

## Issues Raised by Elected Members to 31 January 2019

	Issue	Location	Status
1	Various Requests - Northern Ratepayers' Associations	Various requests submitted by Member Houlbrooke on behalf of Whangateau Harbourcare Group; Omaha Beach Community Inc; Warkworth Area Liaison Group; and Matakana Community Group.	Member Houlbrooke has received responses to requests submitted on behalf of the Whangateau Harbourcare Group, the Omaha Beach Community Inc., Warkworth Area Liaison Group and the Matakana Community Group previously. On 15 January 2019 Member Houlbrooke was advised that, following on-site investigations, a request to extend the 50 km/h zone to cover the Omaha Causeway cannot be justified under the Speed Limit Rule, and given that the 50 km/h speed limit on Broadlands Drive begins a significant distance in advance of the urban development in Omaha. With regard to the request for a barrier between vehicles and the cycle/walkway on the Omaha Causeway, Member Houlbrooke was advised that AT unfortunately has no budget available to fund cycle improvements in this area at this time. Member Houlbrooke was further advised that the turnaround area at the bottom of Matakana Wharf Road has been evaluated and the engineers are pleased to advise that the installation of parking restrictions will be consulted on over the next few months, before formal approval is sought from AT's Traffic Control Committee. If this process is successful, the markings should be installed before the end of the 2018/2019 financial year.
2	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. Further to a previous response, on 6 December Member Houlbrooke was advised that, as a result of the change of ownership of the car park from AT to Auckland Council (AC), its ongoing management will be reviewed in 2019. Further information would be provided once the ongoing management of the carpark has been determined.
3	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. On 20 December Member Houlbrooke was advised that the contour of the road had not changed recently, though replenishing metal was added approximately four times every year during regular grading. There is no culvert under

			<p>the vehicle crossing to allow water to flow past the access, and that it is the property owner's responsibility to install and maintain such a culvert. The property is lower than the road level and Under Section 62 of the Land Drainage Act 1908, the owner of lower lying land is required to accept surface water from higher land. It was therefore suggested that the vehicle crossing be reshaped and sloped to deviate water, as per illustrations shown on AT's website. There are numerous overland flow paths through the property which are also the property owner's responsibility to maintain in accordance with Section 511 of the Local Government Act.</p>
4	78 Green Hollows Road, Puhoi	Flooding and slips affecting the property at 78 Green Hollows Road, Puhoi.	<p>Member Berger forwarded a request for assistance from the property owner at 78 Green Hollows Road on 25 September 2017 where the house and fences had been affected by stormwater run-off from the road, which had been exacerbated by a slip. The resident noted that the slip had compromised the width of the road, causing potential safety issues for drivers. On 19 December Member Berger was advised that AT's Road Corridor Delivery staff had inspected the site and spoken to the customer. The drainage issues relate to the swale in front of the customer's driveway which needed to be reinstated and AT's contractors will address this. With regard to the slip, this has been captured in AT's slips' database. Engineers are working through all the slip reinstatement work required across the Rodney Local Board area and this slip will therefore be addressed in terms of its priorities with others.</p>
5	Riverside Drive, Point Wells	Damage to berm on Riverside Drive, Point Wells.	<p>Members Houlbrooke and Roe asked on 2 October that the bus operators using Riverside Drive, Point Wells be discouraged from crossing the berm as they turn around as this is not only damaging the berm but has possible implications for the bank directly above the Omaha River. On 28 November they were advised that AT staff had been investigating possible solutions with the bus operators but this may require some compromise as it is preferable not to reverse buses, even for a short distance. They were therefore looking at practicable turning options and whether changes to the road will be needed to facilitate these. Once this investigation had been completed, a further update will be provided. On 12 December Members Houlbrooke and Roe were advised that AT's maintenance team had prioritised remedial work on Riverside Drive. This work was carried out late in December.</p>

