

Issues Raised by Elected Members to 3 April 2018

	Location	Issue	Status
1	Hill and Victoria Streets, Warkworth	Request for an extension of NSAAT restrictions at the intersection of Hill and Victoria Streets, Warkworth.	On 23 March 2018 Member Houlbrooke was advised of the outcome of a second investigation into the request for NSAAT restrictions on Victoria Street, Warkworth. The engineers noted that AT supports and encourages active transport and the use of public transport for the journey to and from school, in support of both road safety outcomes outside the school gate and reducing congestion on the network. In areas where this is not possible, AT has dedicated resources to promote parking and walking from identified locations close to schools, but not immediately in front of the school gate. Parking demand outside schools is tidal with the busiest periods at school start and finish times. As such the benefits of implementing parking restrictions near schools is limited. AT is currently undertaking a trial of suitable options to provide safety outside schools for all road users, working with four schools and using different treatment types to assess their suitability to provide safety during morning and afternoon school peak times. While this trial is underway, no changes to existing restrictions or layouts will be implemented, including the implementation of NSAAT restrictions around schools. The trial will be completed by Term four 2018. Further information on AT's parking strategy around schools can be found on AT's website. Notwithstanding the above, AT's engineers have reviewed their response to the previous request and note that Victoria Street is a low volume road approximately 7.4 metres wide, which means it is not considered a narrow road. As such, they consider that the existing NSAAT restrictions are adequate to limit accessibility issues and that no further changes are necessary.
2	Dairy Flat Highway / Kahikatea Flat Road, Dairy Flat	Safety at the Dairy Flat Highway / Kahikatea Flat Road intersection, Dairy Flat.	The Office of Mark Mitchell MP sought comment about safety on Dairy Flat Highway at its intersection with Kahikatea Flat Road on 28 November 2017. On 29 March the MP's Office was advised that investigations aimed at improving road safety are currently underway along the length of Dairy Flat Highway. In addition to specific intersections, AT is looking at safety along the entire route and determining the safe and appropriate speed for Dairy Flat Highway. A review of the posted speed limit is underway in addition to a number of minor safety improvements for the 2018/2019 year. Some of the more complex investigations are planned for delivery in 2019/2020. Changes to the highest risk intersection, at Coatesville Riverhead Highway and Dairy Flat Highway, are planned for the 2018/2019 financial year.

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3	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 (PWRCA) in December 2017, asking how some of these or other appropriate measures might be implemented. <i>Note: Speed counts undertaken indicate that the 85th percentile in this area is 58 km/h. Vehicle speeds are therefore of concern and AT's engineers are now investigating suggestions made by PWRCA or other appropriate measures that may be implemented.</i>
4	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. On 5 March Members Houlbrooke, Pirrie and Brewer were advised that engineers had completed their investigation and advise that additional signage will be installed, complete with high visibility backing (where the standard regulatory sign has a coloured backing board) to improve visibility for drivers approaching on Mansell Drive. This work will be completed by the end of May.
5	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, response expected May 2018.</i>
6	Haranui Road, Haranui	Repairs needed to a washout on Haranui Road, Haranui.	The Mayor's Office asked on 24 January for information regarding Haranui Road, Haranui, where a washout that occurred some years ago had not been repaired and there was a risk that school bus services may be compromised as a result. On 15 March the Mayor's Office was advised that AT's Network Management and Safety Team had completed their investigation and assessed the concerns regarding safety and the width of the road. Haranui Road is a minor rural road with very low traffic volumes, is unsealed for much of its length, and is narrow in some locations. However, this is common for roads such as Haranui Road and drivers are expected to drive to the conditions and be prepared to give way to oncoming traffic if necessary, especially regular users of the road such as the school bus driver. During the site visit the road was seen to be operating safely. This is supported by the crash history, in that there have been no reported

