

## Issues Raised by Elected Members to 31 January 2020

	Location	Issue	Status
1	Matakana Village and environs	Request for safety improvements in the Matakana Village area.	Member Houlbrooke asked for an investigation into safety issues in the Matakana Village area, including traffic speeds approaching the one way bridge on Matakana Valley Road; the speed of traffic coming into the 50 km/h speed limit area to the north of the village along Matakana Valley Road; removal of parking along Matakana Road to the west of the proposed site of the new pedestrian crossing; the unsafe bus stop; the installation of a central median so that traffic can safely enter the new car park; and a safer right turn into Tamahunga Drive for traffic turning off Matakana Road. Member Houlbrooke was copied into the response sent direct to the resident who raised these concerns on 28 November 2019. The resident was advised that AT's engineers had carried out investigations and site visits at the intersections of Greens Road, Tamahunga Road, Tongue Farm Road, and Wright Road with Matakana Road. They noted that there had been no recorded crashes in the past five years at the intersection of Greens Road and Matakana Road, and the intersection of Tongue Farm Road and Leigh Road, which indicates that this intersection is operating relatively safely. As such, no changes are being proposed for these intersections. The intersection of Tamahunga Road and Matakana Road also had no recorded crashes over the past five years. However, the engineers are aware of safety issues when turning right in to Tamahunga Road so will install flexi-posts to discourage dangerous overtaking when cars are waiting to turn. There have been four crashes recorded at the intersection of Wright Road and Matakana Road, two of which were related to alcohol, one to fatigue, and one due to loss of control. The engineers are therefore currently investigating potential future improvements at this intersection. Member Houlbrooke was also advised that relocation of the bus stop and the associated issues raised was still under review by AT's Metro Team.
2	396 Mahurangi East Road and Goodall	Improvements for pedestrian crossing located at 396	Member Houlbrooke forwarded a request from the Horizon School Board of Trustees for safety improvements to the pedestrian crossing located at 396 Mahurangi East Road, Snells Beach, including raising the crossing, additional signage, and tree

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	Road, Snells Beach	Mahurangi East Road, Snells Beach.	<p>trimming. In addition, the Board of Trustees asked that a footpath be installed on nearby Goodall Road. On 5 December Member Houlbrooke was advised that Engineers from AT's Road Safety and Traffic Engineering teams had reviewed the requests for improvements to the pedestrian crossing and the footpath. In relation to raising the crossing, due to the number received, requests are prioritised based on facilities in the area such as schools, shops, public transport and amenities; the number of pedestrians crossing the road; how difficult pedestrians find it to cross; understanding the location's crash history and any existing trends; and proactively assessing the likelihood of crashes based on the location's features. It was noted that there was an existing zebra crossing with supporting infrastructure in this location. An assessment of the current conditions was also carried out, the engineer's on-site investigation determining that the trees were not physically obstructing drivers' sightlines of pedestrians or the signage associated with this crossing. They also did not consider that shadow from the trees significantly impacts the visibility of pedestrians using this crossing. The zebra crossing has been assessed for compliance with the national standards and the engineers confirm that the signage and road markings in the vicinity are appropriate. As such, AT will not be prioritising this crossing in its current list for improvements but will continue to monitor the location in the event that circumstances may change. The matter of drivers speeding and failing to give way to pedestrians at the crossing will be raised with the Police and they will be asked to increase their presence in this area. With regard to the footpath request, members were advised that AT's footpath budget is designed to complete minor gaps in the existing walking network to provide for improved walkability in communities. At present, AT's list of footpath requests comprises at least 700 requests, with approximately 100 of these received over the past year. AT's investment therefore needs to be prioritised and this footpath currently ranks #39 on the candidate list. AT's footpath programme can only fund the top 10-15 of these requests each year and as such this footpath is likely to be installed during the next RLTP funding round (2021-2024).</p>
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3	Green Road, Rainbows End	Request for installation of speed calming measures on Green Road, Rainbows End.	Member Houlbrooke asked on behalf of the Rainbows End and Rivers Environmental Group Inc. for the installation of speed calming measures on the approaches to the Rainbows End settlement on Green Road, Rainbows End, a 50 Km/h area. Member Houlbrooke was advised on 5 December 2019 that AT's engineers had investigated Green Road in terms of its crash history and vehicle speeds. Whilst not the only considerations, these two factors provide a good indication of the safety risk of a road. There have been no reported crashes relating to speed in this area in the past five years, which indicates that the road has been operating relatively safely. However, the 85th percentile speed (i.e. the speed at or below which 85% of vehicles are travelling along a road) on this section of Green Road is above the speed limit of 50km/h. Because of the safety record of Green Road, it does not currently rank highly enough as a priority site for speed calming measures to be installed. However, to assist with further speed reduction AT will install red-carpet and SLOW road markings to emphasise to drivers that they are entering a residential area and need to reduce their vehicle speeds. It was noted that speeding is a Police enforcement issue, and should common trends of speeding vehicles be identified, such as a particular time of day or an individual vehicle, residents should contact the Police to request targeted enforcement in the area. AT staff will also raise the speeding concerns on Green Road with the Police.
4	Mansel Drive, Woodcocks Road and Evelyn Street, Warkworth	Safety improvements at the intersection of Mansel Drive, Woodcocks Road and Evelyn Street, Warkworth.	Member Houlbrooke advised that a new 'Stop' sign had been installed at the intersection of Mansel Drive, Woodcocks Road and Evelyn Street, Warkworth, asking whether there were any other improvements planned; what led to the decision to install a 'Stop' sign; and whether a roundabout had been considered for this intersection. On 27 November Member Houlbrooke was advised that no other improvements are planned for the intersection at this stage; the decision to change this priority to a 'Stop' control was due to limited site visibility when approaching Woodcocks Road; that this also matches the stop control on Evelyn Street, keeping both roads at the intersection with Woodcocks a 'Stop' priority; and that a roundabout has not been considered for this intersection as it is not justified at this time.

