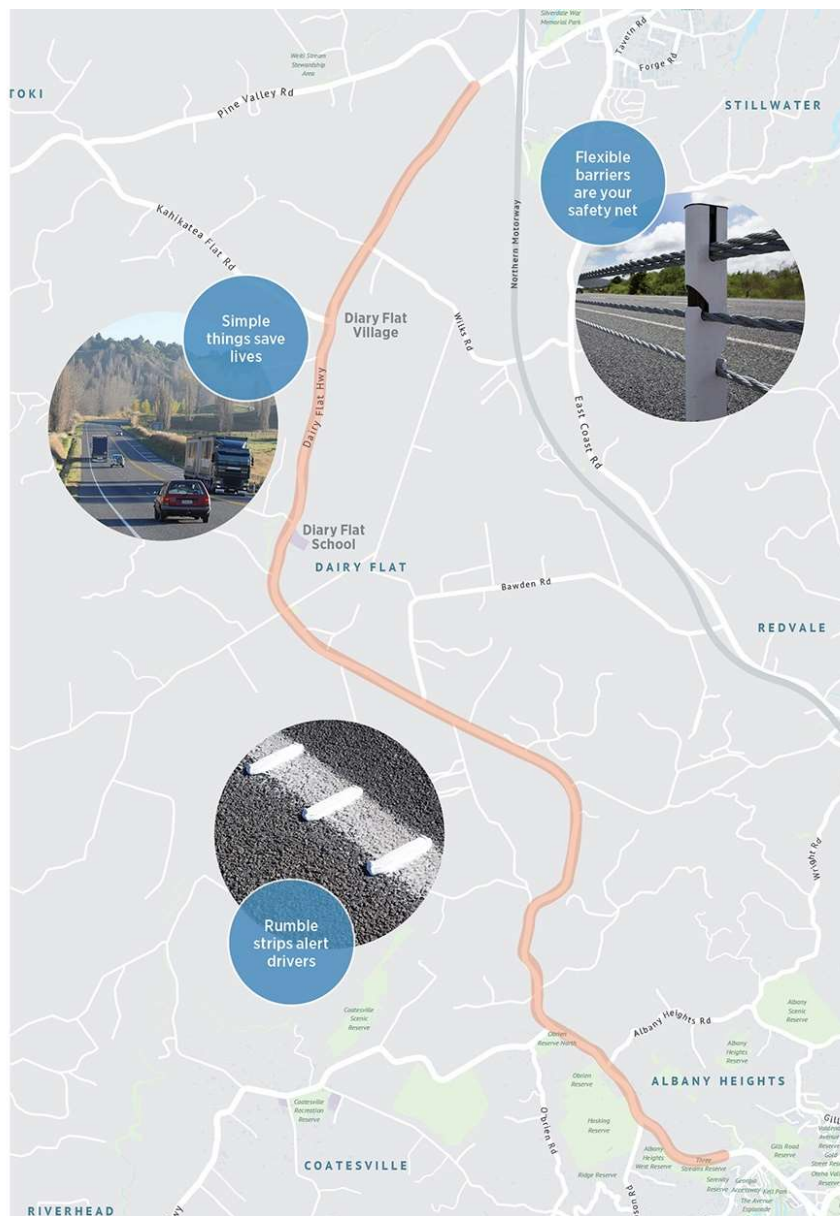


Summary of your feedback on Dairy Flat Highway safety improvements



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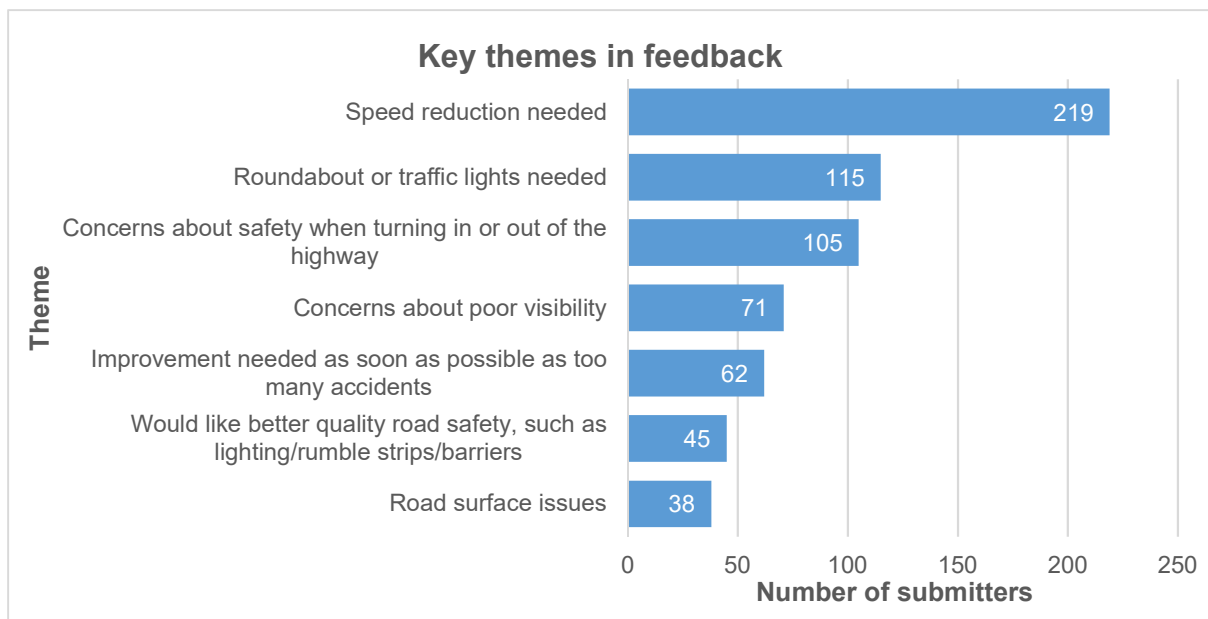
Summary

As part of Auckland Transport's road safety review along Dairy Flat Highway, Auckland Transport asked the community for feedback to identify any safety concerns and potential safety improvements. We consulted on this proposal from Friday 8 June to Sunday 1 July 2018, and received 391 submissions.

Key themes in feedback

From your feedback we identified the following key themes:

- Speed reduction needed (219 submitters, 56%);
- Roundabout or traffic lights needed (115 submitters, 29%);
- Concerns about safety when turning in or out of the highway (105 submitters, 27%);
- Concerns about poor visibility (71 submitters, 18%);
- Improvement needed as soon as possible as too many accidents (62 submitters, 16%);
- Would like better quality road safety, such as lighting, rumble strips, barriers (45 submitters, 12%);
- Road surface issues (38 submitters, 10%).



Next steps

The next phase of this project is implementing the safety proposals. From the feedback we have taken, Auckland Transport is progressing with a number of improvements. These will be communicated in November, with construction to commence in the 2019.

Background

Project information

Auckland Transport (AT) has identified a stretch of road on the Dairy Flat Highway that has a number of safety issues.

The scope of work being looked at is from Pine Valley Road to Stevensons Crescent. Across this stretch there are a number of safety improvements being proposed.

The benefits of making the stretch of road on the Dairy Flat Highway safer include:

- Safer journeys for people driving around Dairy Flat Highway;
- Potential for new safety measures such as flexible road safety barriers, wider centrelines, slow vehicle lanes, rumble strips and intersection upgrades;
- Safe speeds, including lower speed limits along the corridor;
- Reducing the speed limit and traffic calming will create a more appropriate village feel for Dairy Flat, especially around the Kahikatea Flat Road intersection.

Context

The Dairy Flat Highway is a former NZ Transport Agency (NZTA) state highway, and is ranked within the top one per cent of roads recommended by NZTA for investment because of the speeds, dangerous intersections and roadside hazards.

The former state highway has also had a number of fatalities and serious crashes. Between 2012 and 2018 there have been seven deaths and 29 serious injuries on the Dairy Flat Highway.

The North Shore's population is expected to grow by 17 per cent over the next 10 years, with 6,000 more homes to be built around Silverdale and Dairy Flat. With vehicle numbers set to increase over the next decade, better and safer roads are required.

Proposed improvements

Auckland Transport is proposing a number of safety improvements for the Dairy Flat Highway as part of Auckland Transport's road safety network review. Some of the ways Auckland Transport can improve the safety on the Dairy Flat Highway include:

- Flexible road safety barriers, such as wire ropes, to reduce the risk of head-on crashes;
- Rumble strips on the road markings to remind drivers they are on the centre line;
- Wide centrelines are a simple way to steer drivers away from each other;
- More signage and road markings;
- Safe speeds, including lower speed limits and traffic calming;
- Slow vehicle lanes, these allow for slower vehicles to pull over;

- Intersection upgrades, such as roundabouts and right turn bays.

Consultation

We consulted on the proposed safety improvements from Friday 8 June to Sunday 1 July 2018

Activities to raise awareness

To let you know about our consultation, we:

- Sent brochures to 900 households around the Dairy Flat Highway
- Regular communication with the Rodney Local Board
- Targeted emails to key stakeholders
- Information on the AT webpage
- Presentation update at the Coatesville Residents Association meeting

Giving feedback

AT asked for feedback from property owners, residents and the general public to find out:

- Any concerns around safety on the Dairy Flat Highway, in particular from Pine Valley Road to Stevensons Crescent?
- What type of safety improvements they would like to see put in place, from Pine Valley Road to Stevensons Crescent.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [Attachment 1: Feedback form](#) at the end of this report for a copy of the feedback form.

