

Issues Raised by Elected Members to 4 July 2017

	Location	Issue	Status
1	Coatesville General	Various requests from Coatesville Residents' and Ratepayers' Association.	<p>Members Brewer and Johnston were provided with responses on 15 May to issues raised by the Coatesville Residents' and Ratepayers' Association. They were advised that AT will proceed with community consultation and legal approval to implement NSAAT restrictions between the Coatesville Riverhead Highway/Glenmore Road intersection and 1-3 Glenmore Road; that 5-minute parking restrictions in the parking bay north of Coatesville Dairy would not address visibility issues at the entranceway to Fernilea Café, but the removal of two parking spaces and installation of NSAAT restrictions would; that AT staff will investigate options to highlight the recently installed fence outside Coatesville Dairy; that the installation of double yellow lines between Mahoenui Stream bridge and Screens Road would not proceed, given this section of road is approximately 420 metres long with no visibility issues, is flat, and the Manual of Traffic Signs and Markings (MOTSAM) Part 2 precludes the installation of no-overtaking lines in these circumstances; an investigation into an upgrade of signage, camber and guardrail at the s-bend on Coatesville-Riverhead Highway west of Sunnyside Road is proceeding and any improvements would be completed by late December 2017; an upgrade to the intersection of Coatesville-Riverhead and Dairy Flat Highways is also proceeding; intersection improvements at Coatesville-Riverhead Highway/Wake Road, Lewis/Goldflats Lanes will not proceed given these intersections have right turn bays to assist traffic turning into the side roads, the intersection of Coatesville Riverhead Highway/O'Brien Road cannot feasibly be widened to accommodate a right turn bay due to the close proximity of private entranceways, these</p>

			<p>intersections have STOP controls on the priority controlled approaches and advanced warning signs on Coatesville-Riverhead Highway; existing signage and road markings on Sunnyside Road, where traffic volumes are relatively low, are considered acceptable and no further improvements are warranted, however, improvements by way of signage and/or road markings will be implemented on the bend near #261 Sunnyside Road; NSAAT restrictions on Coatesville-Riverhead Highway from Fernilea Café to # 214 will not be implemented because the absence of footpaths and kerb lines would make this difficult, motorists could still park behind the restrictions where the shoulder is accessible, parking can only be removed where a serious safety concern is identified, and parking on both sides of the road creates a slower speed environment. <i>Note: Further requests in relation to Mahoenui Valley Road are still under investigation (refer Issue 22).</i></p>
2	Rautawhiri Road, Helensville	Request for safe crossing point on Rautawhiri Road, Helensville.	<p>A request from the Principal of Kaipara College, 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 an initial review had been carried out and further detailed investigation programmed, with the outcome and any recommendations expected in August. <i>Under investigation by Network Operations and Safety.</i></p>
3	Riverside Drive, Warkworth	Request for information on seal extension for Riverside Drive, Warkworth.	<p>Cr Sayers asked on 2 March 2017 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. On 18 May Cr Sayers was advised that Riverside Drive was included in the 2017/2018 programme for chip seal resurfacing. Whilst works will be carried out to repair the existing pavement failures</p>

			<p>prior to the resurfacing, a timeframe within which the works (chip seal) will be carried out during cannot be provided. It is also not possible to confirm with certainty that, prior to the 2010 transition to AT, Riverside Drive was on Rodney District Council's reseal list. Since the transition, the seven districts had become one region and new regional priorities were applied. Consequently, all lists for planned reseal works, such as Asset Management Plans and Long Term and Annual Plans were combined and priorities had been reassessed.</p>
4	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 intersection, Dairy Flat.	<p>On 16 March Member Johnston requested investigations into a turning bay for right turning traffic into Green Road from Dairy Flat Highway, noting that the speed limit in this area is 100 km/h and the highway narrows on the approach and over the bridge to the South. Member Johnston also asked for 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 by trucks parked outside the bakery and dairy at #1441 and #1443. Member Johnston was advised on 8 May that an initial review had been carried out and further detailed investigation programmed, with a response expected by the end of July 2017.</p>
5	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.	<p>Member Houlbrooke asked for an update on the proposal to install a right hand turning bay on Matakana Road into Melwood Drive, previously scheduled for the 2017/18 year, and whether any progress has been made on reducing the speed limit in the area. On 15 June Member Houlbrooke was advised that a concept plan for a right turn bay from Sandspit Road into Melwood Drive had been completed and will now progress to detailed design, the aim being to complete the detailed design and programme construction during the 2017/2018 financial year. AT staff are also investigating alternative locations for the installation of a new pedestrian crossing facility on Sandspit Road. Detailed design for the right turn bay</p>

