

Issues Raised by Elected Members to 2 November 2017

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| 1 | Rautawhiri Road, Helensville | Request for safe crossing point on Rautawhiri Road, Helensville. | <p>Further to previous updates on the request by Member Bailey for the installation of a safe crossing point and warning signage to improve the level of safety for students of Kaipara College on Rautawhiri Road, Members were advised on 21 October that AT's investigation had been completed, the engineers considering factors such as pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets. NZTA's guidelines suggest that pedestrian crossings should only be installed where pedestrian numbers and traffic volumes warrant these, the reason being that unless the crossing facility is well used by pedestrians, drivers will not expect pedestrians at the location so their awareness and attention to the crossing will decrease. Pedestrians also naturally feel more confident crossing at a pedestrian crossing and take less care than they would were there no facility. Combined, these two aspects have an adverse effect and the facility becomes dangerous. As a result, pedestrian crossings are only installed where pedestrian number thresholds are reached. A count completed at the site indicated that pedestrian numbers at this location are insufficient to justify the installation of a pedestrian crossing facility at this stage. Consideration was also given to providing a pedestrian refuge near the school; however, this would involve removing a number of on-street parking spaces that are in very high demand, and possibly relocating the bus stop to ensure the crossing met visibility requirements. Based on the low number of pedestrians currently crossing, these changes are not justified at this time. There are existing warning signs for the school on Rautawhiri Road and during site visits traffic speeds and volumes were observed to be relatively low, with students able to safely cross the</p> |
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| | | | road without a formal crossing facility. |
| 2 | Dairy Flat Highway, Dairy Flat | Safety improvements requested at the intersections of Dairy Flat Highway and Greens and Kahikatea Flat Roads, Dairy Flat. | Further to previous updates on the requests by Member Johnston for a turning bay for traffic turning right into Green Road from Dairy Flat Highway, and a solution to improve visibility for traffic turning right out of Kahikatea Flat Road onto Dairy Flat Highway, in relation to Dairy Flat Highway and Green Road Intersection Members were advised on 11 September that installation of a right turning bay for traffic turning right from Dairy Flat Highway into Green Road cannot be implemented without widening the adjacent bridge on Dairy Flat Highway. Given the relatively low volume of turning traffic at the intersection, the safety record compared to other intersections in the area, and the costs associated with widening the bridge, the right turn pocket cannot be prioritised for installation relative to other safety projects. In addition, there are existing advanced intersection warning signs on Dairy Flat Highway which warn motorists that they may need to slow down and stop if vehicles are waiting to turn into Green Road. In relation to the Kahikatea Flat Road and Dairy Flat Highway intersection, it was acknowledged that the main factor restricting visibility is a horizontal curve on Dairy Flat Highway to the south of the intersection and this cannot feasibly be improved, and that during site observations, trucks parked near the intersection did not significantly impact on visibility. There are currently no plans to make any physical changes to the intersection layout; however, as part of a review of speed limits under new Speed Management Guidelines, consideration will be given to reducing the speed limit on Dairy Flat Highway, which will assist drivers exiting Kahikatea Flat Road. |
| 3 | Mahoenui Valley Road, Coatesville | Request for safety improvements outside | Member Johnston asked on behalf of the Coatesville Residents' and |

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| | | <p>Coatesville School on Mahoenui Valley Road, Coatesville.</p> | <p>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. A response to the request regarding bus drop-off/pick-up was provided on 18 July, AT advising that staff would schedule work to formalise the bus stop this financial year (1 July 2017 – 30 June 2018), and that improvements to signage and road marking will also be undertaken. In response to Member Johnston's request for the speed limit in the area of Coatesville Primary School to be reduced from 50km/h to 40km/h, on 2 November Members were advised that AT's engineers had completed a site investigation, establishing that during the school peak times traffic congestion caused by vehicles stopping and turning to pick up and drop off children is effectively controlling the speeds to 40km/h already, and almost all the traffic using the road at that time is visiting the school. A variable speed limit school zone is therefore unlikely to make any difference to driver behaviour. Outside of the school peak times traffic volumes are very low and there is little to give the speed limit credibility, unless the community hall is in use and generating on street parking, so compliance with the 50km/h zone is likely to be poor, and lowering the speed limit would not make it more credible. <i>Request for a formal crossing point under investigation by traffic engineering.</i></p> |
| 4 | 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. A workshop previously scheduled for 9 November has been |