			<i>Note: An additional request forwarded by Member Houlbrooke for the road to be rebuilt complete with its own drainage system has been referred to AT's Assets team for response.</i>
6	Loft Road and environs, Kumeu	Damage to Loft Road and its environs, Kumeu.	Member Houlbrooke forwarded complaints from a resident of Loft Road, Kumeu on 4 October 2018, about the poor condition of this and other roads in close proximity which had deteriorated through abuse by commercial operators, with tailings regularly being dropped from a local metal distributors. Member Houlbrooke asked when more robust road repairs would be carried out and if there was a requirement for commercial users to clean up material dropped from their trucks. On 19 December Member Houlbrooke was advised that the work required to repair the sections of road surfaces that had failed in Grivelle Street and Loft Place, Kumeu, were being investigated, with plans to carry out the repairs in February/March 2019.
7	Blackbridge Road, Dairy Flat	Damage to bridge and road surface on Blackbridge Road, Dairy Flat.	A resident of Blackbridge Road, Dairy Flat, forwarded her concerns to the Rodney Local Board on 7 October 2018 regarding exposed steel on the bridge deck surface, potholes and damaged road surface, poor drainage, and structural damage. On 21 December the resident and local board members were forwarded photographs of the bridge taken in October 2018 which showed that the structure was in good condition. They were advised that there were no works planned for the Blackbridge Road bridge during the 2018/2019 financial year; however, these may be considered for 2019/2020 depending on budget availability and what priorities exist when the programme of works is considered for that year. AT staff will of course continue to monitor the bridge in the meantime.
8	Omaha and environs	Request for signage review and traffic calming in the Omaha area.	Member Houlbrooke forwarded an extensive list of requests from the Omaha Beach Community on 12 October 2018 which included upgrades to road signage and the implementation of traffic calming, to encourage speed reduction. On 17 January Member Houlbrooke was advised with regard to the request for additional speed limit signs, that speed limit signage on urban roads was only required at the point where a speed limit changes to 50km/h and that there are already large gated speed limit signs when entering Omaha at the point where the speed limit reduces to 50km/h. There are also a number of 50km/h repeater speed limit signs, as well as '50' road markings installed at various locations in the area. The repeater signs were

			<p>installed by the legacy councils and, while based on current practice AT would not generally install speed limit repeater signs on minor residential streets, those installed will remain. However, AT does not intend to install any new speed limit signs or road markings. With regard to the uncontrolled intersections in the Omaha area, it is common for minor T-intersections to not have any form of intersection control installed. This is not expected to create any safety issues as drivers should be aware of which vehicles have priority. Most of the intersections in Omaha do not have intersection controls as they are low volume roads or cul-de-sacs and do not warrant the installation of controls. It is also noted that the crash record for the Omaha area for the past five years is relatively good and does not indicate any safety issues at uncontrolled intersections. The Omaha Beach Community's request noted that there are a number of give-way intersections where the appropriate signage exists, but that do not have the corresponding road markings. These will be installed by the end of March 2019. With regard to the request for 'Keep Left' signage, there are numerous grassed/planted medians within the Omaha area and most do not have 'Keep Left' signs. These signs are typically installed on raised, kerbed islands to warn drivers of the hazard on the road. The medians in Omaha are generally flush with the road surface and hence providing 'Keep Left' signs is not considered essential. Furthermore, as the signs would not be protected by a kerb, they would become an ongoing maintenance issue if installed. With regard to the crossing on Mangatawhiri Road, this zebra crossing has been installed illegally and, as it does not meet the design requirements for a zebra crossing, it will be removed.</p>
9	59 and 61 Hauraki Road, Leigh	Illegal dumping on the properties at 59 and 61 Hauraki Road, Leigh.	<p>Member Houlbrooke alerted AT to illegal dumping on the berm outside the properties at 59 and 61 Hauraki Road, Leigh, asking that the issue be investigated. On 14 January Member Houlbrooke was advised that both AT's road corridor delivery (maintenance) and road corridor access engineers had investigated the concerns raised and advise that, while there are no issues with the completed filling on the berm and no action will be taken in this regard, discussions will take place with the property owner regarding removal of any hedge planting in the road reserve.</p>

10	26 – 58 Brick Bay Drive, Sandspit	Request for NSAAT restrictions in the area 26 – 58 Brick Bay Drive, Sandspit.	Following a previous request for the installation of bollards, Member Houlbrooke requested the installation of NSAAT restrictions from #26 – 58 Brick Bay Drive, Sandspit on 20 November 2018, to address congestion and parking of trailers and cars on the berm in front of the Council’s reserve. On 20 December Member Houlbrooke was advised that AT’s Traffic Engineering Manager would have no concerns with the installation of bollards by the community from a safety point of view but notes that, if these are in the road reserve, they would require an encroachment licence from AT. With regard to the request for the installation of NSAAT restrictions, AT’s Traffic Engineering Manager makes the comment that the issue with these is the expectation of enforcement, which would be difficult for AT’s Parking Enforcement team to resource given the location and other demands in the region. The measures are therefore unlikely to have the outcome anticipated. However, the team has undertaken some initial observations and will investigate further over the summer peak period, advising a final decision on these in February/March. <i>Under investigation by Traffic Engineering.</i>
11	Pakiri Road, Pakiri	Safety at one way bridge on Pakiri Road, Pakiri.	Member Smith asked that safety at the one-way bridge located near 1669 Pakiri Road, Pakiri, be investigated, noting that it is especially dangerous during winter when the sun is low, that the sign is the wrong way around and the corner approaching the bridge on other side is blind. On 20 December Member Smith was advised that, although AT’s engineers acknowledge that visibility is restricted in both directions, they note that there have been no police-reported crashes at the bridge over the past five years. When vehicles approach the ‘give way’ control, they have to slow down as they would at any intersection. There is also a bend in the other direction, meaning drivers’ speed will reduce as they approach. In addition to this, because priority has historically been this way, if it was changed there would be an increased risk of confusion and crashes. They therefore believe it is appropriate to retain the priority as it is.
12	Warkworth Town Centre	Concerns about levels of service in Warkworth Town Centre.	Member Houlbrooke raised concerns about weeds, moss, general grime and debris on Warkworth town centre’s streets ahead of the planned handover of town centre maintenance contracts from AT to AC’s Community Facilities team in 2019. She was concerned that, when

			<p>the contracts moved over, a very low standard of maintenance will be scheduled, suggesting that AT had been sweating assets and removing rubbish bins and street furniture for some time, to lower the value of the asset and therefore its associated maintenance and the cost of the contracts. Member Houlbrooke wanted to draw the current state of maintenance to whomever it concerned, particularly the area in front of the i-Site. On 7 December Member Houlbrooke was advised by AT's RCD-North engineers that there was absolutely no agenda to in any way sweat assets or to remove street furniture from town centres such as Warkworth, neither have the levels of service for Town Centres been reduced anywhere in the North, Warkworth included. That said, it was acknowledged that over recent months, AT engineers had noticed a decrease in the delivery of cleaning and maintenance services in terms of the specifications of the contract and this non-performance had been addressed with the contractors, with remedial work carried out at no cost to AT. Increased monitoring/auditing had also been put in place. An audit of street furniture had been carried out and Member Houlbrooke was advised that two crash-damaged bollards had been removed from a parking bay at the northern end of the main street and not replaced because of the frequency they were damaged; however, their replacement will be discussed with AC staff as part of the handover process. A bench seat was also removed after being damaged by a vehicle and was being repaired by AT's contractor. It was noted that rubbish bins are managed by AC, not AT, and that any removal or relocation of these by AT's contractors would be discussed first with AC staff. In terms of the handover to Auckland Council's Community Facilities next year (1 April for berm mowing and 1 July for town centre cleaning), discussions were underway between AT and AC as to what the levels of service will be at the time of the handover. Community Facilities staff have already discussed the handover with local boards and will be taking a report to the governing body before reporting back to local boards sometime in the New Year.</p>
13	Access and Waitakere Roads intersection, Kumeu	Request for installation of a small roundabout at the intersection	<p>A constituent of Chris Penk MP suggested the installation of a small roundabout at the intersection of Access and Waitakere Roads, Kumeu, to address significant congestion that occurs for vehicles turning right into Access</p>

		of Access and Waitakere Roads, Kumeu.	Road from Waitakere Road. On 5 February 2019 the MP's Office was advised that an assessment to determine if a roundabout at this intersection was appropriate had been carried out, with several factors such as traffic volume and flows, the road type (e.g. arterial, collector and local), the general road environment and police recorded crashes taken into consideration. As part of the assessment, engineers established that there had been only one reported crash at the intersection of Access and Waitakere Roads in the last five years, indicating that there is not a significant safety concern at this location. Traffic delays at a side street intersection, such as this one, do not generally justify an intervention unless the issues are quite significant. Based on the results of the assessment and, given the substantial capital cost associated with the construction of a roundabout, a roundabout is not considered an appropriate traffic management option in time and AT is therefore not able to proceed with the request at this point.
14	Opposite 130-140 Matakana Road, Matakana	Use of road reserve opposite 130-140 Matakana Road, Matakana.	Member Houlbrooke asked what the legality of, or what Auckland Transport's position is on the private placement of a bund in what was previously an old metal dump (and possibly the original route of the road) opposite 130-140 Matakana Road. Under Investigation by Regulations and Standards.
15	Ahuroa and Puhoi Roads, Puhoi	Request for speed restriction on Puhoi and Ahuroa Roads, Puhoi.	Member Berger asked on 18 December 2018 on behalf of the Puhoi community for consideration of reductions in the current speeds on Puhoi and Ahuroa Roads, Puhoi, to 50km/h and 30km/h. <i>Referred to Traffic Engineering.</i>
16	Falls Road/Mansel Drive, Warkworth	Responsibility for berm mowing at the intersection of Falls Road/Mansel Drive, Warkworth.	Cr Sayers requested mowing of the berm area adjacent to the intersection of Falls Road/Mansel Drive, Warkworth. Member Houlbrooke later requested clarification of ownership of the adjacent properties. On 21 January 2019 Cr Sayers and Member Houlbrooke were advised that, although the area is not on AT's mowing programme, it is mown by AT's contractors on an as-required basis. The areas on Falls Road and Mansel Drive were mown in December 2018 but, due to the ideal growing weather, the vegetation had grown faster than usual. However, AT's contractors are programmed to mow the area again in February, earlier if possible. It was confirmed for Member Houlbrooke that the adjacent properties that were privately owned should be maintained by their owners as per

			Auckland Council's berm mowing policy. Additional questions regarding a planted garden and its maintenance were also investigated by AT and Auckland Council Parks staff, who are responsible for the maintenance of planted gardens.
17	Bodhisattva Road, Waitoki	Maintenance on Bodhisattva Road, Waitoki.	<p>On 15 January 2019 Member Houlbrooke forwarded a maintenance-related complaint from a resident of Bodhisattva Road, Waitoki, who advised that the poor condition of the road had first been reported to AT at the end of April 2108, but the work had still not been completed to his satisfaction. The resident asked who was being paid to do the road maintenance; how often it should be done; what the scope of the work was; and what it was costing per annum for the maintenance work. The resident also asked whether a group of the residents could do the maintenance themselves and be paid the allocated amount. On 23 January Member Houlbrooke and Cr Sayers were provided with a copy of the response sent direct to the resident. The resident was advised that major drainage work was carried out at 109 Bodhisattva Road on 28 September 2018. The remainder of the work was located at a culvert about 150m away from the property and was scheduled for completion on 17 January 2019. With regards the other questions, the resident was advised that Downer is the Auckland Transport Maintenance Contractor for the Rodney area; roads are inspected every two months prior to the cyclic maintenance programme to decide what, if any, works were required. Roads are identified for grading works and metal on a needs basis. Roads with lower traffic volumes usually require less grading and maintenance than roads with higher volumes. The scope includes regular maintenance grading of the road carriageway, maintaining the road profile and camber, repair of pot holes and the addition of aggregate. The costing per annum for maintenance work on Bodhisattva Road could not be divulged due to contract sensitivity. AT was not able to assist with the request for residents to maintain the road, for contractual and health and safety reasons. It was noted that Bodhisattva Road had received a higher level of maintenance over the previous 12 months due to a logging operation at the end of the road which had caused concerns, and that AT and Downer staff will continue to monitor the road.</p>

18	132 Gatfield Road, Kaukapakapa	Drain clearance at 132 Gatfield Road, Kaukapakapa and maintenance programme for Gatfield Road.	The resident at 132 Gatfield Road, Kaukapakapa asked Chris Penk MP's Office to have the condition of Gatfield Road, Kaukapakapa investigated. The road is unsealed, approximately 2km in length and is a 'no exit' road. The resident also complained about a drain that was unblocked recently, stating that the contractors threw the dregs onto her entranceway, which the resident says will only result in them being washed back into the drains when it next rains. <i>Referred to Road Corridor Delivery Staff.</i>
19	1044 Coatesville-Riverhead Highway, Riverhead	Concerns about the raised crossing at 1044 Coatesville-Riverhead Highway, Riverhead.	Rodney Local Board staff forwarded the concerns of a resident about noise and visibility of pedestrians at the raised crossing at 1044 Coatesville-Riverhead Highway on 31 January 2019. <i>Referred to Traffic Engineering.</i>