Your feedback

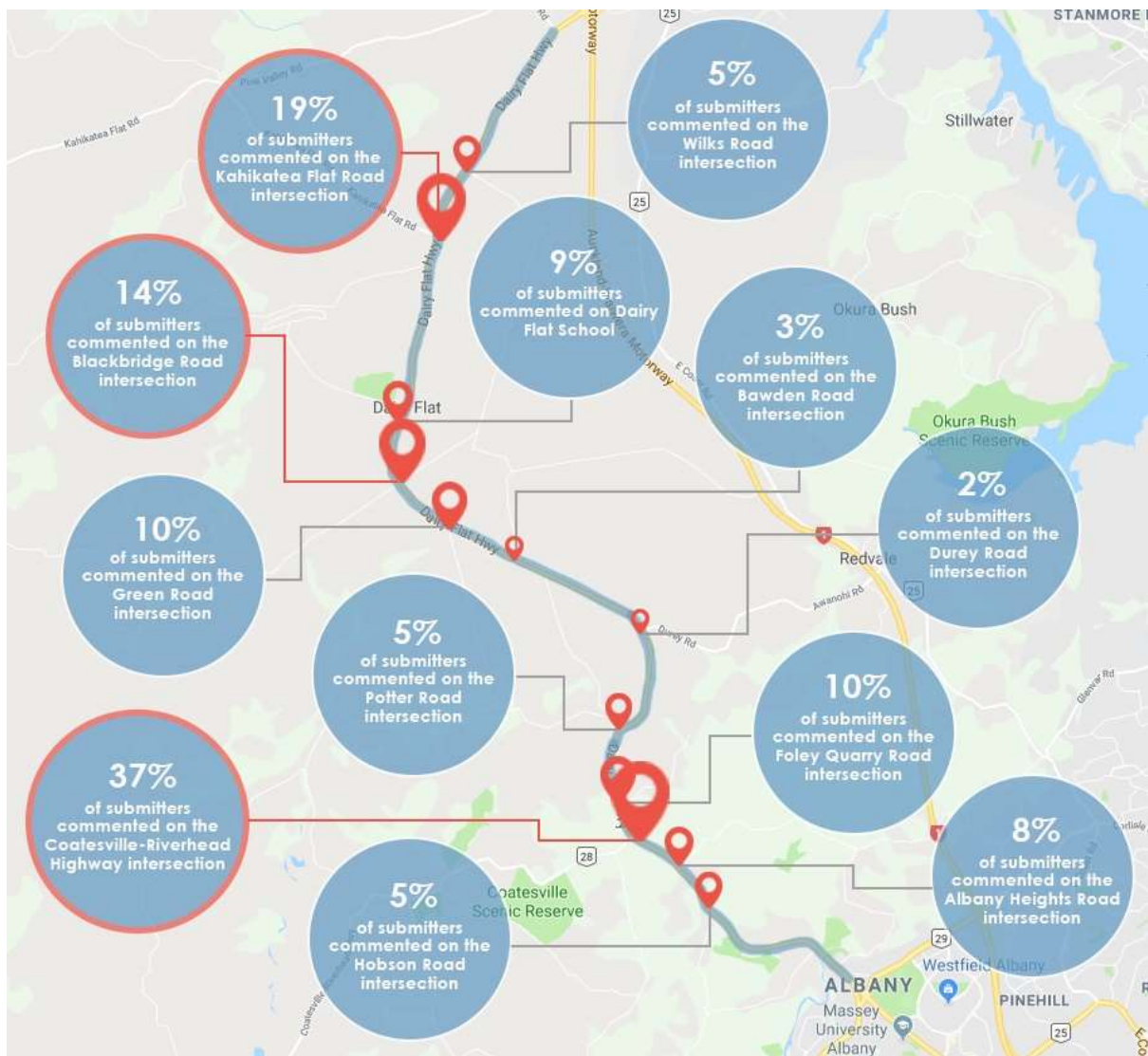
Overview

We received public feedback on the proposal from 391 submitters, which we have analysed to identify key themes in the responses across all questions.

- 203 of these were submitted online using an online mapping tool, 134 were submitted via an online survey, 51 were submitted using a hard copy feedback form and 3 were submitted via email.

Feedback received by location

The map below summarises the proportion of submitters who made comments about safety at the various locations along the stretch of road on the Dairy Flat Highway.



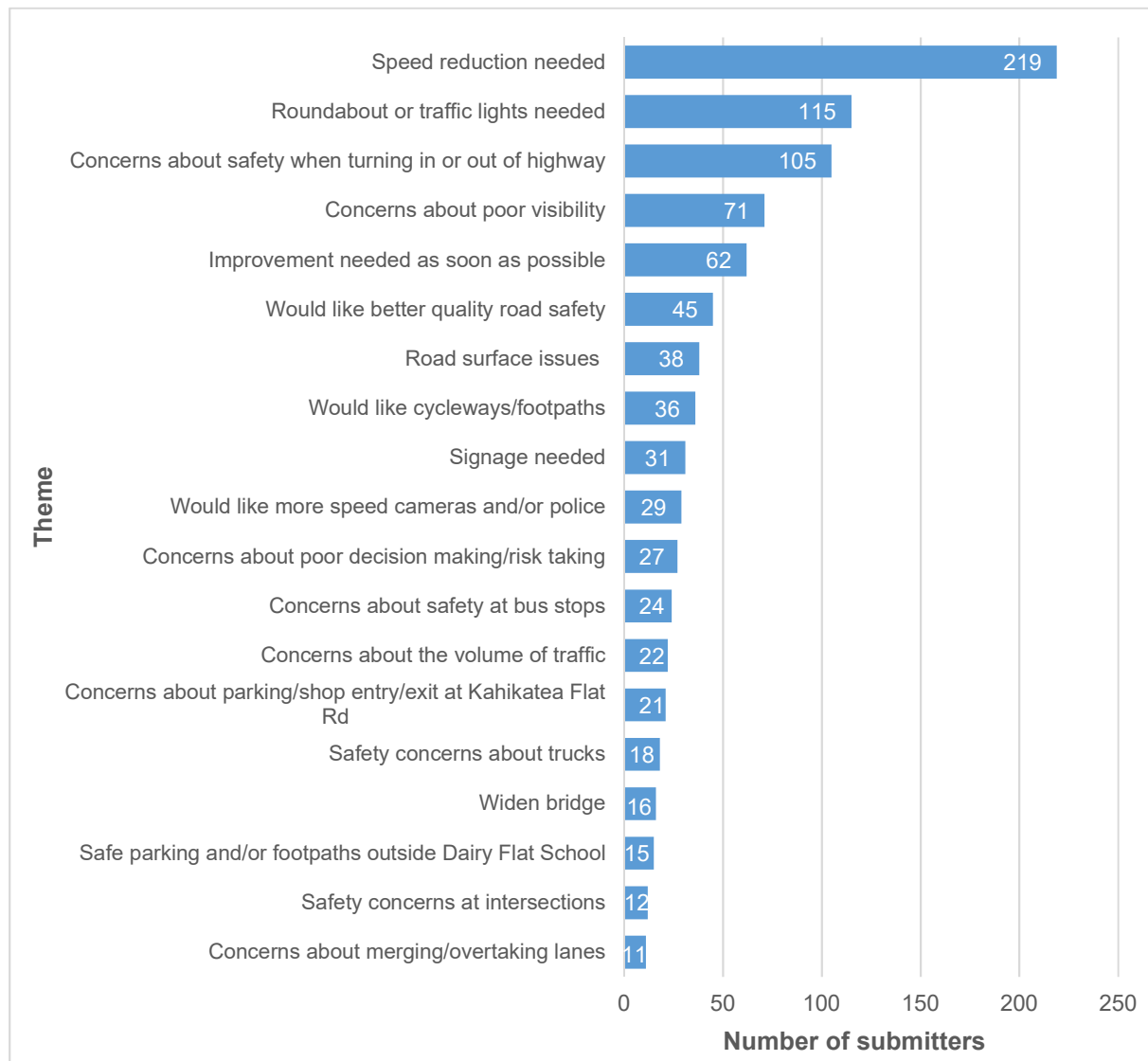
Based on 391 submissions. Submissions may be counted in more than one theme.

Nearly four in ten submitters made a comment about safety at the Coatesville-Riverhead Highway intersection with the Dairy Flat Highway (37%, n=144).

The location with next highest number of submitters commenting on safety concerns is the Kahikatea Flat Road intersection (19% of submitters, n=76), followed by the intersection with Blackbridge Road (14% of submitters, n=53).

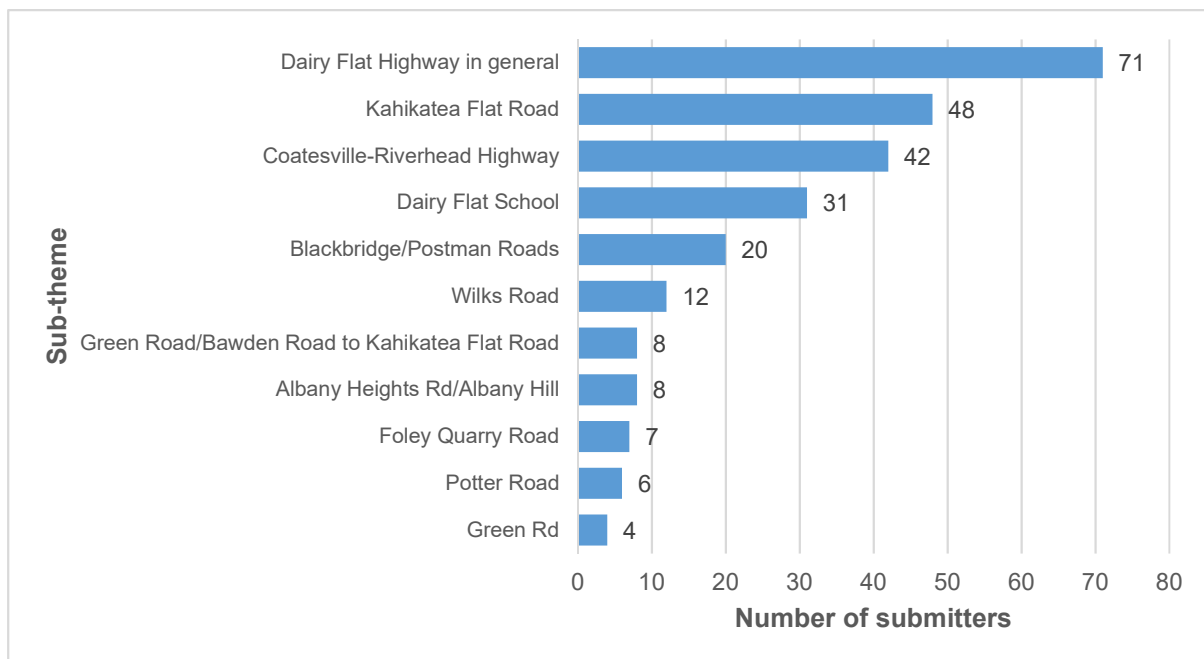
Themes in feedback

We have analysed the public feedback and identified the themes shown below:



Based on 391 submissions. Submissions may be counted in more than one theme.

Speed reduction needed (subthemes)



Based on 219 submissions. Submissions may be counted in more than one sub-theme.

Around a third of the submitters who mentioned a need for speed reduction commented on the need for reduced speed on the Dairy Flat Highway in general without commenting on a specific location (32%, n=71).

“Reduce the speed zone both north and south to 60kph.”

“The speeds are too high on this road as there are a lot of side roads and driveways that are not very visible to drivers on Dairy Flat highway.”

The two locations with the most comments relating to a speed reduction being needed are the intersection with Kahikatea Flat Road (22%, n=48) and the intersection with the Coatesville-Riverhead Highway (19%, n=42).

Kahikatea Flat Road:

“Extremely dangerous busy intersection where speed limit at 100kmh ridiculously high. Needs to be lowered.”

“For several hundred meters either side of this notoriously bad intersection, there should be a speed reduction down to 70km/hr or even 60km/hr.”

Coatesville-Riverhead Highway intersection:

“Wanting to alert you to the intersection at Dairy Flat Highway and Coatesville Riverhead Highway. Incredibly dangerous given the speeds that people travel along Dairy Flat Highway and people pulling out into the line of traffic. Urgently need to lower speeds now.”

