

Rodney Local Board workshop programme

Date: 9 October 2024
Time: 10.00am – 2.45pm
Venue: Rodney Local Board Office, 3 Elizabeth St, Warkworth
Apologies: No apologies received

Local Board Services / Members only administrative time 9.45 – 10.00am					
Item	Time	Workshop item	Presenter	Governance role	Proposed outcome(s)
1	10.00 – 10.30am	Dog Policy and Bylaw 2019 draft Statement of Proposal Supporting information <ul style="list-style-type: none">Presentation	Kylie Hill (Principal Policy Advisor) Danna Li (Policy Advisor) Abigail Talavera (Policy Advisor)	Keeping informed	An opportunity to receive an update on Dog Policy and Bylaw 2019 draft Statement of Proposal
2	10.30 – 11.00am	Private Plan Change 103 – Silverdale Supporting information <ul style="list-style-type: none">MemoPresentation	Dave Paul (Senior Policy Planner)	Keeping informed	An opportunity to receive an update on Private Plan Change 103 - Silverdale
3	11.00 – 11.30am	Connected Communities quarterly update Supporting information	Sue Dodds (Community Broker)	Keeping informed	An opportunity to receive an update on Connected Communities programmes in Rodney

		<ul style="list-style-type: none"> Presentation 			
4	11.30 – 12.00pm	Unsealed Road Improvement Programme update Supporting information <ul style="list-style-type: none"> Presentation 	Beth Houlbrooke (Elected Member Relationship North) Peter Scott (Asset Manager Road Corridor)	Oversight and monitoring	An opportunity to receive an update on the Unsealed Road Improvement Programme in Rodney
	12.00 – 12.45pm	Break			
5	12.45 – 2.45pm	Forward Works Engagement Programme (Kokiri) Supporting information <ul style="list-style-type: none"> Presentation 	Beth Houlbrooke (Elected Member Relationship North) Kirstine Jones (Executive Team Leader) Sila Auva'a (Programme Lead) Ben Stallworthy (Principal Advisor Stakeholder Relations) Jun Park (Community Response Programme) Andrew Garratt (Road Safety Programme)	Keeping informed	An opportunity to receive and update on the Forward Works Engagement (Kokiri)

Role of Workshop:

- (a) Workshops do not have decision-making authority.

- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (d) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Local Board Workshop Review of Auckland Council's Dog Policy and Bylaw 2019

**Local board feedback on the
Statement of Proposal**

September / October 2024



Purpose of workshop

- To provide an overview on the proposed major changes to the Auckland Council Policy on Dogs (2019) and Dog Management Bylaw (2019)
- Local boards will be requested to provide formal feedback on the proposed changes at their October local board meeting.

How preferred feedback will be used

- In December:
 - Local board views will be presented to the Regulatory and Community Safety Committee
 - The Committee will recommend a proposal to the Governing Body to adopt for public consultation.



Review process to date

RCSC initiated the dog policy and bylaw review, established a joint working group to consider options

September
2023

RCSC endorsed findings (REG/2024/47)

July
2024

Joint working group provided direction on options

August
2024

Engagement with panels and local boards on proposal

September /
October 2024

RCSC: Regulatory and Community Safety Committee



Policy and Bylaw review topics

	Review topics
Topic 1	Approach to dog management in Auckland
Topic 2	Approach to managing dog access rules in share spaces
Topic 3	Region-wide dog access rules
Topic 4	Regional Park dog access rules
Topic 5	Walking multiple dogs

Note: The Policy and Bylaw review does not consider change requests to local dog access rules. These will be considered separately by local boards.



Review findings

The policy and bylaw have worked well and are generally fit for purpose:

- minimised risks and guided operational service delivery
- standardising rules has made it easier to understand and enforce
- Bylaw enabled 1,437 infringements issued in 2022/23.

However, they could be improved:

- investigate if additional rules are required to walk multiple dogs
- address regional park dog access rules that impact RDO or cause conflict
- make Policy easier to understand and clarify the bylaw for more certainty
- remove inconsistencies in delegations (no change to local board decision-making).



Proposed significant change to Policy and Bylaw

Walking multiple dogs

Setting a limit on the number of dogs that may be walked:

- maximum of six on a leash in an on-leash area
- maximum of three (of the six) off a leash in an off-leash area (with up to three other dogs on-leash)



Walking of multiple dogs

Review and further investigation findings



Key review findings (July 2024)

- policy and bylaw are largely effective and ‘fit for purpose’
- However, both could be improved to **address the disproportionate impacts** caused by multiple dogs walked at one time
- Research identified:
 - multiple dog incidents appear overrepresented in some dog-related issues, but the **frequency and impact are low to moderate**
 - ten complaints between 2021 and 2024 relating to commercial dog walkers.

Further investigation findings (August 2024)

- Confirmed the frequency and impact of multiple dog-related incidents are low to moderate
- Contrary to the review findings (July 2024), incidents involving multiple dogs are **not overrepresented**
- Of all **dog incidents** in a public place:
 - 4.5% relate to dogs with their owner
 - 0.7% relate to multiple dogs with their owner.
- Of all dog incidents **where an owner is present** in a public place:
 - 16% were associated with more than one dog
 - 84% were associated with one dog.
- Nationally and internationally various views on the maximum number of dogs walked at one time, with **four on-leash and two off-leash the most common view**.

Joint working group guidance

To limit the number of dogs walked / exercised at one time to maximum six on-leash, a maximum of three (of the six) off-leash.



Local board feedback questions



- Should there be a limit on the number of dogs that may be walked / exercised at one time in Auckland? If so, why?
- How might the proposed limit of six dogs on-leash, three dogs off-leash impact or affect your community?



Proposed changes to regional parks

Regional park dog access rules

- Proposed changes to 14 regional parks
- 10 regional parks – rule changes respond to identified risks and opportunities, make the rules clearer, easier to understand and more practical (more details on following slides)
- Four regional parks – clarifying existing dog access rule
 - Ambury Regional Park
 - Muriwai Regional Park
 - Tāwharanui Regional Park
 - Wenderholm Regional Park .



Regional parks with identified changes to rules

- Auckland Botanic Gardens
- Hūnua Ranges
- Long Bay Regional Park
- Mahurangi Regional Park
- Pākiri Regional Park
- Shakespear Regional Park
- Tāpapakanga Regional Park
- Te Ārai Regional Park
- Waitawa Regional Park
- Whakanewha Regional Park.



Auckland Botanic Gardens

Proposed major amendment

Amend dog access rules to adopt current signposted off-leash area boundaries when not used for events and until new gardens are developed in this area

Amend the on-leash rule to prohibit dogs from all waterways to address the severe problem of bank erosion caused by non-compliant off-leash dogs in the on-leash area entering the waterways.

Amend dog access rule to explicitly prohibit dogs from busy community areas (Huakaiwaka Visitor centre, Café area, Potter Children's Garden and service areas).

Hunua Ranges Regional Park

Proposed major amendment

Amend the on-leash rule to prohibit dogs from tracks and roads that connect to the Kohukohunui track, the Kokako Management Area and Piggott's Habitat to create a biodiversity buffer to protect wildlife.

Amend the on-leash rule to prohibit dogs on single use mountain bike tracks as these tracks are specially designed for mountain biking with no walking access and have more technical terrain (e.g. steep, narrow and bumpy course).



Long Bay Regional Park

Proposed major amendment

Amend the dog prohibition rule to on-leash to provide a practical access the beach from the southernmost carpark.

Amend the summer daytime rule for the beach south of Vaughan Stream from on-leash to prohibited to address potential conflicts between dogs and beachgoers on this popular beach and align with other summertime and season rules.

Mahurangi Regional Park

Proposed major amendment

Amend the on-leash rule to prohibit dogs from the Cudlip Point Loop Track to create a buffer to protect endangered species in areas accessed off the Loop Track (e.g. bittern, fernbird, and banded rail) in the nearby Te Muri Estuary and stream.



Pākiri Regional Park

Proposed major amendment

Prohibit dogs on the associated beach (a significant ecological area and critical habitat for endangered species such as fairy tern and New Zealand dotterel). Currently dog access to the beach from the regional park is prohibited.

Scott Point (Mahurangi Regional Park)

Proposed major amendment

Explicitly prohibit dogs from the grounds of Scott Homestead.

Amend the time and season rule to on-leash at Scott Point to be consistent with the on-leash rule at Scott Landing nearby.



Shakespear Regional Park

Proposed major amendment

Clarify the dog prohibition rule boundary to be the eastern extent of Army Bay to the boat ramp and the eastern extent of Okoramai Bay to the open sanctuary fence.

Amend the off-leash rule at the grassland areas to a time and season rule similar to the rules at adjacent popular beaches of Army Bay and Okoramai Bay (on-leash summer 10am to 5pm).

Tāpapakanga Regional Park

Proposed major amendment

Amend the wording of the access rule by removing the lambing season rule for the associated beach to allow off-leash access during lambing season. The change would also allow dogs on leash access at the nearby carpark, the fenced grassed area and the pathway to the beach during lambing season (excluding the homestead and campground).



Te Ārai Regional Park

Proposed major amendment

Amend the dog prohibition rule to on-leash to provide practical access to the dog off-leash area from the nearby carpark.

Clarify the rule on the entire southern beach to prohibited to protect wildlife. Currently a popular off-leash area.

Whakanewha Regional Park

Proposed major amendment

To amend the dog prohibition rule to on-leash on western-most tracks to provide practical access the on-leash area of the regional park from tracks used mainly by local residents: Firebreak Track, Eve's-Tawa Link track, Tawa Track, and the northern section of Cathedral track between Tawa and Carsons Road (at the entrance).



Waitawa Regional Park

Proposed major amendment

Amend the off-leash rule to on-leash on Waitawa Beach to avoid conflicts with horses on this popular horse-riding beach with limited space.

Amend the on-leash rule to prohibit dogs on single use mountain bike tracks as these tracks are specially designed for mountain biking with no walking access and have more technical terrain (e.g. steep, narrow and bumpy course).

Amend the off-leash rule to on-leash on the eastern end of Matakaitai beach close to the busy community area (BBQ stations, picnic and car parking areas).

Clarify areas in the parks where dogs are allowed during lambing season to avoid conflicts with livestock and to provide more recreational opportunities for dog owners.



Proposed minor changes to policy and bylaw

Clarifying existing rules

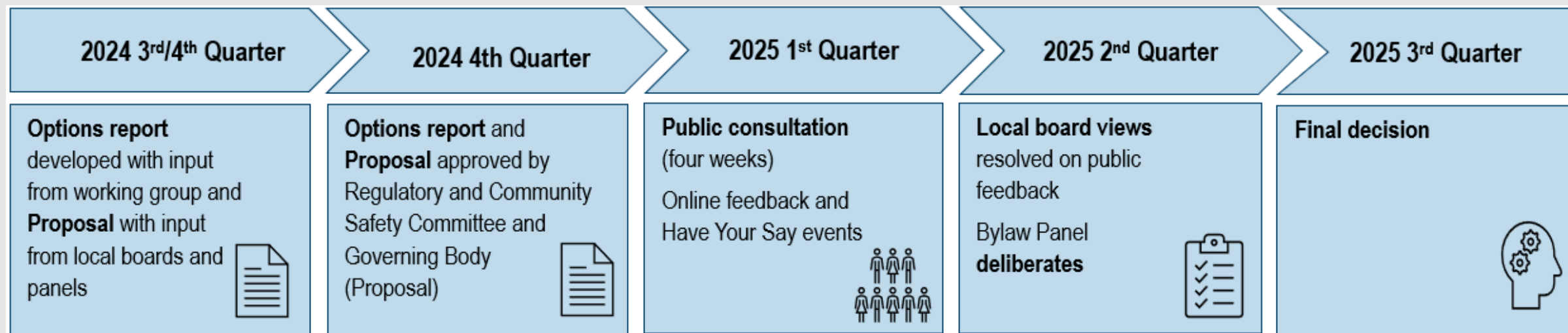
- For example:
 - the requirement to neuter dogs classified outside and relocated to Auckland
 - who can provide dog behavioural assessments
 - dog access rules for certain public places (e.g. council carparks and camping grounds)
 - rules and exemptions for working dogs and dogs in vehicles
 - updating and removing outdated information in Schedule 2 of the policy.

Reorganising policy content

- Making the policy easier to read and understand.



Next steps



Thank you



Memorandum

9 October 2024

To: Rodney Local Board
Subject: Private Plan Change 103 Silverdale West Industrial Area
From: Dave Paul - Senior Policy Planner

Purpose

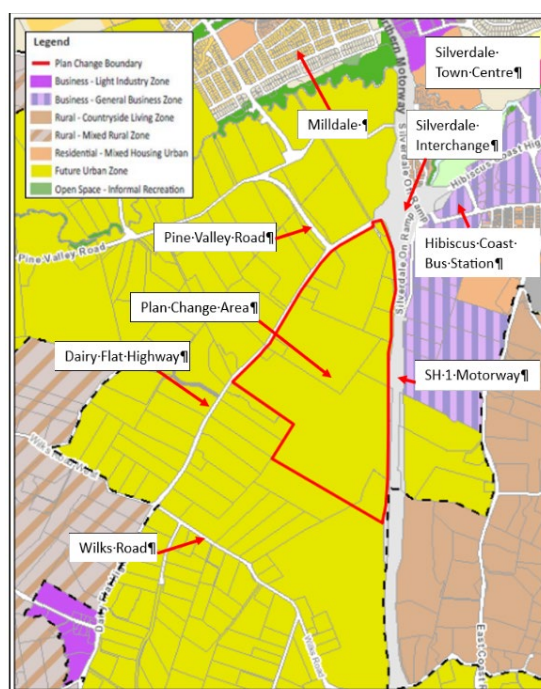
1. To provide an update on Private Plan Change 103 and the submissions received.

