

1. Slip lane from Sandspit Road into Elizabeth

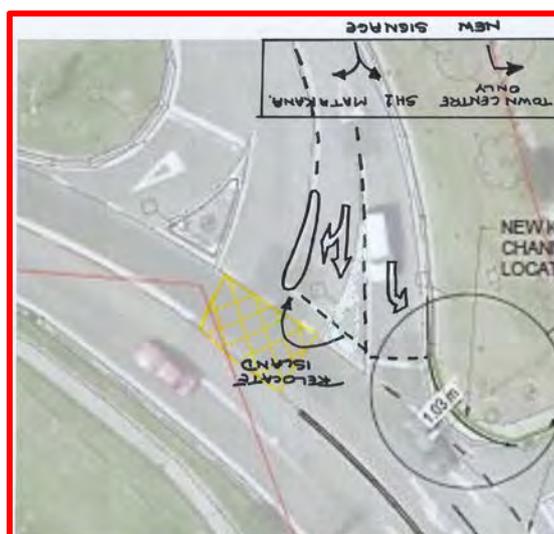
(Our comments are in red)

In 2016, Opus were tasked with providing a slip lane design which allowed for a reduction in the width of the kerb at the intersection of Sandspit Road and Millstream Place by approximately 1.0m.

The difficulty of the request to provide a full slip lane from Sandspit Road was not due to land availability at the intersection of Sandspit/Millstream but due to limitations and constraints further south of the intersection as shown in the plan below:



(They should have addressed the irrational islands arrangement see separate suggested plan below. A suggestion that does not move the kerb)



- The existing bridge – the width of the bridge does not allow for any additional lanes to be added.
(Incorrect - The bridge is a large culvert and extends 25 metres to the right giving plenty of room)



- Any lane configuration here that would require kerbs to be moved on the bridge would impact on any drainage constructed into the deck which would be costly. In addition, any widening of the area outside the bridge north or south would not provide any benefit as the bottleneck remains the same (unless the bridge was widened/replaced which is very expensive). (Incorrect see above)
- 01 Millstream Place – the property land acquisition would be the issue. The existing fence is hard up against the footpath (with a retaining wall as well) and there is also a significant tree on the corner. (A not very elegant totara). (Any widening here would need land to be acquired and could result the loss of the footpath altogether. Land acquisition is generally a lengthy process. The property owner has not been approached with regard to acquisition. (Why not? The road already illegally occupies part of his property and legalisation is required.)
- Ultimately the corridor is very tight through this section of road and space is at a premium. This issue is compounded whenever trucks go through this area as they require a wider ark for turning and tend to 'swing' the turn, reducing space for vehicles to slip in from Sandspit Road. (The whole intersection is far from ideal. Compromises are required. It would hard to make it worse)
- A slip lane was also considered unsafe for the following reasons:
 - Increased angle of the approach making visibility of vehicles approaching on Matakana Road more difficult,
 - Concerns over the interaction with the Millstream Place intersection. There is a safety risk due to close proximity and the potential increase in speed invited by the slip lane installation.
 (Not a problem with suggestion tabled above)

Public Input

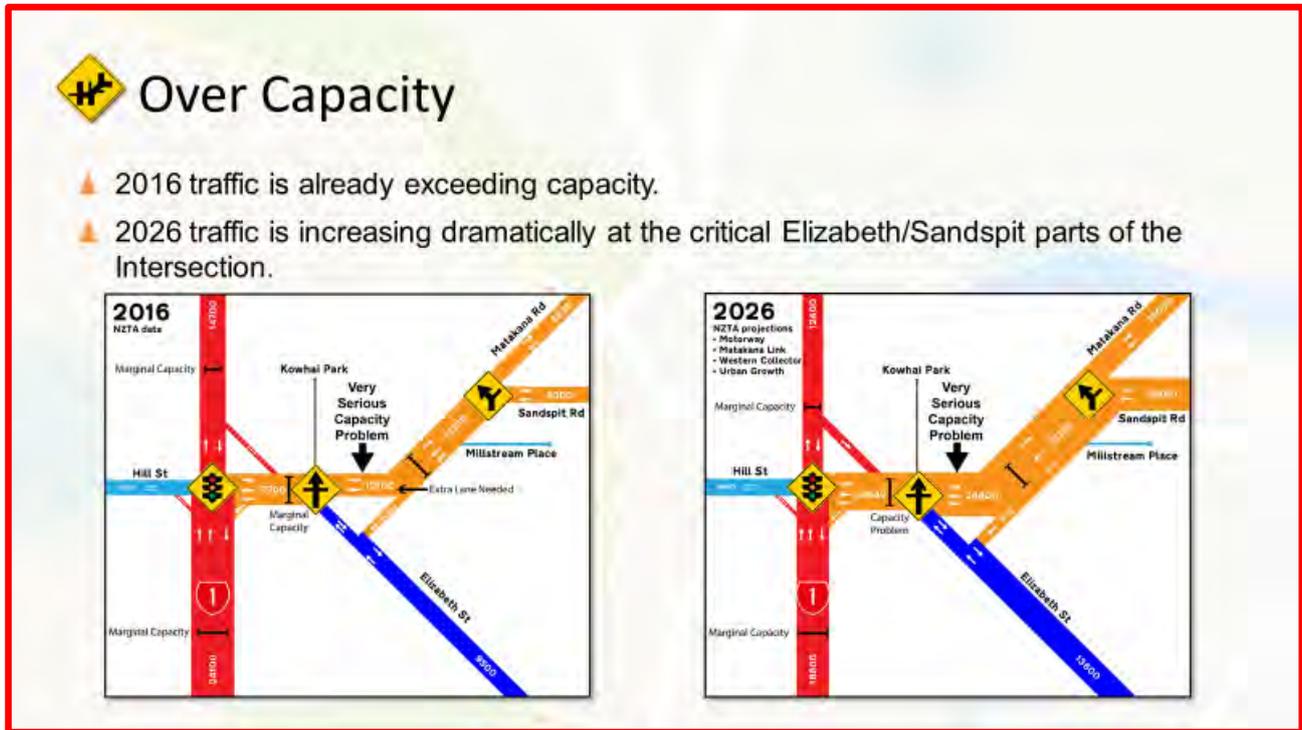
It is important in the wider project that AT as the asset owner and the body responsible for safety and operational matters, is the decision maker in the design process.