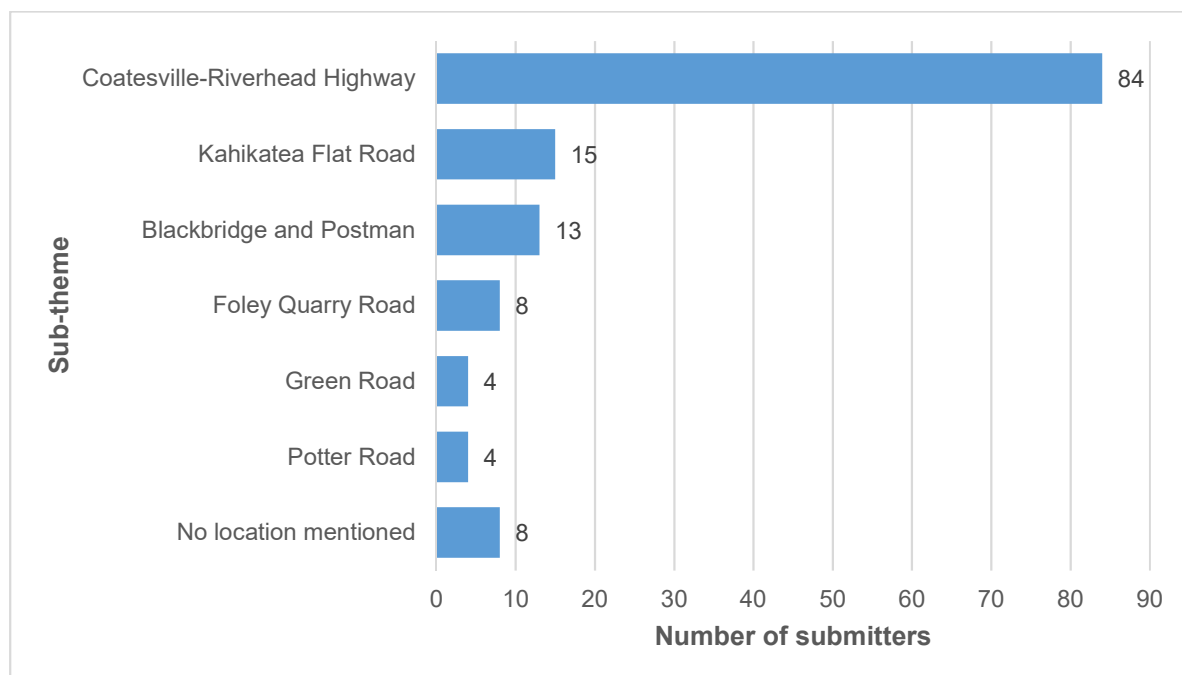
“Intersection of Coatesville-Riverhead Highway and Dairy Flat Highway speed zone reduction to 50km. Too many serious accidents are happening.”

The area around the **Dairy Flat School** was next most commented on as needing a speed reduction.

“Extreme hazard to have large trucks and vehicles speeding through a very busy school zone.”

“This is the school, traffic past the school needs to be slowed further. I believe we are probably one of the only schools in the Auckland area that has an 80km road with the volume of traffic going past. Need to reduce the speed limit to 60km/hr all the time.”

Roundabout or traffic lights needed (subthemes)



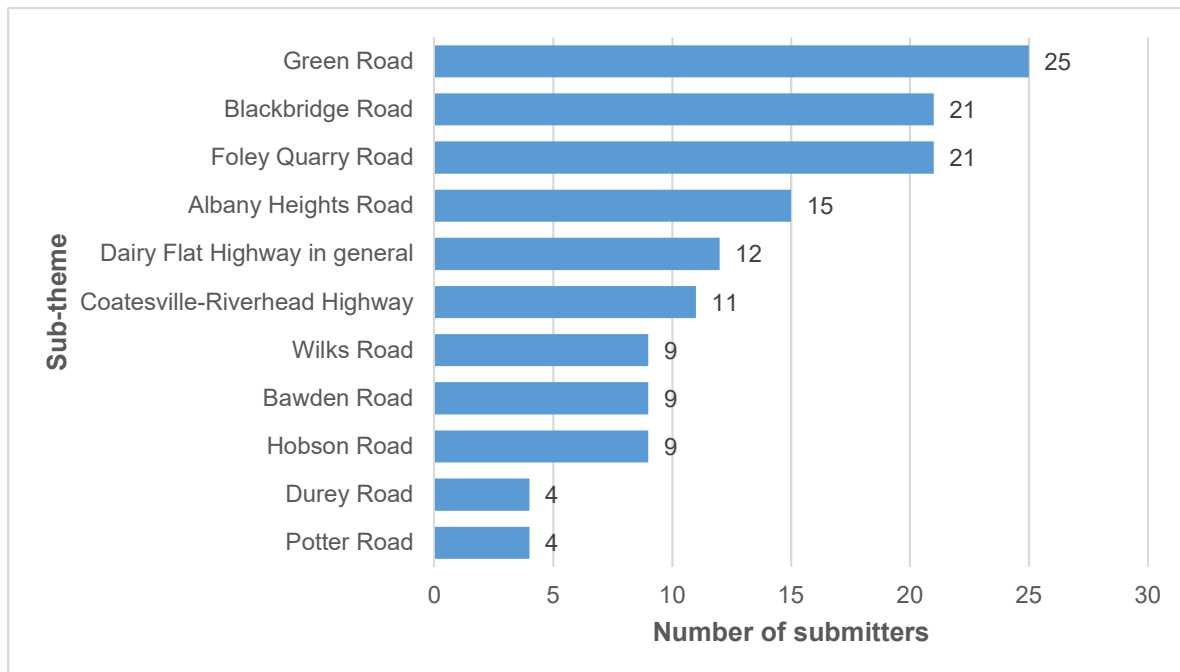
Based on 115 submissions. Submissions may be counted in more than one sub-theme.

Nearly three quarters of submitters who mentioned a roundabout or traffic lights are needed specifically talked about the intersection with Coatesville-Riverhead Highway (73% of submitters who commented on this theme). 70 of the 84 submitters mentioned a roundabout is needed at this intersection and 29 mentioned traffic lights.

“Note the dire number of serious crashes at the Coatesville-Riverhead intersection where we need a roundabout to slow traffic!”

“Intersection of Coatesville-Riverhead Highway and Dairy Flat Highway roundabout needed urgently. Too many serious accidents on a regular basis. Roundabout would keep traffic flowing but slow it down.”

Concerns about safety when turning in or out of the highway (subthemes)



Based on 105 submissions. Submissions may be counted in more than one sub-theme.

The Green Road intersection received the most mentions by submitters as being unsafe turning into or out of Dairy Flat Highway, mentioned by 25 submitters.

Green Road intersection:

“Southbound traffic turning right into Green Road have to block the road if waiting before turning.”

“Dangerous intersection especially for cars turning right on Green Rd.”

The next most mentioned intersections are Blackbridge Road and Foley Quarry Road each mentioned by 21 submitters.

Blackbridge Road Intersection:

“There needs to be a right turn lane for traffic coming from north turning into Blackbridge Road, so it is not so dangerous for cars to overtake them.”

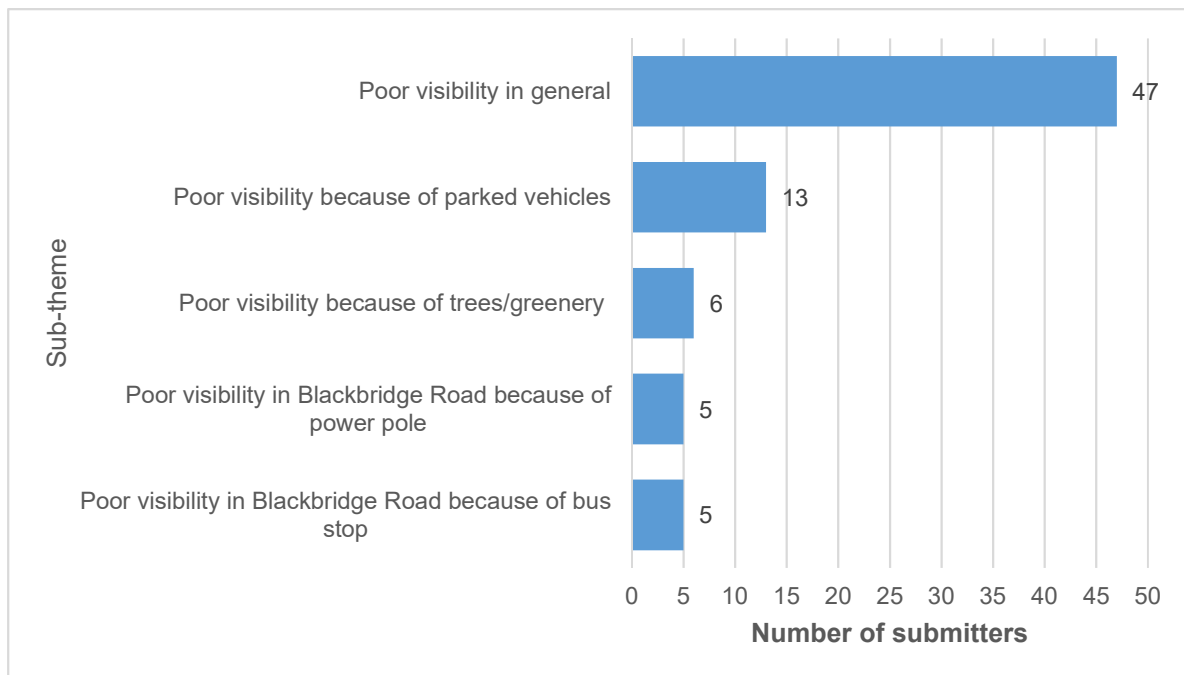
“Blackbridge Road intersection is dangerous. Turning right into Postman Road and left into Blackbridge Road heading north there is nowhere to go.”

Foley Quarry Road Intersection:

“Traffic comes flying along behind you when you are stopped waiting to turn right and it can be quite scary - it would be good if there was a median lane you could pull into.”

“Turning right into Foley Quarry Road (coming from Albany) is extremely dangerous due to the lack of a median strip for turning vehicles.”

Concerns about poor visibility (subthemes)



Based on 71 submissions. Submissions may be counted in more than one sub-theme.

Poor visibility in general, due to other cars and/or hill or crest in road:

The main location mentioned relating to poor visibility due to other cars and/or a hill or crest in the road is Blackbridge Road/Postman Road intersection with the Dairy Flat Highway (15 submitters).

Blackbridge Road/Postman Road intersection:

“This intersection (Blackbridge Rd) is unsafe, visibility is terrible.”

“Terrible intersection if you want to turn right out of Blackbridge Rd - poor visibility.”

A smaller number of eight submitters mentioned each of the Coatesville-Riverhead Highway and Wilks Road intersections being unsafe due to poor visibility.

