

Issues Raised by Elected Members to 4 April 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 on 21 October 2016 to a previous request for upgrading the kea crossing at 1040 Coatesville Riverhead Highway, Riverhead, to a zebra crossing. Having been advised that pedestrian counts would be carried out in March when school returns to ensure an accurate reflection of normal traffic patterns, on 31 March members were advised that further pedestrian and vehicle counts had been completed and the resulting assessment indicated that the site now meets the warrant for a zebra crossing. The project will therefore be considered for implementation as part of the 2017/2018 minor improvements programme, subject to design, prioritisation, consultation and funding.
2	Opahi Bay, Mahurangi West	Request for formalised parking at Opahi Bay, Mahurangi West.	Installation of formalised parking at the launching ramp at Opahi Bay was requested on 29 November 2016. On 28 March members were advised that, as a result of the concerns raised, it was intended to progress a number of changes to improve the operation of the site. The proposals include marking 90-degree parking on the northern side of the road near the boat ramp, providing signs for boat trailer parking on the southern side of the road and installing 'no stopping at all times' parking restrictions to ensure vehicle manoeuvring is not compromised in the turning circle. Consultation will be undertaken with local residents and the Local Board shortly regarding the proposal before a decision is made on implementation.
3	Hamilton Road, Warkworth	Request for signage on Hamilton Road, Warkworth.	A request was received on 26 January 2017 for signs signalling drivers to slow down because of the dust nuisance be installed on Hamilton Road, Warkworth. On 27 March members were advised that a sign will be installed at the start of the unsealed section of road to encourage drivers to reduce their speed and mitigate the dust nuisance caused by vehicles. The

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			sign is expected to be installed by the end of May 2017. On receipt of this advice the resident also requested that a sign be installed on the South side of bridge (refer Issue 17).
4	Footpath programme	Request for AT's prioritised footpath programme list.	A copy of AT's footpath request list used for the annual prioritisation process, with those located in the Rodney Local Board area identified was requested on 31 January 2017. An extract listing all known requests from the Rodney Local Board area in AT's priority order was forwarded to members on 27 March 2017.
5	York Terrace, Riverhead	Request for completion of footpath connection on York Terrace, Riverhead.	An enquiry was received on 8 February about the possibility of the completion of a short length of connecting footpath on York Terrace, Riverhead, using funding available through AT's Improvements Complementing Development (ICD) budget. <i>Assigned to Key Initiatives for investigation.</i>
6	Coatesville General	Various requests from Coatesville Residents' and Ratepayers' Association.	Several requests from the Coatesville Residents' and Ratepayers' Association were received 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

			<p>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 the Association); and the CAPEX and OPEX budgets for the Coatesville area for 2016/2017. On 15 March a partial response to the Association's queries was provided which included the latest traffic count data for Coatesville Riverhead Highway. With regard to the budget queries for the Coatesville area for 2016/2017, members were advised that the capital budget is \$1,347,000 for Coatesville Riverhead Route Treatment (signage / delineation / pavement marking), and a further \$366,000 for Coatesville Riverhead Route Treatment (guardrail / clear zone improvements). Unfortunately, the Opex budget could not be provided as AT's Opex budgets are not managed by area. <i>Further issues under investigation by Network Operations and Safety.</i></p>
7	Rautawhiri Road, Helensville	Request for safe crossing point on Rautawhiri Road, Helensville.	<p>A request from the Principal of Kaipara College, located on Rautawhiri Road, Helensville, for the installation of a safe crossing point and warning signage to improve the level of safety for students was received on 15 February 2017. On 10 March members were advised that AT's engineers had visited the site to carry out an initial review, but further detailed investigation needed to be undertaken to ensure a comprehensive review of the issues raised. This investigation has been programmed and the outcome and any recommendations can be expected in early June. <i>Under investigation by Network Operations and Safety</i></p>
8	Pukapuka Road, Pukapuka	Request for widening and speed signage on Pukapuka Road, Pukapuka.	<p>A request was received from a Pukapuka Road, Pukapuka resident for widening of the road to make it safer and the installation of 50km/h speed signs at both ends of the road on 16 February 2017. On 24 March it was advised with regard to the road widening that, whilst it's acknowledged the road is narrow in places, this is common on low volume, rural roads where drivers are</p>

