

Issues Raised by Elected Members to 31 January 2018

1	Mahoenui Valley Road, Coatesville	Request for safety improvements outside the school on Mahoenui Valley Road, Coatesville.	<p>In response to a request by the Coatesville Residents' and Ratepayers' Association for a formal crossing point on Mahoenui Road, Coatesville, members were advised on 1 December 2017 that pedestrian counts indicate that the numbers at this location are insufficient to justify the installation of a pedestrian crossing at this stage. However, the location meets the requirements for a school-patrolled crossing with kerb extensions and no zebra markings, otherwise known as a 'kea crossing'. AT is only able to proceed with the investigation, design and consultation process for a kea crossing if the school is willing to operate the crossing, and a Memorandum of Understanding between the school and AT is signed in this regard. Staff will therefore contact the school to determine if this is an option and, providing the school is happy to proceed, the project will be added to the Minor Improvement Works prioritisation list where it may be prioritised in June 2018. It should be noted that should this request proceed to implementation, it will result in some loss of parking. <i>Note: Responses to additional safety improvements outside the school on Mahoenui Valley Road have been referred to in previous update reports.</i></p>
2	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 south Riverside Drive scour to the boat ramp and on 22 August 2017 was advised that the project would require agreement with Auckland Council (AC) staff as to the type and timeframes for provision of a coastal defence/retaining structure to provide protection to the road in its current configuration. The matter was discussed at a local board workshop on 7 December 2017 when members were advised that there was no imminent danger to either the riverbank or the road, both of which had been under observation since 2000. AC staff will be preparing a number of Coastal Compartment Management Plans over the next few years in consultation with local boards and communities, and actions proposed as a result of the plan developed for Point</p>

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			Wells would be discussed at the appropriate time.
3	Queen Street, Warkworth	Request for improved pedestrian crossing facilities in Queen Street, Warkworth.	Member Houlbrooke received requests from constituents for improved pedestrian crossing facilities in Queen Street, Warkworth, particularly at its Eastern end. On 22 November members were advised that as the result of investigations to determine pedestrian demand, desire line, traffic volumes, crash history and proximity to driveways and side streets, a pedestrian crossing facility for this location will be considered as part of AT's Minor Improvements Programme. This process, involving the ranking of projects based on their safety and operational needs, will be completed in June 2018 so it is not yet possible to confirm when a pedestrian facility for Queen Street might be installed.
4	Mahurangi East/Ariki Drive intersection, Snells Beach	Safety concerns about the intersection of Mahurangi East/Ariki Drive intersection, Snells Beach.	Member Houlbrooke raised concerns about safety at the school bus stop on the corner of Mahurangi East Road and Ariki Drive, Snells Beach, and was advised on 15 January 2018 that, as result of an engineer's investigation, it was proposed that a bus stop cage marked by a broken yellow line be installed between the properties at 257 and 263 Mahurangi East Road. The operating hours of the stop will coincide with the pick-up and drop-off times of the school bus service and parking at the location will be allowed at all other times. External consultation on the proposal, followed by consultation with affected residents will be carried out. As the bus shelter is not an AT asset, AT has restricted ability to relocate this as part of the proposal, but staff will make recommendations to the Ministry of Education that the shelter be relocated to align with the new markings. In addition and because blocking an intersection is illegal, Ministry staff will also be requested to remind bus drivers of their obligations to move forward to ensure that the intersection is kept clear.
5	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