Coatesville-Riverhead Highway intersection:

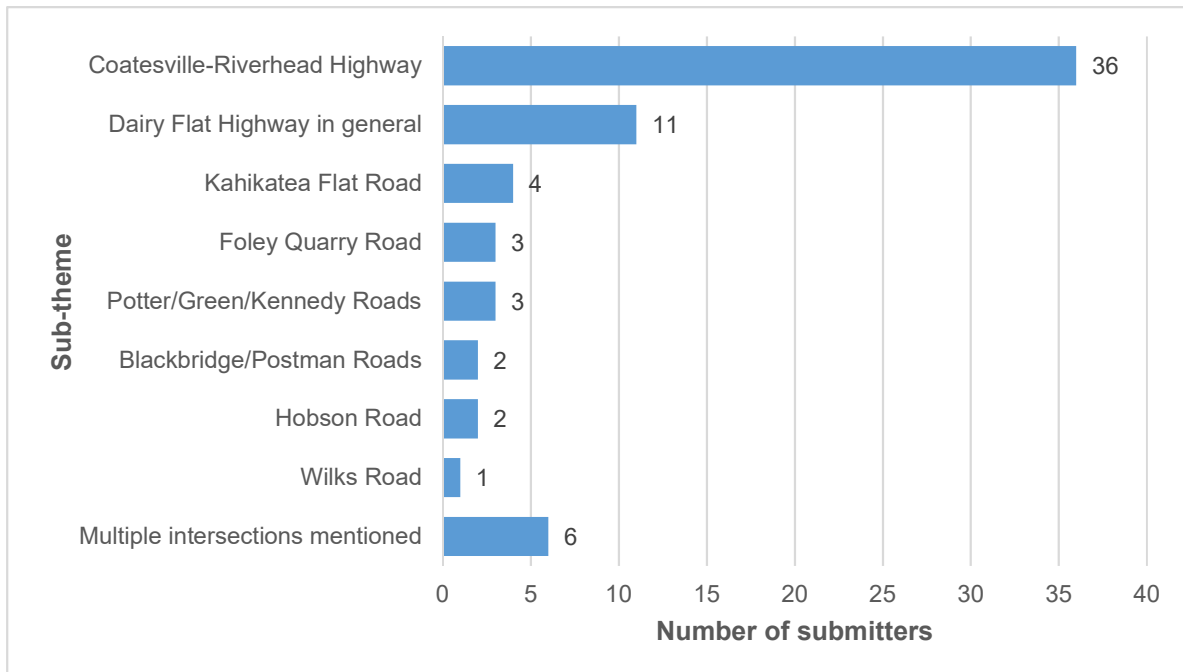
“A dangerous intersection with many accidents caused by speed approaching the intersection, visibility issues and ambiguous signage.”

“Trucks and cars turning left from Coatesville / Riverhead Highway obscure vision to the left of the cars waiting to turn right.”

Wilks Road intersection:

“There is not enough visibility when turning out of Wilks Road, this is a high crash area and part of the problem is with traffic travelling at 100km/hr, there is not enough visibility.”

Improvement needed as soon as possible (subthemes)



Based on 62 submissions. Submissions may be counted in more than one sub-theme.

Comments related to safety improvements needed as soon as possible due to too many accidents mostly related to the intersection with the Coatesville-Riverhead Highway, followed by the Dairy Flat Highway in general.

Coatesville-Riverhead Highway intersection:

“It is such a disaster and is the site of many accidents and close calls.”

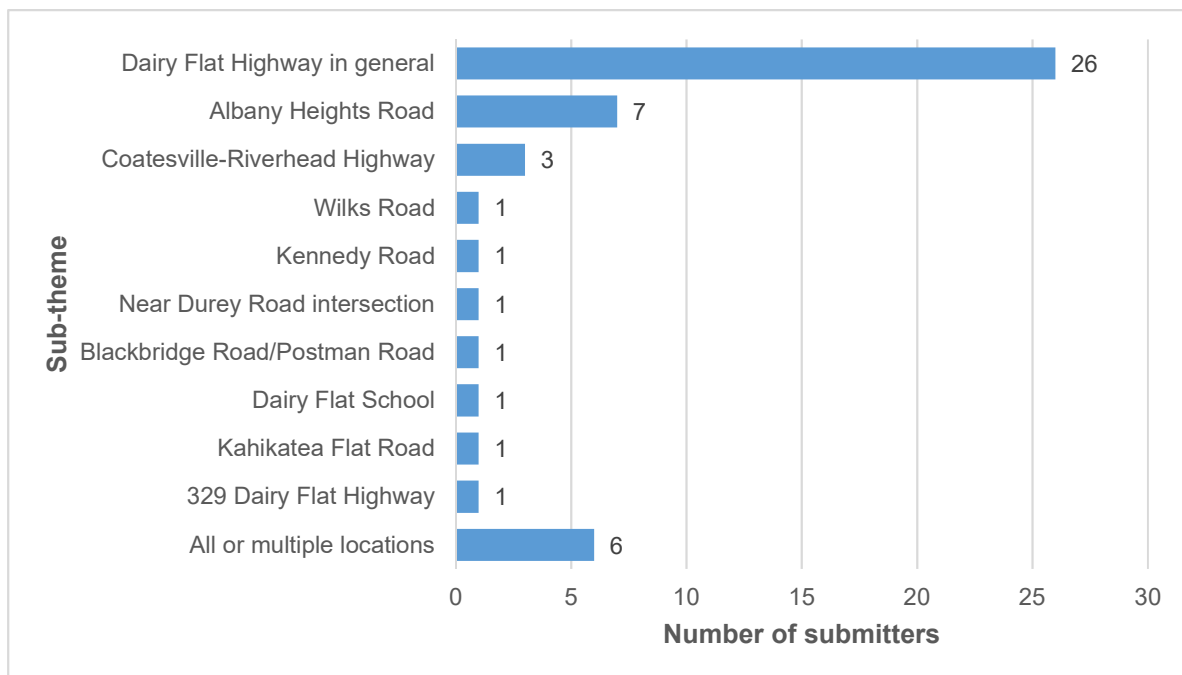
“This is a dreadful intersection - I have seen so many near misses here and have had an accident here myself when someone pulled out in front of me - both cars written off.”

Dairy Flat Highway in general:

“There have been a very high number of serious accidents on this stretch of road. These accidents have been occurring on a regular basis for a number of years and have resulted in serious injuries and fatalities.”

“Very dangerous and I fear for my life driving this road daily to work.”

Would like better quality road safety (subthemes)



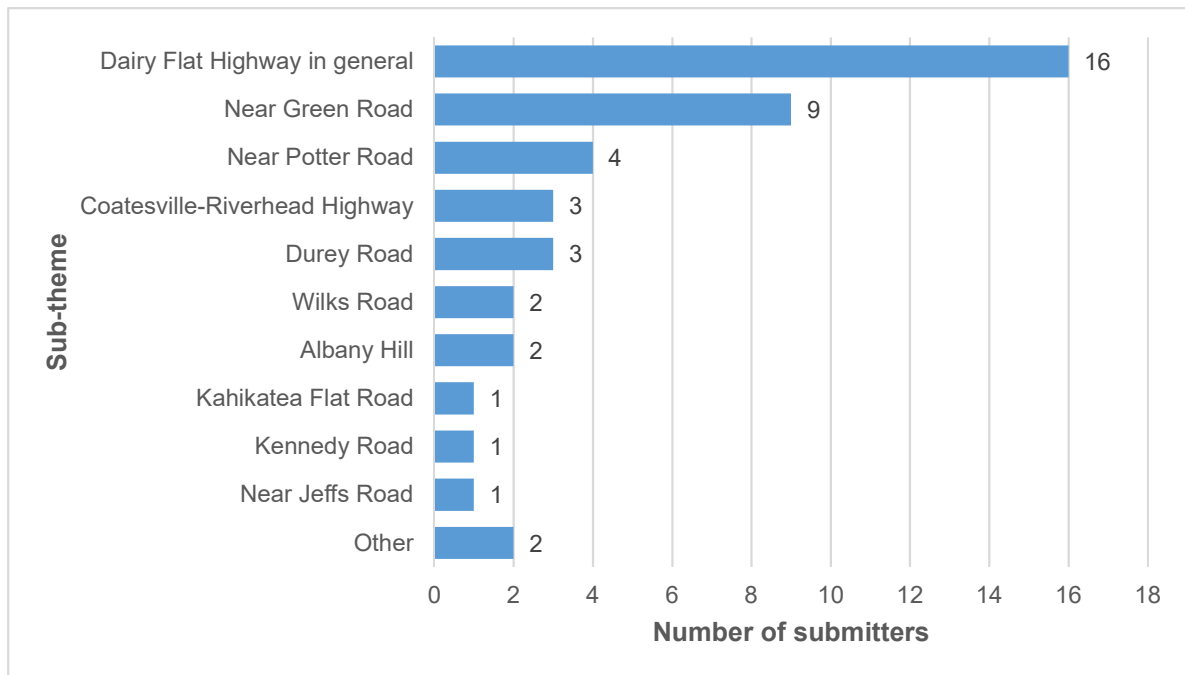
Based on 45 submissions. Submissions may be counted in more than one sub-theme.

Comments related to better quality road safety were mostly made about the Dairy Flat Highway in general, such as improved lighting at night, widening of the road, and safety barriers.

“Wide centre lines with rumble strips. More slow vehicle lanes, people get frustrated then pass in dangerous places.”

“It's too dark at night for an 80/100km zone. It's not about losing the speed limit as such but making DF highway more lit will increase visibility for night time drivers on this road. More street lights. More signs, more warnings on the corners, barriers.”

Road surface issues (subthemes)



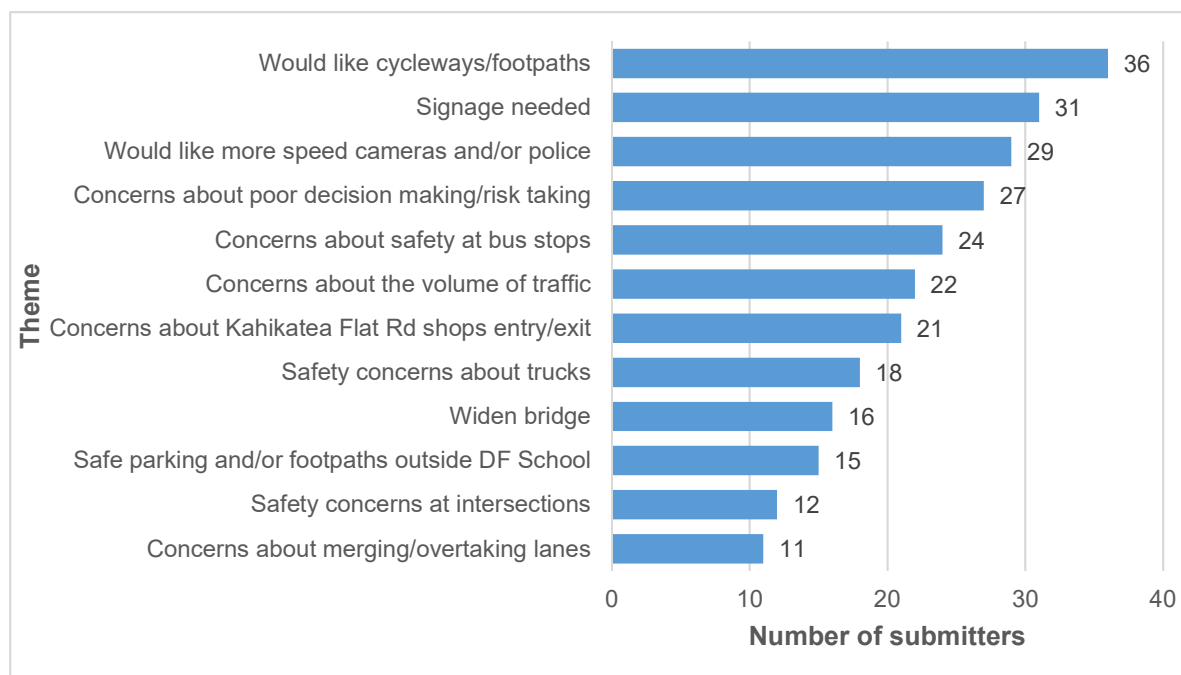
Based on 38 submissions. Submissions may be counted in more than one sub-theme.

16 submitters mentioned concerns about road surface on the highway in general. The stretch of road near Green Road intersection was specifically mentioned by nine submitters as being unsafe.

“A surface that is appalling, ruts on tar seal due to heavy truck usage.”