Summary

2. The council received a private plan change request to the Auckland Unitary Plan from Fletcher Development Limited and Fulton Hogan Land Development.
3. The private plan change proposes to rezone approximately 107 hectares of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and introduce a new precinct.
4. The Planning, Environment and Parks Committee accepted the Private Plan Change under cl 25 of Schedule 1 of the Resource Management Act on 13 June 2024.
5. Private Plan Change 103 was publicly notified on 12 July 2024 and submissions closed on 9 August 2024.
6. There were 20 submitters who made 124 submission points. These sought the following:
 - four submitters sought the plan change be approved
 - six submitters sought the plan change be declined
 - four sought it be declined but if not, it be amended
 - six sought amendments.
7. The key issues raised were focused on the following:
 - the private plan change is out of sequence with the Auckland Council's Future Development Strategy
 - ensure funding and financing of infrastructure
 - align development with the provision of infrastructure
 - restrict development until bulk water and wastewater capacity available
 - provide transport upgrades – e.g Silverdale interchange, active mode access across interchange and on Dairy Flat Highway.

Context

8. Fletcher Development Limited and Fulton Hogan Land Development proposes to rezone approximately 107ha of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and introduce a new precinct. The subject land is outlined in red on the map below.



9. The private plan change request includes a proposed new precinct including staging provisions and triggers to align development with the provision of infrastructure. If specified infrastructure upgrades are not in place, then development is limited to specified thresholds. It also seeks to achieve specified landscape, stormwater management and ecological outcomes.
10. The private plan change also includes the following amendments to the Auckland Unitary Plan:
 - identifies four trees to be included within Chapter 3 Overlays – D13 Notable Tree Overlay Schedule 10: Notable Trees and on the Planning Maps
 - adds an area of native vegetation to the Significant Ecological Area Overlay.
11. The Planning, Environment and Parks Committee accepted the private plan change under cl 25 Schedule 1 of the RMA on 13 June 2024.
12. Private Plan Change 103 was publicly notified on 12 July 2024 and submissions closed on 9 August 2024. The submissions were notified for further submissions on 13 September and closed on 27 September 2024.

Discussion

Submissions

13. There were 20 submitters who made 124 submission points. These sought the following:
 - four submitters sought the plan change be approved
 - six submitters sought the plan change be declined
 - four sought it be declined but if not, it be amended
 - six sought amendments.
14. Further submissions in support and opposition to submissions were lodge by six parties. There were 74 points of further submission mainly by Auckland Transport, New Zealand Transport Agency Waka Kotahi and Watercare in support of the submissions each other lodged opposing the plan change.
15. The plan change, the summary of submissions and the submissions themselves can be found here:

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=268>

16. The submitters included the following:
 - Landowners within the private plan change area
 - Adjoining landowners
 - Auckland Council
 - Auckland Transport
 - Watercare
 - New Zealand Transport Agency Waka Kotahi.
17. The issues raised in the submissions are set out in the accompanying PowerPoint presentation. The key issues raised include:
 - decline as out of sequence with the Auckland Council's Future Development Strategy
 - ensure funding and financing of infrastructure
 - align development with the provision of infrastructure
 - restrict development until bulk water and wastewater capacity available
 - provide transport upgrades – e.g Silverdale interchange, active mode access across interchange and on Dairy Flat Highway
 - remove the “additional height area” or make over height buildings Restricted Discretionary (RD)
 - require onsite attenuation for 100- year flood event
 - correctly assess wetlands
 - carry out bat and lizard surveys
 - delete provisions on ecological offsetting and compensation
 - Include additional areas, Pine Valley Road area and a site on the southern edge of the plan change area.

Next steps

18. Private Plan Change 103 will be reported to the local board's business meeting on 20 November 2024 to obtain its formal views.. These views will be included in the section 42A hearing report.
19. A hearing on Private Plan Change 103 will occur in early 2025.

Private plan change request Silverdale West Industrial Area Rodney Local Board Workshop

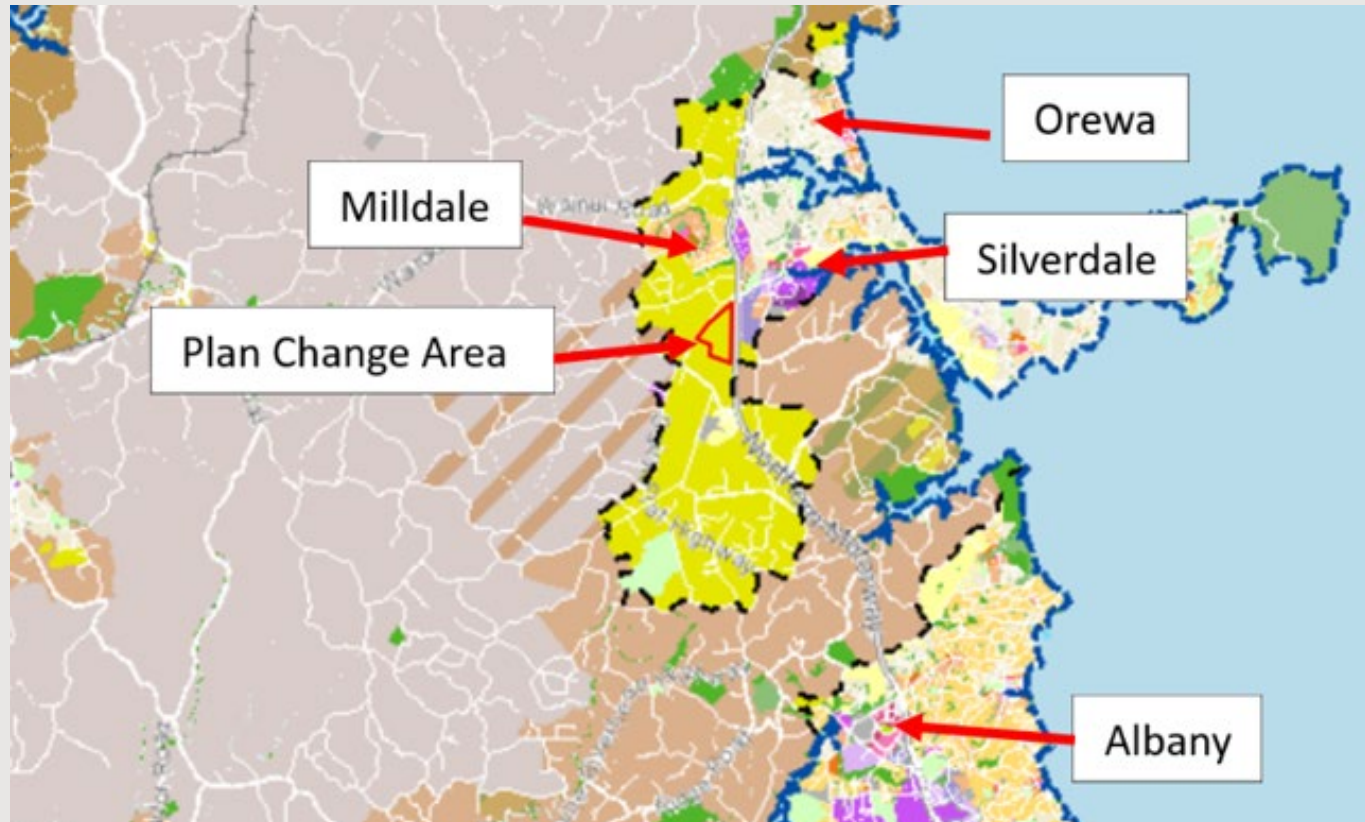
Dave Paul – Senior Policy Planner

9 October 2024



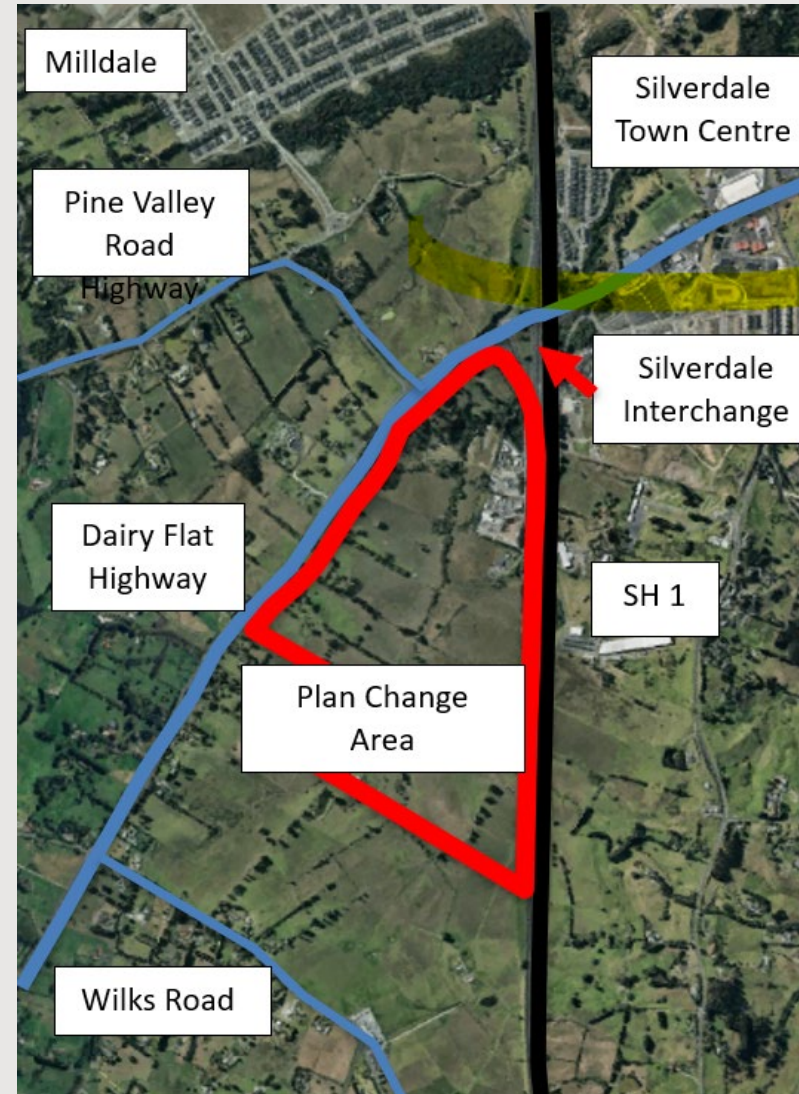
Private Plan Change

- Rezone land at Silverdale West from FUZ to Light Industry
- Requestor Fletcher Development Limited and Fulton Hogan Land Development.

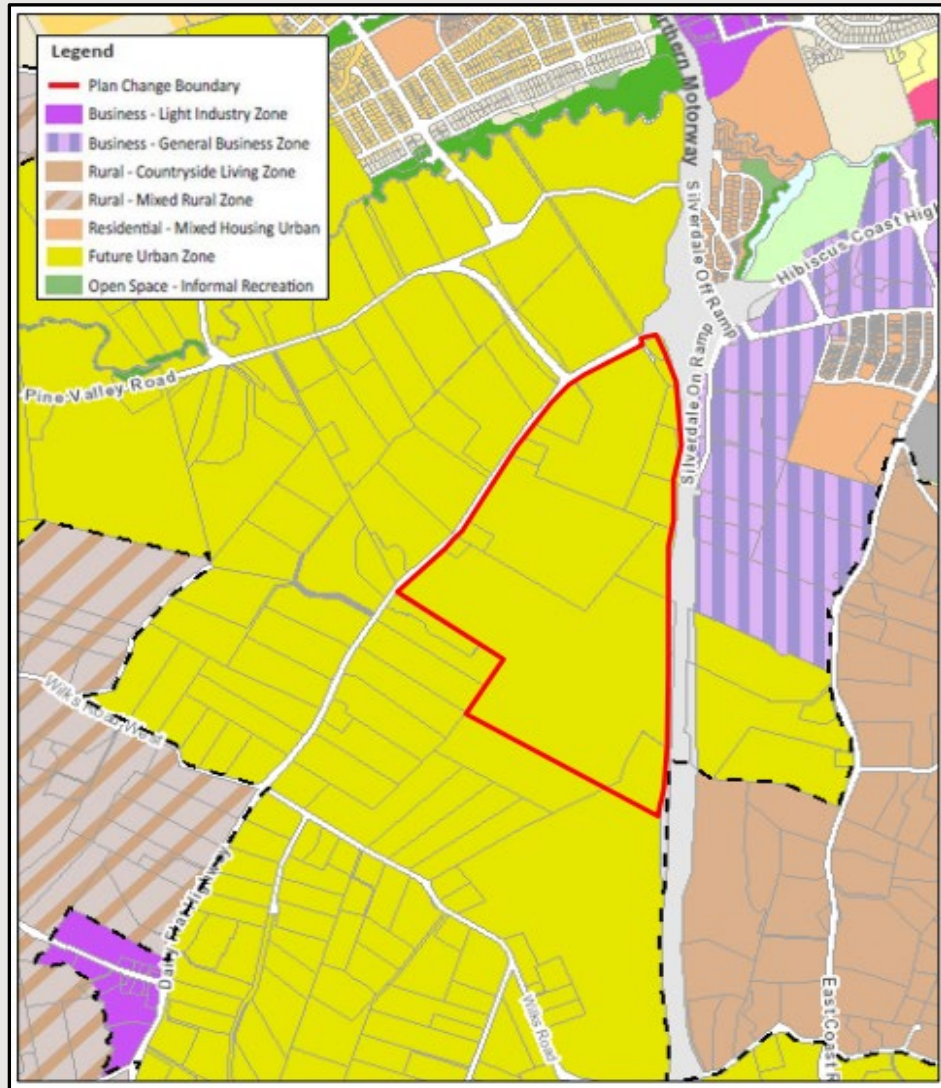


Private plan change – Area locality

- Area = 107 hectares
- West of State Highway 1
- East of Dairy Flat Highway
- Silverdale Interchange at northern tip
- In John Creek catchment.