			<p>into Melwood Drive may necessitate a minor adjustment to the position of the speed limit change by 30-50m, to separate the signs and markings for the speed change from the area of road widening and markings for the turn bay but, whilst it's acknowledged that there has been some gradual development of the area over the last few years, this has all been fed via Melwood Drive and does not have any impact on Matakana Road. Further changes to the speed limit location could therefore not be justified even under the new speed management guide until such time as substantial further development takes place directly fronting Matakana Road.</p>
6	Hamilton Road, Warkworth	Request for second sign on Hamilton Road, Warkworth.	<p>On receipt of advice that a sign was to be installed on Hamilton Road encouraging drivers to drive slowly, to reduce dust nuisance, Member Houlbrooke asked on behalf of a resident that a sign also be installed on the South side of bridge. On 8 May Member Houlbrooke was advised that dust nuisance signs are typically installed at the start of the road or the start of the unsealed section of road. It is proposed to install one sign at the start of the road where the road surface changes from sealed to unsealed, but installing multiple signs was not warranted.</p>
7	Public Transport, Warkworth	Request for information as to why AT is not supporting a private Warkworth - CBD bus service.	<p>At the Rodney Local Board's TIE Committee meeting on 16 March Member Steele asked why AT was not supporting the private bus services offering daily commuter trips from Warkworth to the CBD. On 21 April Member Steele was advised that the operator of the Mahu City Express approached AT prior to introducing the service, in order to register it as an exempt public transport service, a regulatory requirement under the Land Transport Management Act 2003 (LTMA) if an operator wishes to set up a service not contracted by a regional council. Given that the proposed service was only going to be available by booking and pre-payment, registration was not considered</p>

			necessary as the service is 'not available to the public generally' as defined by the LTMA. In terms of future plans for providing public transport along this route, AT consulted on Mahurangi services in 2014, resulting in the decision to operate services between Warkworth and the Hibiscus Coast Bus Station, where those passengers continuing South would transfer to a Northern Express bus service, rather than operating a direct Warkworth-Auckland service. This is consistent with the rest of the New Network, aimed to minimise the number of long distance routes in favour of more frequent connecting services which require customers to transfer onto the Rapid Transit Network. These Warkworth-related services were put out to public tender in November 2016 and responses are currently being evaluated. The Mahu City Express is still permitted to operate commercially under the LTMA, however AT has no intention to subsidise it. If this had been the case, it would have been specified in the Regional Public Transport Plan and included in the 2016 tender round.
8	Matua Road, Riverhead	Dim street lights on Matua Road, Riverhead.	Member Brewer raised concerns on 29 March 2017 that the lights along Matua Road, Huapai, were very dim and was advised on 16 May that Electrix Ltd, AT's lighting contractor, had been instructed to fit LED luminaires on every power pole between Oraha Road and Malbec Place where possible, with installation completed by the end of July.
9	Coatesville Riverhead Highway, Coatesville	Request for results of speed counts on Coatesville-Riverhead Highway.	Member Johnston requested traffic count results from counters located on Coatesville Riverhead Highway near Coatesville township and was provided with these 8 May.
10	Princes Street, Riverhead	Flooding on Princes Street, Riverhead.	Member Brewer advised on 6 April that water was not running away from Princes Street, Riverhead after rain, building up to flood the road reserve and a nearby implement shed. On 9 June Members Brewer and Pirrie were advised that AT's contractors had cleared the water tables and the