		<p>expected to drive to the conditions and be prepared to stop and give-way to opposing traffic if necessary. There have been no reported crashes on the road over the past 10 years which, considering the length of the road, is a very good crash record and suggests drivers are driving appropriately. Although the reason behind the request is appreciated, the cost of widening the road even slightly would be significant and cannot currently be justified. In relation to the speed reduction, AT reviews speed limits in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2003 and NZTA's new Speed Management Guide, the Speed Limits Rule being 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 rule the dominant factor in determining the speed limits is the level of roadside development, with the standard speed limits under the rule 100km/h in rural areas and 50km/h in fully urban areas. As Pukapuka Road is a rural road with minimal roadside development, the current speed limit of 100 km/h is in accordance with the speed limit rule. The new Speed Management Guide under development shifts the focus towards the national safe system approach and places greater emphasis on the function, use, geometry of the road and its 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 allows for a range of rural speed limits 100, 80 and 60. Roads with an arterial function (higher traffic volumes), roads with straight/gently curved geometry, and roads with low crash risk will qualify 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 will qualify for the lower rural speed limits. Pukapuka Road is a minor, unsealed road that is relatively narrow and has many tight bends. Given that it carries low traffic volumes, serves an access function and its crash risk is low, initial indications are that it could qualify for a speed limit of 60km/h under the new speed management guide. The roll out of</p>
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9	Sandspit Wharf	<p>Various queries about Sandspit Wharf area.</p>	<p>A number of queries on behalf of residents' and ratepayers' associations from Kawau Island and Sandspit were forwarded on 20 February 2017. These related to: 1) general state of the wharf at Sandspit; 2) rumour that the harbourmaster is going to be relocated to the carpark, or possibly even into Warkworth; 3) shabby state of the wet weather waiting area inside the Harbourmaster's building; 4) condition of the spit; 5) 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 temporary residents. The following responses were provided on 20 March 2017: 1) a) Stairs – the wooden stairs until recently have been covered with an aluminium fitted tread as found at similar other AT facilities. This was removed due to concerns that the rigidity of the product was unsuitable for the location – people tripping, and causing possible damage to the various type of craft that access the wharf. The stairs are being recovered with a plastic/rubber mesh tread, similar to that used by the Department of Conservation on their walking tracks and bridges. These non-slip products are suitable for a marine environment, and allows AT to cater for the variety of wharf users who access the stairs. Installation is currently underway. b) Decking planks – AT has a stock of decking planks in storage for Sandspit Wharf. A future programme of works for this facility includes replacement of various timber items around and under the wharf (cross braces, piles, fenders) as well as installing new galvanised steel bollards and replacing bolts. Replacing and securing the bollards requires prior removal of portions of the existing deck, and the damaged or rotted decking planks will be replaced during this process. Works are programmed to</p>

		<p>commence in May/June this year to attend to any decking identified as requiring immediate replacement prior to the programmed works. c) Wharf strengthening – AT's Assets and Maintenance team is engaging engineering firm GHD to undertake a structural assessment of the wharf. This assessment will take into account the loading requirements (based on current truck usage) and GHD will advise AT on a safe loading weight. Implementation of weight restrictions may be required if it is found that the current usage exceeds the structural integrity of the wharf structure. d) Major upgrade/longer term plan – as part of the Regional Public Transport Plan (due in 2018), a review of the Ferry Development Plan will be undertaken. This review will consider the role of ferry services in the Auckland Region and outline a proposed longer term plan for the development of ferry services and assets. As part of this review, AT will consider longer term requirements for the facility at Sandspit. 2) Several months ago the Harbourmaster staff based at Sandspit raised issues concerning the suitability of the office on Sandspit wharf. As a result, investigations into the possibility of improving the working conditions at the present office, as well as looking at alternative locations that may be better suited to the Harbourmaster operation in the northern part of the region are now underway. No decisions have been made at this stage. 3) The wet weather waiting area has now been included in the cleaning contract for the wharf area. 4) AT's Technical Service Team had been monitoring the condition of the sea wall and immediately prior to Christmas 2016 a decision was made in consultation with Auckland Council's Consent Team to construct the block retaining wall to temporarily address safety concerns. A permanent solution is now being investigated; however, this is maintenance work (replacing like for like), so reinstatement of the structure will not include construction of a walkway on top of the wall. 5) AT staff are not aware of any building work in the carpark and tenders have not been advertised in relation to this. 6). The pay by plate system installed does not require any prepayment. In order to pay</p>
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			by plate a temporary resident emails AT with the name/dates of arrival and registration of the person who will be staying. AT sends the resident a special number code which must be provided to the visitor. When the visitor arrives they enter the car park as usual. When they wish to leave they go to the Pay & Display machine and enter their registration number and code. The discount is applied at this point.
10	Riverside Drive, Warkworth	Request for information on seal extension for Riverside Drive, Warkworth.	The councillor for Rodney asked on 2 March 2017 on behalf of a resident where Riverside Drive stands in the priority list for reconstruction against other roads; and if AT could confirm that funds previously allocated for reconstruction of Riverside Drive by the former Rodney District Council were diverted for other uses by AT after the transition. <i>Referred to Road Corridor Delivery team, response due mid-April.</i>
11	108 Wilson Road, Warkworth	Request regarding dust suppressant outside the property at 108 Wilson Road, Warkworth.	On 6 March 2017 the councillor for Rodney received a request from the owners of 108 Wilson Road, Warkworth, to have the product Dirtglue Dustless applied to the road outside their property at 108 Wilson Road, Warkworth, asking if they could apply it themselves. On 29 March the councillor and members were forwarded a copy of a response to the resident from AT's Manager, Asset Management and Systems advising that AT had no objection to the application of the product on the road outside their property providing the resident covered the cost of the application and any reapplication. The resident was also advised to contact AT prior to the application so that any work being carried out by AT could be aligned, and that he was required to identify and manage all aspects of health and safety.
12	SH16/Oraha Road, Kumeu	Request for information as to upgrade of the intersection of SH16/Oraha Road, Kumeu.	It was requested on 15 March 2017 that AT begin work to improve the intersection of SH16/Oraha Road, Kumeu, ahead of development expected in the area. On 21 March the member was advised that AT had no current plans for the SH16/Oraha Road intersection over the next few years.
13	Green Road and Kahikatea Flat Road, Dairy Flat	Request for turning bay into Green Road, Dairy Flat and safety improvements at Kahikatea Flat Road/Dairy Flat Highway	A request for investigations into a turning bay for traffic turning right into Green Road from Dairy Flat Highway was received on 16 March. It was noted that the speed limit in this area is 100 km/h and that the highway narrows on the approach and over the bridge to the South so that, if a vehicle