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			crashes in the past five years. The cost required to widen the road to a two-way traffic flow in all locations would be significant and given the results of the investigation, this cannot currently be justified.
7	Kaipara Hills Road, Kaipara Hills	Criticism of previous repairs not actioned on Kaipara Hills Road, Kaipara Hills.	A resident of Kaipara Hills Road unhappy about maintenance work carried out previously on Kaipara Hills Road, contacted MP Mark Mitchell on 25 January 2018. On 2 February 2018 the MP's Office was advised that AT's Road Corridor Delivery Manager North notes that Kaipara Hills Road and Mainland Road were inspected again on 30 January with AT's contractor. At that time the engineers found some clusters of potholes and ripple corrugations on both roads that which will be addressed. The cross fall also needs correcting and shaping, and this will be done during the next grading scheduled for February (both roads are programmed for grading in February 2018). The last work carried out of these roads was Kaipara Hills - graded 1 December 2017, graded, water cart and Rolled 12 and 13 December 2017, repaired heave 13 December 2017; Mainland Road graded, water cart and rolled 12 December 2017.
8	Unsealed Road Maintenance	Queries about unsealed road maintenance.	As a follow on from a previous response to Cr Sayers that the network maintenance contract required AT's Contractor to keep the roads maintained to a specified condition, Cr Sayers asked for details of the "industry standard" for maintaining unsealed roads; the "specified condition that AT's Contractor must keep the road maintained to"; how regular and how often the network inspections were carried out; what exactly is the set number of gradings referred to each year; and what was the "general maintenance" carried out between gradings. In a response on 13 February Member Sayers was advised the standard for maintaining unsealed roads should be in accordance with the specifications and maintenance strategies provided within AT's Code of Practice, NZTA's Specification General Requirements, the Australian Road Research Board (ARRB) and Main Highways Board. These documents are available for public viewing on each of these organisation's websites. The specified condition that the AT's Contractor must keep the road maintained to is included in the above-mentioned documentation. The contractor is also required to provide a safe and well-maintained surface and address carriageway defects that adversely affect road users such as corrugations, potholes, scouring, rutting, lack of traction etc. It is a requirement of the Road Corridor Maintenance (RCM) contract that Service Level 7 (SL7 – Unsealed

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			<p>Roads) roadways be inspected every two months (50% of the road length per month). A night-time inspection is required every six months (17% of the road length per month). The RCM contract requires that all roads be graded at least three times each year and/or at whatever increased frequency is required to maintain the contractual performance criteria. The general maintenance carried out between grading cycles relates to inlets and outlets of stormwater culverts, including vehicle crossings culverts, keeping these free from debris and deleterious material; aggregate replenishment; road signage including roadside marker maintenance and renewal; berm mowing and maintenance; asset maintenance including bridges; roading inspections and reporting.</p>
9	Blackbridge Road, Dairy Flat	Request under LGOIMA for engineer's report on Blackbridge Road, Dairy Flat, No1 Bridge.	<p>On 30 January 2018 Member Johnston asked for a copy of the engineer's report prepared on the Blackbridge Road bridge NO1 in June 2017, under the provisions of the Local Government Official Information and Meetings Act. On 2 March Member Johnston was provided with a copy of the engineer's report, together with an explanation of the process that AT follows for the management of restricted bridges (weight and/or speed) and how this process relates to Blackbridge Road Bridge. She was advised that AT maintains more than 1200 bridges in the network and the general condition of those bridges varies from excellent to very poor based on NZTA guidelines. In line with policy, AT engages qualified consultants to inspect the bridges and other significant highway structures on the network every two years. Special inspections are carried out on identified structures determined by the general inspections that require more detailed information depending on the circumstances. The inspection reports consist of the condition of the various components of the structure, a brief description of the defect and rough order estimate for repair work. Most importantly, the report indicates any structural issues that can lead to safety concerns. For Restricted Bridges, AT initially prepares a list of roading structures that have significant issues affecting the load carrying capacity based on the inspection consultant's recommendations and verified by AT structural engineers. The structures in this list will be subject to a detailed inspection and review of the load carrying capacity by a qualified and authorised independent engineer. This review includes special site inspection and testing, researching plans, understanding the loading design codes and year of construction, assessing the structural deterioration and structural calculations. During this investigation if</p>