Private plan change - Area

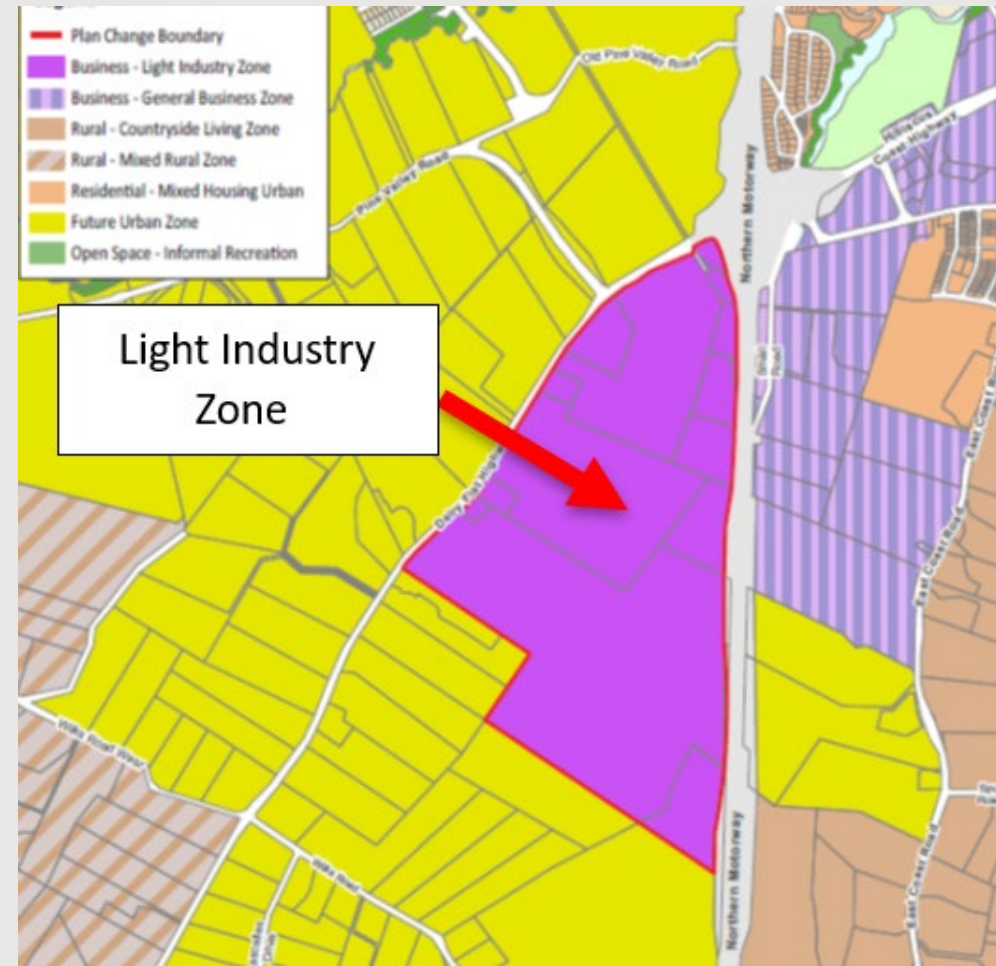


- Current zone is Future Urban
- Proposed zone is Business – Light Industry
- Identified for industry by former Rodney District Council
- Silverdale West Industrial Area Structure Plan 2020 - part of Stage 1
- FDS to rezone 2030+ but can use existing infrastructure capacity sooner.

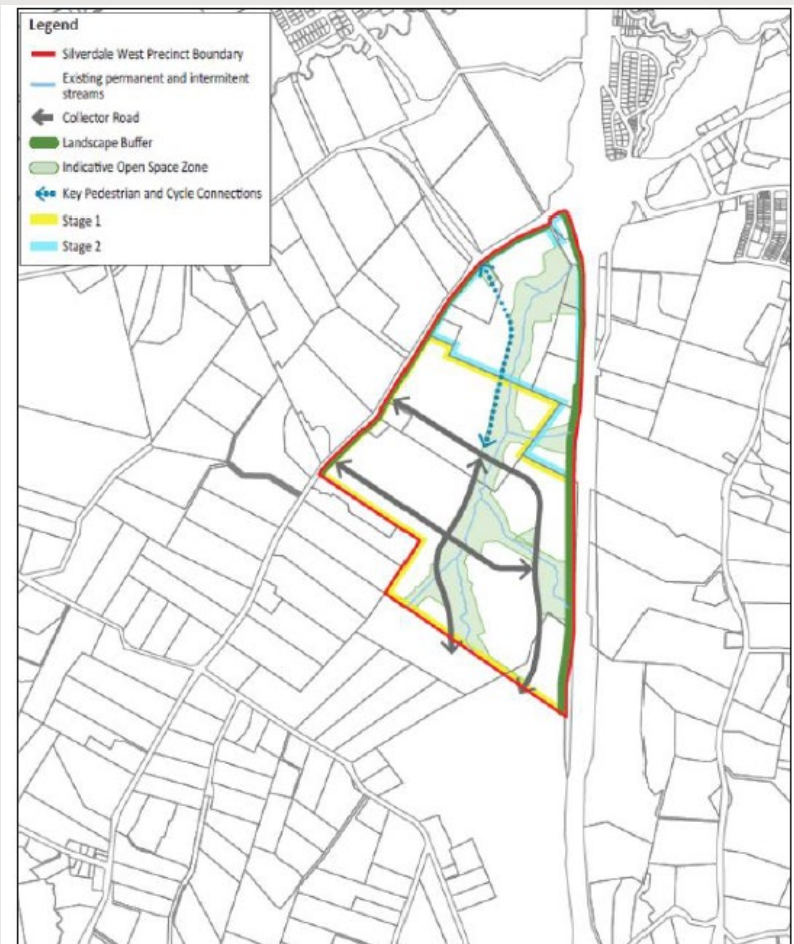


Private plan change – Precinct

- New Precinct
- New Precinct Plan
- Stormwater Catchment Management Plan
- Flooding – contained and managed within the plan change area



Infrastructure – Roads and Staged development



- Upgrades of existing road and intersections
- New internal road network includes active modes
- Development staged and tied to trigger rules related to the provision of transport upgrades
- Development in each stage can not proceed unless upgrades completed



Infrastructure – Water



- Local wastewater network needed
- Precinct provisions require connection to the wastewater network
- Connect to existing Milldale network
- Capacity constraints at the treatment plant (from 2028) – upgrades planned in 2031
- Non-complying resource consent required to assess other options
- Developer agrees to fund infrastructure – working with council on details



Decision under Clause 25, Schedule 1 of the RMA

- Planning, Environment and Parks Committee accepted the private plan change on 13 June 2024
- Plan change 103 publicly notified on 12 July 2024 - submission period closed 9 August 2024
- Summary of submissions notified for further submissions 13 September 2024 - closed 27 September 2024



Submissions

- 20 submitters - 124 submission points
 - four submitters sought the plan change be approved
 - six submitters sought the plan change be declined
 - four sought it be declined but if not, it be amended
 - six sought amendments
- Submitters:
 - landowners with plan change area
 - Adjoining landowners
 - Auckland Council
 - Auckland Transport
 - Watercare
 - NZTA
- Further submissions in support and opposition to submissions lodge by 6 parties



Submissions Issues

- Summary and submissions can be found in the link in the memo
- Submissions opposing plan change
 - spoil amenity, flooding, industry not needed, further urban sprawl
 - out of sequence of FDS
 - lack of infrastructure
- Infrastructure
 - ensure funding and financing of infrastructure
 - align development with the provision of infrastructure.
- Water and Wastewater network –
 - restrict development until bulk water and wastewater capacity available
 - oppose requestors proposed options for operational reasons
 - support for temporary on-site treatment and disposal
 - add new water and wastewater standard



Submissions Issues cntd

- Transport
 - provide transport upgrades – Silverdale interchange, active mode access across interchange and on Dairy Flat Highway
 - support provisions on integration with adjoining road network and property - amend some to better achieve this
 - amend provisions to better support active modes
 - enhance public transport to area
 - clarify transport staging thresholds
 - amend activity status (to NC) of development not complying with staging standards
 - detailed suggested roading changes
 - support restricting access to Dairy Flat Highway



Submissions Issues cntd

- Landscape
 - add provisions on building design eg colour, roof design
 - remove “additional height area” or make over height buildings RD
 - realign motorway buffer to revised motorway designation boundary
 - require more parks
 - decrease riparian open space.
- Stormwater
 - require onsite attenuation for 100 year flood



Submissions Issues cntd

- Ecology
 - correctly assess wetlands
 - carry out bat and lizard surveys
 - increase riparian margins
 - show all ecological areas
 - delete provisions on ecological offsetting and compensation
- Development
 - identify land for commercial development and offices
 - support restriction on food and beverage premises.
- Include additional areas –
 - Pine Valley area
 - a site on the southern edge



Next Steps

- Report to board business meeting 20 November 2024
- To provide the local boards views on the private plan change



Community Wellbeing

Rodney Local Board Work Programme update – October 2024

The Rodney Community Wellbeing Team

October 2024

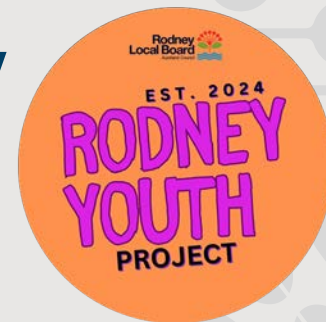


Updates covered

- **Rodney Youth Project**
- **Community Places Coordinator**
- **Rodney Libraries**
- **Rodney Arts and Culture**
- **Rodney Community Emergency Group Research**



Rodney Youth Project – Feedback from our Youth Survey



What?

A free programme of youth events + workshops & a dedicated space for Rodney youth

- youth led
- inclusive
- accessible

Aim

1. **accessibility** - providing more things to do & making them easy to access
2. strengthening **Rodney's youth development capability** - supporting current providers & upskilling new providers

How?

1. **Ongoing engagement:** youth survey, online polls and in person info sessions
2. Youth Development Coordinator to work alongside **youth & local facilitators**
3. **Youth Space** - weekly drop-in & venue for special events and workshops



Question 5 has 46 answers (Checkboxes)

“In your opinion, what makes a good Youth Space?”



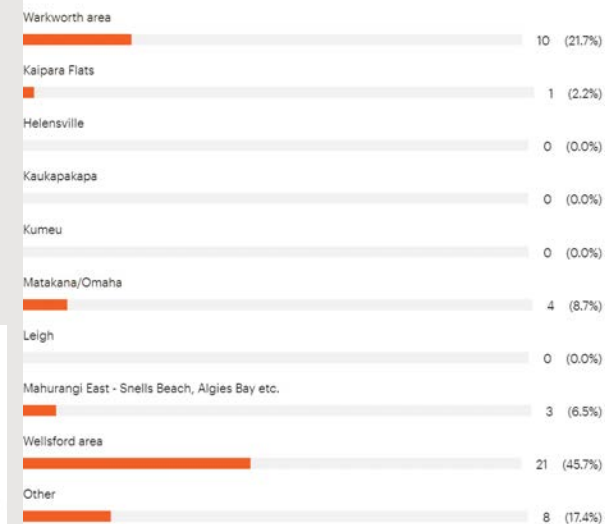
Question 11 has 43 answers (Checkboxes)

“Would you sign up to do any of these workshops?”