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			therefore the causeway itself. On 15 November members were advised AT's Assets team had confirmed that the land under the spit within the highway boundary is the responsibility of AT to manage and maintain. The land on the spit outside the highway boundary is the responsibility of AC.
6	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 AC/AT boundaries in the area in Brick Bay Drive, Sandspit, adjacent to the Brick Bay Drive-Sandspit Road Reserve. On 8 November members were forwarded an aerial photo showing the Sandspit Road - Brick Bay Drive Reserve and associated road boundary, together with a LINZ spatial map further illustrating this, and showing the legal road. They were advised that the road corridor adjacent to the reserve, including the concrete footpath and approximately a metre width of grass, was AT's responsibility, with the remaining grassed area forming part of the reserve. However, AC Parks maintain the vegetation on the road corridor in front of the reserve under AC's berm mowing policy.
7	Sandspit Wharf, Sandspit	Request for Engineer's report on Sandpit Wharf, Sandspit.	On 9 October 2017 Member Houlbrooke requested a copy of an engineer's report on the structural integrity of the wharf at Sandspit on behalf of Kawau Island residents. The report subsequently led to the decision by AT to carry out strengthening and repair works of the facility. A copy of the report was forwarded to Member Houlbrooke on 14 November 2017.
8	Matheson Bush and parts of Cape Rodney Road, Leigh	Partial sealing of Matheson Bush and parts of Cape Rodney Road, Leigh.	On 16 October 2017 Member Houlbrooke asked that she be copied into the response requesting that Matheson Bush Road and parts of Cape Rodney Road, Leigh, be sealed as single lane roads with occasional passing lanes. On 20 November Member Holbrooke was forwarded a copy of the response prepared for the constituent which indicated that partially sealing unsealed roads was not cost effective, with the preparation for sealing comprising earthworks, carriageway widening and

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			stabilisation of the underlying base. The application of dust suppressants was also not effective, with 90% of roads treated deteriorating due to the poor condition of the underlying pavement.
9	Hamilton Road, Warkworth and Rodney roads general	General Information request about maintenance schedules / specific requests re: Hamilton Road, Warkworth.	On 17 October Cr Sayers asked what the average maintenance schedule timing for unsealed roads to be graded across Rodney was, i.e. on average how often are roads graded; for a copy of the AT specifications that roads are graded to i.e. advice about the standards/quality Downers are required to achieve; and the scheduled frequency of grading for Hamilton Road, Snells Beach. On 10 November Cr Sayers and Member Houlbrooke were advised that AT's contractor carries out a minimum of three grading runs each year. Hamilton Road was graded in July and October 2017, and the next grading is scheduled for January 2018. The specifications for AT's Unsealed Roads Maintenance are detailed in Volume 5, Technical Specifications. This section of the contract documents were forwarded.
10	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 on how they could achieve construction of a footpath on Omaha Drive as a community, asking if it would make any difference to the priority of the footpath if it were to be constructed on the opposite side of the road, as per AT's preference; whether AT would consider carrying out pedestrian and traffic counts in this area; whether a gravel or bridle path would be allowed instead, to save money; and where the path sits on AT's latest prioritisation list. On 13 November Member Houlbrooke was advised that AT had received a request for construction of a footpath in Omaha, on Omaha Drive from Success Court to Pioneer Crescent, which had been roughly costed by AT's Walking and Cycling team at \$1.15m (including staff time and design costs). The length had since been re-measured at 950m so the costs will have risen accordingly, and there is no kerbing and channelling involved in this estimate, which would further escalate the costs. Its

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			<p>position in the prioritisation in 2016 was 130 so there was little likelihood that the project would proceed in the foreseeable future. AT's Walking and Cycling team did not consider a gravel path would be a long-term solution, neither is it suitable for disabled users or for the environment, which is urban not rural. In response to the comment that the community is willing to contribute time and pro bono work to the project, Member Houlbrooke was advised that health and safety considerations precluded this possibility, as did the standards of construction required. With regard to whether it would make a difference if the footpath was constructed on the opposite side of the road as per AT's preference, Member Houlbrooke was advised that in all cases AT looks to the side of the road that provides the greatest benefit to local residents in terms of access to properties and connection with the wider footpath network. In relation to traffic and pedestrian counts, there has been no need to carry these out in this area and AT would only consider doing so if there was a particular reason to.</p>
11	Broadlands Drive, Omaha	Request for costs of repairs for fishing platform on Broadlands Drive, Omaha.	<p>Member Houlbrooke asked on 31 October what the costs had been to repair the fishing platform on Broadlands Drive, Omaha. On 11 January 2018 Member Houlbrooke was provided with a breakdown of the costs to repair the fishing platform and advised that the fishing platform had been repaired at the request of AC before they took ownership of it. Any future queries about the platform should therefore be referred to AC staff.</p>
12	Springs Road, Parakai	Request for traffic calming on Springs Road, Parakai.	<p>Member Pirrie asked on 8 November 2017 that an investigation be carried out into possible traffic calming for Springs Road, Parakai, where it was common to see vehicles travelling at speeds close to 80km/h. On 9 January 2018 Members Pirrie, Bailey, Brewer and Steele were advised that speed data gathered indicates that the majority of drivers are travelling at an appropriate speed. The results of the speed data gathered, on-site observations of the road layout and conditions, and a review of the road's</p>

