

Issues Raised by Elected Members to 1 October 2018

	Issue	Location	Status
1	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 advice of how some of the measures proposed might be implemented. AT's Traffic Engineering staff met with Member Houlbrooke on 26 June to discuss the proposals and a comprehensive response was subsequently sent to the originator of the proposals and shared with local board members. The response covered requests for reduction in speed limit, traffic calming, threshold treatment, footpaths, protected lane separators, the removal of edge lines and comments made in the proposal related to tactical urbanism.
2	34 Awaroa Road, Helensville	Request for reinstatement of footpath outside the property at 34 Awaroa Road, Helensville.	On 21 May 2018 Member Pirrie requested reinstatement of the footpath outside the property at 34 Awaroa Road, Helensville with concrete, rather than the asphalt used by the contractor when repairs to the water main were carried out recently. On 29 July Member Pirrie was advised that AT's Compliance Audit Team Leader had visited the site and advised that the temporary reinstatement had been completed to an acceptable standard and was appropriate until full reinstatement was carried out.
3	Interim Transport Levy	Funding from Interim Transport Levy for the North of Rodney.	Member Smith asked on 24 May 2018 for the details of the public transport in the north of Rodney funded by the Interim Transport Levy funded. On 11 June Member Smith was advised that The Interim Transport Levy (ITL) did not directly fund any specific public transport services in the Rodney Local Board area, existing public transport services having been funded from general rates. The ITL was used to fund the regional seal extension programme and co-fund the regional road renewals programme. Bus services travelling on those upgraded routes within the Rodney Local Board area would therefore have gained some benefit. The ITL was also used to fund the Hibiscus Coast Busway Station, which benefits users who live in the Rodney Local Board area.
4	Kumeu Bypass	Information request about the route of	Chris Penk MP asked on behalf of landowners whose properties are on the route for the Kumeu bypass proposed as part

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		the proposed Kumeu Bypass.	of the Supporting Urban Growth (SUG) project, for advice and information as to how this will affect their properties. On 7 September the MP's Office was advised that the SUG team was reviewing the networks in light of the Government's new priorities and latest land use planning, before assessing options for projects in the North-West area, at that time consulting with the community and other stakeholders. Further details on the Kumeu bypass, including what properties will be affected, therefore could not yet be confirmed. The bypass was one of several projects proposed under a strategic planning project by NZTA, AT and Auckland Council in 2016 that developed a preferred transport network for the wider North-west area, to support plans for the area's future growth and housing over the next 30 years. While the maps published in 2016 showed an indicative line for projects, including the bypass, no impacts on properties can be inferred from these maps. The next stage of work, anticipated to be completed in late 2019, will involve the assessment and planning of potential routes. They will then be discussing where land might be required with potentially affected landowners, before progressing to route protection processes (i.e. statutory consent processes). There will be opportunities along the way for community feedback to be considered, and once a statutory consent process is entered into, there are mechanisms for people to make submissions and for these to be heard at formal hearings. Should the route protection process confirm the proposed bypass, construction is not indicated for at least another 10 years' time.
5	Inland Road, Kaukapakapa	Request for information on repair work undertaken and any work planned on Inland Road, Kaukapakapa.	Chris Penk MP forwarded the concerns of an Inland Road, Kaukapakapa resident on 11 June 2018 about the condition of the road, which he said had been in poor condition for considerable time, with undulations and severe trenches on each side. On 16 July the MP's Office was advised that, apart from routine maintenance, the road surface of those sections of the hill that are narrow and steep have been included in AT's unsealed roads upgrade programme for the 2018/2019 financial year. This work involves improving the pavement structure and its shape to enhance the level of service for road users,