			culvert pipes and, in consultation with one of the Bowling Club caretakers, built a bund to protect the area where the water was accessing the bowling green. Going forward, the maintenance team will monitor the area to make sure that the steps taken are adequate to have resolved the issues.
11	Cowan Bay Road, Pohuehue	Maintenance on Cowan Bay Road, Pohuehue.	Member Berger raised concerns on 11 April about the standard of maintenance on Cowan Bay Road, Pohuehue, particularly recent works which had not been completed to a desired standard, contributing to safety concerns. She asked for information regarding the works programme for the road and whether there was anything that could be done in the interim. On 8 May Member Berger was advised that AT's maintenance engineer had inspected Cowan Bay Road and routine maintenance, including grading and overgrown vegetation clearance, was programmed. The road would be inspected and audited when these works have been carried out.
12	Whangateau Road, Whangateau	Request to lease unformed portion of road on Whangateau Road, Whangateau.	Rodney Local Board staff forwarded a request from the Whangateau Cemetery Board for lease of a portion of unformed road adjacent to the cemetery on 11 April 2017 and on 21 April were provided with details of the process by which the Trustees could apply for an encroachment licence. They were further advised that the licence would have standard maintenance conditions and that there would be no provision for exclusive use of the legal road, which must remain open to the public at all times.
13	Old North and Old Railway Roads intersection, Kumeu	Request for safety audit of Old North and Old Railway Roads intersection, Kumeu.	Members Pirrie and Brewer requested on 12 April 2017 that the intersection of Old North and Old Railway Roads be subject to a safety audit and that safety measures be investigated to mitigate what seems to be a persistent and serious accident spot. On 15 May Members Pirrie and Brewer were advised that additional signage was installed at the intersection during 2016 to highlight the STOP control. However, additional safety measures

			that had been successfully employed at similar intersections elsewhere were also to be installed, including white bar markings to raise drivers' awareness of the approaching intersection, activated warning signs and high friction surfacing. These would target fail to stop and right turning crashes on Old Railway Road (the minor road), the two most common crashes at the intersection.
14	48 Trigg Road, Huapai	Request for follow up of footpath reinstatement outside 48 Trigg Road, Huapai.	Member Pirrie asked for follow up of a residents' complaints regarding reinstatement of the footpath outside the property at 48 Trigg Road, Huapai, where building work had been progressing for some time and the footpath had been left in an unsatisfactory condition. On 19 May Member Pirrie was advised that the building site was a non-complying construction for which approval had lapsed. The owner would therefore be contacted to resubmit the application and in the meantime the footpath area would be made safe.
15	214 Valley Road, Kaukapakapa	Request for information about the paper road servicing the property at 214 Valley Road, Kaukapakapa.	By way of follow up to previous requests that AT provide maintenance for a paper road used as access to the property at 214 Valley Road, Kaukapakapa, Member Pirrie asked for confirmation that AT is not responsible for maintaining this paper road; whether the owners need permission from AT to modify the road; what was needed for AT to maintain the road; and whether AT would maintain it if the owners metalled it to ATCOP standards. <i>Referred to Asset Management and Systems and Road Corridor Maintenance for comment.</i>
16	Opahi Bay Road, Opahi Bay	Request for speed limit reduction on Opahi Bay Road, Opahi Bay.	Member Berger asked on 11 May 2017 that the current 100km/h speed limit on Opahi Bay Road, Opahi Bay, be reduced to 50km/h, noting that this small stretch of road is in a residential area, on a steep hill, and features an extensive network of driveways within approximately 0.5km of road. On 15 May Member Berger was advised that regulations staff had agreed to further investigate the request over the July – September quarter, their initial thoughts being that Opahi Bay Road