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			<p>crash history did not raise any concerns. The engineers noted that there is a boat ramp nearby, so a number of vehicles using Springs Road may therefore be towing trailers. They therefore consider that speed humps would not be appropriate and believe that the existing speed cushions are working satisfactorily. They did however observe a few drivers not slowing down on their approach to the speed cushions and others taking evasive measures to avoid them so to address this they will be installing a bollard on the side of the road near the second speed cushion before the end of the current financial year. This will ensure that drivers travel over the speed cushion, lowering vehicle speeds.</p>
13	Sanderson /Hudson Road intersection, Warkworth	Requests for sealing and safety improvements for Sanderson/Hudson Roads, Warkworth.	<p>Member Houlbrooke forwarded the concerns of a resident regarding the carriageway condition of Sanderson Road, Warkworth, and safety concerns regarding the intersection of Sanderson/Hudson Road, asking that these be addressed as part of planned road rehabilitation. On 19 December with regard to the safety concerns Member Houlbrooke was advised that an engineer had visited the site and found that there is good visibility for vehicles exiting Sanderson Road. There have also been no reported crashes at the intersection, indicating that it is operating relatively safely. However, they will arrange for the installation of limit lines and Give Way markings and signage on Sanderson Road, to improve the operation of the intersection. On 9 January 2018 it was confirmed that Watercare's trucks were causing most of the damage to the road, and that Watercare is required to repair this damage under the Works Approval Permit, which makes them responsible for road surfaces or road assets damaged by their contractor. Member Houlbrooke was also advised that reinstatement is usually carried out towards the end of the work period, and that AT's compliance team will inspect the area to ensure that this is done.</p>
14	Point Wells general	Request for bike racks at various location in Point Wells.	<p>On 23 November Member Roe asked for follow up on previous requests for bike racks in Point Wells at the General Store, the boat ramp, the library/hall, children's</p>

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			<p>playground, Jetties 1 and 2 and at the Waimanu Place/Pt Wells Road bus stop, noting that the community had seven steel racks and was requesting assistance with permission for their installation and placement pads at several of the locations listed. On 10 January Members Roe and Houlbrooke were advised that the request had been discussed with the officer in charge of AT's regional new bike parking programme and that permission for installation of the bike racks held by the community would be given by an AT engineer after a site visit. However, AT's programme for the 2018/2019 financial year had been approved and there is currently no unallocated funding to cover the cost of additional concrete pads required for some of the locations requested. AT staff are happy however to reconsider those projects in the road corridor in the event approved projects do not go forward or additional funding becomes available. Any projects on parks land would require the approval of Auckland Council in advance. Specific comments about the suggested locations were that it should be possible to find a location in the road corridor near the General Store; the West side of the toilet by the information sign is AC reserve and therefore requires approval from AC Parks; it should be possible to find a location near the Library/Hall in the road reserve; the children's playground is not road reserve therefore approval is required from AC Parks; and it should be possible to find a location in the road reserve near the bus stop on Waimanu Place/Pt Wells Road. In relation to the jetties, clarification was required as to whether installation would be on the road reserve/on AC Parks land.</p> <p>In relation to the requests for bike racks in Omaha and in the Matakana area, they were advised that whilst AT's programme for the 2018/2019 financial year had been approved and there is currently no unallocated funding, specific requests could be referred on to AT's Walking and Cycling team for future consideration.</p>
15	Hill/Victoria	Request for an	Member Houlbrooke asked on 23