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			<p>any structure is found to have insufficient strength to safely accommodate legal traffic (class one loads) and/or maintain legal speed limits, then a weight and/or speed restriction is certified to avoid over straining the structure. Restrictions are published in newspapers circulating in the district in which the bridge is situated and signs are erected near each end of the structure indicating weight and speed limits. Removing any restrictions needs to follow the same procedure. This process is mandatory to all road-controlling authorities under the Heavy Motor Vehicle Regulations 1974. In relation to Blackbridge Road Bridge No1, AT followed this procedure and appointed an independent consultant on 30 Oct 2016 to provide the required certification on the bridges that require weight and/or speed restriction. The consultant screened all the bridge inspection reports to identify those that may need weight or speed restrictions. The list consisted of 19 bridges (not including Blackbridge Road Bridge No 1) and the consultant then followed the process to evaluate the load carrying capacity in line with NZTA guidelines. Finally, they provided the certificates for nineteen bridges that were found to be of insufficient strength to safely accommodate legal traffic (class one loads) and or maintain legal speed limit. The Blackbridge Road Bridge No1 was not identified by AT engineers or by the screening process as a structure requiring restricted use. It was also noted that this particular bridge is capable of taking slightly more than the legal load and will not be considered by AT for any overweight use/permits.</p>
10	Blackbridge Road, Dairy Flat	Request under LGOIMA for the cost of repairs completed on 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 in the strategic project of where clean and managed fills should be located. On 2 March Member Johnston was advised that the rehabilitation work on Blackbridge Road was currently 95% complete and that the cost of the works was approximately \$270,000.
11	Tunnel Road, Tapora	Escalation of Case Number CAS-677967-M9N2H9, Tunnel Road, Tapora.	Member Houlbrooke forwarded concerns raised by a resident about the maintenance of Tunnel Road, Tapora on 8 February 2018. On 28 February Member Houlbrooke was advised that AT's Project Manager had inspected the road on 13 February with the contractor, noticing potholes and a clay spot that will be addressed as soon as possible, with grading,

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			drainage and vegetation routine maintenance also to be carried out.
12	McLachlan Road, Kaukapakapa	Request for McLachlan Road, Kaukapakapa to be escalated on the priority list for road sealing.	Member Pirrie forwarded a request for McLachlan Road, Kaukapakapa to be escalated up the priority list for road sealing in response to the condition of the road (only 2/3 of the carriageway passable, blocked trenches, water running down the roads, potholes and corrugations), a proposed sand mine and the number of incidents. On 4 April Member Pirrie was advised that McLachlan Road was graded and metalled on 27 February 2018, the grader clearing the water channels at the same time. Sections of the road have been identified for upgrading, but this work may be delayed pending the outcome of discussions with a developer who must also carry out work on the road, so that a 'dig once' approach can be followed to minimise disruption. In relation to the position of McLachlan Road being escalated on AT's prioritised list for road seal extension, given that the list is established in accordance with AT's seal extension strategy and policy document, it is unlikely that the position of McLachlan Road on that list will change without there being significant changes to its use.
13	Whitmore Road, Tauwharanui Peninsula	Request for speed reduction on Whitmore Road, Tauwharanui Peninsula.	On 13 February Member Houlbrooke asked on behalf of the Buckleton Beach Residents' and Ratepayers' Association for consideration of a reduction in the speed limit on Whitmore Road, Tauwharanui Peninsula, from 100 km/hr to 80 km/hr. On 28 February Members Houlbrooke and Brewer were advised that AT is developing a proposal for speed limit changes for the Tauwharanui Peninsula area, including Whitmore Road. It is expected that engagement on this proposal with the local board and community will be carried out in April/May 2018.
14	Krippner and Ahuroa Roads, Puhoi	Request for update on slips on Krippner and Ahuroa Roads, Puhoi.	Member Berger asked on 13 February 2018 for an update on the repair of slips that had occurred on Krippner and Ahuroa Roads, Puhoi some time ago. On 28 February Member Berger was advised that there are several areas of narrow carriageway on Krippner Road due to historic slips, which have been widened where possible and there are no immediate plans to carry out further work. The slips on Ahuroa Road are not affecting the road width and are being monitored. At the appropriate time these slips will be reassessed, together with all other slips in the Rodney area, to establish whether they should be included in the 2018/2019 works programme.
15	Sandspit Car Park, Warkworth	Queries regarding installation of	On 13 February 2018 Auckland Council (AC) staff referred a query from a Kawau Island resident who asked whether an individual would be allowed to