“Appalling road surface for a couple of hundred metres between Green Road and Jeff’s Road. This is dangerous and really needs to be fixed.”

Other themes



Based on 391 submissions. Submissions may be counted in more than one theme.

36 submitters mentioned they **would like cycleways or footpaths** installed on the highway. Nine of these submitters mentioned they would like a cycleway going up Albany Hill.

“There is a lot of cycling on Albany Hill, it has no space outside of the traffic lanes for cycles, its dangerous especially when getting passed by a truck. The main problem is going up the hill.”

“Cycleways and footpaths please. The growing population of Dairy Flat needs safe walking and cycling paths for wellbeing.”

31 submitters mentioned they would like to see **more signage** on the Dairy Flat Highway. The Coatesville-Riverhead Highway intersection was specifically commented on by 8 submitters.

“Travelling south on Dairy Flat Highway from the Coatesville-Riverhead Highway, there needs to be a sign - either painted on the road or a large sign preventing vehicles from making a right turn into the G.A.S. service station/tyre service establishments.”

“Extra clear signage warning of the intersection and high crash rate area.”

29 submitters mentioned they would like to see **more speed cameras and/or policing** of speed on the Dairy Flat Highway.

“There needs to be constant police enforcement.”

“Speed cameras need to be installed.”

27 submitters commented on **concerns about drivers taking risks and making poor decisions**, particularly on the Coatesville-Riverhead Highway intersection (mentioned by 19 submitters).

"There have been too many nasty accidents. People get impatient and pull out."

"People coming out of Coatesville Riverhead Highway take too many risks and there are too many accidents."

24 submitters mentioned concerns about **safety at bus stops** on the highway. Bus stops in the Blackbridge/Postman Road intersections received the most mention (11 submitters).

"Bus Stops are dangerous they are too close to the road."

"There is also a heavy presence of school buses, these buses need to stop and children need to get in and out, in some cases cross a section of 100kph road. More than one school kid has died on this road exiting a bus."

22 submitters mentioned concerns about safety due to the increasing volume of traffic on the Dairy Flat Highway, as the population in the area has grown over the years.

"There has been an increase in population and development meaning there is so much more traffic on the road now."

"With increased building in our area there are more and more heavy vehicles using roads that were basically rural roads with little traffic."

21 submitters mentioned concerns about **safety when parking and entering or exiting shops on Kahikatea Flat Road**.

"Carparks from the dairy and bakery on the Dairy Flat Highway side, means the only way out of them is to reverse onto the highway. There have been so many near misses as it is dangerous to need to back out onto an 80km/hr road!"

"Bad intersection, 100km/hr, children crossing road major intersection, and trucks parked both sides."

18 submitters mentioned **safety concerns related to trucks** on the highway.

"Reduce the speed limit for trucks to 70kph."

"Time restrict trucks to not be on the road during peak traffic times."

16 submitters mentioned **narrow bridges that need widening**, mainly at Green Road (8 submitters).

"This bridge at Green Road is very narrow, with close proximity to a turn int/out of Green Road."

"Terrible unsafe position for intersection close to bridge. Many times, in dangerous situation with cars pulling in and out of Green Rd."

15 submitters mentioned a need for **safe parking and/or footpaths outside the Dairy Flat School**.

“Children walking to and from the school need pavements.”

“Footpath outside of Dairy Flat school. Parents walk along highway at pick up time because of insufficient carparks.”

Safety concerns generally at intersections was mentioned by 12 submitters, without further comments. 5 submitters indicated concern about the Coatesville-Riverhead Highway and 3 mentioned the Wilks Rd intersection.

11 submitters mentioned **concerns about merging/overtaking lanes**.

“This area is confusing as some vehicles overtake in this area as there is no other place to overtake slow moving trucks. However, it is not indicated as an overtaking space.”

“The overtaking lane on the Albany Hill is dangerous.”

Design suggestions in feedback and AT responses

Submitters made a wide range of suggestions. We have collated and responded to all design suggestions identified in the feedback, organised by the following theme groups:

Speed reduction needed	<u>2019</u>
Roundabout or traffic lights needed.....	<u>2524</u>
Concerns about safety when turning in or out of the Dairy Flat Highway	<u>2625</u>
Concerns about poor visibility	<u>2928</u>
Engine breaking and noise	<u>3130</u>
Improvement needed as soon as possible	<u>3130</u>
Would like better quality road safety	<u>3130</u>
Road surface issues	<u>3331</u>
Cycleways and footpaths.....	<u>3433</u>
Signage	<u>3534</u>
Would like more speed cameras and policing.....	<u>3735</u>
Concerns over poor decision making	<u>3736</u>
Safety at bus stops	<u>3736</u>
Parking, entry and exit at Kahikatea Flat Road shops.....	<u>3837</u>
Safety concerns with trucks	<u>3937</u>
Widen bridges	<u>3938</u>
Safe parking and/or footpaths at the school	<u>4038</u>
Merging / overtaking lanes.....	<u>4038</u>

Design suggestion in feedback	AT response
Speed reduction needed	
<p>Dairy Flat Highway in general</p> <ul style="list-style-type: none"> • Reduce speed limit all along the Dairy Flat Highway <ul style="list-style-type: none"> - 100 km per hour is too fast for a local road that is no longer SH1 - the road was considered rural but now has heavy use • Reduce speed limit at major intersections or key areas <ul style="list-style-type: none"> - the speed limit is too high approaching major intersections - it's dangerous when a 100 km per hour road meets another road with a bakery, dairy, bottle shop and petrol station at the junction - lower speed limits are needed at key places on the highway where visibility is poor • Reduce speed limit to 80 km per hour <ul style="list-style-type: none"> - Dairy Flat Highway has become increasingly busy and with the 100km speed limit the number of accidents has significantly increased - there are too many side roads for a speed limit of 100 km per hour - dangerous near the shops/Caltex, where cars pull out from side roads, and near the school where parents are picking up outside the school - varying speed limits is confusing for locals and visitors to the area • Reduce speed limit to 70 or 80 km per hour <ul style="list-style-type: none"> - two bus stops without shelters and children waiting and getting on and off - too many intersections for cars to be able to travel above 80 km per hour • Reduce speed limit to 60 km per hour <ul style="list-style-type: none"> - both north and south on the highway - approaching major intersections 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Near Dairy Flat shops / Kahikatea Flat Road</p> <ul style="list-style-type: none"> • Reduce speed limit at Kahikatea Flat Road intersection <ul style="list-style-type: none"> - to make it safer to pull out of Kahikatea Flat Road onto Dairy Flat Highway - it's 70 km per hour along Kahikatea Flat road, but within 20 metres of the intersection the speed limit changes to 100 km per hour 	<p>The speed limits are being reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - dangerous for bus users from the Caltex to the bus stop, especially at commuting times in winter when light is poor - cars pull out from the Caltex on one side and the bakery/dairy on the other side from minimal speeds into 100 km per hour zone • Reduce to 80 km per hour <ul style="list-style-type: none"> - needs to be reduced to 80 km per hour prior to Green Road when travelling north, and stay in force until after travelling through the Kahikatea Flat Road - from the school to the intersection with Kahikatea Flat Road • Reduce to 70 or 80 km per hour • Reduce to 70 km per hour <ul style="list-style-type: none"> - the 70 km per hour should cover from Wilks Road to Horseshoe Bush Road - reduce speed to 70 km per hour through the Caltex intersection • Reduce to 60 or 70 km per hour <ul style="list-style-type: none"> - for several hundred meters either side of this intersection • Reduce to 60 km per hour • Reduce to 50 km per hour through Dairy Flat township 	
<p>Coatesville-Riverhead Highway intersection</p> <ul style="list-style-type: none"> • Reduce speed limit at Coatesville-Riverhead Highway intersection <ul style="list-style-type: none"> - intersection is dangerous when turning right into the Dairy Flat Highway - cars come at a high speed around a bend and it's difficult to judge the speed of the cars - at peak times cars cannot pull out of the highway safely - cars travel above the speed limit, in both directions, at this intersection - to give more space for decision making • Reduce to 60 or 70km <ul style="list-style-type: none"> - southbound traffic go too fast as it's not long after a passing lane in a 100 km per hour zone • Reduce to 60km <ul style="list-style-type: none"> - it's a busy, fast, curvy, thin road with minimal street lighting, which is dangerous - after the overtaking lanes from both directions • Reduce to 50 km per hour • 300m either side of the intersection 	<p>Temporary speed reductions are in place now, and a new roundabout will help reduce speeds. Also, speeds along the corridor will be reduced from 100km/h to 80/km to align with safe speeds.</p>

Design suggestion in feedback	AT response
<p>Near Dairy Flat School</p> <ul style="list-style-type: none"> • Reduce the speed limit <ul style="list-style-type: none"> - outside the school 8am-5pm every school day - dangerous to have large trucks and vehicles speeding through a busy school zone - difficult turning out of Dairy Flat School in the mornings and afternoons due to speed of traffic • Expand the slow zone for the Dairy Flat School • Reduce to 60 km per hour <ul style="list-style-type: none"> - should be permanently 60 km per hour as the school has functions outside of the temporary sign times • Reduce to 50 km per hour • Reduce to 40 km per hour during drop off and pick up times 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village. However, along the frontage of the school investigation is required to align both safe speed as well as appropriate infrastructure.</p>
<p>Blackbridge Road/Postman Road intersections</p> <ul style="list-style-type: none"> • Reduce the speed limit <ul style="list-style-type: none"> - high speed and poor visibility on the bend towards Postman Road - difficult to turn right out of Postman Road onto Dairy Flat Highway - speed limit of 100 km per hour is too fast during peak hour times - increasingly more trucks use the intersection, and it's dangerous overtaking at speed - after passing Dairy flat school, traffic traveling south should not have a speed increase back up to 100 km per hour, as they are coming around the corner and up to the intersection of Postman Road and Blackbridge Road - volume of traffic using this intersection has increased significantly and as is a four way intersection is difficult to negotiate with speed of oncoming traffic - traffic traveling on the highway need more warning of the intersection and high crash rate, and to slow down - side roads and driveways that are not visible to drivers on the Dairy Flat Highway • Reduce to 70 or 80 km per hour <ul style="list-style-type: none"> - there have been bad accidents at this intersection • Reduce to 60 km per hour • Reduce to 50 km per hour <ul style="list-style-type: none"> - both northbound and southbound traffic are blind to traffic exiting 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village. Additional intersection improvements are being proposed such as right turn bays to improve the accessibility at the intersections.</p>
<p>Wilks Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - there's been an increase in traffic turning right off Dairy Flat Highway onto Wilks Road and turning from Wilks Road onto the highway • Reduce to 80 km per hour • Reduce to 60 km per hour - increase in population and development so more traffic on the road 	<p>will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Green Road to Kahikatea Flat Road</p> <ul style="list-style-type: none"> • Reduce speed limit <ul style="list-style-type: none"> - 100 km per hour is too fast from Green Road to Kahikatea Flat Road • Reduce speed limit to 80 km per hour <ul style="list-style-type: none"> - prior to Green Road travelling north, until past the Kahikatea Flat Road intersection • Reduce speed limit to 60 km per hour 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Albany Heights Road/Albany Hill</p> <ul style="list-style-type: none"> • Reduce speed limit <ul style="list-style-type: none"> - Albany to past Foley Quarry Road • Reduce to 90 km per hour <ul style="list-style-type: none"> - re-introduce slow speed zone towards Albany • Reduce to 80 km per hour <ul style="list-style-type: none"> - at least 3 fatal accidents on this road • Reduce to 60 km per hour • Reduce to 50 km per hour 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village. To support slower speeds, the existing passing lane will be converted to a slow vehicle bay.</p>
<p>Foley Quarry Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit <ul style="list-style-type: none"> - reduction in speed at top of the hill from Foley Quarry Road insufficient to provide safe braking distance for large trucks operating from Waste Management landfill site • Reduce to 80 km per hour • Reduce to 70km <ul style="list-style-type: none"> - from Stevenson Road to Foley Quarry Road • Reduce to 60 km per hour <ul style="list-style-type: none"> - dangerous turning right when traveling north 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>