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| | | | postponed until 7 December to allow staff from AC and AT to collate the information required to update all members on the issue. |
| 5 | Queen Street, Warkworth | Request for improved pedestrian crossing facilities in Queen Street, Warkworth. | Member Houlbrooke forwarded requests from constituents for improved pedestrian crossing facilities in Queen Street, Warkworth, particularly at its Eastern end, asking that this be investigated on 6 July 2017. <i>Under investigation by Network Operations and Safety staff.</i> |
| 6 | 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; that the speed on Falls Road be reduced to 50km/h in the area of the one lane bridge; and about the possibility of the bridge being made two lanes in future. A previous response advised that signage required as a result of previous consultation for speed limit reductions had been installed. In relation to the safety concerns raised, on 12 October Member Houlbrooke was advised that there were no plans to replace the single lane ford on Falls Road, which is clearly indicated by advanced warning signs. It was noted that the geometry of the road controls speeds in advanced of the ford and that the recently constructed Mansel Drive extension provided a direct link from Falls Road to Woodcock Road via Mansel Drive, which the majority of traffic is expected to use to avoid the single lane ford. With regard to the request for a speed camera on Mansel Drive, Member Houlbrooke was advised that the Police are responsible for speed limit enforcement, including speed cameras. |
| 7 | 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 the bus |

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| | | | protrudes into the intersection, obstructing the vision of cars turning out of Ariki Drive. <i>Referred to Traffic Engineering for investigation, response expected in November.</i> |
| 8 | 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 16 October members were advised that there had only been three reported crashes at the bend in the past five years and that, due to the high cost, guard rails were generally only considered in locations with a particularly high number or a high severity of crashes. It was also noted that the location of the driveway would make installing an effective guard rail difficult while still maintaining property access. However, to mitigate the risk of further crashes at the bend, AT will install an additional advanced advisory speed sign for the road, '50' road markings to reinforce the speed limit and raised reflective pavement markers ('cats-eyes') on the outside of the bend to highlight the curve. Members were also advised that the property owner would be asked to remove or relocate the rocks closer to their fence line or property boundary, as these increase the hazards at the corner, potentially causing more damage if a driver runs off the road. |
| 9 | 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. On 1 November Member Johnston was advised that AT is considering installing reflective tape on the fence outside the Coatesville Dairy that would attach to the posts. |

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| | | | <p>This is not standard practice but it should help highlight the fence to motorists. With regard to the signage, camber and guardrail at the s-bend corner, these works commenced during October and included repair of a slip. New signage outside 261 Sunnyside Road was expected to be installed by the end of October/mid-November 2017.</p> |
| 10 | Rodney General - Maintenance Costs | Clean fills and resulting increase in maintenance spend. | <p>Member Pirrie asked on 17 August what plans AT had to address the increased spend required to address maintenance on Rodney's rural roads, with a rise in the number of clean fill applications being granted and the Environment Court's recent decision on Blackbridge Road which clearly suggests that AT is responsible for the maintenance resulting from these. On 18 September Members Pirrie, Houlbrooke, Cameron and Johnston were advised that AT is in the process of identifying the impact of increasing usage of its rural network due to growth related activities such as clean fills. By way of short term planning, AT is in discussions with NZTA on how to access emergency funding to manage existing damage resulting from high usage on its rural road network. Looking forward, AT is also in discussions with Auckland Council staff to establish or influence the current Development Contribution policies to transfer responsibility back to the applicants.</p> |
| 11 | Horseshoe Bush Road, Dairy Flat | Request for reinstatement of signage on Horseshoe Bush Road, Dairy Flat. | <p>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, which was removed several years ago during road works. On 11 October it was confirmed that the curve warning sign is missing the supplementary '55'; this has been ordered and will be reinstated once received.</p> |
| 12 | Wyllie Road, Kourawhero | Request for widening and increased maintenance on Wyllie Road, Kourawhero. | <p>Member Houlbrooke asked on 29 August 2017 that the lower portion of Wyllie Road, Kourawhero, be widened to accommodate</p> |

