

Issues Raised by Elected Members to 29 February 2020

	Location	Issue	Status
1	Baxter and Wharf Streets, Warkworth	Congestion at bus stop on Baxter Street, Warkworth.	Member Houlbrooke advised that Bayes and Intercity Coach lines were no longer able to use the bus stop at 3 Baxter Street Warkworth because of congestion issues. She also referred 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 and asked for an update on this proposal. An update was provided to Member Houlbrooke on 4 February 2020, when she was advised that there were two areas staff were looking to progress. The first was an investigation to identify the short term to long term options for the Baxter Street bus stop and its nearby surroundings, taking into account the new park and ride. The second was to formalise a short-term solution for the current bus stop operation, including the section of broken yellow lines installed during 2019. CCTV and HOP card data collected has shown that this space is needed to accommodate the bus quantity. Member Houlbrooke was advised that consultation for this will be carried out with key stakeholders.
2	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 on those roads included in the Bylaw, that is, adoption in June 2020 and implementation from late 2020. On 14 February Member Houlbrooke was advised that unfortunately, due to an administrative error, the streets in the Tāwharanui Peninsula area (Takatu Road, Baddeleys Road, Buckleton Road, Clinton Road, Bishop lane, Haywood Lane and Whitmore Road) had been missed out of the first tranche of speed limit bylaw consultation and not included in the approved speed limit law adopted by the AT Board in October 2019. In further communication with the Local Board Chair, AT's Chief Executive explained that the legislative process for changing speed limits is complex and the scale, and more specifically the number of roads across the region and particularly in Rodney and Franklin, at which AT has sought to make those changes had been an

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			<p>enormous undertaking. It was also undertaken against the backdrop of changes brought in under the 'Land Transport Rule 2017: Setting of Speeds' and the NZTA's Speed Management Guide, which occurred as AT was completing its 'safe and appropriate' review of the Auckland's roads. Unfortunately, this meant that twenty seven roads previously consulted upon traversed old legislative requirements and new legislative requirements in terms of their treatment under the proposed Speed Limits Bylaw made by the AT Board of Directors on 22 October 2019. Rather than making changes to the treatment of these roads in the proposed Speed Limits Bylaw, which would then have created risks associated with judicial review and undermining the speed limit changes on the other 800 plus roads around the region, the decision was taken to propose the making of the Bylaw without these 27 roads included and then re-consult as soon as possible on those 27 roads with, subject to hearing the communities view in that consultation, AT management being able to make a recommendation to the AT Board as to how to proceed. AT has sought legal advice about how soon this can occur. Management's preference is to initiate this consultation process as soon as possible and in advance of any review of speed limits on the 'second tranche' of roads across the region. AT will provide an update as soon as that advice has been received and considered.</p>
3	Green Road, Dairy Flat	<p>Queries related to proposed safety improvement work on Dairy Flat Highway in the vicinity of Green Road.</p>	<p>In response to questions asked in relation to the Dairy Flat Highway Safety Improvement works Member Johnston was advised on 24 February that, based on AT's records, the decision to remove the right hand turn bay from Dairy Flat Highway into Green Road was made in September 2019. The intersections at Albany Heights Road and Hobson Road are linked to amendments to the existing northbound passing lane. Staff are currently reviewing the best option for utilising the separation space where the passing lane is noted to be removed. This would not affect the implementation of the right turn facilities as they would be incorporated into the existing passing lanes. Staff are currently considering whether to implement a median barrier or wide centreline treatment at these intersections. The Blackridge Road right turn facility was reviewed as the collision patterns at the</p>

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			<p>intersections may be more appropriately addressed though other measures. If there is further support for a right turn facility then any facility would then be incorporated into the wider road safety project. Relocating the bus stops at Green Road will be difficult and an investigation into Member Johnston's request for relocation will therefore take some time, with staff needing to work with AT's Road Safety Team to investigate possible alternatives. These bus stops were implemented to serve Green Road and the investigation will need to take this into consideration. Member Johnston was also provided with the latest structural report for the bridge located near Greens Road for her information.</p>
4	Sandspit Road, Warkworth	Request for update/new road marking on Sandspit Road, Warkworth.	<p>Both Member Houlbrooke and Cr Sayers asked what progress had been made on a proposed double lane left hand turn out of Sandspit Road, Warkworth, to improve flow at this intersection for Sandspit residents. Member Houlbrooke also asked that 'Keep Clear' road marking be installed at the Sandspit Road intersection for those vehicles exiting Millstream Place. In addition, Cr Sayers asked for an update on the realignment of Sandspit Road at its intersection with Millstream Place, to allow easier passing of vehicles continuing left on Sandspit Road around those waiting to turn right onto Matakana Road, advising that especially large vehicles continually mount the kerb to avoid right turning traffic. Cr Sayers suggested that the kerb at this location be taken back by 1.5m so traffic is not required to cross the grass. On 12 February Member Houlbrooke and Cr Sayers were advised that the installation of a two lane exit at the Sandspit Road intersection had been investigated previously but, due to safety concerns and the longer-term plans for improvements at both this and the Hill Street Intersection, installation of a two lane exit is not feasible at this time. With regard to the request for a 'Keep Clear' at Millstream Place, the engineers advise that this would have a detrimental effect on the queuing at the traffic signals with SH1, creating a more segmented queue and decreasing the level of service through the intersection. They noted also that drivers should be courteous and let vehicles exit and enter Millstream Place.</p>

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5	Broadlands Drive, Omaha	Request for installation of a speed sign on the causeway, Broadlands Drive, Omaha.	Member Houlbrooke asked on behalf of the Omaha Beach Community (OBC) for the installation of an electronic speed sign, such as the one deployed as vehicles enter the Snells Beach township. OBC asked that this be positioned on the northern side of Omaha causeway at the western end, not far beyond the Farmer's Daughter café, so that drivers are reminded of the speed limit and reduce their speeds accordingly. <i>Under consideration by Traffic Operations and Safety.</i>
6	Ridge Road, Mahurangi	Dangerous slip on Ridge Road, Mahurangi.	Member Houlbrooke was alerted to a road slip on Ridge Road, Mahurangi, advising she had been told that there are serious health and safety concerns, particularly with the caravans and camper vans that use the area, as the slip is on the edge of the seal close to a drop-off. On 31 January Member Houlbrooke was advised that AT's maintenance team had been aware of the slip for some time and AT's Assets team was in the process of seeking approval under capital works funding because the remediation required is more in the nature of capital works than maintenance work. <i>Under consideration by Assets Maintenance and Renewals.</i>
7	Matakana Valley Road, Matakana	Requests for wheel stops or angle parking on Matakana Valley Road, Matakana.	Member Houlbrooke asked that wheel stops be installed on Matakana Valley Road in the area that was recently upgraded, to prevent vehicles parking on the footpath and endangering the safety of pedestrians, suggesting too that there appears to be sufficient space in on the road shoulder for angle parking to be installed. <i>Under investigation by Traffic Operations and Safety.</i>
8	Old Woodcocks Road, Warkworth	Dust Suppressant Trial on Old Woodcocks Road, Warkworth.	Cr Sayers has asked for an interim report on the performance of all the substrates being used in the dust suppressant trial on Old Woodcocks Road, Warkworth to date, along with comment as to whether a conclusion can be made for a recommended product at the three year mark, rather than the five year mark, the original duration of the trial. <i>Under consideration by Assets Maintenance and Renewals.</i>