			would have met the criteria for a 50km/h zone under the old Speed Management Guidelines, and that an urban zone could possibly be applied to all of Opahi Bay Road, Barr Road and Jamieson Road. They also advised that Mahurangi West Road between the State Highway and Opahi Bay Road could potentially justify a reduction from 100 – 80/60 km/h in the longer-term, but this would need to be considered in the wider speed management programme and is unlikely to be a priority.
17	Muriwai Road, Waimauku	Maintenance on Muriwai Road, Waimauku.	Member Pirrie raised concerns about the maintenance of Muriwai Road, Waimauku, outside Waimauku School on 16 April 2017. On 16 May he was advised that the engineers were maintaining the site with a 'patch and hold' strategy until they can stabilise the area over the July school holiday period. This will be an effective and cost effective way of managing the condition of the road without having to undertake costly, full rehabilitation works. They will be assessing (in conjunction with the AT Assets Team) whether the stabilisation is all that is required to fix the area or whether further rehabilitation works are required after completion of NZTA's roundabout construction.
18	Krippner Road, Puhoi - Recovery of Costs and maintenance	Ongoing maintenance issues on Krippner Road, Puhoi.	Member Houlbrooke raised concerns about Krippner Road roadside maintenance, including drains, weeds, spraying, and grading, and was advised on 17 May that the engineer and contract staff had met residents discuss the issues with the result that spraying/clearing vegetation is to be carried out once the notifications' process has been worked through. The contractors would begin by clearing the inlets, outlets and water blasting culverts at the Puhoi end of Krippner Road and further works would be programmed to clear the kerb and channels.
19	Mansel Drive and Woodcocks Road, Warkworth	Request for update on safety improvement at the intersection of Mansel Drive and	Member Houlbrooke highlighted safety issues at the intersection of Mansel Drive and Woodcocks Road, Warkworth on 17 May 2017, requesting an update on the planned

		Woodcocks Road, Warkworth.	speed reduction and other possible safety improvements. On 22 May Member Houlbrooke was advised that new 50km/h signs with temporary supplementary signs were recently installed along Mansel Drive, Falls and Hudson Roads to encourage motorists to travel at lower speeds. AT's Traffic Control Committee had also recently approved the lower speed limits, with installation of the new speed limit signage expected by the end July 2017. In addition, instructions had been issued for a new 'Give Way Ahead' sign to be installed on Mansel Drive approximately 120m back from its intersection with Woodcocks Road. Maintenance staff had checked the signage on Evelyn Street and found the 'STOP' sign, the 'STOP' road markings and the limit line road marking to be clearly visible.
20	Linton Road, Whangaripo	Request for better maintenance on Linton Road, Whangaripo.	On 18 May 2017 Cr Sayers asked that a case previous raised by a resident of Linton Road, Whangaripo, be escalated and that he be advised of what was planned to improve the road surface. On 2 June Member Sayers was advised that a new culvert was installed and the road was repaired on the 24 May, 2017.
21	Rapson Road, Waitoki	Request for improved maintenance on Rapson Road, Waitoki	Member Pirrie asked for an update on maintenance work on Rapson Road, Waitoki, on 18 May, noting that potholes had been filled and a slip cleared, but that the road was still in very bad condition, with no metal and an underslip that was threatening large pine trees. On 22 June Member Pirrie was advised that the slip on Rapson Road is a result of the storm event in early April and that geotechnical investigation was underway for remedial approval. In the meantime, the contractor had installed a temporary traffic light to manage the site where it narrowed to one lane. The repairs will be carried out when investigation and design of the remedial work has been completed, however it was unlikely that work will start for another six months because of the procurement process and all this entails.

22	Mahoenui Valley Road, Coatesville	Request for safety improvements outside the school on Mahoenui Valley Road, Coatesville.	Member Johnston asked on behalf of the Coatesville Residents' and Ratepayers' Association that the speed limit in the area of Coatesville Primary School, which is 50 km/h, be reduced to 40km/h; that variable speed signage such as those at Dairy Flat School be installed; that parking for buses and drop-off/pick-up be formalised; and that formalised crossing points be installed so that children can safely cross Mahoenui Valley Road to access the buses. <i>Referred to Traffic Engineering.</i>
23	403 Tauhoa Road, Hoteo	Request for repair of fence at 403 Tauhoa Road, Hoteo.	On 19 May 2017 Member Houlbrooke forwarded a request that the fence at 403 Tauhoa Road, Hoteo, damaged by a tree located in the berm area falling, be repaired. <i>Referred to Insurance and Claims with a response expected by the end of July.</i>
24	Tunnel Road, Puhoi	Queries regarding maintenance on Tunnel Road, Puhoi.	Cr Greg Sayers asked on 24 May 2017 for further information about work that was completed on Tunnel Road, Puhoi, as a result of a constituent's previous complaint. He also asked for information about grading work subsequently completed and the general schedule of maintenance for the Puhoi region. In addition, he asked that AT staff investigate claims that the patching had been ineffective and had resulted in further damage to the road. On 9 June Cr Sayers was advised that Tunnel Road had been graded on 21 March 2017, then pothole repairs and grading were carried out again on 23 May. The project manager inspected the grading while it was being carried out on the latter occasion and advised that the road was in good condition. Grading for Tunnel Road is as per the contract specification, i.e. the contractor carries out a minimum of three grading runs per year; Tunnel Road was graded three times during the 16/17 financial year – in September, March and May. The engineer inspected the road again on 9 June and advised that it was still in very good condition, as evidenced in photographs provided to Cr Sayers, which indicate that the patching and grading had indeed been effective.