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		an electric car charger at Sandspit Car Park, Warkworth.	install an electric car charger at Sandspit Car Park. Alternatively, advice was sought as to whether Tesla could provide the chargers and the Council pay to have these installed, with the chargers then being available to the public. On 28 February AC staff were advised that AT had recently embarked upon a programme to introduce E/V charging to selected facilities through the greater Auckland area. As prudent operators AT is selecting locations based on potential patronage, the availability and convenience of the appropriate power supply and for maximum impact. The facility of Sandspit, due to its location and limited patronage for the majority of the year, is currently low on AT's list of potential future locations. Should any supplier wish to install charging stations into this car park it would be at the discretion of AT and with the understanding that all supply, installation and ongoing costs associated with the chargers would be the sole responsibility of that supplier.
16	Inland Road, Kaukapakapa	Request for washouts on Inland Road, Kaukapakapa to be addressed.	Inland Road, Kaukapakapa was graded in December 2017 and inspected in mid-January 2018 when it was found to be well-maintained and not requiring further maintenance. However, Member Pirrie asked on 14 February whether washouts that occur could be addressed in some way. On 1 March Member Pirrie was advised that the process followed to address washouts such as those described was inspection, followed by making the area safe, marking it out if necessary and then monitoring whilst the repair work required was investigated and programmed. Washouts are to be expected during heavy weather events, and those on Inland Road are of such a nature that measures that are more permanent are not considered necessary at this stage. The road was last inspected on 22 February, and though there are some areas of scouring, these will be addressed during the next grading.
17	31A Matakana Valley Road, Matakana	Request for safety investigation in the vicinity of 31A Matakana Valley Road, Matakana.	Member Houlbrooke requested an investigation into safety issues in the vicinity of 31A Matakana Valley Road, particularly for schoolchildren, asking that a footpath or NSAAT restrictions be installed. It was noted that ATs Road Corridor Delivery has a rehabilitation planned for 2018/2019 and that Healthy Waters is involved in a project to install footpaths in the area at the same time. Member Houlbrooke later forwarded a suggestion that, in lieu of a footpath, extending the seal as wide as the current gravel and separating the road from the grassed berm with timber sleepers such as those proposed for the other side of Matakana Valley Road could help separate the children from the cars. Upright plastic bollards

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			may also be appropriate. <i>Under consideration by Network Operations and Safety.</i>
18	Sophia and Suie Roads, Martins Bay	Complaints about the condition of Sophia and Suie Roads, Martins Bay.	Cr Sayers was contacted by a resident of Martins Bay concerned about the condition of two new roads (Sophia and Suie) constructed as part of a subdivision. On 7 March Cr Sayers was advised that AT's Principal Consents Specialist had raised concerns with Auckland Council (AC) regarding the road carriageway which, given its relatively recent construction and low volume of traffic, should not have failed so soon. Auckland Council resource consents staff will in turn follow up with Aspire, the company responsible for the design and engineering supervision of the road construction. In principle, AC staff have agreed that the road pavement should not be failing so soon and that the problem needs to be repaired by the consultants / contractors / developers. In the meantime, AT's maintenance engineers will investigate the possibility of interim repairs to prevent water further penetrating the pavement and increasing the rate of deterioration. With regard to maintenance of the abandoned land, steps have been taken to add this to AT's mowing schedule, though it should be noted that the timing and frequency of this service is at the discretion of AT and will vary depending on seasonal growth of the grass.
19	Pine Valley Road, Dairy Flat	Request for axle count and weight limit bylaws on Pine Valley Road, Dairy Flat.	Member Houlbrooke queried the possibility of an axle count and weight limit by-law being imposed on Pine Valley Road, Dairy Flat on 26 February 2018, to restrict the number of heavy truck and trailer units using this local road used as a national highway bypass. Member Houlbrooke was advised on 27 March that, whilst it would be possible to limit the number of axles a truck can have when using the road, or the maximum weight of a truck, these sorts of controls are undesirable from a transport perspective. Pine Valley Road, together with Kahikatea Flat Road and a short section of Dairy Flat Highway, form an important east west arterial link between Silverdale/State Highway 1 and State Highway 16. The route is part of the defined 'over-dimension route' for trucks carrying large loads such as houses, machinery, and equipment, with loads possibly up to 10m wide, 6m high and 20m long. The estimated average daily traffic count on Pine Valley Road is between 5,800 and 6,500 vehicles per day, and the estimated % of heavy commercial vehicles is approximately 9%. Pine Valley Road is also classified as an Arterial road in terms of the One Network of Roads Classification system. Common axle

