

## Issues Raised by Elected Members to 28 February 2017

	Location	Issue	Status
1	1040 Coatesville-Riverhead Highway, Riverhead	Request for upgrade of kea crossing at 1040 Coatesville-Riverhead Highway, Riverhead.	An update was requested by Member Pirrie on 21 October 2016 to a previous request for upgrading the kea crossing facility at 1040 Coatesville Riverhead Highway, Riverhead, to a zebra crossing. 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. <i>Under investigation by Network Operations and Safety staff.</i>
2	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. 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. Early in January 2017 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 were

			noted. <i>Under investigation by Road Corridor Operations</i>
3	Blackbridge Road, Dairy Flat	Request for School Bus Route signage on Blackbridge Road, Dairy Flat.	Rodney Local Board Member Johnston asked whether the School Bus Route signage requested by the local community for installation along Blackbridge Road, Dairy Flat was part of the safety improvements to be carried out by AT. Member Johnstone advised on 3 February that the signage had been installed.
4	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 Johnston also asked if there had been any recent traffic counts on Sunnyside Road. Member Johnston was forwarded advice for the Association on 15 February in relation to the requirements of the Land Transport Rule: Setting of Speed Limits 2003 and NZTA's new Speed Management Guide. The Speed Limits Rule is a central government regulation which governs how speed limits are set and seeks to achieve a consistent approach across the entire country. Under the current speed limit rule the dominant factor in determining speed limits is the level of roadside development. The standard speed limits under the rule are 100km/h in rural areas, and 50km/h in fully urban areas, with the semi-rural speed limits of 80km/h and 70km/h used for small towns/villages and in semi developed areas around the edge of urban zones. Both O'Brien Road and Sunnyside Road are both predominantly rural roads with a low level of roadside development, hence the current 80 km/h speed limits are in accordance with the Speed Limits Rule. The new Speed Management Guide is the development of a new approach to speed limit setting and planned changes to the speed limit rule that shift the focus towards the national safe system approach. The speed management guide places greater emphasis on the

			<p>function and use of the road, its geometry and crash risk. The Speed Limits Rule is expected to be rewritten in the first half of 2017 to incorporate the new approach used by the Speed Management Guide. The guide will allow for a range of rural speed limits of 100, 80 and 60, roads with an arterial function (higher traffic volumes), roads with straight/gently curved geometry, and roads with low crash risk qualifying for the higher rural speed limits, and 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. The roll out of changes under the speed management guide will be gradual and initially targeted to the areas of greatest crash risk. Both O'Brien Road and Sunnyside Road are relatively narrow roads, with a number of moderate bends, relatively low traffic volumes and a mixture of local and through traffic. The crash risk on O'Brien Road is medium-high, and on Sunnyside Road is low. Initial indications are that both roads could qualify for a speed limit in the 60-80 km/h range under the new speed management guide. AT is currently developing a speed management plan for the region which will include a prioritised programme of work to identify the highest priority areas for an initial roll out on approximately 10 percent of the network. Implementation of the programme will commence in the 2017/2018 financial year.</p>
5	Blackbridge Road, Dairy Flat	Change in priority on one-lane bridge on Blackbridge Road, Dairy Flat.	<p>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. On 3 February Members Johnston and Brewer were advised that the engineers who managed the investigation and subsequent consultation into the priority change had received feedback from residents on Escott Road and Three Oaks Drive, both opposing and supporting the proposal. As previously advised, there are concerns that changing the priority on the one-way bridge could</p>

			<p>introduce high speed rear-end crashes due to restricted visibility for westbound traffic (travelling from Dairy Flat Highway). During their investigation the engineers reviewed NZTA's Crash Analysis System (CAS) and there has only been one reported injury crash at the one-way bridge in the last 10 years. This suggests that the traffic management system in place is operating in a safe manner and there is no justification in changing the priority system based on accident history. A new 'SLOW DOWN' sign for westbound traffic has recently been installed before the one-way bridge to provide drivers with greater advance warning, and AT is also proposing to upgrade some of the existing signage, as well as remarking faded road markings on the approaches to the bridge and trimming vegetation, all to improve awareness and visibility. The engineers add that, according to the New Zealand Road Code, even though westbound traffic has right of way at the one-way bridge, they are required to slow down when approaching it to check for vehicles that are already on the bridge.</p>
6	Silver Hill Road, Te Hana	Cost of seal extension on Silver Hill Road, Te Hana.	<p>Cr Sayers queried the cost of the seal extension being undertaken on Silver Hill Road, Te Hana on 26 January 2016. On 3 February Cr Sayers was advised that it was not possible to identify the costs attributable to the sealing of Silver Hill Road in isolation at this stage, nor is it appropriate to release the financial details of a contract which is still being delivered, as this is commercially sensitive information. Silver Hill is one of over eight hundred seal extension sites that have been identified in the Auckland region. The delivery model for the 2015 - 2018 seal extension programme, for the delivery of seal extension on Silver Hill, Monowai and Takatu Roads, uses a three-year term design and build contract to reduce both the cost of the delivery and the programme compared to the traditional delivery models (design contracts with subsequent construction contracts). Broadspectrum, the contractors delivering the Takatu, Silver Hill and Monowai Roads seal extension projects began construction in March 2016 and the work is programmed to be completed in April</p>