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5	Baxter and Wharf Streets, Warkworth	Congestion at bus stop on Baxter Street, Warkworth.	Member Houlbrooke advises that Bayes and Intercity Coach lines are no longer able to use the bus stop at 3 Baxter Street, Warkworth because of congestion issues, also referring to a commitment made by AT that improvements would be made in Wharf Street, Warkworth, to better accommodate the use of this area by tour buses. <i>Referred to PT Infrastructure.</i>
6	Accelerated Speed Programme	Confirmation of Accelerated Speed Programme.	Member Houlbrooke asked for confirmation that speed reductions on those roads in Rodney consulted on and confirmed for speed reductions as part of the Accelerated Speed Programme, a process separate to AT's more recent Speed Bylaw process, will be implemented at the same time as implementation of reduced speeds included in the Bylaw, i.e., adoption of the Bylaw in June 2020 and implementation from late 2020. <i>Referred to Road Safety.</i>
7	Green Road, Dairy Flat	Queries related to proposed safety improvement work on Dairy Flat Highway in the vicinity of Green Road.	In relation to the Dairy Flat Highway Safety Improvement works Member Johnston asked when the decision was made to remove the right hand turn bay into Green Road, Dairy Flat and not to replace / widen the narrow bridge on Dairy Flat Highway North of Green Road; whether the bus stop on Dairy Flat Highway opposite Green Road could be moved to a safer location; and whether she could be provided with a copy of the latest structural engineering report for the bridge on Dairy Flat Highway north of Green Road. <i>Referred to Dairy Flat Highway Project Team.</i>
8	Pakiri Road, Pakiri	One lane bridge near 1669 Pakiri Road, Pakiri.	On 16 January 2020 following further requests from Members Smith and Houlbrooke that the prioritisation on a one-lane bridge in the vicinity of 1669 Pakiri Road, Pakiri be changed, they were advised that AT's Principal Transportation Engineer had carried out a full review of the sight lines and conditions at the bridge prior to Christmas 2019. His decision following the site visit and a review of the guidelines provided in NZTA's Manual of Traffic Signs and Markings (MOTSAM) is that the priority on the bridge will remain as it is, although AT's contractors will be upgrading the existing signage to new standards. The guidance provided in MOTSAM states that: <i>Establishment of priorities for signing of single lane bridge (or roadway) situations requires careful consideration of several factors. The most important of these are length of the single lane</i>

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9	Sandspit Road, Warkworth	Request for update/new road marking on Sandspit Road, Warkworth.	<p>Member Houlbrooke and Cr Sayers asked what progress had been made on a proposed double lane left hand turn out of Sandspit Road, Warkworth. Member Houlbrooke also asked that <i>Keep Clear</i> road marking be installed at the Sandspit Road intersection for those vehicles exiting Millstream Place. Cr Sayers advised that especially large vehicles continually mount the kerb to avoid right turning traffic at the Sandspit Road intersection and asked that the kerb at this location be taken back by 1.5m so traffic isn't required to cross the grass. <i>Referred to Traffic Operations and Management.</i></p>