

Issues Raised by Elected Members to 31 March 2019

1	Riverside Drive, Point Wells	Damage to berm on Riverside Drive, Point Wells.	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 were 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. <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>
2	26 – 58 Brick Bay Drive, Sandspit	Request for NSAAT restrictions in the area 26 – 58 Brick Bay Drive, Sandspit.	Member Houlbrooke requested the installation of NSAAT restrictions at 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, particularly during the summer months. On 19 February Member Houlbrooke was advised that an AT engineer had undertaken two weekend site visits, the first in December 2018 and the second in January 2019 during the peak holiday period. Both site visits were at times when parking demand in Sandspit would be expected to be relatively high, with the second visit being taken on Saturday 13 January 2019 on a fine day during the peak holiday period. No vehicles were observed parking on the road between numbers 26 and 58 Brick Bay Drive during either site visit. They noted that there are several locations on this section of road where vehicles could be parked on the road shoulder, clear of the traffic lanes. If vehicles are occasionally parked in these locations and not blocking the traffic lane, this is not considered a significant issue. The issues of parking on the berm nearer Sandspit Road is a matter for enforcement; however, if parking is prevented it is possible this parking will displace to other locations and create further issues. For these reasons it is not considered that installing NSAAT restrictions on the section at 26 – 58 Brick Bay Drive is currently necessary.

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3	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 AT's position was on the 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. On 27 March Member Houlbrooke was advised that the matter had been referred to Auckland Council on the understanding that construction of the bund had been with their agreement.
4	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. On 6 March Members Houlbrooke and Berger were advised that the roads had been reviewed in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 and the NZTA Speed Management Guide which required consideration of the function and use of the road, the geometry of the road and the crash risk on the road. Puhoi Road and Ahuroa Road carry moderate traffic volumes and are generally rural roads, with the exception of Puhoi Village. The roads are generally winding and the crash risk varies along the route from low to high. Initial indications are that the rural sections of these roads could qualify for a speed limit of 60 km/h under the Speed Management Guide. The roll out of changes under the Speed Management Guide will be gradual and will initially be focused on the areas of greatest crash risk. A Safe Speeds Programme has been developed, which includes a prioritised list of roads where speed limits will be reviewed in the 2018/19 and 2019/2020 financial years. Puhoi Road and Ahuroa Road are currently expected to be reviewed in the 2019/2020 financial year. This review will consider the most appropriate speed limit on the rural sections of road as well through the Puhoi Village.
5	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, noting that the road is unsealed, approximately 2km in length and is a 'no exit' road. The resident advised the road had many potholes, was down to clay in some parts and hard to navigate, and that maintenance had been promised but had not eventuated. The resident s also complained about a drain that was unblocked recently, but the contractors threw the dregs onto the

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			<p>entranceway, which would result in them being washed back into the drains when it rains. On 28 February the MP's Office was advised that AT's project manager had met the customer on site to discuss the issues. The drainage issues were also being actioned at the time of this meeting. Further works will then be identified and dealt with under the unsealed maintenance programme.</p>
6	1044 Coatesville-Riverhead Highway, Riverhead	Concerns about the raised crossing at 1044 Coatesville-Riverhead Highway, Riverhead.	<p>Rodney Local Board staff forwarded the concerns of a resident about noise and visibility at the raised crossing at 1044 Coatesville-Riverhead Highway on 31 January 2019. Similar and additional concerns about safety, noise and truck movements were forwarded on 13 February. On 22 February AT's engineers advised that, when investigating the possibility of installing a pedestrian crossing, several factors such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets are carefully considered to ensure that crossings are installed at appropriate locations. This particular raised pedestrian crossing was installed to slow down vehicles to a safe speed when travelling through the area. Being a highway, the speeds along this length of road tended to be high and, with intensified housing in Riverhead and development of the adjacent shops, there has been an increase in pedestrian volumes (including school children) crossing the road in this vicinity. AT had received requests from the local board, residents and the local school to install a pedestrian crossing, since pedestrians felt vulnerable and lacked confidence crossing this section of road. AT engineers therefore agreed that safety improvements were necessary and appropriate at this location and, whilst they understood that noise from raised pedestrian crossings could be a nuisance, the safety requirements at this location are such that a raised crossing is considered necessary. With regards to the concerns about visibility, the location of the crossing on the straight section of the road provides optimum visibility from both approaches.</p>
7	34 Queen Street, Warkworth	Request for timing of repairs outside 34 Queen Street, Warkworth.	<p>Member Houlbrooke forwarded a letter from the Branch Manager of the ANZ Bank Warkworth advising that a number of elderly people had injured themselves falling on uneven cobbles outside the bank at 34 Queen Street, Warkworth and asking for advice as to when repairs would</p>

