit for purpose prior to the establishment of the clean-fill site. It was acknowledged that ratepayers should not be incurring these costs and that AT is doing all that is possible to address a situation that is not of its making.
12	Princes and George Streets, Riverhead	Request for reinstatement of berm between the road and property boundaries on the corner of Princes and George Streets, Riverhead.	Member Pirrie forwarded a complaint from the residents of 29 Princes Street, on the corner of Princes and George Streets, Riverhead, on 15 December 2016. The property is adjacent to a new development where a road has been formed by the developer and, because of a change in ground levels, the resident is not able to manage maintenance of the steep bank. On 22 December Member Pirrie was advised that this issue was an Auckland Council (AC) matter and it had been forwarded to AC's Resource Consents Compliance team for response back to Member Pirrie direct.
13	Silver Hill Road,	Concerns over the construction of the	Member Smith expressed concerns on 19 December 2016 and asked questions about

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	Wellsford	seal extension on Silver Hill Road, Wellsford.	<p>the seal extension work on Silver Hill Road, Wellsford, specifically why construction started in June and was only just being finished in December, and concerns about the narrowing of the road on a very dangerous corner by using barriers. A response sent directly to Member Smith by AT's Major Capital team was forwarded to Members Houlbrooke, Brewer and Johnston on 13 January. The response indicated that Silver Hill is one of over eight hundred seal extension sites that have been identified in the Auckland region, Silver Hill, Monowai and Takatu Road forming the current 2015 – 2018 seal extension programme. The delivery model for the 2015 - 2018 seal extension programme uses a three-year term design and build contract. A feature of this delivery model is to reduce both the cost of the delivery and the programme compared to the traditional delivery models i.e. design contracts with subsequent construction contracts. The existing storm water culvert referred to is a 750mm dia. cross culvert with an invert depth of approximately 3.0m below carriageway level with steep verge batters. The existing unsealed carriageway is 7.2m wide however, 1.2m of both carriageway edges begin to fall away. Therefore, only 4.8m of carriageway is available with a camber of 3% or less. These characteristics are considered to represent a hazard to road users. Sealing carriageways generally results in higher operating speeds and consequently increases the level of risk associated with any existing hazards. The ideal solution is to eliminate the hazard and negate the need for guardrails; however, this solution would require providing 1:6 batters resulting in extending the existing 750mm dia. culvert 28m in total. If this extension alters how the culvert functions, then the entire culvert may need replacing. In addition, works consisting of wingwalls, general fill material and structural fill material would also be required, bringing the cost closer to \$60,000 than the suggested \$6,000. This solution will have a negative impact upon some of the key features of the contract i.e. delivery rate cost and programme. The single lane priority has been designed and installed in accordance with the Manual of Traffic Signs and Markings. The eastbound</p>
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		<p>traffic has a sight distance of approximately 120m whilst the westbound traffic has a sight distance of approximately 80m. Priority is therefore given to eastbound traffic in accordance with the design standards. However, it is noted that sight distances for westbound traffic is not ideal so, as part of the post construction Road Safety Audit consideration will be given to additional signage to the right hand side of the carriageway to increase the sight distance for west bound traffic. The Annual Daily Traffic (ADT) volume is 211 ADT which is considered a low volume. The installation of the single lane priority system will have negligible effect upon traffic operations due to the low traffic volumes. It is considered therefore that the single lane priority is a cost effective solution that has reduced the risk profile associated with this hazard. However, AT will highlight the concerns raised during the post construction Road Safety Audit to ensure it is picked up as part the Road Safety Audit, addressing the operational and safety concerns as part of that process. The contract programme for Silver Hill Road was to start in March 2017 and finish in July 2017; however, an opportunity was identified to begin the work in May 2016 and finish it in December 2016 ahead of the contract programme. AT was able to do this as it had chosen to adopted a three-year term design and build delivery model. Chip sealing is a cost effective method of sealing roads; however, this construction method is susceptible to inclement weather conditions and therefore is generally undertaken during the summer months. An opportunity was identified to begin Silver Hill Road construction earlier than programmed and to mitigate the risk of inclement weather a larger window of time was allowed for construction when compared to similar work undertaken through the summer months. The existing geometry of the road was examined and super elevations were provided at corners where adverse cambers and inadequate super elevations were identified. The super elevation provides additional force to keep vehicles on the road as they negotiate corners. These concerns will also be addressed as part of the post construction Road Safety Audit.</p>