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| | | | <p>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. On 13 September Members Houlbrooke and Brewer were advised that the section of Wyllie Road that takes motorway construction traffic is now under the control of NX2/Fletchers on behalf of NZTA, that Fletchers had sealed the area up to the entrance of the site and all maintenance is now their responsibility. With regard to the request for widening, members were advised that AT was not currently investigating widening any part of Wyllie Road, and that the reference made to Auckland Council not permitting any further sealing or widening of the road more than likely indicates that the consent for the works did not require this of NX2.</p> |
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| 13 | Main Road, Kumeu | Request for parking enforcement on Main Road, Kumeu. | <p>Member Pirrie advised on 30 August 2017 that commuters were ignoring the current parking restrictions in the Huapai shopping precinct (in the vicinity of Auckland Council's Service Centre at 294 Main Road, Kumeu), asking that enforcement checks of the area be increased and that the current restrictions be checked for their appropriateness. On 13 September Member Pirrie was advised that AT did not manage or provide enforcement at this location; however, patrols on Matura Road will be increased. On 18 September Member Pirrie was further advised that AT's parking enforcement staff had visited the site and confirmed that there are no parking time restrictions in the shopping area, though there are two mobility spaces outside the library. The only restricted areas were the on-road P60 restrictions on Matua Road where there are 16 spaces that AT officers monitor. He was also advised that AT officers had provided enforcement in the area of the shops/library in the past but were told to stop, because this is an Auckland Council carpark where AT does not have delegated authority.</p> |
| 14 | Monk Road, South Head | Request for 'Dust Nuisance' sign on Monk Road, South Head. | <p>Rodney Local Board staff requested installation of a 'dust nuisance' sign on Monk Road, South Head on 7 September 2017 on behalf of a local resident. On 16 September members were advised that the request had been considered by AT's engineers who indicated that dust nuisance signs are only installed in exceptional circumstances, as in most cases they don't result in either a change in driver behaviour or a significant reduction in dust. In the case of Monk Road, most road users are likely to be familiar with the road and hence be aware of the point at which it becomes unsealed. Furthermore, the point where the road changes from sealed to unsealed is close to the South Head Road intersection, so vehicles should not be travelling at high speeds. Due to these factors, a</p> |

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| | | | dust nuisance sign is not considered necessary. |
| 15 | Worrall Road, Kumeu | Flooding on Worrall Road, Kumeu. | Member Pirrie asked on 11 September that continual flooding on Worrall Road, Kumeu, where culverts have been serviced apparently to little effect, be further investigated. A resident indicates that the constant flooding has severely damaged the road surface, to the extent that the road is beginning to wash out, making it dangerous for residents to access their properties, suggesting that the cause of the problem is the inadequate size of the culverts. On 22 September Member Pirrie was advised that AT's engineers were aware of the flooding issues on Worrall Road and in the surrounding areas and, having recently visited the site, will be monitoring the situation until the water levels have receded. At that stage they will be able to assess the situation with the existing culvert pipes. There are apparently issues on the corner of Worrall and Awa Roads, where there appears to be a blockage on private property, but this will also be assessed once the water recedes. Water tabling has been programmed for Awa Road to assist the flow of stormwater, and it was anticipated this would be completed in October. |
| 16 | 26 Merlot Heights, Huapai | Request for the installation of NSAATs outside 26 Merlot Heights, Huapai. | Member Pirrie enquired about the possibility of installing NSAATs outside the property at 26 Merlot Heights, Huapai, to deal with haphazard on-road parking. The property owner has been advised by AT's parking staff that enforcement of the area and ticketing of the vehicles involved is not appropriate. On 2 October Member Pirrie was advised that the site had been reviewed again following receipt of his request but, as previously advised, provided vehicles park legally, access to the driveway of 21 Merlot Heights should not be restricted or blocked. It was acknowledged that vehicles entering or exiting the driveway may have to |

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| | | | do so at very low speeds because of the narrow road and tight turn required, but given the road is a minor cul-de-sac with low traffic volumes, this is not considered a safety issue. However, if vehicles park two metres from the kerb as reported, or within one metre of a driveway, they are illegally parked and should be reported to AT's Parking Compliance Department on (09) 355 3553. |
| 17 | Sandspit Wharf, Sandspit | Request for increased parking enforcement at Sandspit Wharf, Sandspit. | Member Houlbrooke asked on 15 September 2017 that enforcement of time restricted parking on Sandspit Wharf, particularly in front of the café and from the café to the wharf, be increased as it was being significantly abused. Member Houlbrooke also requested advice on the current level of monitoring and any plans to increase this, particularly over the summer months. On 5 October Member Houlbrooke was advised that AT's enforcement team was aware of the issues at Sandspit carpark, especially during the summer months, and that over a Monday – Friday period, a parking officer visits twice a week. At the weekends there are visits twice a month. However, they have a dedicated AT staff member who works at the carpark who has been asked to monitor the situation and inform parking compliance if further attendance is required. |
| 18 | Sandspit Road, Sandspit | Clarification of ownership of the spit at Sandspit. | Member Houlbrooke requested clarification of the ownership of the spit at Sandspit, suggesting that while the road surface was managed by AT, she understands that AC owns the reserve and therefore the causeway itself. <i>Referred to Asset Management for response.</i> |
| 19 | Brick Bay Drive, Sandspit | Clarification of AC/AT boundaries on Brick Bay Drive, Sandspit. | At a meeting on 15 September 2017 Member Houlbrooke requested clarification of the Auckland Council /AT boundaries of the area in Brick Bay Drive, Sandspit, adjacent to the Brick Bay Drive-Sandspit Road Reserve, where vehicles were often |