25	Davies Road, Wellsford	Request for white centre line and vegetation removal on Davies Road, Wellsford.	Member Smith requested that AT consider installing a white centre line on Davies Road, Wellsford, as this road connects SH16 to SH1 and has a heavy traffic volume. He also asked that vegetation be removed from the island on the SH16 end of Davies Road, as this blocks vision from Wellsford. He was advised on 23 June that NZTA, the road controlling authority for state highways had been asked to remove the vegetation from the traffic island. With regard to the request for a white centre line on Davies Road, on 6 July Members Smith, Brewer, Johnston and Houlbrooke were advised that, following a review of the road type (local, collector, arterial), width, accident history and regional road marking guidelines, a white centreline would be marked on Davies Road before the end of October.
26	Burnside Road, Makarau	Concerns regarding maintenance on Burnside Road, Makarau.	Cr Sayers asked on 6 June 2017 that concerns raised by a constituent with regard to Burnside Road, Makarau, be investigated. The constituent believed that road maintenance was not strengthening the roads to a cap seal standard, that pot hole repairs blew out within days, metalling was not bound by an agent and was off the roads within days, and that drains were not maintained, creating further problems. He also noted that the repair in the last few months of the slip and road widening opposite 382 Burnside could be better engineered similar to the slip near 898 West Coast Road, and that another slip near 382 Burnside with orange fencing needed repair. Cr Sayers was advised on 26 June AT's maintenance engineers had inspected Burnside Road and the underslips, and that trimming to widen the road at the two locations where it narrows had been programmed for August. It was noted that the road is used by trucks and that potholes and corrugations that develop will be routinely maintained by AT's contractors. Other underslips identified had been inspected and AT's contractors will continue to monitor these.

27	Red Hill, Ocean View, Busbridge and Cemetery Roads, Te Arai	Complaints regarding management of requests for maintenance on Red Hill, Ocean View, Busbridge and Cemetery Roads, Te Arai.	In response to Cr Sayers and Member Houlbrooke on 8 June 2017 with regard to complaints about maintenance on Red Hill, Ocean View, Busbridge and Cemetery Roads, Te Arai, they were advised that requests for maintenance such as pot hole repair and grading rarely received a response from AT, the requests being referred direct to AT's contractors who simply carried out the repair. They were advised that a new case had been registered for the resident's additional queries related to the management of customer enquiries and the cost of maintenance, part of which fell within scope of the LGOIMA and was therefore being processed according to the provisions of the Local Government Official Information and Meetings Act 1987. The resident advised on 25 June that the work requested on Ocean View, Red Hill, Busbridge and Cemetery Roads had been completed. A response to the queries considered under LGOIMA was forwarded to the resident and copied to Cr Sayers and Members Houlbrooke and Smith on 30 June 2017. It provided details of costs for recent maintenance work on Cemetery, Red Hill and Te Arai Point Road, and action taken by AT's customer response team and contractor on receipt of complaints about the condition of these roads.
28	Kaipara Portage Road, Riverhead	Request for reduction in speed limit on Kaipara Portage Road, Riverhead.	Member Brewer asked on 13 June 2017 that consideration be given to the reduction of speed on Kaipara Portage Road, Riverhead, from 60km/h to 50km/h, given the area's recent urbanisation. On 29 June Member Brewer was advised that, as Kaipara Portage Road is now included in the urban traffic area at Riverhead, it should be posted as a 50 km/h. On their site inspection AT's engineers had identified one stray 60 km/h sign that had not been removed when the changes were made, but arrangements had been made to have this sign removed as soon as possible.
29	10 Floyd Road, Riverhead	Delays caused by non-complying vehicle	Member Brewer asked on 19 June 2017 that a matter relating to a non-complying vehicle crossing delaying

		crossing at 10 Floyd Road, Riverhead.	the issuing of a code compliance certificate for a recently constructed dwelling at 10 Floyd Road, Riverhead, be reviewed. On 23 June Member Brewer was advised that the property is part of a new subdivision area and that the cesspit and footpath were completed at this address prior to the time of the property sale and/or house design etc. AT received a new vehicle crossing application from the agent for the owner which had not shown the cesspit or kerb positions, and had approved the construction subject to the vehicle crossing being a minimum of 1m from the existing drain and a minimum of 3m from the existing street tree, together with a site meeting before construction began. At a pre-pour inspection, it was established that the vehicle crossing was intersecting the cesspit; the pre-pour inspection had therefore failed. The need to relocate the cesspit was reconfirmed at a 2nd site meeting at which the proposed vehicle crossing was accepted on the proviso that the cesspit was relocated. Several months had passed since these discussions with the agent and Member Brewer's request to reconsider the decision. AT's compliance staff advised that they would not change their previous decision and the cesspit must be relocated as originally instructed. The situation had been discussed with the property owner, who fully understood AT's position in the matter.
30	Blue Gum Drive, Warkworth	Footpath priority for Blue Gum Drive, Warkworth.	Member Houlbrooke asked on 20 June 2017 whether increased development in the vicinity of the Grange, Warkworth, and newly developed walking tracks in the area linking to Blue Gum Drive, would increase its priority in terms of placement on AT's New Footpath list. <i>Referred to Walking and Cycling.</i>
31	Remiger Road, Puhoi	Request for improved maintenance on Remiger Road, Puhoi.	The Office of Mark Mitchell MP forwarded concerns regarding maintenance of Remiger Road, Puhoi on 20 June 2017. The constituent advised that over the last seven years he had repeatedly contacted the council about the road and, while the council had responded, their response

			<p>had been to send a grader and grade the road from the side in, covering the pot holes for a day or two or until the next rain; the road has little to no gravel on it and had turned into a mud mush, very slippery on top and dangerous; in all his time on the road he had not seen anything but a meagre amount of gravel being applied to the road, which is 850 metres long and only small sections of the road had been done at any time; recent property development at the end of the road had occurred and significantly added to the number of vehicles using the road. Service vehicles used to install a new bridge for a development had severely affected the condition of the road and a one way bridge half way along it; and the road forms part of the Te Araroa National Walkway connecting the Dunns Bush trail and the QE11 track to the Ahuroa Road track to Puhoi. The constituent asked that the road be fully gravelled sufficient to remove the mud from the surface. <i>Referred to Road Corridor Delivery for comment.</i></p>
32	Green Road, Dairy Flat	Request for speed limit reduction on Green Road, Dairy Flat.	<p>Member Johnston asked on 22 June 2017 that the speed limit on Green Road, Dairy Flat, be reduced, suggesting that 100km/h is too fast given the geometry of the road. <i>Referred to Network Operations and Safety.</i></p>
33	Riverside Drive, Point Wells	Request for update on works on Riverside Drive, Point Wells.	<p>Member Houlbrooke requested an update on the Riverside Drive south-end scour remedial work, and retention of Omaha Riverbank from the south Riverside Drive scour to the boat ramp. <i>Referred to Road Corridor Maintenance.</i></p>
34	Fernhill Drive, Massey and Mill/Commercial Roads, Helensville	Request for bus shelters on Fernhill Drive, Massey, footpath improvements and a signalised crossing on Mill and Commercial Roads, Helensville.	<p>On 29 July 2017 Member Pirrie requested the installation of bus shelters on the western side of Fernhill Drive, Massey, for those passengers heading North to Helensville; improvement of the footpath(s) from the Helensville RSA at 49 Commercial Road, Helensville, to just past Baker Street on Mill Road (approximately 68 Mill Road) so that the road is made safer for mobility scooters, with adequate pram crossings at kerbs and</p>

Attachment C

			the surface made smoother than it is; and signalisation of the pedestrian crossing at 49 Commercial Road, Helensville. <i>Referred to Network Operations and Safety, Road Corridor Maintenance and AT Metro.</i>
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