		intersection, Dairy Flat.	is turning right, traffic behind it must stop. An investigation into a solution to improve visibility for traffic turning right out of Kahikatea Flat Road onto Dairy Flat Highway, where visibility to the North is reduced because of trucks parked outside the bakery and dairy at 1441 and 1443 Dairy Flat Highway was also requested. <i>Referred to Network Operations and Safety.</i>
14	Sandspit Road, Sandspit	Request for information on slip repair works planned for Sandspit Road, Sandspit.	In response to queries about slip repair work in the Sandspit area, members were advised on 31 March that the instability between the road and driveway in the vicinity of 1180 Sandspit Road and at other sites which in July 2016 is being hydro-seeded to stabilise the slopes. The underslip opposite 1282 Sandspit Road which also occurred in July 2016 has been the subject of geotechnical investigations so that options for repair can be considered by our Technical Services team for reinstatement during the 2017-18 financial year.
15	Matakana Road / Sandspit Road / Melwood Drive intersection and environs, Warkworth	Request for an update on work previously scheduled on Matakana Road / Sandspit Road / Melwood Drive intersection and environs.	An update was requested on the proposal to install a right hand turning bay on Matakana Road into Melwood Drive, Warkworth, previously scheduled for the 2017/18 year. It was also asked whether any progress had been made on reducing the speed limit in the area on 24 March 2017. <i>Referred Strategy and Performance (speed limit) and Traffic Engineering (right turning bay).</i>
16	Alexandra Street, Riverhead	Blocked culverts and wood chips dumped on paper road portion of Alexandra Street, Riverhead.	Advice was received on 27 March 2017 that culverts were blocked at the end of Alexandra Street, Riverhead, particularly in the vicinity of 10, 12 and 13 Alexandra Street, and that wood chips had been piled on the paper road portion of the road. On 31 March members were advised that AT's compliance team would work with the developer to have the illegally dumped soil and woodchips removed from the paper road section of Alexandra Street, and the culverts will be referred to AT's maintenance contractors to be cleared.
17	Hamilton Road, Warkworth	Request for second sign on Hamilton Road, Warkworth.	On receipt of advice that a sign was to be installed on Hamilton Road, Warkworth, encouraging drivers to drive slowly so as to reduce dust nuisance, a resident asked that a sign also be installed on the South side of bridge. The original request was for a sign

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			by the bridge on Hamilton Road and another at the pump station. <i>Referred to Traffic Engineering.</i>
18	Public Transport, Warkworth	Request for information as to why AT is not supporting a private Warkworth - CBD bus service.	At the Rodney Local Board's Transport, Infrastructure and Environment Committee meeting on 16 March a member asked why AT was not supporting the private bus services offering daily commuter trips from Warkworth to the CBD. The service offers two morning and afternoon trips from Snells Beach via Warkworth to the CBD return at a cost of \$15 per journey. <i>Referred to AT Metro.</i>
19	Matua Road, Riverhead	Dim street lights on Matua Road, Riverhead.	Concerns were raised on 29 March 2017 that the lights along Matua Road, Huapai, were very dim, asking that this be remedied. <i>Referred to Street Lights Maintenance.</i>