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			configurations and weights of trucks, and truck and trailer units, found using roads in NZ are: trucks, generally 2 – 5 axles, and mass between 10T and 20T; truck and trailers, generally between 7 to 9 axles, and maximum mass between 44T and 56.8T. The breakdown of various axle configurations and truck masses using Pine Valley Road is not readily available, but AT's engineers have recently assessed the road and found no significant safety concerns.
20	Rodney's unsealed network	General queries about Rodney's unsealed roading network.	Following a meeting with AT's senior road corridor delivery staff, Cr Sayers asked on 26 February for a map or list of the 100 kilometers of the unsealed network that has been lifted to the "enhanced level"; when a dust suppressant product would be available for routine operational application; and for confirmation of the level of annual funding for its seal extension programme that AT is recommending via the Regional Land Transport Programme 2018-2028 (RLTP). On 9 March Cr Sayers was provided with the list of roads strengthened using the new methodology, advised that there are no plans at the moment to use dust suppressants on the unsealed road network as they are cost prohibitive, and that there is \$3 million per annum for seal extension in the draft RLTP, which will be adjusted each year for inflation.
21	Speed Limit Review Process	Request to expedite AT's Speed Limit Review Process.	Following a recent workshop session during which AT's speed limit review was discussed, Member Brewer challenged AT to complete its review of the top priority roads within 12 months, not the projected three years, noting that the local board is willing to provide support where it can to help meet this target. <i>Response to come from AT's Strategy and Performance Team Leader.</i>
22	Stoney Creek Road, Kaukapakapa	Safety on Stoney Creek Road, Kaukapakapa.	MP Chris Penk's staff asked that the appropriateness of the recently installed 100km/h sign speed limit on Stoney Creek Road, Kaukapakapa, be checked. The residents of Stoney Creek Road believe that 100km/h is too fast for this location, given the speed on nearby SH16 onto which Stoney Creek Road exits, is 80 km/h. <i>Referred to Network Management and Safety.</i>
23	Omaha Causeway	Erosion on the eastern end of Omaha Causeway.	Member Houlbrooke previously advised that there was erosion on the Omaha Causeway and while this had been repaired, she further advised on 22 March that a large (1-2m diameter hole had appeared in the rock cladding of the buttress supporting the eastern (ocean-side) end of the causeway bridge. <i>Referred to Road Corridor Delivery for investigation.</i>

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24	Taiapa, Constable and Oaia Roads, Muriwai	Goldies Bush and Parking at the intersection of Taiapa, Constable and Oaia Roads, Muriwai.	Member Pirrie asked on 3 April 2017 for resolution to parking issues at Goldie's Bush, a Department of Conservation reserve that can be accessed from the intersection of Taiapa, Constable and Oaia Roads, Muriwai. Despite numerous previous requests, the matter has reached an impasse with neither AT or DOC able to fund additional car parking. <i>Referred to Network Operations and Safety for response.</i>
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