Design suggestion in feedback	AT response
<p>Potter Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit • Reduce to 80 km per hour <ul style="list-style-type: none"> - driveways, cyclists, buses, school children and live stock on the road • Reduce to 60km <ul style="list-style-type: none"> - Dangerous intersection on a corner with cars going northwards down the hill at 100 km per hour • Reduce to 50 km per hour <ul style="list-style-type: none"> - hazards on Potter Road, such as sheep, cyclists and people pulling out of their driveways with trailers 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Green Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit at Green Road intersection <ul style="list-style-type: none"> - Green Road used as a shortcut road - dangerous when the pony club has events or rallies, with trucks and floats turning in and out of Green Road 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Bawden Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit to 80 km per hour or lower at Bawden Road intersection <ul style="list-style-type: none"> - driveways, cyclists, buses, school children, livestock on the road 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Pine Valley Road to Green Road</p> <ul style="list-style-type: none"> • Reduce speed limit between Pine Valley Road and Green Road to 80 km per hour <ul style="list-style-type: none"> - from Pine Valley Road to past the school 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Green Road to Dairy Flat School</p> <ul style="list-style-type: none"> • Reduce speed limit between Green Road and Dairy Flat School <ul style="list-style-type: none"> - from Dairy Flat school to past Green Road - from Green Road to Kahikatea Flat Road 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Hobson Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit at Hobson Road intersection • 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>

Design suggestion in feedback	AT response
<p>Landfill Road intersection</p> <ul style="list-style-type: none"> • Reduce speed limit at Landfill Road intersection <ul style="list-style-type: none"> - heavy trucks turning and exiting into the highway at 100 km per hour 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
<p>Other areas</p> <ul style="list-style-type: none"> • Reduce speed on Horseshoe Bush Road to 80 km per hour <ul style="list-style-type: none"> - children on school bus route walk along the road with no footpaths • Reduce speed limit to 80 km per hour from Wilks Road through to Dairy Flat School • Reduce speed limit to 80 km per hour from the school to Kahikatea Flat Road intersection • Reduce speed to 60 km per hour on O'Brien Road • Reduce speed at Old Pine Valley Road intersection • Traffic calming measures needed on Sunnyside Road • Reduce speed limit at Lonely Track Road intersection • Reduce speed limit at the Kaukapakapa turn off • Reduce speed limit to 50 km per hour from Potter Road to the bottom of Albany Hill • Reduce speed limit to 50 or 60 km per hour from Potter Road to Stevensons Road <ul style="list-style-type: none"> - bicycles come around blind corners and cars enter/exit driveways off this span of road • Reduce speed limit to 70 km per hour between Blackbridge Road and Wilks Road • Reduce speed limit to 50 km per hour between Horseshoe Bush Road and Wilks Road 	<p>The speed limits were reviewed along Dairy Flat Highway, and as result, from 2019, speed will be reduced from 100km/h to 80km/h along the highway, and will be reduced from 100km/h to 60km/h at the Dairy Flat Village.</p>
Roundabout or traffic lights needed	
<ul style="list-style-type: none"> • Install roundabout at Coatesville-Riverhead Highway intersection <ul style="list-style-type: none"> - to keep traffic flowing but provide a traffic calming measure - lack of traffic control devices is causing Coatesville-Riverhead Highway drivers to become impatient and make risky turns onto the Dairy Flat Highway - at peak times cars cannot pull out of the highway safely - would make it safer for right turns - difficult for cars heading south to see the give way sign 	<p>A new roundabout will be constructed in the first quarter of 2019 at the current intersection. This will slow down traffic, improve safety and improve accessibility to and from Coatesville.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - ideally dual lane roundabout so the flow of cars heading south on Dairy Flat Highway is not impacted by cars coming out of Coatesville-Riverhead Highway and turning south - roundabout with a slip lane for traffic travelling south • Install traffic lights at the Coatesville-Riverhead Highway intersection <ul style="list-style-type: none"> - would enable drivers to safely turn onto the Dairy Flat Highway whenever there was a significant number of vehicles waiting at the intersection - the intersection is located at the top of three hills, so slowing traffic with warnings of controlled traffic lights could be implemented - traffic in the area will increase so traffic lights would provide long term solution • Install roundabout at the Kahikatea Flat Road and Dairy Flat Highway intersection • Install traffic lights at the Blackbridge Road and Postman Road intersection with Dairy Flat Highway <ul style="list-style-type: none"> - a major intersection with community hall, bus stops, school bus stops - will become more dangerous with the increase in dump trucks servicing the recently consented landfill in Blackbridge Road, and the upcoming industrial development in Postman's Road • Install roundabout at the intersection with Durey Road • Install roundabout at the Potter Road and Dairy Flat highway intersection • Install roundabout at Pine Valley and Dairy Flat Highway intersection • Install roundabout at Albany Heights Road • Install traffic lights at the Paremoremo intersection • Install lights or roundabout at The Avenue <ul style="list-style-type: none"> - congestion in Albany village in mornings and evenings - to keep traffic moving 	
Concerns about safety when turning in or out of the Dairy Flat Highway	
<ul style="list-style-type: none"> • Turning lane needed for Albany Heights Road <ul style="list-style-type: none"> - difficult to turn right out of Albany Heights Road, as traffic from the left comes up the hill quickly - cars turning right into and right out of Albany Heights Road need a safety zone • Remove right hand turn into Albany Heights Road • Turning lane needed for Wilks Road <ul style="list-style-type: none"> - intersection of Wilks Road East and West with Dairy Flat Highway is dangerous 	<p>A number of proposals along the corridor at he intersections are proposed like right turn bays to improve the accessibility of side roads.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - the intersection of Wilks Road West and Dairy Flat Highway is increasingly busy as Wilks Road is used as a through road to East Coast Bays Road - to reduce risk of vehicle collision and driver injury • Install an on/off ramp at Wilks road to reduce the traffic use on Dairy Flat Highway • Turning lane needed for Bawden Road <ul style="list-style-type: none"> - no median or turning bay to pull into Bawden Road - no safe place to sit and wait for oncoming traffic - those waiting to turn right from Dairy Flat Highway into Bawden block the one lane highway going towards Dairy Flat • Turning lanes needed for Blackbridge Road and Postman Road (north and south) <ul style="list-style-type: none"> - if a car is heading north and turning right into Postman Road and another car is turning left into Blackbridge Road the cars behind have to stop as no room to pass - not enough room for three cars wide so cars behind have to brake heavily - from Postman Road the visibility North and South is short - because this is a true cross road there is the possibility of a driver going straight through the intersection • Right hand turning lane needed for Durey Road intersection <ul style="list-style-type: none"> - cars turning right into Durey Road can slow quickly as the road comes quickly into vision - for northern bound vehicles into Durey Road - intersection cluttered in the morning with waiting cars for the school bus and traffic turning into Durey Road to avoid the bottleneck further down the Albany Hill • Turning/central median lane needed at Foley Quarry Road intersection for northbound traffic turning right <ul style="list-style-type: none"> - travelling north cars behind are increasing in speed as they head towards the 100 km per hour zone and are not anticipating the car in front of them to slow/stop to turn - cars rush to turn to avoid stopping in the middle of the road - high speed traffic comes around the corner • Widen the road with a turning bay installed for cars turning right into Foley Quarry Road <ul style="list-style-type: none"> - nowhere safe to turn right into Foley Quarry from the south • Turning lane needed into Potter Road • Turning lanes needed at Hobson Road intersection <ul style="list-style-type: none"> - due to angle of the intersection, turning left going north slows the traffic - Hobson Road turn off heading south is dangerous - dangerous doing right turns in or out 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Right hand turning lane needed at Kennedy Road intersection heading south 	
<p>Improve turning safety at Coatesville-Riverhead Highway intersection</p> <ul style="list-style-type: none"> • Extend bollards further towards the G.A.S. station to separate the slip lane • Cut into the hillside and create a lane for these turning people who could easily merge with other traffic before the O'Brien road intersection <ul style="list-style-type: none"> - some north bound traffic on Dairy Flat Highway in the left lane as if going to turn left into Coatesville-Riverhead Highway, then change lanes and continue north which confuses traffic and causes accidents • Introduce a bleed-in shoulder that allows motorists turning south to Albany from the Coatesville-Riverhead Highway to cross on to the shoulder when the traffic from Albany is clear and to move on to the Dairy Flat Highway in a safe way • Create a 'central' corridor between the two lanes in Dairy Flat Highway <ul style="list-style-type: none"> - to allow traffic turning right from Coatesville-Riverhead Highway into the highway to be able to pass over the lane heading North and wait in the centre corridor until there is a gap and then merge into the lane travelling south when safe 	<p>A new roundabout will be constructed in the first quarter of 2019 at the current intersection. This will slow down traffic, improve safety and improve accessibility to and from Coatesville.</p>
<p>Improve turning safety at Green Road intersection</p> <ul style="list-style-type: none"> • Turning lane needed at Green Road intersection for cars turning right into Green Road <ul style="list-style-type: none"> - southbound traffic turning right into Green Road block the road waiting before turning - no place to pull over safely, close to the bridge and causes congestion - intersection of Green Road lacks space for cars to pass when heading south when someone is turning right - suggest widening road and putting a turning bay for cars pulling into Green Road - south-bound traffic turning right obstructs the highway causing a hazard for cars coming down the hill • Restructure the intersection as a main access to the future Green Road Park <ul style="list-style-type: none"> - southbound traffic turning right into Green Road blocks the road - would improve safety and not impede southbound traffic but I appreciate the bridge constrains options • Remove right turn option into Green Road <ul style="list-style-type: none"> - traffic could be directed to Kennedy Road where a right turning lane could be established with good visibility • Widen intersection with Green Road to provide a median for cars to turn into Green Road • Install white painted turning strip for right turn into Green Road <ul style="list-style-type: none"> - travelling south many vehicles turn right onto Green Road as this provides a short cut to Coatesville and avoids the Coatesville Road intersection 	<p>The changes at Green Rd include a new roadside guardrail for hazard protection, changing the passing lane to slow vehicle bays from Potters to Durey Road, new median barriers (wire ropes) to reduce head on crashes on Dairy Flat Highway.</p> <p>There will also be a new right turn bay into Bawden Road from Dairy Flat Highway</p>