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	Streets, Warkworth	extension of NSAAT restrictions at the intersection of Hill and Victoria Streets, Warkworth.	November that the response to a previous request for an extension of the existing NSAAT restrictions at the intersection of Hill Street and Victoria Street to 5 Victoria Street, to improve safety during school drop-off and pick-up times, be reviewed. Member Houlbrooke was advised on 12 December that the outcome of a comprehensive investigation would be available in March 2018.
16	Mainland, Dill and Kaipara Hills Roads, Kaipara Flats	Maintenance on Mainland, Dill and Kaipara Hills Roads, Kaipara Flats.	<p>Criticisms of the standards of maintenance on Mainland, Dill and Kaipara Hills Roads, Kaipara Flats and the performance of AT and its contractors was made to the Office of Mark Mitchell MP on 24 November. On 11 December the MP's Office was provided with a response from AT's Road Corridor Delivery Manager to the concerns which advised that the customer's concerns regarding drainage, dust and road sealing had been responded to and addressed previously. Specific advice regarding routine maintenance and grading for each of the roads was provided.</p> <p>It was noted that Kaipara Hills Road has had an increase in heavy vehicle usage due to a logging facility (forestry is a permitted activity), and that this increase in vehicle movements had caused incremental damage and accelerated deterioration of the pavement strength in one section. However, AT had strengthened this pavement section in July/August 2017, also including a section on Mainland Road, at a cost of almost \$18,000. In addition, the drainage (water tabling) was also upgraded along this location at a cost of approximately \$11,000.</p> <p>AT inspected Kaipara Hills Road, Dill Road and Mainland Road on 8 December with its contractor, Downers, and photos taken at that time were forwarded to the MP's Office.</p> <p>Overall the three roads were in good condition, with the pavement strengthened section on Kaipara Hills Road holding up well. A link to information about AT's seal extension process, including the latest priority list of roads for sealing, was provided.</p>
17	Dairy Flat	Dairy Flat	The Office of Mark Mitchell MP has been

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	Highway /Kahikatea Flat Road, Dairy Flat	Highway/Kahikatea Flat Road, Dairy Flat.	contacted on several occasions about the lack of safety on Dairy Flat Highway at its intersection with Kahikatea Flat Road and sought comment on the issue on 28 November 2017. <i>Referred to Network Management and Safety, response expected in March 2018.</i>
18	Jelas Drive, Riverhead	Request for NSAAT restrictions on Jelas Drive, Riverhead.	Previous requests from residents to have a truck which is frequently parked on the roadside in Jelas Drive, Riverhead, ticketed for illegal parking had failed because the truck is legally parked. On 28 November 2017 Member Brewer asked that NSAAT restrictions be installed in this area as a deterrent, noting that the truck restricts visibility for motorists and had been the cause of several near-misses. On 19 January 2018 a copy of the response sent direct to the resident who raised the issue was forwarded to Member Brewer, indicating that after several site visits AT's engineers considered there was no justification for the installation of NSAAT restrictions as, whilst the truck was parked in the road intermittently, no visibility concerns had been identified due to its presence.
19	Warkworth	Request for subsidy for proposed shuttle service in Warkworth.	Member Houlbrooke asked for consideration of financial support/a subsidy for a shuttle service from Warkworth Showgrounds to the township, as suggested by Leabourn Passenger Service. The proposed service would be to shuttle people from the car park at the Show Grounds from 7.00 a.m. till 9.30 a.m. every 15 minutes, stopping at the bus stop across the road from Countdown on Mill Lane, with the return service 4.00 p.m. till 6.00 p.m. The plan would be to operate a continuous service with a suggested \$5 charge per customer per return ride, these fares offsetting the cost of the service. The bus company's price for this service would be \$250 per day. On 22 December members were advised that AT's PT Metro team had considered the request but advised that it is not able to subsidise a service that had not been through a competitive tender process. A Warkworth to Silverdale service was recently put out to tender and a contract awarded, and AT