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| | | | parked on the berm. The outcome of this will inform further discussion on the installation of bollards to prevent parking on the reserve. <i>Referred to Road Corridor Delivery.</i> |
| 20 | Sandspit Wharf, Sandspit | Request for Engineer's report on Sandpit Wharf, Sandspit. | Member Beth Houlbrooke made a request under the provisions of the Local Government Official Information and Meetings Act on 9 October, on behalf of Kawau Island residents Lyn Hume and Michael Marris, for a copy of an engineer's report on the structural integrity of the wharf at Sandspit. This report subsequently led to the decision by AT to carry out strengthening and repair works of the facility. <i>Referred to Asset Structures/Metro.</i> |
| 21 | Matakana Road, Matakana | Request for variable speed zone for Matakana School, Matakana. | Member Houlbrooke requested on behalf of the Matakana Community on 9 October that a 40km/h variable speed zone be introduced on Matakana Road, Matakana, in the area of Matakana School. On 16 October Member Houlbrooke was advised that the use of school zones and the associated electronic signs is subject to meeting warrant criteria prescribed by central government regulations. A previous assessment for the school indicated it did not meet the warrant criteria for a 40 km/h school zone, and active school warning signs were installed. However, due to recent growth in the area, AT agreed to review the previous findings to assess whether the school now meets the warrant criteria, its relative priority on AT's ongoing programme to implement variable speed limits and active warning signs for school zones also being assessed. On 30 October, Member Houlbrooke was further advised that the key criteria in determining whether the warrant is met are the operating speeds of vehicles on the road during school peak times, and the level of school related activity on the roadside, measured in terms of the number of children crossing the road or getting into and out of cars in the immediate |

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| | | | <p>area around the school entrances. The recent assessment confirmed that the current operating speeds and the level of pedestrian activity in the vicinity of the school are both below the warrant criteria for a 40km/h zone. This is likely due to a number of factors, including that the school has a well operated on-site drop-off area for students which significantly reduces the need for students to be dropped-off on the roadside. Furthermore, the current active school warning signs appear to be effective in reducing vehicle speeds to an acceptable level during peak periods. Based on the recent assessment, AT does not propose to install a 40km/h school zone for Matakana Road.</p> |
| 22 | Matheson Bush and parts of Cape Rodney Road, Leigh | Partial sealing of Matheson Bush and parts of Cape Rodney Road, Leigh. | <p>On 16 October 2017 Member Houlbrooke asked that she be copied into the response to a suggestion for a more permanent solution for Matheson Bush Road and parts of Cape Rodney Road, the suggestion being that sealing of these roads as single lanes with occasional passing bays, as happens in the UK and parts of Europe on lightly-trafficked roads, would be cost effective. <i>Referred to Assets and Maintenance Teams for response.</i></p> |
| 23 | Hamilton Road, Warkworth and Rodney roads general | General Information request about maintenance schedules and specific requests regarding Hamilton Road, Warkworth. | <p>On 17 October Cr Sayers asked what the average maintenance schedule timing for unsealed roads to be graded across Rodney was, that is, on average how often are roads graded. Cr Sayers also requested a copy of the AT specifications that roads are graded to (the standards/quality AT's contractors are required to achieve) and the scheduled frequency of grading for Hamilton Road, Snells Beach. <i>Referred to Road Corridor Delivery.</i></p> |
| 24 | 332-336 Mahurangi East Road, Snells Beach | Ownership of the parking area in front of the properties at 332-336 Mahurangi East Road, Snells Beach. | <p>Member Houlbrooke asked on 23 October that ownership of the parking area in front of the commercial properties at 332 to 336 on Mahurangi East Road, Snells Beach be clarified, a resident having been advised that it was owned by the owners of adjoining premises.</p> |

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| | | | On 30 October Member Houlbrooke was advised that the land directly in front of the commercial premises at 330-336 Mahurangi East Road, Snell's Beach, is legal road and therefore the responsibility of AT to manage and control. |
| 25 | Omaha Drive. Omaha | Footpath on Omaha Drive, Omaha. | Member Houlbrooke asked on 30 October on behalf of the Omaha Beach Community for advice and guidance as to how they can achieve construction of a footpath on Omaha Drive. The community asked whether it would make any difference to the priority of the footpath if it were to be constructed on the opposite side of the road, which is AT's preference; and if AT would consider carrying out pedestrian and traffic counts in this area. Member Houlbrooke advised that the community may settle for a gravel path if allowed, or a bridle path in its place, to save money, suggesting that the community is willing to contribute time, pro bono work and possibly even funds to the project. <i>Referred to AT's Walking and Cycling Team.</i> |
| 26 | Broadlands Drive, Omaha | Request for costs of repairs for fishing platform on Broadlands Drive, Omaha. | Member Houlbrooke asked on 31 October what the costs had been to repair the fishing platform on Broadlands Drive, Omaha. <i>Referred to Road Corridor Delivery.</i> |