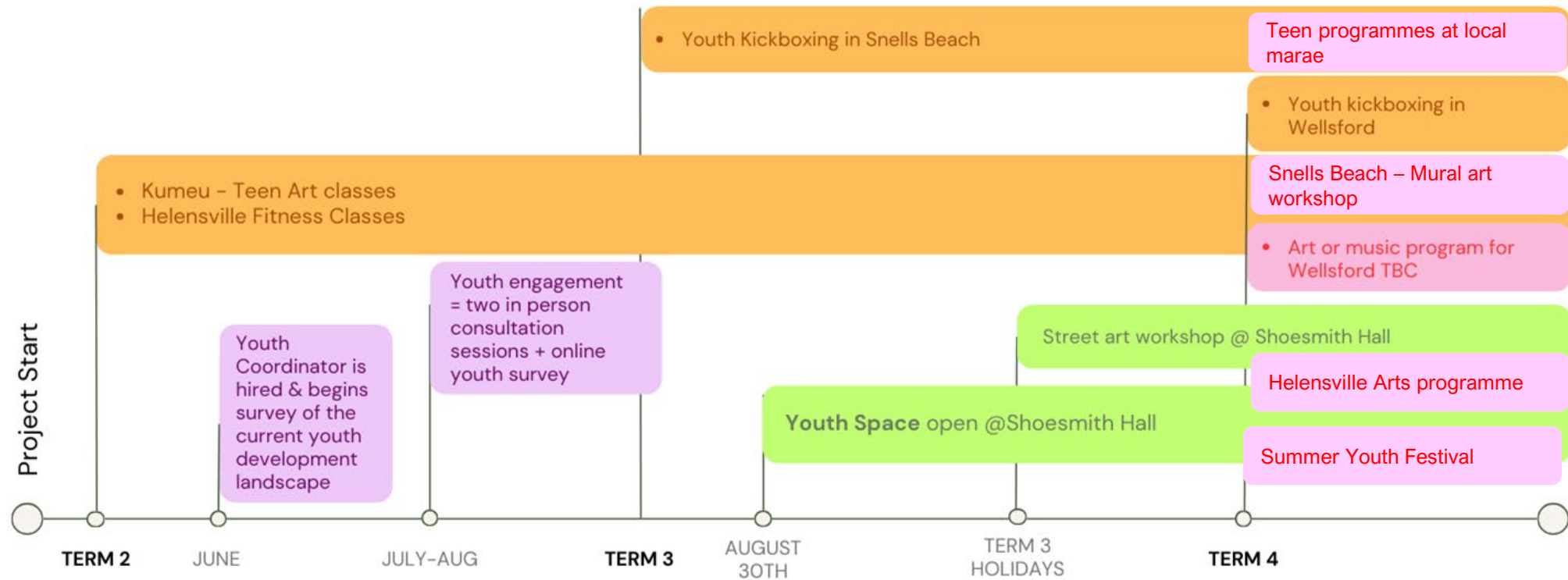


Question 14 has 44 answers (Checkboxes)

“Where do you live?”



Rodney Youth Project – Timeline



LEGEND:

- Surveying/engagement
- Regional events
- Rodney Youth Space
- TBC



Rodney Youth Project - Youth Space @ Shoesmith Hall, Warkworth



YOUTH SPACE PROGRAM TERM 3

● DIY Workshop: custom merch
& DIY Sushi | 6th SEP

● Te Wiki o te reo Maori!
Crafts & games + Hot Soup &
Fry bread | 13th SEP

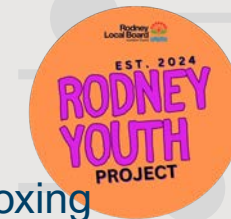
Mental Health Week!

● Paint & Sip + Bake for someone |
20th SEP

● Karaoke Night!
+ DIY Dumplings | 27th SEP



Rodney Youth Project - Regional program



Wellsford: Youth Kickboxing

Kumeū : Seen Youth Art programme

Wellsford: Art program

Mahurangi East & Wellsford: kickboxing collaborative event

Mahurangi East: mural art workshop at community centre

Warkworth: mural street art workshop

Youth Directory: online resources for youth to access on our website plus quarterly newsletter + event calendar

Summer holidays: youth market and youth music festival





FIT STEPS- DANCE WORKOUT

Shake of the winter blues and join us for some free fun!

FREE

All ages welcome
No experience necessary

Thursday 22Aug - 12 Sept
05:30 - 06:30 pm

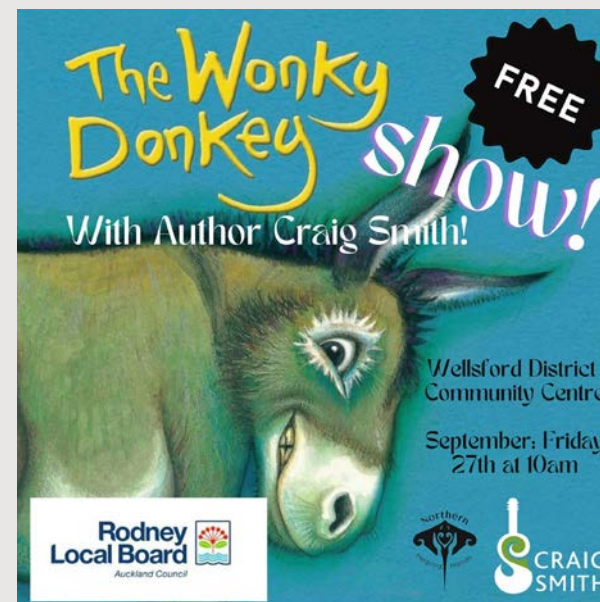
Warkworth Town Hall

JOIN NOW

Women's Centre
Rodney Local Board

Community Places Activation - Q1

- **11** programmes or activations
- **1480** participants
- **5k** in waived venue hire fees



The Wonky Donkey show!

With Author Craig Smith!

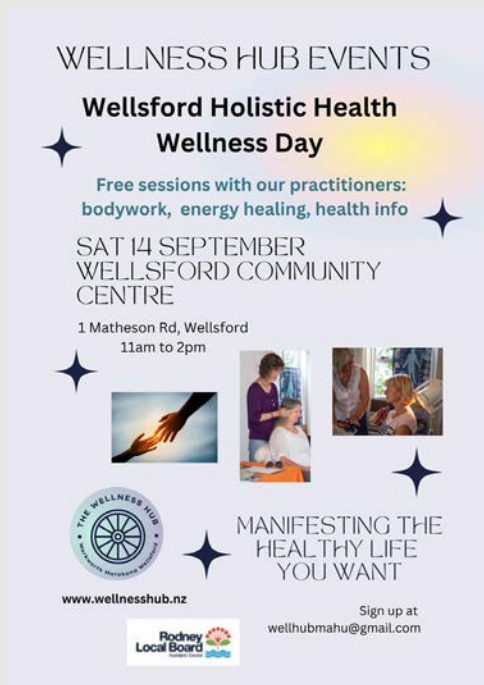
FREE

Wellsford District Community Centre

September, Friday
27th at 10am

Rodney Local Board
Auckland Council

CRAIG SMITH



WELLNESS HUB EVENT'S

Wellsford Holistic Health Wellness Day

Free sessions with our practitioners:
bodywork, energy healing, health info

SAT 14 SEPTEMBER
WELLSFORD COMMUNITY CENTRE

1 Matheson Rd, Wellsford
11am to 2pm

MANIFESTING THE HEALTHY LIFE YOU WANT

www.wellnesshub.nz

Sign up at
wellhubmahu@gmail.com

Rodney Local Board



Sensory Sessions

Wellsford Community Centre

Thursdays 9:30am Fortnightly

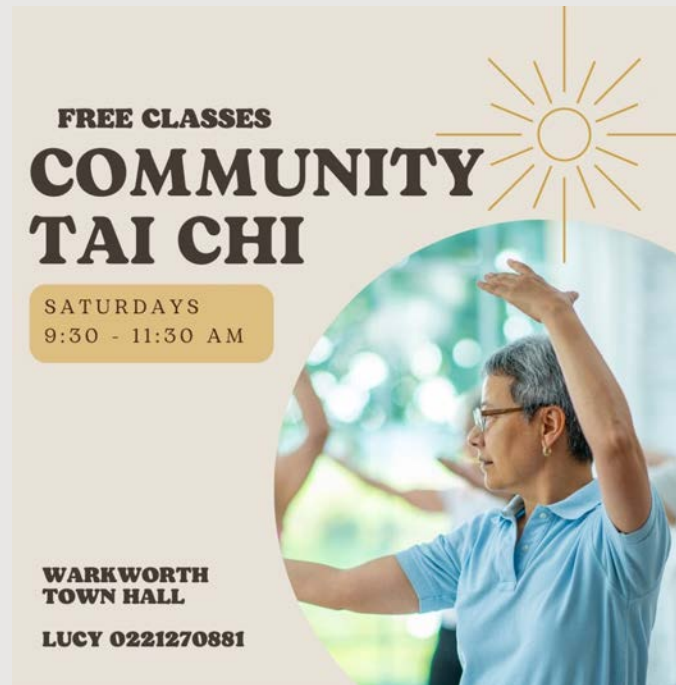
FREE

Ages 0-5

Ball Pit
Playdough
Ublick
Painting
Sensory Mats
Toys & More

Wellsford Kāinga

Rodney Local Board



FREE CLASSES

COMMUNITY TAI CHI

SATURDAYS
9:30 - 11:30 AM

WARKWORTH TOWN HALL

LUCY 0221270881



FREE

Cooking Club

Register Now!

Enjoy cooking and eating a meal together
Bring a container to take some home
Learn some new recipes and make some new friends!

Wellsford Community Centre

Sundays
August 11, 18, 25
3pm-5pm

Wellsford Kāinga

Register your interest via email to:
libby@neighbourhoods.co.nz or Facebook Messenger

Rodney Local Board





Play Trail
install
on its way!

Active Play
Activations



Active Play Project - Mahurangi East and Wellsford

Nature Play Trail - Goodall Reserve

A self-led, inspiring activation that has creativity, imagination, and outdoor play at its very heart. The reserve will provide a stunning backdrop for the whole family to be playful and active. Promoted with regular facilitated play days throughout the year.

A trail to start at any point - what stop will you visit first?

- Sensory
- Pest or Pal
- Relax
- Maze
- Stencil Play
- Active zone
- Library activity
- Sensory forest

SMELL

Te whai Track Bridge Tuna / Eel
Eels hunt by smell rather than sight. Longfin eels have a well-developed sense of smell. They have tube nostrils that protrude from the front of their head, above their upper lip.
What can you smell when walking through the park and along the water?

HEAR

Forrest entrance
On your journey today see if you can spot these birds - what do they sound like?

Wetapunga's ears are on their knees

SEE

Tree Ridge
Go on a leaf hunt! See if you can spot any of these leaves - what size are they? A leaf is often organized with one main vein running down the middle of the blade. This vein is called the midrib.

Take a moment to lie under a tall tree. What can you see, hear, smell and feel?

FEEL

Kiwi
Not all birds need to see. Blind but perfectly healthy kiwis have been found living in New Zealand.
The flightless nocturnal birds may be evolving to lose their eyesight altogether. The blind kiwis seem able to survive just as well using other senses such as touch, smell, and hearing.

THE LESS WE SEE WITH OUR EYES THE MORE WE SEE WITH OUR HEARTS
Close your eyes, what can you hear around you? How do you feel?



Rodney Libraries - have had an exciting and activity filled Q1



- **Mahurangi East temporary library** moved from the mobile bus into a Portacom building, maintaining normal opening hours and programming and outreach to the community
- **Warkworth Library** hosted a standing-room-only community Pink Ribbon event in collaboration with local organisations which raised over \$5000.
- **Wellsford Library's** 'Kapa Korero' an inclusive space for all to practice te reo Māori and the 'Work Ready' programme aimed at bridging the digital and employment skills gap for local rangatahi are both thriving.



Kumeū Library

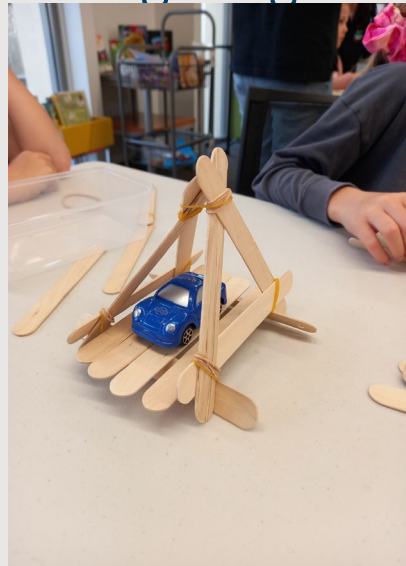
Kumeū Library Thursday after school Make-Build-Do activities
Sign Language combined with Te Reo with the children for Sign Language week



Scuttling crab



Making bridges



Saturday Storytime with Fire fighters



Play area Arts Centre Day



Helensville Library



**Helensville Library
welcoming our
community back
to the building**



Rodney Arts and Culture



Both Art Centre Helensville and Kumeū Arts Centre are grateful to the local board for their increased funding for 2024/2025.

Whimsical Queens, Niki Price



Kumeū Art Centre

Exhibitions at Kumeū Arts have included, the Muriwai Artist Collective, and Niki Price.

A Book of Hours by Steve Tollestrup, depicted an artist's journey into an elemental realm of water and light. The artist draws inspiration from the medieval tradition of portraying the passage of day and night into eight sacred intervals for devotion and reflection.

With the arrival of Spring, the centre celebrated with PLAY! a free family creative event funded by the Rodney Local Board.

Creative Matters will be holding workshops during the school holidays. These classes are for children who show a real interest in art making. The centre holds other events to 'have a go', which are free and for all.

Image; Steve Tollestrup, Book of Hours.



Art Centre Helensville

The local community continues to explore their creativity through Art Centre Helensville.

Exhibition, Nature is Calling, with creative explorer Susannah Connolly, and guest artists, held an opening night of poetry reading, and a clay wind performance with exhibit instruments.

Meat and 3 Veg with fun sculptures, and 2D works, held a Kiwiana-style opening for 75 attendees who enjoyed classic kiwi music, and a sausage sizzle sponsored by River Valley Meats.

The show was an example of supporting the local creative economy; nine works were sold totalling \$6,275.00, and after commission \$4,706.25 went to the artists.

The use of the shared space with budgeting services now offers opportunities for small scale exhibits with less costs. After school classes are delivered twice weekly on a cost recovery basis.

Image; New Beginnings, members exhibition.



Rodney East Arts Coordinator

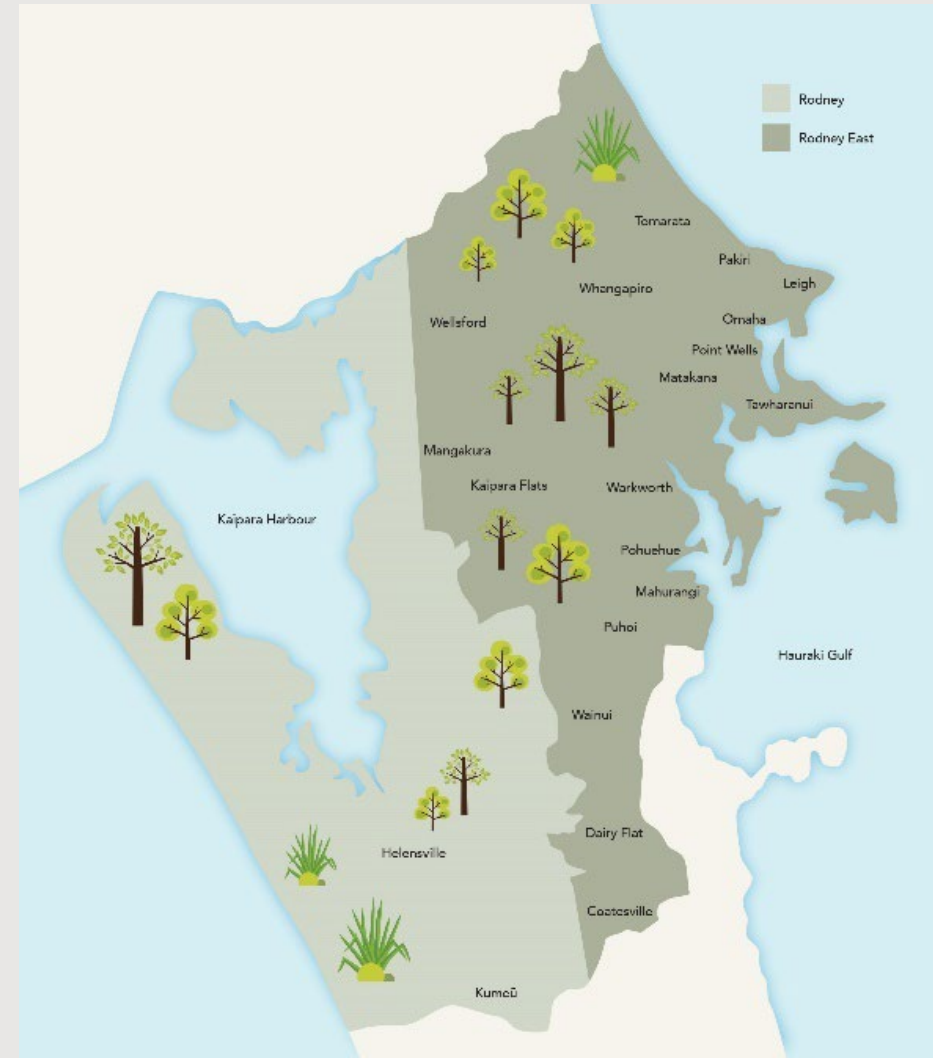


DO YOU HAVE A
CREATIVE PROJECT
THAT YOU'D LIKE
TO MAKE HAPPEN
IN THE **RODNEY**
EAST AREA?



Engaging with Creatives

- An Expression of Interest (EOI) call out was made late August.
- Meetings have been held in person and online with local creatives.
The first year of ‘brokering’ is very much about surveying and talking with creatives from different Rodney areas, and disciplines, to help them realise their ideas concurrent to bringing together a programme of activity.
- The programme will be presented at the November workshop with at least a few projects ready to start before the end of the calendar year.
- A map was designed to identify Rodney East.
- Full details: <https://www.makingartwork.co.nz/>



Creative Rodney East, Rodney East Arts Coordinator.

Creative Rodney East, Rodney East Arts Coordinator.

Renée Tanner was appointed Arts Coordinator for Rodney East.

- A logo and website, poster and banner have been designed.
- The logo emphasises the strength of creativity and what arts can do for makers and participants.
- Making Art Work **Creative Rodney East**, emphasises arts practice and participation within the creative economy.
- Facebook and Instagram accounts have been set up, and an Electronic Direct Mail (EDM) newsletter created. The EDM will grow in numbers as Creative Rodney East becomes known.



Rodney Readiness Dashboard

What do Rodney Community Emergency Groups Need?



Priorities identified by the research.

1. Build community skills and capacity for developing, maintaining and leading community emergency groups – increasing community support and ownership
2. Having a documented and up to date Community Response Group Plan
3. Provide more training, support and information on practical matters
4. Assistance with the necessary resources
5. Increased knowledge of local hazard awareness
6. Better connections and contact with AEM, First Responders

Recommendations

- A) Develop a Rodney Community Emergency Group support and development training programme** - ongoing series of training workshops with groups on role, purpose and operation of Community Emergency Groups
- B) A specific paid Emergency Coordination role for Rodney** who will provide targeted support to help Community Emergency Groups grow and develop



Unsealed Road Improvement Programme (URIP)

Presentation to Rodney Local Board – 9 October 2024



URIP - Overview

- Approx 796km of unsealed roads across Auckland
- Approx 622km (79%) unsealed roads in the Rodney Local Board area
- 90km of unsealed roads carry more than 200 vehicles per day (vpd)
- 169km carry between 100 vpd and 200 vpd
- 537km carry less than 100 vpd
- 2023/24 URIP Upgraded 20km and sealed 8km
- Govan Wilson Rd (first section) to be finished early 24/25
- 2023/2024 Warkworth Transport Targeted Rates URIP – sealed 10.3km
- Jones Rd to be sealed November 2024
- Proposed 2024/2025 – 2025/2026 URIP will upgrade 64km of unsealed road and
- 57km (89% of URIP) seal treatment proposed
- Ahuroa Rd – 2024/2025 complete seal extension to RP 7772
- Ahuroa Rd – remaining 5km to be constructed 2024/2025 and 2025/2026 – maintenance seal
- Govan Wilson Rd remaining 2.4km to be constructed 2024/2025 - maintenance seal
- Currently have 2024/2025 and 2025/2026 URIP programme – plan to extend to 5 - Year URIP
- **Subject to funding.**

URIP approach

- The URIP provides a range of different road treatment options. The treatment will be aligned to the specific problem identified for the road
- The URIP allows for more cost-effective treatments and greater number of roads to be treated annually
- These treatments are:
 - road widening
 - safety improvements
 - pavement strengthening
 - surface improvements
 - seal extension.
 - dust suppressant
 - maintenance seal
 - environment seal
 - blended materials
 - grading, active speed management and maintenance.
- Some roads will remain unsealed but will be built to a better standard
- Not cost effective to seal roads with traffic volume < 200 vpd
- Maintenance seals are more cost effective than seal extensions.

URIP Prioritisation

The URIP prioritisation methodology is based on six guiding principles:

- strategic fit – road function - based on NZTA One Network Classification
- safety – crash data and road gradient
- public health – dwellings and amenities exposed to dust
- natural environment – sediment runoff into ecological areas
- climate change – resilience to increased rainfall / runoff
- cost – most cost-effective long-term option – NZTA funding requirements.

Both quantitative and qualitative analyses are undertaken to decide priority order.

There are two parts to the analysis:

- the first involves determining the need for intervention for each road
- the second part involves determining the most appropriate treatment option.

One network road classification - functional

ROAD & STREET CATEGORIES/CRITERIA	MOVEMENT OF PEOPLE & GOODS			
	LINK		PLACE	
	TYPICAL DAILY TRAFFIC (AADT) ¹	HEAVY COMMERCIAL VEHICLES ² (daily flows)	BUSES (urban peak) ³	ACTIVE MODES ⁴
NATIONAL Meet 3 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses & 1 economic or social)	U: > 25,000 R: > 15,000	>800	> 40 buses or 2000 people per hour	Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network
(HIGH VOLUME) Meet at least 1 high volume (Typical Daily Traffic or HCV)	U: > 35,000 R: > 20,000	>1200		
REGIONAL Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses & 1 economic or social)	U: > 15,000 R: > 10,000	>400	> 40 buses or 2000 people per hour	
ARTERIAL Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	U: > 5,000 R: > 3,000	>300	> 15 buses or 750 people per hour	
PRIMARY COLLECTOR Meet 1 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	U: > 3,000 R: > 1,000	>150	> 6 buses or 300 people per hour	
SECONDARY COLLECTOR Meet 1 criteria (incl. at least 1 of Typical Daily Traffic or HCV)	U: > 1,000 R: > 200	>25		Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network
ACCESS All other roads	U: < 1,000 R: < 200			
(LOW VOLUME) Meet low volume Typical Daily Traffic	U: < 200 R: < 50	<25		

2024/2025 - 2026/2027 URIP Budget

- 2024/2025 - \$12.5 million (was \$6.2 million)
- 2025/2026 - \$12.5 million (was \$6.4 million)
- 2026/2027 - \$12.5 million (was \$13.0 million)
- Total \$37.5 million (was \$25.68 million)
- Total – FY 2024/2025 to FY 2033/2034 - \$124.60 million
- Council budget is based on NZTA funding
- NZTA funding requested for 2024/2025 and 2025/2026 URIP
- Separate business case submitted for Ahuroa Road
- 2024/2025 – 2025/2026 URIP - upgrade 64km of unsealed road and seal 57km (89% of URIP).

Subject to funding

2024/2025 – 2025/2026 URIP - \$25 million

Asset ID	Road	Start	End	Carriageway Numb	Local Board	Urban/Ru	Width	Length	Treatment Description	Planning C	Indicative Programme Year	Final Sci	ONRC Category	Traffic Count - AADT
1842	FORDYCE RD (PARAKAI)	2861	5365	5314	Rodney : Kumeu	Rural	4	2504	Maintenance Seal	\$876,400	2024-25	12.085	Secondary Collector	217
1430	STONE CREEK RD	426	3470	4513	Rodney : Kumeu	Rural	3.6	3044	Maintenance Seal	\$1,065,400	2024-25	12.032	Secondary Collector	213
1449	ARARIMU VALLEY RD	7060	10302	6480	Rodney : Kumeu	Rural	6.1	3242	Maintenance Seal	\$1,134,700	2024-25	12.002	Secondary Collector	212
1902	HARURU RD	4217	6152	46140	Rodney : Kumeu	Rural	4	1935	Maintenance Seal	\$677,250	2024-25	12.001	Secondary Collector	359
1864	GORDONS RD	3291	4461	22428	Waiheke	Rural	6.5	1170	Widen/Drainage/Strengthen	\$409,500	2024-25	12.000	Secondary Collector	173
1503	BLACKBRIDGE RD (DAIRY FLAT)	5774	7981	37550	Rodney : Dairy Flat	Rural	5.1	2207	Maintenance Seal	\$772,450	2024-25	11.143	Secondary Collector	294
2150	OCEAN VIEW RD (TE ARAI)	1321	2930	35172	Rodney : Wellsford	Rural	6.5	1609	Maintenance Seal	\$563,150	2025-26	11.091	Secondary Collector	700
1926	HORSMAN RD	341	1673	45679	Waitakere Ranges	Rural	4.7	1332	Maintenance Seal	\$466,200	2024-25	11.048	Secondary Collector	232
1746	WHAREHINE RD	3640	5298	46209	Rodney : Wellsford	Rural	4.7	1658	Maintenance Seal	\$580,300	2024-25	11.035	Secondary Collector	160
1350	RUN RD	8086	12394	37744	Rodney : Wellsford	Rural	6.2	4308	Maintenance Seal	\$1,507,800	2024-25	11.019	Secondary Collector	227
1653	TE ARAI POINT RD	1920	5865	4269	Rodney : Wellsford	Rural	5.3	3945	Maintenance Seal	\$1,380,750	2025-26	11.018	Secondary Collector	247
18682	GOVAN WILSON RD	1245	2441	46926	Rodney : Warkworth	Rural	3.5	1196	Maintenance Seal	\$800,000	2024-25	11.017	Secondary Collector	111
18683	GOVAN WILSON RD	2441	3638	46926	Rodney : Warkworth	Rural	3.5	1197	Maintenance Seal	\$800,000	2024-25	11.017	Secondary Collector	111
1352	RUN RD	12562	13229	6343	Rodney : Wellsford	Rural	6.1	667	Maintenance Seal	\$233,450	2025-26	11.016	Secondary Collector	205
1760	WILSON RD (SOUTH HEAD)	110	3706	4229	Rodney : Kumeu	Rural	4.8	3596	Maintenance Seal	\$1,258,600	2025-26	11.014	Secondary Collector	292
2174	OLD WOODCOCKS RD	1269	3879	46270	Rodney : Warkworth	Rural	4.3	2610	Maintenance Seal	\$913,500	2025-26	11.013	Secondary Collector	223
2009	KIWITAHU RD	2123	3767	46231	Rodney : Kumeu	Rural	6.5	1644	Maintenance Seal	\$575,400	2025-26	11.013	Secondary Collector	153
1762	WILSON RD (SOUTH HEAD)	4574	6121	4227	Rodney : Kumeu	Rural	5	1547	Maintenance Seal	\$541,450	2025-26	11.012	Secondary Collector	364
1858	GERVIN RD	39	1750	46125	Rodney : Dairy Flat	Rural	3	1711	Maintenance Seal	\$598,850	2025-26	11.008	Access	227
1591	COWAN BAY RD	359	1756	46095	Rodney : Warkworth	Rural	3	1397	Maintenance Seal	\$488,950	2025-26	11.008	Access	200
1229	AHURUA RD	9077	9728	45419	Rodney : Warkworth	Rural	6.6	651	Maintenance Seal	\$460,046	2024-25	11.007	Secondary Collector	264
1986	KANOHI RD	3401	4783	46188	Rodney : Kumeu	Rural	4.5	1382	Maintenance Seal	\$483,700	2024-25	11.007	Secondary Collector	196
1502	BLACK SWAMP RD	667	1892	5567	Rodney : Wellsford	Rural	6.2	1225	Maintenance Seal	\$428,750	2025-26	11.006	Secondary Collector	301
1664	TENDER RD	430	993	43103	Rodney : Dairy Flat	Rural	5.1	563	Maintenance Seal	\$197,050	2025-26	11.005	Secondary Collector	214
1682	TURLEY RD	24	1154	46309	Rodney : Dairy Flat	Rural	6	1130	Maintenance Seal	\$395,500	2025-26	11.003	Secondary Collector	211
1261	PAKIRI RD	10092	12266	46274	Rodney : Wellsford	Rural	4.6	2174	Maintenance Seal	\$760,900	2025-26	10.246	Secondary Collector	201
1506	BLIND BAY RD	3450	6558	22589	Aotea Great Barrier	Rural	4.5	3108	Widen/Drainage/Strengthen	\$1,087,800	2025-26	10.057	Access	161
1966	JORDAN RD (MAKARAU)	1507	4127	46347	Rodney : Kumeu	Rural	5.5	2620	Widen/Drainage/Strengthen	\$917,000	2025-26	10.055	Secondary Collector	156
1905	HARURU RD	6514	9375	43115	Rodney : Kumeu	Rural	4	2861	Maintenance Seal	\$1,001,350	2025-26	10.033	Secondary Collector	298
1231	AHURUA RD	9828	12575	46864	Rodney : Warkworth	Rural	6.5	2747	Maintenance Seal	\$1,941,237	2025-26	9.084	Secondary Collector	264
1227	AHURUA RD	5964	7772	46304	Rodney : Warkworth	Rural	6.6	1808	Seal Extension	\$1,800,000	2024-25	9.083	Secondary Collector	
1232	AHURUA RD	12695	13094	46866	Rodney : Warkworth	Rural	4.5	399	Maintenance Seal	\$281,963	2024-25	9.075	Secondary Collector	336
1235	AHURUA RD	13835	14157	46870	Rodney : Warkworth	Rural	5.5	322	Maintenance Seal	\$227,549	2024-25	9.071	Secondary Collector	290
1234	AHURUA RD	13199	13474	46868	Rodney : Warkworth	Rural	4.5	275	Maintenance Seal	\$194,336	2024-25	9.069	Secondary Collector	223
1233	AHURUA RD	13094	13199	46867	Rodney : Warkworth	Rural	4.5	105	Maintenance Seal	\$74,201	2024-25	7.236	Secondary Collector	
1230	AHURUA RD	9728	9828	46863	Rodney : Warkworth	Rural	6.6	100	Maintenance Seal	\$70,668	2024-25	7.235	Secondary Collector	
										\$25,966,150				

AT Website – 2024/2025 URIP

Road	Start	End	Local Board	Treatment Description	Indicative Timeframe	Road Classification
FORDYCE RD (PARAKAI)	2861	5365	Rodney : Kumeu	Maintenance Seal	2024-25	Secondary Collector
STONEY CREEK RD	426	3470	Rodney : Kumeu	Maintenance Seal	2024-25	Secondary Collector
ARARIMU VALLEY RD	7060	10302	Rodney : Kumeu	Maintenance Seal	2024-25	Secondary Collector
HARURU RD	4217	6152	Rodney : Kumeu	Maintenance Seal	2024-25	Secondary Collector
GORDONS RD	3291	4461	Waiheke	Widen/Drainage /Strengthen	2024-25	Secondary Collector
BLACKBRIDGE RD (DAIRY FLAT)	5774	7981	Rodney : Dairy Flat	Maintenance Seal	2024-25	Secondary Collector
HORSMAN RD	341	1673	Waitakere Ranges	Maintenance Seal	2024-25	Secondary Collector
WHAREHINE RD	3640	5298	Rodney : Wellsford	Maintenance Seal	2024-25	Secondary Collector
RUN RD	8086	12394	Rodney : Wellsford	Maintenance Seal	2024-25	Secondary Collector
GOVAN WILSON RD	1245	2441	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
GOVAN WILSON RD	2441	3638	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
AHUROA RD	9175	9728	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
KANOHI RD	3401	4783	Rodney : Kumeu	Maintenance Seal	2024-25	Secondary Collector
AHUROA RD	5964	7772	Rodney : Warkworth	Seal Extension	2024-25	Secondary Collector
AHUROA RD	12695	13094	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
AHUROA RD	13835	14305	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
AHUROA RD	13199	13474	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
AHUROA RD	13094	13199	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector
AHUROA RD	9728	9828	Rodney : Warkworth	Maintenance Seal	2024-25	Secondary Collector

AT Website – 2025/2026 URIP

OCEAN VIEW RD (TE ARAI)	1321	2930	Rodney : Wellsford	Maintenance Seal	2025-26	Secondary Collector
TE ARAI POINT RD	1920	5865	Rodney : Wellsford	Maintenance Seal	2025-26	Secondary Collector
RUN RD	12562	13229	Rodney : Wellsford	Maintenance Seal	2025-26	Secondary Collector
WILSON RD (SOUTH HEAD)	110	3706	Rodney : Kumeu	Maintenance Seal	2025-26	Secondary Collector
OLD WOODCOCKS RD	1269	3879	Rodney : Warkworth	Maintenance Seal	2025-26	Secondary Collector
KIWITAHU RD	2123	3767	Rodney : Kumeu	Maintenance Seal	2025-26	Secondary Collector
WILSON RD (SOUTH HEAD)	4574	6121	Rodney : Kumeu	Maintenance Seal	2025-26	Secondary Collector
GERVIN RD	39	1750	Rodney : Dairy Flat	Maintenance Seal	2025-26	Access
COWAN BAY RD	359	1756	Rodney : Warkworth	Maintenance Seal	2025-26	Access
BLACK SWAMP RD	667	1892	Rodney : Wellsford	Maintenance Seal	2025-26	Secondary Collector
TENDER RD	430	993	Rodney : Dairy Flat	Maintenance Seal	2025-26	Secondary Collector
TURLEY RD	24	1154	Rodney : Dairy Flat	Maintenance Seal	2025-26	Secondary Collector
PAKIRI RD	10092	12266	Rodney : Wellsford	Maintenance Seal	2025-26	Secondary Collector
BLIND BAY RD	3450	6558	Aotea Great Barrier	Widen/Drainage /Strengthen	2025-26	Access
JORDAN RD (MAKARAU)	1507	4127	Rodney : Kumeu	Widen/Drainage /Strengthen	2025-26	Secondary Collector
HARURU RD	6514	9375	Rodney : Kumeu	Maintenance Seal	2025-26	Secondary Collector
AHUROA RD	9828	12575	Rodney : Warkworth	Maintenance Seal	2025-26	Secondary Collector

School Bus Routes

- Overall unsealed network – 881 road sections – 796km
- School bus routes – 23 road sections – 35kms
- Secondary collector – 14 road sections – 16.7km
- Access and low volume – nine road sections – 18.4km
- Review road classification for school bus routes
- Need to assess which roads are on the URIP
- Could look at the adjusting the ONRC road classification score for school bus routes by one level
- Low volume – becomes access
- Access – becomes secondary collector.

School Bus Zones

- Overall unsealed network – 881 road sections – 780km
- Primary school bus zone - 3.2km
- Secondary school bus zone – 4.8km
- 235 road sections – 99.4km outside school bus zone
- Approx 25% of the roads – 13% of the road length
- Issue is children walking on rural road
- This is a road safety issue – addressed by footpaths and speed limits rather than the URIP
- Need to assess which roads are on the URIP.

Fonterra Milk Tanker Routes

- Overall unsealed network – 881 road sections – 796km
- Milk tanker routes – 104 road sections – 178.6km
- 51 road sections – 78.6km less than 30 trips per month
- 49 road sections – 96.9km have 30 to 98 trips per month
- 4 road sections – 3.1 km – have 187 – 225 trips per month
- Horseshoe Bush Rd – milk tanker and school bus route
- Milk tanker – truck and trailer equivalent to 2 HCVs
- Secondary collector – 50 road sections – 50.2km
- Access – 43 road sections – 86.7km
- Low volume – 34 road sections – 41.8km
- Need to assess which milk tanker routes are on the URIP

Unsealed Road – Strengthening Programme

- Complimentary to the URIP
- Focused on upgrading roads which are in poor condition – weak pavement
- Funded from renewals budget with 50% NZTA funding
- URIP is a separate capital budget and programme
- Roads based on maintenance inspections
- 2023/2024 – 46.2km strengthened
- 2024/2025 – 30km programmed.

2024/2025 Unsealed Road – Strengthening Programme

PROPOSED STRENGTHENING 24/2	Start RP	End RP	URIP / Prior	URIP treatment	ONRC Road Classification	Traffic Volum	LENGTH (Km)
PUKAPUKA RD	1590	3785	Row 189	Localised Improvement Works	Access	136	2.195K
SHANKS RD	0	1330	Row 261	Maintain	Low Volume	142	1.330K
SHANKS RD	1330	3057	Row 415	Maintain	Low Volume	34	1.727K
WYLLIE RD	960	1820	Row 325	Localised Improvement Works	Access	111	.860K
HAWKENS RD	0	967	2028-29	Localised Improvement Works	Access	70	.967K
AUSTIN RD (DAIRY FLAT)	358	3530	Row 193	Localised Improvement Works	Access	43	3.172K
BLAKE LANE	0	334	Row 637	Maintain	Low Volume	42	.334K
FOWLER ACCESS RD	0	1066	2027-28	Localised Improvement Works	Access	145	1.066K
NOAKES HILL RD	72	2529	2027-28	Widen/Drainage/Strengthen	Access	179	2.457K
HAMILTON RD (Duck Creek to Sandspit Rd) - <i>Incl Sealing</i>	0	1296	2028-29	Environmental Seal	Access	184	1.296K
MAINLAND RD	3099	4244	Row 733	Localised Improvement Works	Low Volume	17	1.145K
MAINLAND RD	0	3099	Row 488	Localised Improvement Works	Low Volume	82	3.099K
WILLIAMSON RD	25	1280	Row 555	Maintain	Low Volume	43	1.255K
IRELAND RD (WAITOKI) (Excluding section already completed)	0	1979	2027-28	Maintenance Seal	Secondary Collector	200	1.979K
J TOLHOPF RD	22	388	Row 155	Localised Improvement Works	Access	72	.366K
HUNGRY CREEK RD	0	1864	2029-30	Localised Improvement Works	Access	126	1.864K
BALD HILL RD	1312	3502	Row 141	Localised Improvement Works	Secondary Collector	65	2.190K
RICHARDS RD	418	1655	2027-28	Localised Improvement Works	Low Volume	132	1.237K
TAIAPA RD	1038	2792	2026-27	Maintenance Seal	Secondary Collector	391	1.754K
FOLEY QUARRY	1537	2268	2029-30	Localised Improvement Works	Access	140	.731K
							31.024K

Next Steps

- Proposed 2024/2025 and 2025/2026 URIP published on AT website
- Scoping each URIP site – design and cost
- NZTA funding to be approved
- Consultation with other local boards
- Refresh URIP data – traffic counts, One Network Road Classification (ONRC), crash data, road gradient, dwellings, amenities, environmental score
- Prepare draft 5 year URIP
- Consider improvements to URIP analysis – school bus and milk tanker routes, event data per km approach instead of per road.

QUESTIONS



Rodney Local Board

The Year Ahead FY2025/26

9th October 2024



Agenda

1. Welcome and introductions
2. Overview
3. Purpose of workshop
4. Local Board Transport Capital Fund
5. Focus area 1 – Community Response
6. Focus area 2 – Road Safety
7. Focus area 3 – Road Corridor Renewals
8. General update/discussion
9. Next steps



Overview



Strategic Environment

The Forward Works Engagement Programme provides information based on planning for the Regional Land Transport Plan (RLTP).

Since the plan was written, the government has responded and provided its priorities for funding in the National Land Transport Plan (NLTP).

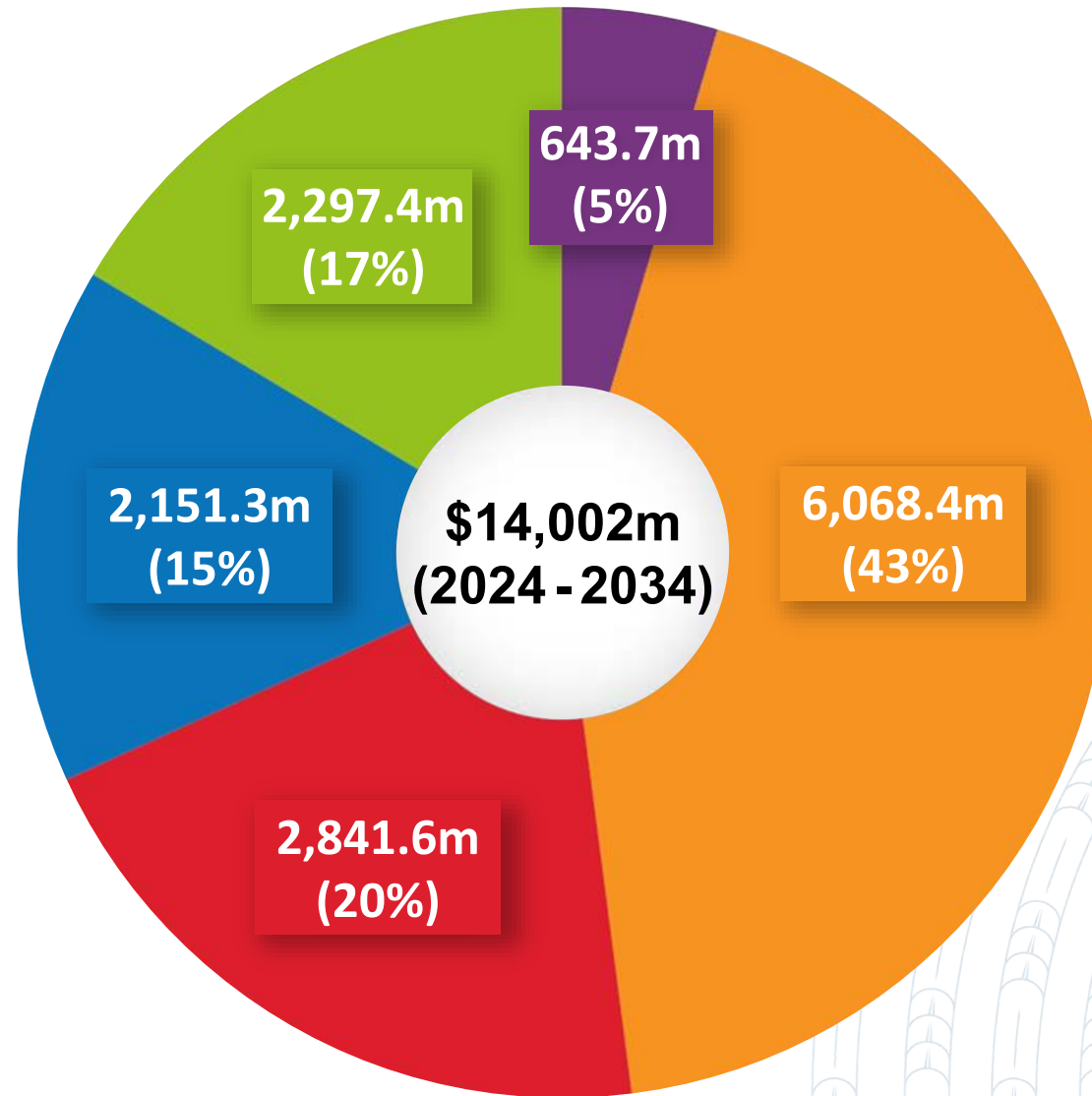
Auckland Transport and Auckland Council are currently in the process of rationalising the two budgets.

This means that some aspects of the programme presented today might change.

Any changes will be notified to the local board by memo as soon as decisions are confirmed.

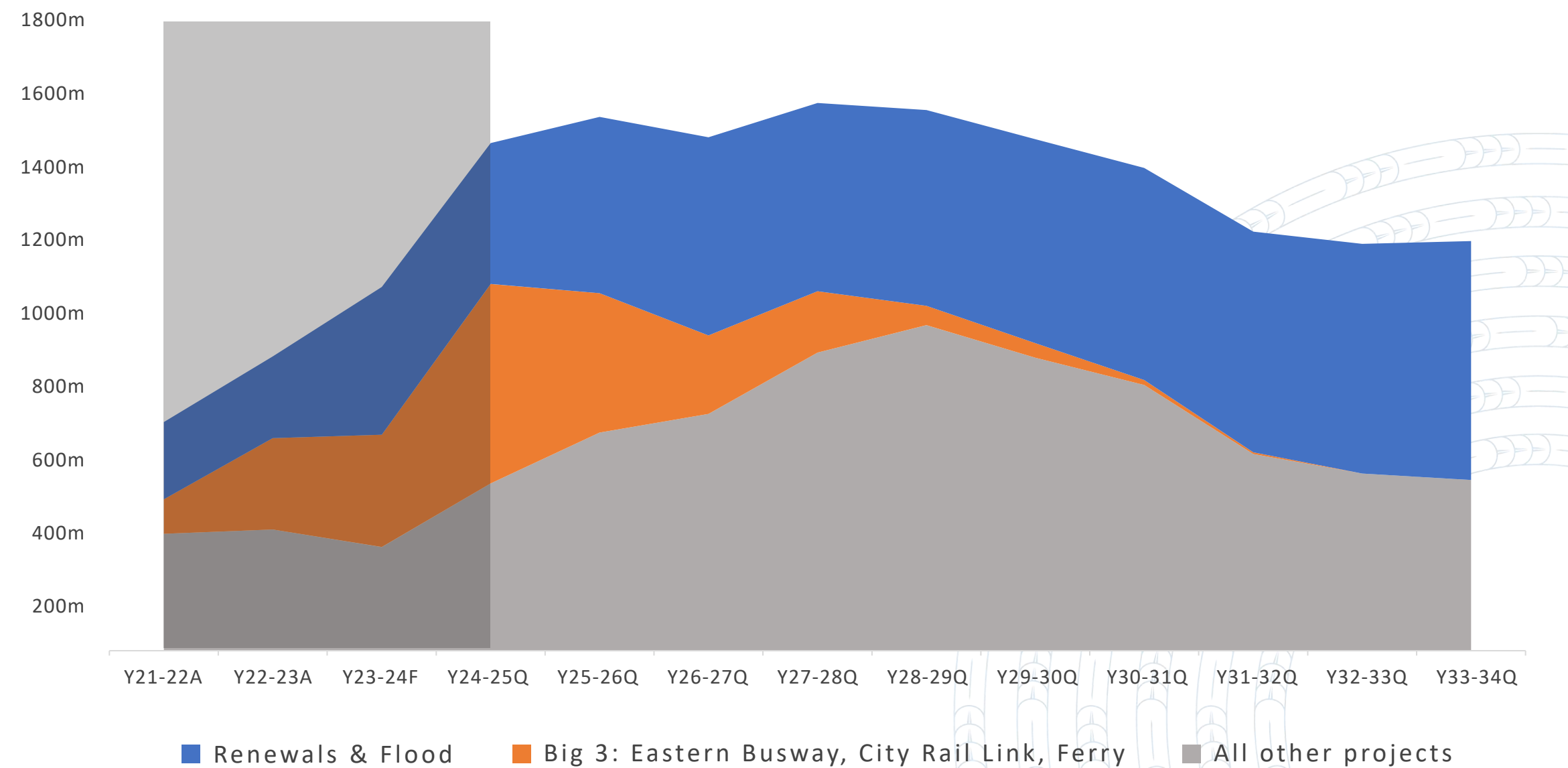


AT 10-year Capital Programme 2024 - 2034

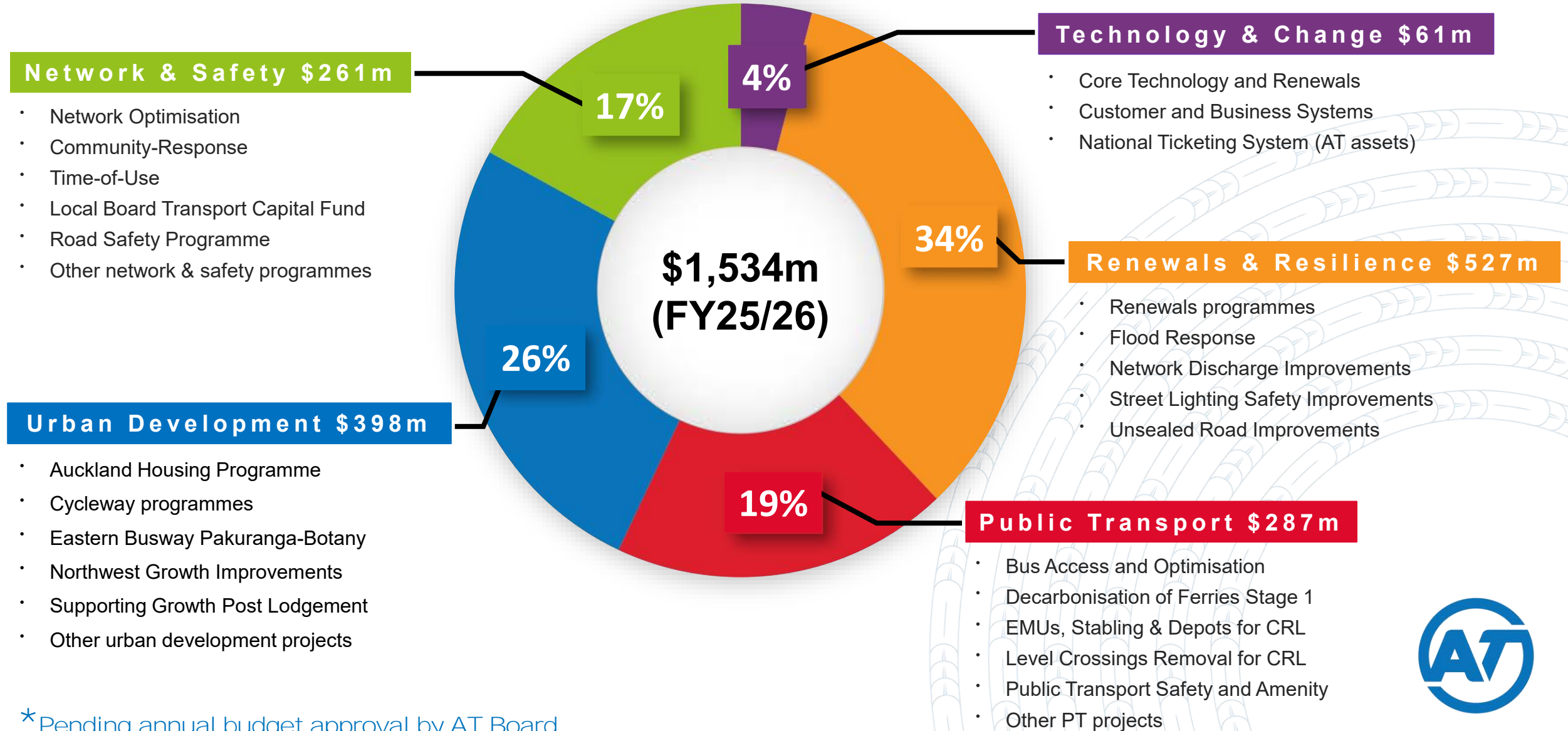


■ Renewals & Resilience ■ Public Transport ■ Urban Development ■ Network & Safety ■ Technology & Change

AT 10-Year Profile (Indicative)



AT 2025/26 Capital Programme*



*Pending annual budget approval by AT Board



Purpose of Today's Workshop



Purpose of today's workshop

The Forward Works Engagement Programme provides information for the **Kōkiri** agreement FY2025/26:

- 1 Review and discuss priority work programmes proposed 2025/26 programme.
- 2 Ensure that local board has quality advice about AT plans in its area for FY2025/26, so the local board can engage with the Kōkiri process.
- 3 Present significant or regional programmes that might be of interest.