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			staff will be working with the successful contractor in the New Year to finalise details of the service. The AT Metro team will meet with members during the first half of 2018 to further discuss the introduction of this service.
20	Point Wells Proposals	Request for comment on proposals by Point Wells Community and Residents' Association.	Member Houlbrooke asked for comment on initiatives presented to the Rodney Local Board by the Point Wells Community and Residents' Association in December 2017, together with how some of the measures proposed, or alternative measures, might be implemented. <i>Referred to Network Management and Safety for consideration.</i>
21	Woodcocks Road / Evelyn Street / Mansell Drive intersection, Warkworth	Request for further safety improvements at the Woodcocks Road / Evelyn Street / Mansell Drive intersection, Warkworth.	On 21 December Member Houlbrooke requested further safety improvements at the Woodcocks Road / Evelyn Street / Mansell Drive intersection, Warkworth following a serious crash. <i>Referred to Network Management and Safety for consideration.</i>
22	Old North Road, Waimauku	Request for investigation into surface treatment and run off on Old North Road, Kaukapakapa.	Member Bailey has asked that surface treatment and run-off on the steep hill on Old North Road close to its intersection with Taylor and Peak Roads, Waimauku, be investigated, suggesting that a number of accidents over the past year are as a result of the road surface rather than driver error. <i>Referred to Network Management and Safety for investigation, response expected May 2018.</i>
23	Blackbridge Road Bridge, Dairy Flat	Request for information regarding historical weight restriction on Blackbridge Road Bridge, Dairy Flat.	In response to a query about the one-lane bridge on Blackbridge Road, Dairy Flat, Member Johnston was advised on 21 January 2018 that AT had no record of any restriction report or any improvements to the structure carried out in the recent past. According to its records, Blackbridge Road bridge NO1 was constructed in 1965 in accordance with the design standards at that time. As part of its Asset management, AT has all bridge structures on its network inspected every two years by qualified engineers, who check the condition of the structures and identify any defects that need attention. The last inspection report for the Blackbridge Road bridge was carried out in April 2016. The

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			<p>report indicated that the structure was in above average condition and that the minor defects identified had no significant impact on its current load carrying capacity. The engineers note that these minor defects will be addressed through AT's renewal programme. In addition to the general inspection noted above, all bridges are certified regularly by a qualified engineer to establish their load carrying capacity. Any bridges not capable of carrying normal (class 1) traffic are restricted and signposted after going through this annual process. The latest inspections were carried out in June 2017 and identified that there is currently no need to apply a weight restriction (i.e. for vehicles in excess of 44 tonnes) on the Blackbridge Road bridge. AT's Overweight Permit Team has also confirmed that the increase in the number of vehicles as a result of the recently consented clean fill operation will have no significant impact on the bridge and that no overweight permits will be issued. However, as a precautionary measure, the Assets team will inspect the bridge again 3 - 4 months after the operation commences.</p>
24	Haranui Road, Haranui	Repairs needed to a washout on Haranui Road, Haranui.	<p>The Mayor's Office asked on 24 January for information regarding Haranui Road, Haranui, where a washout which occurred some years ago has not yet been repaired and there is a risk that school bus services may be compromised as a result. <i>Referred to Road Corridor Delivery for investigation.</i></p>
25	Kaipara Hills Road, Kaipara Hills	Criticism of previous repairs and others not actioned on Kaipara Hills Road, Kaipara Hills.	<p>MP Mark Mitchell was contacted again on 25 January 2018 by a resident of Kaipara Hills Road who is unhappy about maintenance work carried out previously and those programmed for late 2017, which he indicates had not been actioned. <i>Referred to Road Corridor Delivery for an update.</i></p>
26	Unsealed Road Maintenance General	Queries about unsealed road maintenance.	<p>As a follow on from a response to a constituent who was advised that the unsealed road practices employed in the Rodney area are industry standard for unsealed roads, on 27 January 2018 Member Sayers asked for details of the 'industry standard'; the 'specified condition that the AT Contractor must keep the road</p>

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			maintained to'; how regular and how often were the network inspections referred to; what exactly is the set number of gradings referred to each year; and what was the 'general maintenance' carried out between gradings. <i>Referred to Road Corridor Delivery.</i>
27	Blackbridge Road, Dairy Flat	Request under LGOIMA for engineer's report on Blackbridge Road, Dairy Flat, No1 Bridge.	On 30 January 2018 Member Johnston asked under the provisions of the Local Government Official Information and Meetings Act for a copy of the engineer's report prepared on the Blackbridge Road bridge NO1 in June 2017. <i>Referred to Assets Maintenance.</i>
28	Blackbridge Road, Dairy Flat	Request under LGOIMA for rehabilitation costs for Blackbridge Road, Dairy Flat.	Member Johnston asked for details of the cost of the recent Blackbridge Road rehabilitation under the provisions of the Local Government Official Information and Meetings Act, suggesting these would be useful for decision making in the future and useful in the strategic project of where clean and managed fills should be located. <i>Referred to Road Corridor Delivery.</i>