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			making maintenance easier and reducing the cost of sealing such metal roads. This work has been prioritised and will begin once the weather improves.
6	Whangateau Cemetery, 483 Leigh Road, Whangateau	Safety concerns at the access to Whangateau Cemetery, 483 Leigh Road, Whangateau.	Member Houlbrooke asked on 25 June 2018 that visibility for those exiting the driveway at 483 Leigh Road, Whangateau, which services the Whangateau Cemetery, be investigated, suggesting that a mirror be installed across the road from the access point, that vegetation on the approaches be cleared and that informal parking be installed on Leigh Road. Member Houlbrooke was advised on 10 July that vegetation on Leigh Road in front of the Cemetery Access Road frontage was mown in mid-July. On 13 September Member Houlbrooke was advised that an investigation into the concerns had been completed, the engineers noting that Leigh Road has low traffic volumes and that the alignment of the road results in a relatively low-speed environment along this particular section. While they acknowledge that visibility from the cemetery exit is not ideal, given the existing 'Concealed Exit' sign, chevron board indicating a curve ahead, the directional sign for the cemetery itself, low traffic volumes from both the cemetery and on Leigh Road, and the relatively low operating speeds, they consider that drivers have adequate visual cues of the operating conditions. They note also that there is insufficient space to install a shoulder, as parking at this location would create accessibility issues for vehicles using the driveway. They add that, based on the low traffic volume from the cemetery, they are unable to justify constructing the shoulder at this stage. Member Houlbrooke was advised that AT no longer installs convex mirrors because, while these can be useful in a limited number of locations, they have been found to be generally ineffective and sometimes unsafe, triggering a false sense of distance and speed of an oncoming vehicle so that drivers misinterpret what they see. The mirrors are also expensive to purchase, install and maintain, and subject to theft and vandalism.
7	Rodney's One-Way Bridges	Query as to why Rodney's one-way bridges feature Give Way rather than Stop controls.	At the Rodney Local Board's Transport, Infrastructure and Environment Committee meeting on 21 June 2018 members asked why Give Way controls rather than Stop controls were used on Rodney one-way

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			bridges, whereas bridges in Northland all featured Stop controls. On 11 July members were advised that AT is required to work within the nationally established legal framework for the setting of priority controls at one-way bridges. The national guidelines state that visibility at the bridge must be restricted in some form in order for the Road Controlling Authority (in this case, AT) to set the method of control at the one-way bridge as a Stop control. Each bridge site is therefore assessed on a site-by-site basis and the method of control set based on compliance with the national guidelines.
8	Blackbridge Road, Dairy Flat	Request for safety improvements at the one-way bridge on Blackbridge Road, Dairy Flat.	The Rodney Local Board's Transport, Infrastructure and Environment Committee received a presentation at its meeting on 21 June 2018 from a Blackbridge Road resident who asked that either the one-lane bridge on Blackbridge Road be widened to two lanes, the give way direction be reversed, or for specific mitigations to improve safety for traffic using the bridge. On 26 July Members were advised that, as the result of safety audit, vegetation on the eastern approach will be trimmed and a localised temporary speed limit reduction of 60 km/h will be introduced on the approach to the bridge for one year before the end of August 2018. With the temporary 60km/h being implemented, and because the installation of speed bumps or other speed calming measures would result in on-going maintenance costs due to the volume of heavy vehicle, these will not be installed. AT also has no plans to change the priority controls as it is considered that the improvements above will enhance the safe operation of the road. AT staff will however continue to monitor the situation.
9	49 Commercial Road, Helensville	Request for improved lighting at 49 Commercial Road, Helensville	Member Bailey requested on 28 June 2018 that the level lighting at the zebra crossing located at 49 Commercial Road, Helensville, be increased, noting that the visibility of pedestrians crossing is particularly difficult in the early evening. Member Bailey was advised on 18 July that as Commercial Road is a state highway, the request for improved lighting falls under NZTA's jurisdiction rather than AT's. It was therefore suggested that he raise his concerns as part of the local board / NZTA / business association town centre upgrade.

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10	Govan Wilson Road, Matakana	Concerns about the maintenance and safety of Govan Wilson Road, Matakana.	A constituent of Mark Mitchell MP and resident of Govan Wilson Road, Matakana, commented on the dangerous nature of the road, its poor maintenance and the urgent need for an upgrade on 11 July 2018. Member Houlbrooke and the MP's Office received a similar letter from a second resident on 19 July, also requesting installation of a mirror at the end of the road. On 24 September the MP's Office and Member Houlbrooke were advised that AT no longer installs convex mirrors, because, while these can be useful in a limited number of locations, they have been found to be generally ineffective and sometimes unsafe, triggering a false sense of distance and speed of an oncoming vehicle so that drivers misinterpret what they see. The mirrors are also expensive to purchase, install and maintain, and subject to theft and vandalism. Should the resident decide to install a mirror, they can do so on private property beyond the public road reserve but will require consent of the relevant landowner prior to any installation. They should also notify AT so that staff can assess the proposed location and confirm that the mirror will not negatively affect the safe use of the road. An AT engineer has assessed the intersection and noted that Govan Wilson Road is an unsealed rural road with low traffic volumes. Whilst their assessment concluded that no changes were necessary, a concealed exit sign would be installed on Matakana Valley Road, and some of the faded road markings at the intersection will be re-painted. AT is also proposing to reduce the speed limit along Govan Wilson Road to 40km/h and along this section of Matakana Valley Road to 60km/h, to improve safety. With regard to the condition of the surface, the road was graded and metalled during July 2018. A further update on 19 September confirmed that the concealed exit sign had been installed.
11	Various Requests - Northern Ratepayers' Associations	Various requests submitted by Member Houlbrooke on behalf of Whangateau Harbourcare Group; Omaha Beach Community Inc;	Member Houlbrooke submitted various requests on behalf of Northern ratepayers' groups. Whangateau Harbourcare Group asked whether AT could mow in areas that drain directly to the sea rather than spraying. Omaha Beach Community Inc. would like an assurance from AT that the hole under the bridge that has been subject of previous

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		<p>Warkworth Area Liaison Group; and Matakana Community Group.</p>	<p>correspondence poses no structural risk, also requesting a speed limit reduction on the Omaha Causeway from 80km/h to 50km/h, or a safer barrier/separation between cars and the cycle/walkway. The Warkworth Area Liaison Group asked whether areas of temporary repairs to parts of the CBD cobbled footpaths could be reinstated with pavers rather than asphalt. The Matakana Community Group requested a clear turnaround area at the wharf at the bottom of Matakana Wharf Road, and investigation of a no stopping area. On 3 October Member Houlbrooke was advised that the Whangateau Community Group could have areas added to AT's No Spray Register by applying to AT for consideration via https://at.govt.nz/about-us/asset-maintenance/weed-spraying/no-spray-register/. This though would require signed agreement from all property owners and the areas will need to be maintained by the property owners. As per previous correspondence, a design is currently underway for the permanent repairs required for the Omaha bridge and in the meantime, minor repairs have been carried out. AT's consultants are now working on options for its permanent repair, the cost of which will be budgeted for in the 2018/2019 financial year. In the interim, AT's structural engineers will closely monitor the bridge to ensure the safety of both pedestrians and road traffic. With regards to repairs to the footpath resulting from the burst water main, this will require reinstatement by Watercare and AT's road corridor access team will therefore work with Watercare staff to ensure its reinstatement. With regards to the footpath outside the ANZ, this work is programmed under the Footpath Renewal but does require Resource Consent and arborist involvement due to the tree issues. An interim response has been received from Transport Operations regarding speed calming on the Omaha Causeway and the turnaround area at the bottom of Matakana Wharf Road and the outcome of a comprehensive review into these issues will be advised when investigations have been completed.</p>
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12	Road Seal Prioritisation and Bulk Funding of Contractors	Suggested changes to Road Seal Prioritisation and Bulk Funding of Contractors.	Member Houlbrooke forwarded suggestions that the formula used to prioritise seal extensions across Auckland be revised. Currently, the number of affected dwellings is counted per kilometre, but the number of car movements is not. In effect, a road 7km long is therefore treated just like a road 700 meters long, although the latter would cost only one tenth to seal. The proper formula would be to divide the number of car movements by the length of road. This way, the most people are served by expending the least amount of money. It was also suggested that AT should not bulk fund its contractor as this results in poor maintenance because the less a contractor does, the more money he makes. On 19 July Member Houlbrooke was advised that her email was timely as AT was moving towards the latter end of a review cycle that needs to be undertaken before May 2019. Member Houlbrooke was assured that the recommendations will be considered in that process, with AT's intention that a logical and equitable seal extension programme be applied across the region.
13	Sharp Road, Matakana	Request for speed reduction on Sharp Road, Matakana.	Member Houlbrooke asked on 24 July 2018 that consideration be given to a speed reduction on Sharp Road, Matakana, from Monarch Downs Way to Sandspit Road, from 100km/h to 80km/h, noting that the speed is being reduced to 80km/h on Sharp Road from Matakana Road to Monarch Downs Way. The indications from the rural signage and road marking changes recently advised are that Sharp Road from Monarch Downs Way to Sandspit Road will remain at 100km/h. On 17 September Member Houlbrooke was advised that the plans referred to in the correspondence are proposing delineation improvements (road markings and signage) to improve safety on Sharp Road. While the plans include information regarding current operating speeds on the road, there are no changes to the speed limit on Sharp Road proposed as part of this project. With regards to the speed limit on Sharp Road, AT reviews speed limits in accordance with the requirements of the new Land Transport Rule: Setting of Speed Limits 2017 and also makes assessments under the NZTA's new Speed Management Guide. Sharp Road is a rural road that carries moderate traffic volumes. It has a winding geometry and a

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			<p>medium crash risk. Initial indications are that Sharp Road could qualify for a speed limit in the 60-80 km/h range under the new speed management guide. The roll out of changes under this will be gradual and initially targeted to the areas of greatest crash risk. AT is currently developing a speed management plan that will identify the highest priority areas for initial roll out of speed management. Implementation of the programme will commence in the 2017/2018 financial year through to 2020/2021 and this request will be assessed as part of that plan.</p>
14	Karaka Street, Helensville	Request for speed bumps on Karaka Street, Helensville.	<p>Rodney Local Board staff referred on the concerns of a Karaka Street, Helensville resident about the increase in the number of commercial trucks using the road, and the speed limit on the road, which is a long, straight and inclines towards Old North Road, asking that speed bumps be installed. On 18 September members were advised that an investigation had been completed and speed data collected for Karaka Street in early August 2018 established that the 85th percentile speed for vehicles is 51km/h, which is only slightly above the posted speed limit. It was also found that approximately 6% of vehicles using Karaka Street were classified as Heavy Commercial Vehicles, or approximately 45-50 vehicles per day. It was thought therefore that Karaka Street is a preferred route for trucks as they attempt to avoid the school zones on both Rata Street and Rimu Streets. Based on the above, the engineers do not consider the installation of speed calming measures for Karaka Street is justified, as it would negatively affect the capacity and level of service on this route and result in on-going maintenance costs due to the high stress that speed bumps would suffer. They will however contact the National Road Carrier's Association to request that trucks use an alternative route or reduce their speed on Karaka Street.</p>
15	Matakana/Leigh and Tongue Farm Road, Matakana	Request for reduced speed limits on the Matakana/Leigh Road and Tongue Farm Road, Matakana.	<p>Member Houlbrooke asked on behalf of a resident of Tongue Farm Road, Matakana, on 6 August 2018 for reduced speed limits on Tongue Farm Road and the main Matakana/Leigh out to Matheson Bay. On 24 September AT's Safety Team provided a general overview of the current situation with regard to the speed management programme in the Rodney Local Board area, advising that</p>

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			<p>there are two work streams, the first of these being planned changes in the areas of Matakana Valley and Tawharanui Peninsula. These changes are expected to be approved by the end of October and implemented in November/December 2018. The second work stream encompasses wider areas being assessed for a change to be implemented as part of the update of the Auckland Transport Speed Limit Bylaw. These include the area ringed by Coatesville Riverhead Highway, Dairy Flat Highway, Kahikatea Flats Road, and State Highway 16, and the rural area spanning from Warkworth, to Mahurangi East, Matakana, Omaha, Leigh and Pakiri (excluding those sections already covered by the changes to Matakana Valley and Tawharanui Peninsula). The assessment of this area is expected to be completed by the end of October with the recommendations fed into the bylaw consultation in November-December 2018. The bylaw change is expected to be finalised in the first quarter of 2019. While these reviews are primarily targeted to address high-risk roads that are mainly rural arterials, the assessments will look at the areas comprehensively and include speed changes in the surrounding local roads at the same time. It was noted that this only covers the 2018/2019 programme and other parts of Rodney will be included in later years of the programme. With regard to the Tongue Farm request, this is part of the area currently being assessed for speed limit changes between Matakana, Omaha and Leigh. It is anticipated that the speed limit on Leigh Road will be reduced and the speed limits on the adjacent side roads will be reviewed at the same time. The speed limit changes will be included in the rewrite of the Auckland Transport Speed Limits Bylaw, expected to be approved in the first quarter of 2019.</p>
16	Sandspit Road, Warkworth	Request for safety review, Sandspit Road, Warkworth.	<p>Member Houlbrooke asked for a safety review of the area from 131 Sandspit Road, Warkworth to the Hill Street intersection, where there is no provision for pedestrians, including the many schoolchildren who use the route to access the schools in and around Warkworth. On 26 September Member Houlbrooke was provided with an update on AT's speed management programme in the Rodney Local Board area (please refer to the</p>