Design suggestion in feedback	AT response
<p>Turning off Dairy Flat Highway in general</p> <ul style="list-style-type: none"> • Remove all right hand turns off the Dairy Flat Highway • Right hand turn lanes are needed for all right hand turns off the Dairy Flat Highway <ul style="list-style-type: none"> - all right hand turns off Dairy Flat Highway are dangerous as there are virtually no safe turning zones - this road carries huge volumes of trucks (to Redvale Tip and Wainui Quarry) - turning right from a 100kph fast moving lane is scary - it's unsafe for learner drivers • More right hand turning lanes and slow vehicle lanes needed • Turning lanes needed for all the side roads for both right hand and left hand turning • Turning and merging lanes needed at all T intersections • Add road median lanes at intersections • More slip lanes needed in conjunction with physical barriers <ul style="list-style-type: none"> - it's dangerous for cars turning into their driveways off the Dairy Flat Highway as they sometimes have to stop in the middle of the road while waiting for traffic to pass which blocks that lane 	<p>There are a new number of new right turn bays and slower speeds to alleviate these issues.</p>
Concerns about poor visibility	
<p>Poor visibility in general</p> <ul style="list-style-type: none"> • Improve sight lines at intersection with Blackbridge/Postman Roads <ul style="list-style-type: none"> - traffic appears over the brow of the hill (northbound) very quickly - poor visibility on the bend towards Postman - blind corner intersection - dangerous due to short visibility/reaction time oncoming traffic have when coming over the hill from Green Road - bus stops, cars and trucks waiting to turn off or pulling out into Dairy Flat Highway. • Improve visibility at Coatesville-Riverhead Intersection <ul style="list-style-type: none"> - trucks and cars turning left from Coatesville-Riverhead Highway obscure vision to the left of the cars waiting to turn right • Improve visibility at Foley Quarry Road intersection <ul style="list-style-type: none"> - northbound traffic turning from Dairy Flat Highway onto Foley Quarry Road has limited visibility of oncoming traffic on Dairy Flat Highway until a short distance before the turn - it can be difficult to see if anything is coming towards you in the opposing lane when you are heading north and wanting to turn right into Foley Quarry Road 	<p>There will be a new right turn bay for southbound traffic to safely turn right from Dairy Flat Highway to Blackbridge Road, also the northbound bus stop further north of the intersection to improve visibility.</p> <p>There will also be better footpath facilities for pedestrians to from the bus stops, as well as connecting to parking areas on Blackbridge Rd and Dairy Flat Highway.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - particularly from the north given the steepness of the hill - there is limited visibility over the crest - when turning right from the Albany side of the road it's difficult to see if a car is coming the other way • Improve visibility at Wilks Road intersection <ul style="list-style-type: none"> - visibility is limited due to a crest in the road - there is poor visibility and little time to exit Wilks Road onto Dairy Flat highway as traffic comes around the corner quickly • Improve visibility at Potter Road intersection • Improve visibility at Kahikatea Flat Road intersection • Improve visibility at Hobson Road intersection 	
<p>Poor visibility because of parked cars</p> <ul style="list-style-type: none"> • Address visibility issues at Kahikatea Flat Road intersection caused by parked cars <ul style="list-style-type: none"> - cars parked outside the Dairy Flat superette and bakery make it difficult to see traffic - trucks parked outside the shops and service station obscure visibility - additional village parking is required to service the superette and bakery large customer volumes - large trucks parking both sides of the highway narrows the road and impedes visibility • Address visibility issues near Dairy Flat School due to parked cars <ul style="list-style-type: none"> - when school traffic is exiting to the right visibility is compromised by vehicles parked on the side of the road - yellow lines between the bus stop and the exit are needed - needs to be made a no parking zone near the school 	<p>This is currently outside the project scope of works.</p>
<p>Poor visibility because of trees/greenery</p> <ul style="list-style-type: none"> • Trim the large trees that block the view at Wilks Road intersection • Cut back trees and bush <ul style="list-style-type: none"> - so cars can see the oncoming traffic when crossing from Albany Heights Road onto the highway - to improve visibility when entering Dairy Flat Highway from Lonely Track Road - so cars approaching from the left can be seen • Cut flax bush off at ground level <ul style="list-style-type: none"> - when cars pull out of Foley Quarry Road cars coming from the left can't be seen • Reduce vegetation north of the Coatesville-Riverhead Highway intersection <ul style="list-style-type: none"> - to improve visibility 	<p>Vegetation is being trimmed at certain locations to improve the visibility.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Poor visibility because of Power Pole-Blackbridge Road • Improve visibility at Blackbridge Road intersection <ul style="list-style-type: none"> - visibility turning right out of Blackbridge Road onto Dairy Flat Highway is poor due to power pole placement - sight lines are limited due to lamp posts on both sides of Blackbridge Road at the intersection, so you need to pull forward past the stop line to see enough and hence putting your car into the oncoming lane 	This is being investigated as part of the proposal.
<ul style="list-style-type: none"> - Poor visibility because of Bus Stop-Blackbridge Road • Improve visibility at bus stop on Blackbridge Road <ul style="list-style-type: none"> - bus blocks visibility - dangerous intersection with poor visibility 	This is being addressed as part of the proposal.
Engine braking and noise	
<ul style="list-style-type: none"> • Ban engine braking all hours of the day and night <ul style="list-style-type: none"> - in built up areas - noise from trucks engine braking, put no engine braking signs 	This is outside the scope of the project.
Improvement needed as soon as possible	
<ul style="list-style-type: none"> • Improve safety at the Coatesville-Riverhead Intersection urgently <ul style="list-style-type: none"> - dangerous intersection, with speed issues, poor visibility, and accidents and fatalities occur • Implement temporary safety measures immediately at the Coatesville-Riverhead intersection (paint and signs) • Improve safety at the Kahikatea Flat Road intersection as soon as possible <ul style="list-style-type: none"> - increased traffic and many accidents and fatalities occur • Improve safety at the Foley Quarry Road intersection as soon as possible • Improve safety at the Blackbridge Road intersection as soon as possible 	These changes will be made from next year.
Would like better quality road safety	
<ul style="list-style-type: none"> • Dairy Flat Highway in general • More and improved street lighting <ul style="list-style-type: none"> - difficult at night to see people walking, possums/ducks/pukekos/cows on the road • Need clearer road markings and wide centrelines • Rumble strips needed on the centre lines 	A number of treatments are being proposed along Dairy Flat Highway which aims to improve the overall safety of the corridor for example road side barriers, median barriers (where possible), wide centreline and rumble strips where possible.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Median barriers are needed <ul style="list-style-type: none"> - along the most hazardous stretches to prevent cars overtaking to cross the centre line - in black spots and Albany Hill - over both sides of the hill • Widen the whole stretch of road 	
<ul style="list-style-type: none"> • Albany Heights Road • Improved safety barriers needed <ul style="list-style-type: none"> - recently put in place wooden barriers not suitable for cars travelling 80 km per hour or more • Widen road on bends going up Albany Hill toward Coatesville-Riverhead Highway intersection 	<p>To improve safety near Albany Heights there will be a new roadside guardrail, changing the passing lane to slow vehicle bays from Potters to Durey Road, median barriers (wire ropes) to reduce head-on crashes and new right turn bays at Hobson and Albany Heights Road.</p>
<ul style="list-style-type: none"> • Intersections • Widen all intersections • Central barriers needed on all main intersections • Road markings need to be more legible between Blackbridge Road and Horseshoe Bush Road, particularly at night • Tube type markers needed on the centre line on DFH south of Horseshoe Bush Road to prevent traffic heading north from crossing the centre line • Speed bumps needed on Pine Valley Road • Painted hatched areas on Kahikatea Flat Road • Chicane needed near Dairy Flat School • Double yellow lines need to be extended around the sweeping curve on toward Durey Road travelling north (from approximately adjacent to the Big Tree Company) to re-join the existing double yellow lines at/near the Durey Road intersection <ul style="list-style-type: none"> - to prevent north bound traffic from overtaking into the opposing traffic in Southbound lane • Improve lighting at Kennedy Road <ul style="list-style-type: none"> - road is wide and not well lit, cars speed and lose focus • Traffic island needed on Wilks Road <ul style="list-style-type: none"> - cars cut the corner turning off Dairy Flat Highway onto Wilks Road • Island or judder bar needed at the end of Lascelles Drive 	<p>AT is making a number of intersection improvements and road marking improvements in these areas.</p>