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			take place. Member Houlbrooke and Cr Sayers were advised that repairs on Queen Street would be actioned at the conclusion of footpath repairs on Percy Street, Warkworth.
8	Matakana Road, Warkworth	Request for a footpath between 160 Matakana Road and the Warkworth township.	The owner of 160 Matakana Road, Warkworth requested information about the timing for construction of a footpath between their home and the township of Warkworth. The local board has previously investigated the possibility of providing a footpath along Matakana Road from Melwood Drive to (approximately) Clayden Drive where the proposed Matakana Link Road will intersect with Matakana Road through its Local Board Transport Capital Fund. However, members dismissed the proposal when the costs proved too prohibitive. In addition, they noted that Auckland Council staff were working on the Warkworth Structure Plan, which incorporates the area of Matakana Road being considered for this new footpath. The structure plan, to be completed in early 2019, will identify the future use of Matakana Road, including adjoining development and other possible walking and cycling connections to Warkworth. The local board therefore decided it would be prudent to delay any decisions on new infrastructure for Matakana Road until this process is complete.
9	Rodney General	Fare Zones for Rodney.	Member Pirrie asked on 3 February 2019 why the Franklin area only has one fare zone for AT HOP whereas getting from Helensville to Westgate is two fare zones, noting that the geographic areas are similar to Franklin where they enjoy one fare zone, but Rodney has multiple fare zones. There are new services being introduced in Rodney in February and, while it's not yet known what is happening with these, if that adds another zone it increases the cost for users. Member Pirrie added that it would be fairer (when compared to Franklin) to have one zone from Kumeu to Kaukapakapa. Member Pirrie was advised on 3 April that AT is not proposing to make Kumeu – Kaukapakapa a single fare zone as part of this work. However, there are a number of trips being made cheaper, such as Helensville to Hibiscus Coast. AT is not introducing any new zones and there will be some very cheap fares, for instance \$1.95 for Wellsford to Warkworth (20km) on a HOP card.
10	Access Road, Kumeu	Request for additional lane on the north-eastern side of	A constituent of Chris Penk MP asked on 5 February 20 for construction of an additional lane on the north-eastern side of Access Road, Kumeu, to reduce congestion at the intersection