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14	Hudson and Falls Roads, Warkworth	Request for speed reduction on Hudson and Falls Roads, Warkworth.	Member Houlbrooke asked on 20 December 2016 that the speed limit for all of Hudson and Falls Roads to at least 200m west of the Falls/Hudson Road intersection be reduced to 50 km/h, noting that there is not enough vision for cars/heavy vehicles to safely cross these intersections and that there had been three major incidents at the Falls Hudson Road intersection during the last 12 months. On 11 January 2017 Members Houlbrooke, Brewer and Johnston were advised that AT is working on a speed limit change for the road network on the western side of Warkworth to tidy up areas where new development has occurred outside the current urban limit and provide a more consistent speed limit through the Mansel-Hudson route with the opening of the new bridge. Formal consultation with the Rodney Local Board and the public is planned to take place during February/March. (please refer to Issue 4 for the key changes proposed.)
15	Rural Rodney culverts	Query as to whether Rodney rural culverts are included in AT's asset register.	Cr Sayers queried on 21 December 2016 whether rural culverts (road side drains) are included in AT's asset register, suggesting that they were excluded on transition from Rodney District Council to AT in 2010. He believes that because of this the maintenance contracts with the roading contractors do not include the road side drains being serviced correctly and as result the water tables would not be working as they should and water would be undermining the rural roading network, with significant portions of the northern transport maintenance budget being diverted to cope with this. On 1 February Cr Sayers was advised that Auckland has an extensive storm water network with split responsibility between AT and Auckland Council Healthy Waters. There is a considerable level of collaboration between the teams to ensure that drainage issues are resolved and that asset management planning is robust. However, it was acknowledged that the AT's Asset Management Plan needs strengthening for storm water and there is currently a project underway with Healthy Waters to deliver this for the 2018 Plan. In answer to the specific question relating to the maintenance of rural culverts, it was confirmed that these are maintained through AT's Road Corridor Maintenance

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			<p>Contracts. These contracts set out the parameters and inspection intervals for all culvert pipes in the road corridor. Work activities include ensuring the inlet and outlet of culverts are kept clear, and cleaning when the pipes are blocked. Under driveway culverts are managed similarly. However, in the rural situation there are also private culverts, most of which have been installed without permission. AT therefore requires these to be maintained by individual land owners and, in some cases, removed as the culvert diameter is too small and silts up quickly causing the water to flow onto the carriageway. This in turn can/does cause scouring of the unsealed road network. AT does not keep a comprehensive record of privately installed culverts. Water tables, where these are located adjacent to the road and carry only road run-off, are also the responsibility of AT. Again these are maintained through the Road Corridor Maintenance Contracts.</p>
16	Muriwai Valley Road, Muriwai	Concerns regarding maintenance on Muriwai Valley Road, Muriwai.	<p>Following recent maintenance on Muriwai Valley Road, Muriwai, Member Pirrie raised concerns about whether a wider dirt road would mean the cars will be travelling faster, creating more dust and pot holes, and causing a resident's stream to fill up with more dirt runoff. He also advised that, although corrugations in the vicinity of 271 Muriwai Valley Road were addressed when the road was recently graded, the next day there was further rain and repeated washouts, suggesting that water overflow from a property above the road causes water to rush across the road creating deep crevices. On 16 January Members Pirrie, Bailey, Brewer and Johnston were advised that AT's engineers had inspected the unsealed section of Muriwai Valley Road the previous week and again on 16 January, finding the road to be in good condition. There were however further minor works required in the water tables (rip rap) due to scouring and this will be programmed. With regard to the run-off noted by both residents, there appeared to be no water / surfacing issues when the site was visited on both occasions, but the engineer will continue to monitor the area in order to better assess and address any water overflow issues. It was noted that the consequence of the widening can be</p>

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			increase in speeds; however, the engineers believe that the benefits of the widening outweigh the issues raised.
17	Dairy Flat Highway, Dairy Flat	Request for update on construction of footpath on Dairy Flat Highway, Dairy Flat.	Having been 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 2016, on 12 January 2017 Member Johnston requested an update on her request. On 31 January she was advised that there had been 475 candidate footpaths on the prioritisation list for the 2017/2018 financial year and that this footpath had scored highly compared to other candidates. Because of the length of footpath required at this location though, and therefore its likely cost, it is unfortunately beyond the budget level for the 2017/2018 regional programme – the total budget for the region is \$3m. However, the request will remain on the candidate register for annual review, where its high score could secure a place on a construction programme in a future year.
18	Blackbridge Road, Dairy Flat	Request for School Bus Route signage on Blackbridge Road, Dairy Flat.	Member Johnston asked whether the School Bus Route signage requested by the local community for installation along Blackbridge Road, Dairy Flat is part of the safety improvements to be carried out by AT. <i>Referred to Network Management and Safety.</i>
19	O'Brien and Sunnyside Roads, Coatesville	Request for safety improvements on O'Brien and Sunnyside Roads, Coatesville.	On 19 January 2017 Member Johnston advised that Coatesville residents had raised concerns about O'Brien and Sunnyside Roads in Coatesville, requesting that the speed on O'Brien Road be reduced from 80km/h to 50km/h and that the speed on Sunnyside Road also be reduced. Member Johnstone also asked if there had been any recent traffic counts on Sunnyside Road. <i>Referred to Network Management and Safety.</i>
20	Blackbridge Road, Dairy Flat	Change in priority on one-lane bridge on Blackbridge Road, Dairy Flat.	On 25 January Member Johnston queried AT's decision not to change the priority on a one-lane bridge on Blackbridge Road, Dairy Flat, advising that there had been several near-miss accidents and that the majority of residents had not been consulted. She was advised that the change in priority had been consulted on with the local board and community in August 2016 and that a copy

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			of the feedback summary would be requested for her information. <i>Referred to Consultation Team.</i>
21	Silver Hill Road, Te Hana	Cost of seal extension on Silver Hill Road, Te Hana.	Cr Sayers is queried the cost of the seal extension being undertaken on Silver Hill Road, Te Hana on 26 January 2016. <i>Referred to Assets Management and Systems.</i>
22	Hamilton Road, Warkworth	Request for signage on Hamilton Road, Warkworth.	Member Houlbrooke asked on 26 January 2017 that signs signalling drivers to slow down because of the dust nuisance be installed on Hamilton Road, Warkworth. <i>Referred to Network Management and Safety.</i>
23	Run Road, Tabora	Queries regarding budget forecasting on Auckland Roads in general and Run Road, Tabora, specifically.	On 27 January Cr Greg Sayers asked for information regarding the mechanisms AT has to budget capex and opex for increased tonnage forecasts on Auckland's roads, particularly as to how AT gathers this information and whether the local board could assist in providing this via community engagement. Cr Sayers also asked specific questions regarding Run Road, Tabora with regard to forward budgeting implications. <i>Referred to Assets Management and Systems.</i>
24	Rodney General	AT's Footpath List	Member Beth Houlbrooke has asked for a copy of AT's footpath request list used for the annual prioritisation process, with those located in the Rodney Local Board area specifically identified. <i>Referred to Walking and Cycling.</i>