(I agree AT needs to take ownership but it is arrogant to suggest that local experts should have no input at an earlier stage).

Representatives from the group will be able to provide input through the consultation process that will form part of the Hill St investigation but responsibility for the design will remain with AT.

2. Sandspit Link Road included with Matakana Link

Timing for the proposed link between Matakana Rd and Sandspit Rd is dependent on the land use for the North East Warkworth area. Auckland Council's Future Urban Land Supply Strategy to has the relevant land being released in 2033-2037. There may be some wider land pressures that could bring it forward so we are anticipating the new connection to be a second decade project. **(The lack of an upgraded Hill Street Intersection is a major Infrastructure deficiency and needs to be addressed see traffic projections below. The Sandspit Link would apply some relief.)**



3. \$ Money in the LTP?

Currently no. NZTA have provided \$2M to undertake an investigation for the intersection in line with the NZTA Business Case approach. At the end of the investigation phase there will be sufficient information to understand what the project entails, what land is required, the environmental and social effects and the traffic effects taking into account changes to the traffic flows from Puhoi to Warkworth and the Matakana Link road when complete. At that gateway AT and NZTA can make an informed decision on funding.

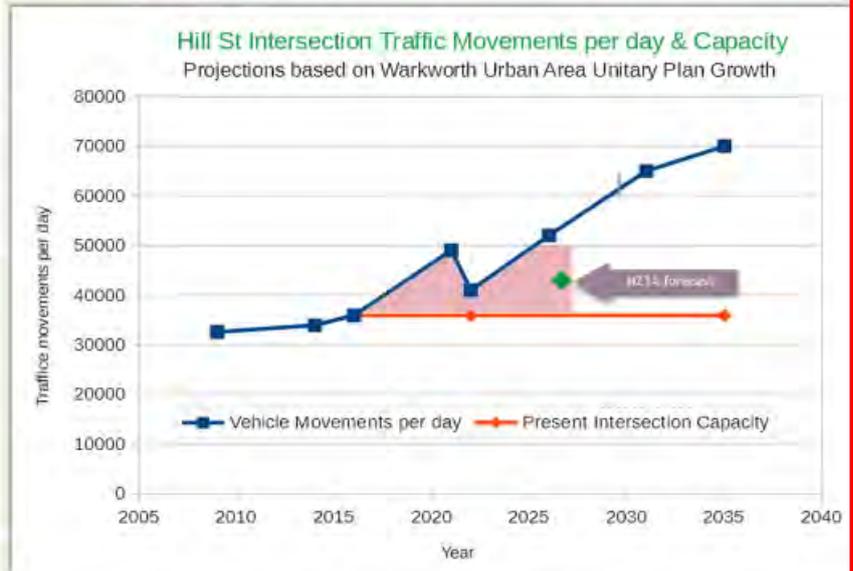
Construction funding would at the soonest sit in the 2021/23 LTP. Any significant construction work at the Hill St intersection would need to wait until Matakana Link is constructed as there are no alternative routes and as such no network resilience meaning such disruption would be unacceptable to all road users. Despite strong local opinion that this work could be undertaken in short order, a more realistic timeframe is two construction seasons.

(They are failing to see that the Urban Growth is going to make the Hill Street Intersection choke completely. See graph below. The Urban Growth should be delayed until the transport infrastructure is in place ie Hill Street Intersection).



Intersection Traffic Growth

- 🔥 Fix Hill Street Now has modelled the traffic entering the Intersection over the next 20 years. It will be seriously over capacity.
- 🔥 Even the latest NZTA projections confirms an increase.
- 🔥 **Traffic will never be less than today.**



4. Handover Clause

There will be no need for a protective handover clause. The NZTA funding subsidy is reliant on the economic profile which includes Strategic Fit and of course the Benefit/Cost ratio. Whether it is an NZTA project or an AT project the assessment criteria would be similar.