Design suggestion in feedback	AT response
Road surface issues	
<ul style="list-style-type: none"> • Repair ruts on the tar seal due to heavy truck usage • Repair cambers/fall of road on corners as incorrect, width compressed for overbridges, open culverts • chip seal failing • Plastic road posts need to be replaced when removed or cleaned • Maintenance is needed on culverts and walkways as flooding occurs • Holes in seal surface needs to be filled • Rubbish needs to be removed from kerbs and roadsides <ul style="list-style-type: none"> - oil and chip surface causes flying stones • Fix uneven shoulders <ul style="list-style-type: none"> - dangerous for cyclists and cars • Clean and maintain drainage system more frequently <ul style="list-style-type: none"> - to avoid flooding • Remove tree branches that extend over the highway <ul style="list-style-type: none"> - to prevent damage in storms, such as breaking and falling on car • Install asphalt surface <ul style="list-style-type: none"> - would last longer than oil and chip • Appropriate and timely repair of large pot holes is needed • Resurface areas of the highway that have lost the surface level of chippings. • Improve road surface near Green Road <ul style="list-style-type: none"> - subsidence between Green Road and Blackbridge Road - road condition on the hill between Green Road and Blackbridge Road causes cars to become difficult to control on corners • Improve the road near Potter Road <ul style="list-style-type: none"> - road subsides to create uneven surface and a hazard - past Dairy Flat School and near Potter Road - Ongoing road subsidence. - ground instability in North lane just before Potter Road - subsidence between Foley Quarry Road and Potter Road • Look into flooding of the stream by the road at Coatesville-Riverhead Highway intersection (when it rains) 	<p>Auckland Transport has a routine maintenance regime to attend to these concerns. The suggestions are outside of the project scope.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - road surface is slippery in the wet • Remove rubbish from previous accidents • Upgrade area around the Coatesville-Riverhead Highway intersection <ul style="list-style-type: none"> - on the shoulder area which recently had work done but has degraded due to heavy trucks • Fix subsidence at Kennedy Road • Improve road surface at Wilks Road intersection <ul style="list-style-type: none"> - cambers and ruts and debris • Improve road surface at bottom of Albany Hill <ul style="list-style-type: none"> - slippery in the wet • Improve ridge of tar seal at Durey Road intersection <ul style="list-style-type: none"> - ridge of tar seal is high making car steering unstable • Look into subsidence between Foley Quarry Road and Potter Road <ul style="list-style-type: none"> - frequent flooding on the straight between Potter Road and Durey Road • Look into subsidence between Green Road and Blackbridge Road • Repair the road after the bridge <ul style="list-style-type: none"> - has a bump • Change to smooth seal <ul style="list-style-type: none"> - rough grade seal is noisy and has less grip than smooth seal • Improve the road seal Richards Road to the motorway 	
Cycleways and footpaths	
<ul style="list-style-type: none"> • Cycle lanes needed on Albany Hill going uphill <ul style="list-style-type: none"> - there is a lot of cycling on Albany Hill and no space outside of the traffic lanes for cycles - from Hobson Road up the Albany Hill - cyclists bike up Albany Hill on weekend mornings and it can be hard for cars to see them, especially around the corners - no safe walking, cycling or pull over areas • Cycleways and footpaths needed on the Dairy Flat Highway <ul style="list-style-type: none"> - for wellbeing - to allow children to walk safely alongside the road - would reduce traffic as more people will opt to cycle to work 	<p>Agree with the suggestions, however this is currently outside of the project scope. The current proposals does increase the shoulder spaces (in some locations) for the use as informal cycle lanes.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - popular cyclist circuit from Albany and to either Paremoremo or Coatesville - safe cycleways on Dairy Flat Highway through to Silverdale, and on East Coast Road Silverdale to Northcross - currently there's nowhere to walk/run safely - footpaths along Foley Quarry Road , to make safe for children to walk to the bus stop - cyclists ride from Kahikatea Flat Road along the highway and Postman Road, time trials Saturday and Sunday morning and Wednesday night - cyclists often in groups and need a path - for pedestrians and their horses to walk on the side of the road <ul style="list-style-type: none"> • Protected cycle lanes needed in all directions • Install cycle path with flexible barriers • Safe cycleway needed from Silverdale to Albany • A safe passageway for pedestrians and cyclists that goes across the Dairy Flat Highway and links down to the Albany village and/or park and ride • Shoulder/verge or cycle lane running from up the Albany Hill to Blackridge Road • Pavements needed on both sides of the highway • Ban cyclists from entire length of Dairy Flat Highway • Do not provide cycle lanes on Dairy Flat Highway <ul style="list-style-type: none"> - would reduce the width of usable carriageway for cars 	
Signage	
<p>Improved signage needed on Dairy Flat Highway in general</p> <ul style="list-style-type: none"> • Put 100 km per hour signs along the highway • Clear signage needed warning of upcoming intersections • Clear speed limit signage needed <ul style="list-style-type: none"> - people seem to miss the open road sign northbound after Coatesville-Riverhead Highway - it's unclear in places, and hard to tell whether the speed limit is 80 or 100 km per hour • More safety signs needed 	<p>There will be new signage in place from 2019 to reflect where the speeds are 80km/h and 60km/h at the Dairy Flat Village.</p>
<p>Improved signage at Coatesville-Riverhead Highway intersection</p> <ul style="list-style-type: none"> • Bigger signs needed • Sign preventing vehicles making a right turn into the G.A.S. Service Station/Tyre Service establishment 	<p>New signage will be provided with the new roundabout at the intersection.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Clear signage needed warning of the intersection and high crash rate area • Flashing lights alerting drivers to upcoming roundabout • Signs need to be repaired at the intersection • The sign posting of this junction is inadequate 	
<p>Blackbridge Road and Postman Road</p> <ul style="list-style-type: none"> • Clear warning signs about the intersection needed <ul style="list-style-type: none"> - traffic needs more warning of the intersection and high crash rate, and to slow down • Electronic sign needed at Postman Road bend telling motorists of their speed • Make the stop sign at the top end of Blackbridge Road more visible <ul style="list-style-type: none"> - currently the stop sign is not seen easily and cars speed straight through the highway 	<p>Intersection is currently being investigated and improvements to the intersection will be considered.</p>
<p>Kahikatea Flat Road</p> <ul style="list-style-type: none"> • More signage needed • Larger signs needed • Make the turning out of Kahikatea Flat Road a stop sign, not a give way sign • Clear warning signs needed about the intersection • Clear markers needed on southbound turning lane into Kahikatea Flat Road that drivers have to give way 	<p>Modifications at Kahikatea Flat Road and at the Dairy Flat Road will improve the accessibility at the intersection.</p>
<p>Other areas</p> <ul style="list-style-type: none"> • Sign needed reminding cars to put their lights on <ul style="list-style-type: none"> - especially in rural area where lighting is poor • Street sign needed in Lascelles Drive • Slow down horses sign needed • Stop sign needed for traffic exiting Pine Valley Road • Signalling needed traveling north at broad veer right at the corner of the highway and Potter Road <ul style="list-style-type: none"> - especially for night drivers • Stop signs needed at the Foley Quarry Road intersection 	<p>Additional signages will be provided as part of this project, however potentially not for all the suggestions.</p>

Design suggestion in feedback	AT response
Would like more speed cameras and policing	
<ul style="list-style-type: none"> • Install more speed cameras on the Dairy Flat Highway • Install speed camera around the Postman Road bend • Install speed camera at Bawden Road and police it • More police patrol at night <ul style="list-style-type: none"> - especially on weekends to stop boy racers • Install more speed cameras between Dairy Flat School and Albany Village • Improve enforcement of speed restrictions • Police presence needed on the hill to slow traffic • Camera needed at Coatesville-Riverhead Highway intersection • Constant police enforcement needed • More police presence needed • Speed camera needed towards the hill around Blackbridge and Postman Road • Speed camera vans needed at random intervals <ul style="list-style-type: none"> - especially around the corners from the new stationary camera on Albany Hill 	<p>The project scope of works does not cover the enforcement, however can be suggested to police.</p>
Concerns over poor decision making	
<ul style="list-style-type: none"> • Traffic control devices needed at Coatesville-Riverhead Highway intersection <ul style="list-style-type: none"> - due to difficulty turning right into Dairy Flat Highway southbound, traffic builds up along Coatesville-Riverhead Highway and people become impatient and prone to making impulsive and dangerous decisions • Driver education needed 	<p>The current proposal for this intersection is a roundabout. This will improve the ability for motorists to safely use the intersection.</p>
Safety at bus stops	
<ul style="list-style-type: none"> • Review location of the bus stops near Blackbridge and Postman Roads <ul style="list-style-type: none"> - currently too close to the road - to allow room for school children to safely alight from cars or buses - either move away or install barriers to protect people waiting for the bus 	<p>The current proposal looks to improve the locations of the bus stops and connection to the parking.</p>
<p>Dairy Flat Highway in general and miscellaneous locations</p>	<p>The proposals looks to increase the shoulder and improve the safety of the bus stop locations along the</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Review safety of bus stops - for children waiting for school buses - to allow children to safely cross Dairy Flat Highway • Increase parking on the side of roads for vehicles to pull over <ul style="list-style-type: none"> - to be able to drop children off at bus stops • A safe passageway needed for pedestrians to cross over to catch a bus is needed <ul style="list-style-type: none"> - children catch the bus on the southern lane side to go to school in the bays and on the shore • Move bus stops from the Green Road intersection to a safer location away from the corner <ul style="list-style-type: none"> - to allow safe pedestrian crossings to the bus stops along the highway • Provide safe bus stops for school children • Move the bus stop for Orewa College students to a safer place down Kahikatea Flat Road • Bus stops need to be relocated to safer positions <ul style="list-style-type: none"> - especially Green Road bus stop 	<p>corridor where possible. Due to the limited space and the rural nature of the corridor, there are limited treatments that are possible.</p>
Parking, entry and exit at Kahikatea Flat Road shops	
<ul style="list-style-type: none"> • Redesign the intersection to make it safer <ul style="list-style-type: none"> - parking combined with the intersection is dangerous and confusing • Provide safer area for parking by dairy and bakery <ul style="list-style-type: none"> - dangerous intersection with northbound vehicles leaving the service station crossing the path of cars exiting the highway onto Kahikatea Flat Road • Create one-way entry to service with exit onto the highway • Remove or reposition the carparks on the Dairy Flat Highway side from the dairy/bakery <ul style="list-style-type: none"> - the only way out of them is to reverse onto the highway - carparks from dairy and bakery on Dairy Flat Highway side mean the only way out is to reverse onto the highway - insufficient parking for the bakery so trucks stop on the side of the road - busy intersection with cars pulling out from various locations • Need better berm parking <ul style="list-style-type: none"> - insufficient parking at the shops at this intersection • Better parking arrangements with clear entry and exit routes • More parking bays needed in Dairy Flat village at the intersection with Kahikatea Flat Road 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - cars stop to access the shops and service station - insufficient parking options and cars park on the roadside for some distance north of the bakery - trucks park on the road blocking the view, and cars have to blindly reverse out of the driveway into the traffic at 100 km per hour - especially near the bakery and dairy, where trucks stop to buy lunch - somewhere for trucks to park <ul style="list-style-type: none"> • Remove option of access from SH17 to the back of the retail shops 	
Safety concerns with trucks	
<ul style="list-style-type: none"> • Increase controls and monitoring of trucks using the Dairy Flat Highway • Ensure rubbish trucks only use the Silverdale motorway exchange, Albany <ul style="list-style-type: none"> - trucks speed and overtake - increase in rubbish trucks servicing the recently consented landfill in Blackbridge Road - trucks on the road going to landfills speed and tailgate cars entering and exiting the school • Reduce the speed limit for trucks to 70 km per hour • Reduce the speed limit for trucks to 80 km per hour on the entire Dairy Flat Highway • Implement a time restriction for trucks to not be on the Dairy Flat Highway during peak traffic times <ul style="list-style-type: none"> - landfill sites at Kennedy and Blackbridge Roads bring large volumes of heavy trucks that damage the road surface and cause subsidence making the roads unsafe 	<p>Specific restrictions along the corridor for trucks are outside of the project scope.</p>
Widen bridges	
<ul style="list-style-type: none"> • Widen the bridge at Green Road//Dairy stream bridge intersection <ul style="list-style-type: none"> - dangerous when cars pull in and out of Green Road - the bridge is narrow and cars queue up when someone is turning right • Widen the Albany bridge to multiple lanes <ul style="list-style-type: none"> - to allow at three lanes of traffic - The middle lane could be used for either direction to accommodate increased traffic flows during rush hour - To avoid traffic congestion in the morning and afternoon - to allow cars to exit The Avenue easily • Widen the Lucas Creek bridge to 3 or 4 lanes <ul style="list-style-type: none"> - too narrow at one lane and a bottleneck in peak traffic 	<p>Auckland Transport are currently investigating the feasibility of the Green Road bridge and intersection.</p> <p>The Albany / Lucas Creek bridge is outside of the project scope.</p>

Design suggestion in feedback	AT response
Safe parking and/or footpaths at the school	
<ul style="list-style-type: none"> • Safe parking needed along the road frontage of Dairy Flat School <ul style="list-style-type: none"> - insufficient parking in the school grounds - currently cars park in the mud ditch so children don't need to walk far • Footpaths needed for children at Dairy Flat School <ul style="list-style-type: none"> - to enable children to walk safely home from school - children are currently getting into cars on the highway 	<p>This was outside of the project scope of works.</p>
Merging / overtaking lanes	
<ul style="list-style-type: none"> • End the passing lane at Albany Heights Road earlier • Slow vehicle/overtaking lanes needed • Remove passing lane outside of Potter Road • Remove the passing lane from Stevensons Crescent to the Coatesville/Riverhead highway • Shorten the passing lane up Albany to end before Hobson Road 	<p>The passing lanes along this section of road has been modified to support the safe and appropriate speed. This means that the passing lanes have been converted to slow vehicle bays which still allows general vehicles to pass the heavy vehicles however in a speed environment appropriate for the corridor.</p>

Attachment 1: Feedback form

Feedback Form

Example - Road Is unsafe here because...

It is not easy to cross the road at this location for people walking or cycling.

Do you have any concerns around safety on the Dairy Flat Highway, in particular from Pine Valley Road to Stevensons Crescent?

What type of safety improvements would you like to see put in place, from Pine Valley Road to Stevensons Crescent?

PLEASE DRAW ON THE MAP TO TELL US:

