

Issues Raised by Elected Members to 5 September 2017

	Location	Issue	Status
1	Rautawhiri Road, Helensville	Request for safe crossing point on Rautawhiri Road, Helensville.	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 had been programmed. <i>Under investigation by Network Operations and Safety.</i>
2	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.	On 16 March Member Johnston requested investigation 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. <i>Under investigation by Network Operations and Safety.</i>
3	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 Auckland Transport (AT) provide maintenance for a paper road used as access to the property at 214 Valley Road, Kaukapakapa, on 8 May 2017 Member Pirrie asked how AT could ensure that it isn't responsible for maintaining this paper road; whether the owners were allowed to modify the road or did they need permission from AT; and what would need to be done to enable AT to maintain the road to the property. On 1 September Member Pirrie was advised this portion of Valley Road, Kaukapakapa was an unformed road and as such there was no obligation on AT to maintain it. If the resident wanted to form, modify or change the road they needed to follow the Auckland Council (AC) consent process, submitting an application to AC, which leads this part of the process rather than AT, to build a road that will ultimately be vested to AC/AT. AT would then begin maintaining the road.

4	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>
5	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. On 14 July Members Houlbrooke, Brewer and Johnston were advised that AT would be carrying out repairs to the fence.
6	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. On 27 July Member Houlbrooke was advised that Blue Gum Drive currently sits at 87th on AT's footpath list in terms of priority. However, it is important to note that its position in the current register is fluid and may change when the programme is reprioritised to take account of new requests. Member Holbrooke was advised that, in its current position, construction may occur sometime during the next 5 – 10 years.
7	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 AC about the road for its pot holes and, while the Council had been faithful in responding, their response 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. He advised the road had little to no gravel and had turned into a mud mush, and that during his long-term residency he had not seen anything but a meagre amount of gravel being applied to the road and only small sections of the road had been dressed at any one time. Recent property development at the end of the road had

			significantly added to the number of vehicles using the road. Service vehicles used to install a new bridge by the developer had also severely affected the condition of the road and a one-way bridge. The constituent asked that the road be fully gravelled from beginning to end sufficient to remove the mud from the surface. On 6 July the MP's Office was advised that AT's engineer and contractor had inspected the road and that the potholes would be repaired and extra road metal was programmed to be laid in July.
8	Green Road, Dairy Flat	Request for speed limit reduction on Green Road, Dairy Flat.	Member Johnston asked on 22 June 2017 that the speed limit on Green Road, Dairy Flat, be reduced, suggesting that 100km/h was too fast for the geometry of the road. On 2 August Member Johnston was advised that the speed management plan for the region, including a prioritised programme of roads to be assessed under the new Speed Management Guidelines, was still under development. Because of this AT's Network Management and Safety team staff were not able to confirm if Green Road will be included on the highest priority areas for the initial roll-out of speed management, which cover approximately 10 per cent of the network. Once a draft prioritised programme is available, this will be communicated to the local board to seek feedback prior to it being finalised.
9	Riverside Drive, Point Wells	Request for update on works on Riverside Drive, Point Wells.	Member Houlbrooke requested an update on the Riverside Drive south-end scour remedial work, and retention of Omaha Riverbank from south Riverside Drive scour to the boat ramp. On 22 August Members Houlbrooke and Roe were advised that this project will require agreement as to the type and timeframes for provision of a coastal defence/retaining type structure to provide protection to the road in its current configuration. The local board will be kept informed as progress towards an outcome is made. <i>Under discussion between AT and AC staff.</i>
10	Fernhill Drive, Massey and Mill/Commercial Roads, Helensville	Request for bus shelters on Fernhill Drive, Massey, footpath improvements and a signalised crossing on Mill	On 29 June 2017 Member Pirrie requested the installation of bus shelters on the western side of Fernhill Drive, Massey; improvement of the footpath(s) from the Helensville RSA at 49 Commercial Road, Helensville, to just past Baker Street on Mill Road (about 68 Mill Road); and signalisation of the pedestrian

		and Commercial Roads, Helensville.	<p>crossing at 49 Commercial Road, Helensville. On 27 July Member Pirrie was advised that moving the bus stops from within the car parks in the older Westgate shopping centre to Westgate Drive and Fernhill Drive enables the bus stop hub at Westgate to be better integrated into the New Network West bus arrangements. The new location for the Westgate hub enables bus arrivals and departures to be removed from congestion within the shopping centre so that faster, more frequent services can be provided on simpler, more streamlined bus routes, to better serve the travelling public. Shelters suitable for the regular number of waiting passengers were planned for all three of the new stops. The 'downhill' stop on Fernhill Drive has had its shelter in place for some time, and the Westgate Drive shelter will be in place soon. The shelter for the 'uphill' Helensville service had been delayed pending more in-depth assessment of the structural implications of the ground and retaining wall behind the shelter, currently underway. On 29 August Members were advised that a response to the request for signalisation of the pedestrian crossing at 49 Commercial Road, Helensville, had been investigated and assessed in terms of pedestrian demand, desire line, traffic volumes and crash history. There had been no reported crashes during the past five years at this crossing, and it was seen to operate acceptably during site observations. There are side islands at the crossing, and pedestrians waiting on these side islands should be adequately visible to approaching traffic. While drivers are required to stop and give way to pedestrians at zebra crossings, pedestrians also have a responsibility to take care prior to stepping onto the crossing. Based on site observations, pedestrian numbers at this location are insufficient to justify the installation of a signalised pedestrian crossing at the engineers are therefore not able to proceed with the request.</p> <p><i>Awaiting update on the footpath maintenance for which a site visits and assessments have been planned.</i></p>
11	Old North Road, Helensville	Request as to whether safety improvements on Old North Road,	<p>On 4 July Cr Sayers asked whether solutions requested by a constituent (having the shoulder widened or the drain covered and the camber reshaped) on Old North Road, Helensville, were being considered in AT's</p>

		Helensville, are to be implemented.	priorities in the 2017/2018 Minor Improvements Program and, if so, when these are programmed for installation /construction. On 29 August Cr Sayers was advised that signage and road marking improvements would be made along Old North Road and specifically in the vicinity of 1132 Old North Road during the 2017/2018 financial year. Further investigation of more significant physical changes along Old North Road were currently underway but these were not expected to be in the vicinity of 1132 Old North Road as other sites with a history of more injury crashes are likely to be given a higher priority for remedial works. Safety along the route will be monitored once the signage improvements have been installed and if funding becomes available, further improvements in the vicinity of 1132 Old North Road will be considered.
12	Queen Street, Warkworth	Request for improved pedestrian crossing facilities in Queen Street, Warkworth.	On 6 July 2017 Member Houlbrooke forwarded requests from constituents for improved pedestrian crossing facilities in Queen Street, Warkworth, particularly at its Eastern end. <i>Referred to Network Operations and Safety with a response expected mid-late October.</i>
13	Mansel Drive and Falls Road, Warkworth	Request for speed camera on Mansel Drive and speed reduction on Falls Road, Warkworth.	Member Houlbrooke asked on 7 July 2017 that speed cameras be installed on Mansel Drive, Warkworth, where the 50km/h limit is being ignored, and that the speed on Falls Road be reduced to 50km/h in the area of the one lane bridge, also asking about the possibility of the bridge being made two lanes in future. On 1 August Member Houlbrooke was advised that AT's contractors were installing the signage required as a result of consultation carried out previously for speed limit reductions on west Warkworth roads. The sign for the speed reduction to 60km/h in this area was installed on 21 July. <i>Note: AT's Network Management and Safety team is continuing its investigation into the safety concerns near the bridge so there will be a further response from them on this matter in due course.</i>
14	Mahurangi East/Ariki Drive intersection, Snells Beach	Safety concerns about the intersection of Mahurangi East/Ariki Drive intersection, Snells Beach.	Member Houlbrooke raised concerns on 17 July 2017 about safety at the school bus stop on the corner of Mahurangi East Road and Ariki Drive, Snells Beach, noting that when the bus stops to pick up or let off children, the rear of it protrudes into the intersection so the visibility for cars trying to turn out of Ariki Drive

			is obstructed. <i>Referred to AT Metro for further investigation.</i>
15	Policy Planning advice	Request for advice regarding policies related to shared paths.	On 20 July 2017 Member Roe asked whether AT has policy planners who work closely with AC who might work with the Rodney Local Board on two policy ideas relating to all new subdivisions in Rodney having shared paths / cycle / walking as part of subdivision consent conditions; and where Greenways Plans in Rodney access farmland (at the agreement of an owner), a cycle / walkway becoming a form of environmental mitigation in the same way as a covenanted bush block or wetland area allows a subdivision right. Member Roe was advised on 2 August that these matters are not within AT's control and the request should be redirected to AC as the regulatory authority, specifically the Council's Regulatory Planning team, as they would be covered in the Unitary Plan. AT cannot require developers to implement shared paths/cycle/walking etc. as part of subdivision consent conditions or as mitigation unless it can demonstrate that these meet the transport effects requirements of the RMA.
16	Wellsford	Parking in Wellsford.	Rodney Local Board staff forwarded advice on 20 July 2017 that Panuku Developments was preparing to dispose of 3 Harrison Street, Wellsford, a property used on an informal basis by members of the public and shop employees as a carpark. They asked for an explanation of AT's rationale as to why the property was not needed for parking. On 4 August local board staff were advised that there had been no pressing need to survey the Wellsford Township area over the last 5 years as no parking capacity or availability issues had arisen. They were advised that, despite the potential sale of 3 Harrison Street, in addition to on-road parking available in the township, off-street parking will still be available on the AC-owned properties at 224 and 226 Rodney / 1 Matheson Road, 118 Rodney Street and at 13 Port Albert Road (the library), all within reasonably close proximity to the shops. Information shared by staff from Panuku confirmed that the former Rodney District Council had made the decision to dispose of the property prior to the transition.
17	Cane and Waikoukou Valley Roads, Waimauku	Request for barrier on the corner of Cane and Waikoukou Valley Roads, Waimauku.	Member Pirrie requested the installation of a barrier on the corner of Cane and Waikoukou Valley Roads, Waimauku, where the resident has placed rocks to stop cars crashing into his berm area. On 5 September Member Pirrie

			was provided with an update on the request for which an initial site visit had been carried out and advised that, whilst first indications were that a road safety barrier is not likely warranted at this location given the 50km/h speed limit, the engineers will carry out further detailed investigation to identify possible improvements opportunities to make the bend more visible and reduce operating speeds if necessary. The results of these investigations should be available in November. <i>Referred to Network Management and Safety.</i>
18	122 Parkhurst Road, Parakai	New bus stop at 122 Parkhurst Road, Parakai.	Member Pirrie raised concerns on 3 August about the placement of a new bus stop at 122 Parkhurst Road, Parakai, specifically its lack of footpath access or somewhere dry to stand while waiting for the bus, together with its close proximity to open culverts which flood regularly. On 16 August Members Pirrie and Brewer were advised that the bus stop at this location was not a new bus stop, rather a pre-existing bus stop that had lost the bus stop pole over the years. Reinstating the pole as part of New Network West Auckland rollout has drawn attention to the deficiencies noted. This stop is very lightly used however, possibly for the reasons suggested, so may be amalgamated with the preceding stop at 150 Parkhurst Road (#4908). This stop is in a better location adjacent to Parakai Springs entrance, although the team concede that this location needs work so this location will be added to the work programme for review (removal, relocation or upgrade) going forward. With regard to the concerns about the open culvert near the bus stop, on 29 August Member Pirrie was advised that at the time of an inspection by AT's maintenance engineers, the culvert had been clear and the grassed area not flooded. They are however aware that this section of Parakai is flood prone and does have drainage issues due to it being a flat, low-level area affected by tidal flows and they will therefore continue to monitor the culverts and swales.
19	Coatesville Queries	Queries from Coatesville Riverhead Residents' Association.	Member Johnston forwarded queries on behalf of the Coatesville Residents' and Ratepayers' Association on 10 August requesting updates on the possibility of installing reflectors on the fence outside the Coatesville Dairy and an investigation into an upgrade of the signage, camber and guardrail at the s-bend corner on Sunnyside Road, Coatesville. Member Johnston also requested an update on a flooding and street

			lighting issue at 459 Coatesville-Riverhead Highway. <i>Referred to Network Management and Safety.</i>
20	39 Whitaker Road, Warkworth	Request for construction of a retaining wall at 39 Whitaker Road, Warkworth.	Member Houlbrooke forwarded a request for construction of a retaining wall at 39 Whitaker Road, Warkworth, by way of repairing damage caused by AT's contractors who had sprayed the berm. The property is on the No Spray register and the damage caused had created potential for the bank/trees to slip according to the resident. On 31 August Member Houlbrooke was advised that AT's maintenance engineer had met with the resident and, whilst not his preferred treatment, they will clear the old vegetation and hydro seed the bank during the next 6 weeks, weather permitting. The property frontage will also be added to AT's list of retaining walls but, as the resident was advised, this will not be high priority and was not expected to be completed within the next few years.
21	Moir Hill Road, Ahuroa	Complaints regarding maintenance on Moir Hill Road, Ahuroa.	Member Houlbrooke referred the concerns of a representative of a logging company who, because a logging operation is about to begin on Moir Hill Road, has concerns for the safety of all vehicles using the road due to its condition. On 18 August Member Houlbrooke was advised that the road had been inspected on 11 August when it was noted that the areas of concern were indeed corrugated and wet, but that grading was programmed for September. Following further concerns from Cr Sayers, he and Member Houlbrooke were advised on 31 August that maintenance grading had been carried out on Moir Hill Road the previous week and the road inspected by AT's engineers on 29 August. They have no concerns with the road at present, although they will continue to monitor soft spots in shaded areas where the ground is saturated until better weather arrives and these can be repaired. The recent very wet weather conditions and the road being extremely wet were not helping with the regular movements of logging trucks etc. and AT engineers and contractors will continue to do their best in these conditions, looking forward to the drier weather over spring and summer. They are keenly aware of AT's obligations and are monitoring the situation very regularly to assess what needs to be done. Whilst it is AT's obligation to maintain Moir Hill Road, during the construction of Ara Tūhono, NX2 is required to maintain that part

			of the road which is within their approved land/work designation under the consents they hold. This area is defined by the traffic management NX2 has in place. Staff from NX2 meet regularly with the residents and local board to update them and discuss any concerns, and AT's Project Manager Rural North is AT's one point of contact for NX2, regularly communicating with them regarding maintenance issues. With regard to Asia Pacific, they are undertaking their logging operation as consented and permitted under the Unitary Plan.
23	Rodney General - Maintenance Costs	Clean fills and resulting increase in maintenance spend.	Member Phelan Pirrie asked on 17 August what plans AT had to address the increase in maintenance spend that will be required to address maintenance on Rodney's rural road with a rise in the number of clean fill applications being granted and the Environment Court's recent decision on Blackbridge Road in particular, which clearly suggests that AT is responsible for the maintenance resulting from these. <i>Referred to ITP/RLTP.</i>
24	Rodney General - Dissatisfaction with Maintenance Levels of Service	Dissatisfaction with Maintenance Levels of Service.	Members Houlbrooke and Pirrie raised concerns regarding maintenance levels of service on Rodney's roads as a result of a new Facebook Page called 'Rodney Potholes and Shitty Roads'. A meeting between Member Pirrie and AT's Communication staff was held on 6 September to discuss the issue.
25	Te Pua Road, Helensville	Flooding on Te Pua School Road, Helensville.	Member Steele forwarded a request from the residents of 43 Te Pua School Road, Helensville on 21 August for an investigation into flooding at the property and along the road. The residents had cleared their own drains but the water has no way of exiting Te Pua School Road as the culverts are damaged at the start of the road outside Hawky's Haulage and other roadside drains are blocked. On 2 September members were advised that road corridor delivery staff had visited the site and advised that they are aware of historic issues in this area as it is a flat flood plain that does not drain easily. AT's contractors were programmed to begin works to clear the culvert blockages, redefine sections of the water tables and remove vegetation that was restricting the water flow on 1 September. In addition, AT's engineers had requested that NZTA clear water tables on SH16, and that Treescape assist in the removal of trees obstructing the power lines.

Attachment B

26	Horseshoe Bush Road, Dairy Flat	Request for reinstatement of signage on Horseshoe Bush Road, Dairy Flat.	Member Johnston requested reinstatement of the narrowed road / speed advisory sign on Horseshoe Bush Road on the bend near the Dairy Flat Pony Club heading east. The sign was apparently removed several years ago during road works but not replaced. <i>Referred to Network Operations and Safety.</i>
27	Wyllie Road, Kourawhero	Request for widening and increased maintenance on Wyllie Road, Kourawhero.	Member Houlbrooke asked on 29 August 2017 that the lower portion of Wyllie Road, Kourawhero be widened to accommodate construction vehicles and cars passing comfortably, and that maintenance on Wyllie Road be increased to take account of the potholes and corrugations that will be created by the additional motorway construction traffic over the next five years. <i>Referred to Road Corridor Delivery and Traffic Engineering.</i>