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		Access Road, Kumeu.	of Access Road and SH16. On 18 February the MP was advised that the detailed design for the upgrade to the Access Road/SH16 intersection was almost complete. The purpose and scope of the intersection improvements is to cater for the additional traffic volumes associated with housing development in the Huapai Triangle. The suggested extra lane on Access Road was not identified as being a necessary improvement during the project investigation stage and will not be delivered as part of that project.
11	PT and Walking and Cycling Statistics	Request for information on Walking and Cycling, PT statistics.	On 14 February 2019 Cr Sayers requested advice on behalf of a resident as to whether statistics were available on the number of AT and Auckland Council staff who catch PT or cycle to work and, if so, what those numbers were. On 25 March Cr Sayers was copied in to the response to the resident provided under the Local Government Official Information and Meetings Act. The response provided statistics from AT's annual staff travel survey conducted in 2018 with the information provided broken down into average percentages across all AT offices and the percentage for staff based at AT Headquarters on Viaduct Harbour Avenue in parentheses. It noted that: 86% (91%) of staff travel to work via alternative modes of transport to single-occupant car travel; 14% (7%) drive alone and it is recognised that many of these have no alternative to drive or use a vehicle for enroute work purposes; 8% (8%) carpool or ride with others; 61% (67%) use public transport (bus, train or ferry); 6% (7%) travel to work by bike or electric bike; 7% (7%) walk to work and 4% (4%) use motor bikes or scooters.
12	Sharp Road, Matakana	Request for bus stop on Sharp Road, Matakana.	Member Houlbrooke has requested that consideration be given to the installation of a bus stop on Sharp Road, Matakana, close to its intersection with Sandspit and Mahurangi East Roads. On 3 April Member Houlbrooke was advised that the request had been forwarded to the Bus Review team for future consideration.
13	Puhoi Village	Request for red textured carpeting and trimming of trees on the outskirts of Puhoi Village.	On 26 February 2019 Member Berger asked that red textured road carpeting be added to the threshold treatments in place for the Puhoi Village area, to further reduce excessive speeds through the village. She also asked that foliage around the existing signs be trimmed to increase their visibility to motorists. <i>Referred to Traffic Safety for consideration of red textured carpeting, and Road Corridor Delivery for vegetation trimming.</i>

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14	Port Albert Road, Wellsford	Request for safe crossing point in the vicinity of 13 Port Albert Road, Wellsford.	Member Smith noted that there is no safe pedestrian crossing point or pram crossings on Port Albert Road in the vicinity of 13 Port Albert Road, Wellsford, near the library, to enable library users to cross safely and asks that engineers investigate pedestrian safety improvements at this location. On 15 March the request was referred back to the local board to be referred to NZTA, given that Port Albert Road was an extension of SH16 and therefore under NZTA's jurisdiction.
15	Warkworth Footpaths	Request for audit of and repairs to Warkworth footpaths.	Member Houlbrooke advised on 5 March 2019 that in the area from Melwood Drive to the Hill Street intersection, along Elizabeth and Queen Streets, up Neville Street, down Mill Lane, and return, there are dozens of large cracks, uneven surfaces, tripping (and tipping!) hazards, overgrown vegetation etc., all making it extremely difficult for the elderly and those in mobility scooters to get around. She noted recent improvements to the trimming of vegetation on Matakana Road where pedestrians negotiate narrow footpath past sometimes quite sharp foliage and twigs, but advises that the condition of this particular section of footpath is still very bad, asking when this footpath is going to be renewed. Member Houlbrooke asks whether there is any opportunity for AT to have an audit done of Warkworth footpaths from an accessibility point of view, to help inform AT of priorities, noting that it would be of interest to the local board to understand accessibility provisions when deciding which of our footpaths should be progressed, and their design. <i>Referred to Road Corridor Delivery for investigation.</i>
16	Tamatea and Sunburst Avenue, Snells Beach	Footpath maintenance required on Sunburst Avenue, Snells Beach.	Member Houlbrooke advised on 7 March 2019 that the footpath on the corner of Tamatea and Sunburst Avenue, Snells Beach, has major subsidence which is tipping the path significantly at each section join. Edges were ground off some time ago but further movement has continued, leaving a serious trip hazard in a relatively high use strip where people walk down the hill to the beach. Another spot further along Sunburst towards the carpark has partially collapsed where a stormwater drain passes underneath. <i>Referred to Road Corridor Delivery for investigation and action.</i>
17	Wake Road and Oak Lane, Coatesville	Signage and road marking on Wake Road, Coatesville in	On behalf of a resident, on 11 March Member Johnston asked that double yellow lines be installed on the blind bend of Wake Road approaching Oak Lane from the East; warning

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		the vicinity of Oak Lane, Coatesville.	signs be installed on Wake Road from both directions to advise motorists of the blind bend entrance to Oak Lane; and school bus stop signage be installed at the Oak lane/Wake Road junction. <i>Referred to Traffic Engineering for consideration.</i>
18	Bodhisattva Road, Waitoki	Further complaints and queries regarding stormwater issues on Bodhisattva Road, Waitoki.	Member Houlbrooke forwarded further complaints from a resident of Bodhisattva Road, Waitoki, unhappy with the way stormwater issues on Bodhisattva Road, Waitoki, had been addressed under a previous case (CAS-897367-G3L8X0). The resident specifically asked who had decided to dig out a huge gutter area, significantly narrowing an already dangerously narrow metal road; whether the work was ever going to be finished, noting that the crew that came and painted white marks on the roadside never returned and none of those marked areas have been remedied; what the cost of the work is to date and whether the council was even aware they are paying tens of thousands of dollars for this sort of 'work' - where road hazards increase and infrastructure deteriorates. The requests were responded to under the Local Government Official Information and Meetings Act on 28 March, the resident being advised that the Road Corridor Delivery team had not done anything different to normal process for this type of work. Contractors attend sites on an as required basis, and as such, it is impossible to identify a single person who authorised the work to take place. Whilst optically the road looks narrower due to the 'U' shape of the drain after cleaning it out, the actual width, as measured by AT's Area Engineer, is 3.5 metres wide. 3.0 metres is the minimum required road width registered in our asset database. To overcome the perception of narrowness and for safety reasons, reshaping and widening of the road will be undertaken. As part of this work, a shallower 'V' shaped drain will be formed to shed water off the road surface. The unsealed road drainage work undertaken is paid for from an annual lump sum budget for such work across the unsealed roading network in the Rodney area (approximately 670km). Culvert clearing also comes out of an annual lump sum budget. This means that there is no extra cost to the ratepayer for these works as the sums are paid as a set amount monthly. As a result, it is difficult to give an exact cost for these specific works.

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19	Warkworth	Questions and suggestions about the new bus service connections to Warkworth.	Member Houlbrooke forwarded a range of suggestions and questions about the new bus service connections to Warkworth on 19 March 2019, in addition asking whether there will be a review of the bus service connecting with Warkworth and results supplied to the Rodney Local Board; and will there be an opportunity for the local board to feed suggestions for improvements to it. <i>Referred to PT Network Services.</i>
20	Matua/Oraha Roads, Kumeu	Request for extension of footpath at the intersection of Matua/Oraha Roads, Kumeu.	Member Pirrie asked that the footpath on the Northern side of Oraha Road be extended and realigned so that it meets the footpath on the Southern side of Matua/Oraha Roads, Kumeu. <i>Referred to Traffic Engineering for consideration.</i>
21	Ward and Matakana Valley Roads, Matakana	Request for safety improvements at the intersection of Ward and Matakana Valley Roads, Matakana.	Through Member Houlbrooke, on 27 March 2019 the residents of Ward Road requested safety improvements at the intersection of Ward and Matakana Valley Roads, Matakana, which they believe are needed because of the proximity of the one-lane bridge at the end of Ward Road, poor visibility and lack of signage, contributed to by a deep drain and a slump in the road surface at the end of Ward Road. The residents believe that with the removal of vegetation, minor maintenance and improved signage this situation would be vastly improved. <i>Referred to Traffic Engineering and Road Corridor Delivery for investigation and action as appropriate.</i>
22	Leigh area	Request for extension of bus service to Leigh.	A petition was presented to the Rodney Local Board at its meeting on 21 March 2019 requesting that AT consider a request for the extension of the existing bus service operating in the Matakana, Snells Beach, Point Wells and Omaha areas, to include a connection from Matakana to Leigh. <i>Referred to PT Services.</i>