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			2018. Member Smith, who raised this issue again at a Rodney Local Board workshop on 2 February, the local board Chair, and the Chair and Deputy Chair of the local board's Transport Infrastructure and Environment Committee (TIE), were copied into the response to Member Sayers for their information.
7	Hamilton Road, Warkworth	Request for signage on Hamilton Road, Warkworth.	Member Houlbrooke asked that signs signalling drivers to slow down because of the dust nuisance be installed on Hamilton Road, Warkworth. <i>Referred to Network Operations and Safety.</i>
8	Footpath programme	Request for AT's prioritised footpath programme list.	Member Houlbrooke 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 identified. <i>Referred to Walking and Cycling team staff.</i>
9	York Terrace, Riverhead	Request for completion of footpath connection on York Terrace, Riverhead.	Member Pirrie asked on 8 February about the possibility of the completion of a short length of connecting footpath on York Terrace, Riverhead, using funding available through the Improvements Complementing Development (ICD) budget. <i>Assigned to Network Operations and Safety.</i>
10	Road Corridor Delivery Contract	Request for information relating to road corridor delivery services.	Cr Sayers asked on 8 February for information relating to the contract renewal for the Rodney Ward area, specifically what other wards are included in the contract; when the contract renewal occur; details of the standards (levels of service) required of the contractor and how these are enforced (for example, pot hole repairs); the value of the contract; the method of allocation (portion of budget going to Rodney from the 'Northern pool'); the renewal timing versus the LTP process; and other relevant Rodney-based information that may be of interest to the councillor. <i>Referred to Road Corridor Delivery.</i>

11	Coatesville General	Various requests from Coatesville Residents' and Ratepayers' Association.	Member Johnston forwarded several requests from the Coatesville Residents' and Ratepayers' Association on 10 February 2017 relating to road safety in the Coatesville area. Specifically the Association requested NSAAT restrictions between Coatesville Riverhead Highway/Glenmore intersection and Entrance A to the reserve (1-3 Glenmore Road); 5 minute parking signage at a recently installed parking bay on Coatesville Riverhead Highway north of Coatesville Dairy; improved visibility of the fence (reflectors) outside Coatesville Dairy; double yellow lines between Mahoenui Stream bridge and Screens Road; improved camber and or traction at the s-bend corner west of Sunnyside Road; safety improvements at the Coatesville Riverhead/Dairy Flat Highway intersection; improvements at Coatesville Riverhead Highway / O'Brien Road, Coatesville Riverhead Highway/Lewis Lane, Coatesville Riverhead Highway /Goldflats Lane, and Coatesville Riverhead Highway/Wake Road intersections; traffic volume figures for Sunnyside Road; improved road markings, warning signage to moderate speeds, indicate blind corners, and warn of horse riders and pedestrians; and NSAAT restrictions on Coatesville-Riverhead Highway from the entrance to Fernilea Café (302 Coatesville-Riverhead Highway) to the entrance of 214 Coatesville-Riverhead Highway. In relation to Coatesville School the Association requested a speed limit reduction to 40km/h; school zone (threshold) marking; formal parking for buses and drop-off/pick-up; and formalised crossing points on Mahoenui Valley Road to allow children to access the buses safely. They also requested follow up action on a previous case relating to a slip on Coatesville-Riverhead Highway; the latest traffic count data for Coatesville Riverhead Highway (for use by Coatesville Residents' and Ratepayers' Association); and the CAPEX and OPEX budgets for the Coatesville area for 2016/2017. <i>Referred to Network Operations and Safety.</i>
12	Rautawhiri Road, Helensville	Request for safe crossing point on Rautawhiri Road, Helensville.	Member Bailey forwarded a request on 15 February 2017 from the Principal of Kaipara College, located on Rautawhiri Road, Helensville, for the installation of a safe crossing point and warning signage to

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			improve the level of safety for students. <i>Referred to Network Operations and Safety.</i>
13	100 Rodney Street, Wellsford	Request to relocate bus stop in the vicinity of 100 Rodney Street, Wellsford.	Member Smith asked on 16 February that the bus stop situated North of the fire and St John Ambulance Stations situated at 100 Rodney Street, Wellsford, be relocated as visibility is restricted for emergency vehicles when exiting their driveway. On 22 February Member Smith was advised that the bus stop at 110 Rodney Street is not one of AT's and that he may therefore need to refer his query to NZTA, which is the road controlling authority for SH1 through the Wellsford area.
14	Pukapuka Road, Pukapuka	Request for widening and speed signage on Pukapuka Road, Pukapuka.	Member Houlbrooke forwarded a request from a Pukapuka Road, Pukapuka resident for widening of the road to make it safer and 50km/h speed signs at both ends of the road on 16 February 2017. <i>Referred to Network Operations and Safety.</i>
15	Sussex Terrace, Riverhead	Request for maintenance on Sussex Terrace, Riverhead.	Member Brewer asked on 20 February that repairs be carried out on a number of potholes on Sussex Terrace, Riverhead. <i>Referred to Road Corridor Delivery.</i>
16	Sandspit Wharf	Various queries about Sandspit Wharf area.	On 20 February Member Houlbrooke forwarded a number of queries on behalf of residents' and ratepayers' associations from Kawau Island and Sandspit. These related to: 1). The general state of the wharf at Sandspit (slippery steps, broken planks) and a suggestion that the wharf is in need of a major upgrade, querying whether there is anything in the work programme or any longer term plan for this. 2). Rumour that the harbourmaster is going to be relocated to the carpark, or possibly even into Warkworth and, querying what the future of the current office on the wharf is. 3) Shabby state of the wet weather waiting area inside the Harbourmaster's building. 4) The condition of the spit, which has been a concern for some time; work which began before Christmas to shore up the sea wall and details on this work (cost and where it falls in the work programme, whether it was planned or reactive and whether a walkway can be constructed when the permanent repair is carried out. 5) Query as to rumours of building work being out for tender in the carpark. 6) Claims that the carpark pre-pay system is not working well for Kawau Island

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			temporary residents who don't know how long they are going to be on the island for.
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