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			<p>response for the previous issue for details of these work streams.). With regard to Sandspit Road, this is part of the area currently being assessed for speed limit changes between Warkworth, Mahurangi East and Matakana. It is expected that the speed limit on the existing 100km/h section of Sandspit Road will be reduced and the speed limits on the adjacent parts of Sandspit Road and surrounding side roads will be reviewed at the same time. The speed limit changes will be included in the rewrite of the Auckland Transport Speed Limits Bylaw. Because of the concerns expressed, AT staff also reviewed the crash history for this section of Sandspit Road. The results show that there have been no reported crashes involving pedestrians at this location in the past five years. However, Member Houlbrooke was advised that with the current absence of any footpaths at this location, AT would be installing advisory warning signage near numbers 7 and 177 Sandspit Road to warn motorists of the potential presence of child pedestrians. On 27 September Member Houlbrooke forwarded further comments from the constituent indicating he was unhappy with the response and asking for costings to install a culvert, to remove the hazard. <i>Referred to Traffic Engineering for further response.</i></p>
17	Main Road, Huapai	Removal of trees from Main Road, Huapai	<p>Member Pirrie raised concerns about the removal of trees carried out as part of the upgrade of the Huapai footbridge. On 27 August 2018 he was advised that the tree, natives and hebes had been transplanted and were in the care of Treescape, to be replanted on completion of the project, anticipated to be on 21 September 2018, weather permitting.</p>
18	Richards Road, Dairy Flat	Queries about maintenance and the way requests for service are handled in relation to Richards Road, Dairy Flat.	<p>Residents of Richards Road, Dairy Flat presented to the TIEC meeting on 16 August 2018 asking about the process for resolving complaints, about the maintenance programme for the road and whether there were any plans to upgrade the road. <i>Referred to AT's Assets and Maintenance staff for responses.</i></p>
19	Maple Lane, Huapai	Queries about the berm outside 1A maple Lane, Huapai.	<p>Member Bailey noted that the berm outside the property at 1A Maple Lane, Huapai, is neither a berm that can be mowed, crossed easily to reach a parked vehicle, or a stormwater drain. He asked what the</p>

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			expectation for the function of this berm/drain should be and what needs to be done to improve the service levels from the current state to this expected level. Referred to Assets for response.
20	Sandspit Wharf, Sandspit	Request for review of fees at Sandspit Wharf, Sandspit.	Member Houlbrooke asked if AT staff could undertake a review of pricing at the AT carpark on Sandspit Wharf, asking that the request be treated with some urgency as parking will again start to cause distress for the local community from labour weekend and the start of summer. <i>Referred to Parking Facilities staff for response.</i>
21	404 Whitmore Road, Takatu	Request for improved safety at the entrance to the property at 404 Whitmore Road, Takatu.	Local Board staff asked on behalf of the resident at 404 Whitmore Road, Takatu, for investigation into safety at the property's driveway, where a dangerous brow limits the ability of both the approaching cars and the residents, who have had several near misses as cars speed down this straight section of road. The residents ask that the hump be removed. <i>Referred to Traffic Engineering.</i>
22	1224 Ahuroa Road, Ahuroa,	Continual flooding at 1224 Ahuroa Road, Ahuroa.	Member Houlbrooke raised concerns about continual flooding from stormwater at the entrance to the property at 1224 Ahuroa Road, Ahuroa, a problem that becomes worse after each grading, as the road surface grows higher, and the storm water is increasingly directed to the non-ditched side of the road. <i>Referred to Road Corridor Delivery for investigation and response.</i>
23	78 Green Hollows Road, Puhoi	Flooding and slips affecting the property at 78 Green Hollows Road, Puhoi.	Member Berger forwarded a request for assistance from the property owner at 78 Green Hollows Road on 25 September 2017 whose house and fences have been affected by stormwater run-off from the road, and has been exacerbated by a slip. Referred to Road Corridor Delivery for investigation and response.