Next Steps:

- The local board will work with its Elected Member Relationship Partner to answer any questions related to AT's programmes that cannot be answered today.
- Consider presentation material between now and March 2025 and provide feedback.
- AT will respond in May 2025.
- Sign off by local board in June 2025.



Setting levels of engagement

The Kōkiri process is about AT working with local boards to set clear expectations about levels of engagement on programmes and projects. AT and Auckland Council use agreed standard terms from the IAP2.

Engagement approach	Commitment
Inform	We will keep you informed.
Consult	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how your input influenced the decision. We will seek your feedback on drafts and proposals.
Collaborate	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.
Advocate	Projects that are not currently in AT's work programme, but that the local board would like considered for inclusion in the future.
Do not support	Project in AT's work programme that the local board believes its community would not support.



Programmes of Work - Engagement Process

Programme	Summary	Advised level of Engagement
Local Board Transport Capital Fund	Local Board identified projects.	Collaborate
Auckland Cycling Programme	Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks.	Consult
Public Transport Minor Projects (including PTAM Operations & Infrastructure)	Improving bus related infrastructure and services, including Bus Access and Optimisation and Bus Routes for Climate Action.	Consult
Parking and Compliance Programme	Addressing strategic and community-initiated parking management improvements.	Consult
Community Partnerships Programmes	Road safety behavior change initiatives in communities and schools through partnership. Travel demand management in schools, early learning, educational facilities, kohanga reo, kura kaupapa and marae.	Consult
Community Response	Programme to respond to community concerns for functional improvements to the network. Delivers pedestrian, cycling protection and network roading improvements.	Consult / Inform
Active Modes	Promoting active modes, improving safety and encouraging mode shift through network planning, cycle skills training, events, activations and campaigns targeted at schools, businesses and communities.	Inform
Public Transport Services	Planned new bus, train and ferry services.	Inform
Capital Projects	Major projects: e.g., Bus projects, Ferry Projects, Rapid Transport Access, Infrastructure to support Property Growth Areas.	Inform
Road Safety	Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network.	Inform
Network Optimisation	Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes.	Inform
Road Corridor Renewals	Maintenance of assets within the road corridor.	Inform

Local Board Transport Capital Fund



The 2024 - 2026 Programme

- The programme was initiated to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- Due to budget reductions in July 2023, the indicative budget was reduced from \$45m to \$29.5m over the 3-year term. This was split between local boards as per previous year allocations. Further budget changes maybe notified as part of the decisions on the Regional Land Transport Plan (RLTP) later this year.

The Process

At the beginning of the electoral term, the Elected Member Relationship Team worked with local boards to identify a list of potential projects to be funded over their political term (3 financial years).

These projects are then assessed by AT to confirm they meet the funding criteria and are feasible. A rough order of cost is also calculated.

The results are then conveyed to the board who resolve whether to proceed with the project or not. A three year works programme is then developed and agreed with local boards. Changes to this programme may only occur by local board resolution.

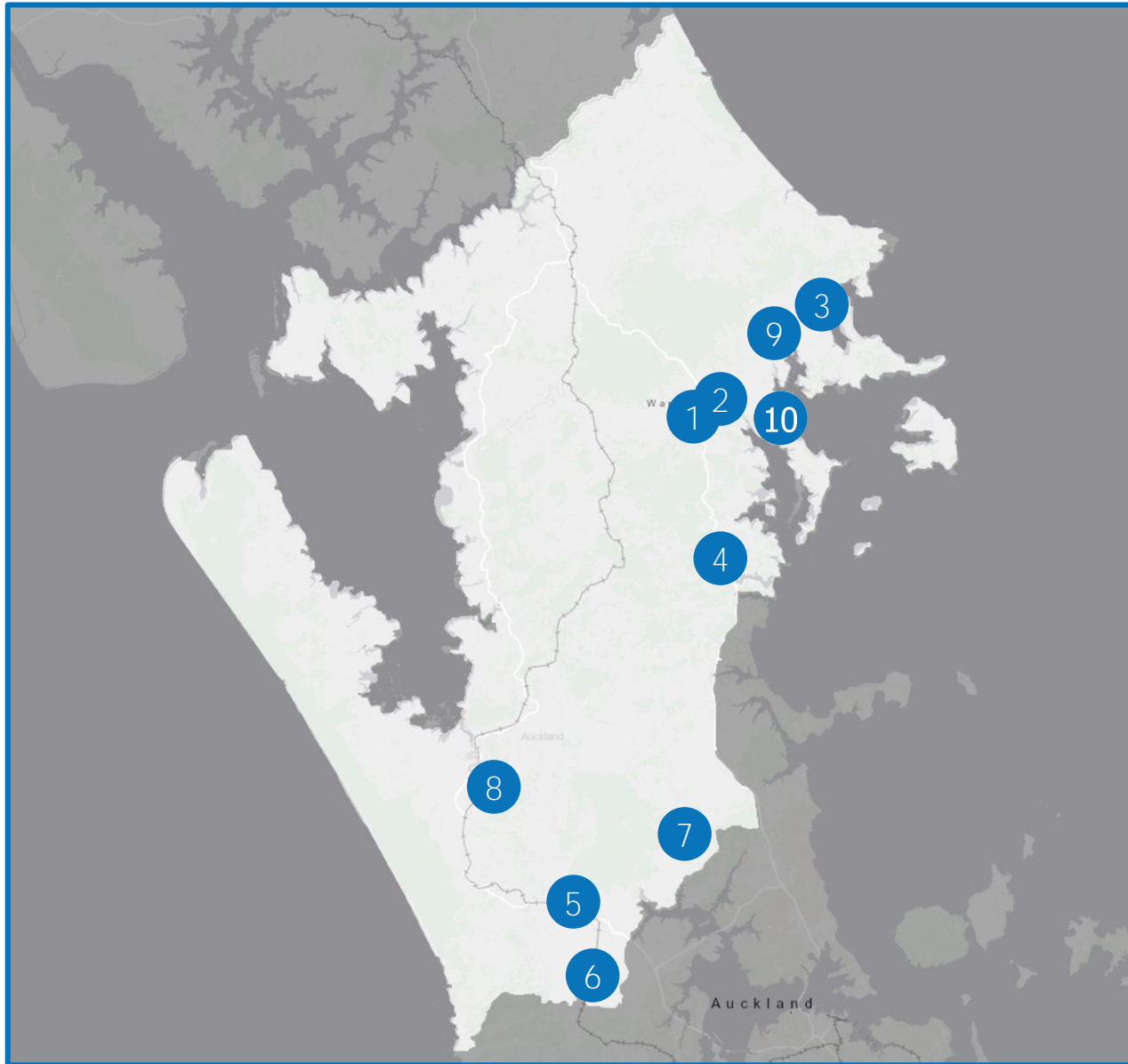
Rodney Local Board: \$2.366m over 3yrs

Work is in progress to design and deliver project priorities for the full 3-year term.

3-Year Budget	Before	After
All local boards	\$45m	\$29.5m
Rodney Local Board	\$2.658m	\$2.366m



Project Title	Project Description	Current Status	Estimate of Status in FY25/26
Mansel Drive Raised pedestrian crossing	Provide a new raised zebra crossing on Mansel Drive, Warkworth.	Complete	Complete
Warkworth Primary School Raised crossing	Upgrade the existing flushed zebra crossing to a raised zebra crossing on Hill Street outside Warkworth Primary School.	Complete	Complete
Point Wells Village Traffic calming	The scope of this project is to provide new road marking, signage and electronic driver feedback sign.	Complete	Complete
Puhoi Village Red Carpet	The scope of the project is to provide red surfacing on Puhoi Road in the Puhoi Village.	Complete	Complete
Matua Road / Tapu Road Intersection upgrade	The scope of the project is to provide a new roundabout at Matua / Tapu Road intersection.	Internal Consultation	Construction FY24/25
Taupaki Road kerb extension and pedestrian refuge island outside Harry James Reserve	The scope of the project is to provide a kerb extension and pedestrian refuge island on Taupaki Road outside Harry James Reserve.	Detailed design	Construction FY24/25
Coatesville Riverhead Highway Pedestrian	The scope of the project is to improve the safety of pedestrians outside the Coatesville Shops (near 308 Coatesville-Riverhead Highway, Coatesville) by improving the current pram crossings-only facility for pedestrians.	Scheme design	Construction FY24/25
Rautawhiri Road crossing	The scope of the project is to provide upgrades to the gateway treatment at the speed limit interchange and also provide pedestrian improvements at the existing refuge island on Rautawhiri Road.	Investigation / Optioneering	Construction FY24/25
Matakana Valley Road improvements	The scope of the project is to provide upgrades to the gateway treatment at the speed limit interchange on Matakana Valley Road and also provide a new refuge island by the courts.	Investigation / Optioneering	Construction FY24/25
Mahurangi East Road crossing	The scope of the project is to provide to improve the safety of children crossing on Mahurangi East Road by providing a new refuge island.	Investigation / Optioneering	Construction FY24/25



Legend	
1	Mansel Drive Raised pedestrian crossing
2	Warkworth Primary School Raised crossing
3	Point Wells Village Traffic calming
4	Puhoi Village Red Carpet
5	Matua Road / Tapu Road Intersection upgrade
6	Taupaki Road kerb extension and pedestrian refuge island outside Harry James Reserve
7	Coatesville Riverhead Highway Pedestrian
8	Rautawhiri Road crossing
9	Matakana Valley Road improvements
10	Mahurangi East Road crossing



Local Board Transport Capital Fund – candidate projects (to date)

Project Title	Project Description
Coatesville Riverhead Highway Pedestrian crossing (current active project) (Figure 1)	An additional budget may be required to complete the construction of this current active local board project, as per contingency budget resolved in resolution number RD/2024/109.
Makarau Road barrier (Figure 2)	The request for a new crash barrier adjacent to the river in the vicinity of 484 Makarau Road as vehicles are falling into a stream by #484 had 3 loss of controls in the last year.
Rimu Street, Helensville school children improvement (Figure 3)	Local Board request for pedestrian improvements at second entry to Helensville Primary School.
Puhoi Road Wheel stops	Long standing request by the Puhoi Community Forum to install wheel stops alongside their flush footpath between the library and the bridge, to prevent cars from parking over it and forcing pedestrians, strollers etc. to walk around cars on the roadside.
Matakana Valley Road Wheel stops	Request from the Matakana Community Group to install wheel stops alongside their flush footpath between 56 (No. 8 Wired) and approx. 84 Matakana Valley Road, to prevent cars from parking over it and forcing pedestrians, strollers etc. to walk around cars on the roadside.

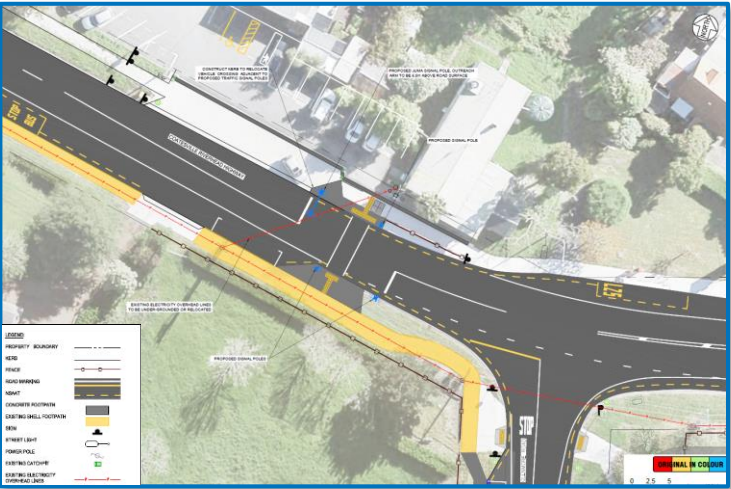


Figure 1



Figure 2



Figure 3

Local Board Transport Capital Fund – candidate projects (to date)

Project Title	Project Description
Mahurangi College Signalised Crossing (Figure 1)	A request from both the One Mahurangi Business Association, and Mahurangi College, to signalise the existing pedestrian crossing outside the college at Woodcocks Road, to prevent school children from streaming across it constantly which creates major traffic holdups in the industrial area.
Cnr Hudson Road & Falls Road (Figure 2)	The request for a new traffic island at the intersection. This is in response to ongoing complaints and concern from residents on Falls Road re ‘boy racer’ activity.
Falls Road, Hill Street and Mansel Drive speed calming (Figure 3)	This is in response to ongoing complaints and concern from residents on Falls Road, Sommerset Retirement Village re ‘boy racer’ activity. New raised zebra crossings has been installed on Hill Street and Mansel Drive. Driver feedback signs can be considered for this route.
Rodney Bus stop upgrade (New Project Idea)	Bus Stop 4953 - Opp 1093 Coatesville-Riverhead Highway, Riverhead. The request is to install a new bus shelter at this bus stop.



Figure 1



Figure 2

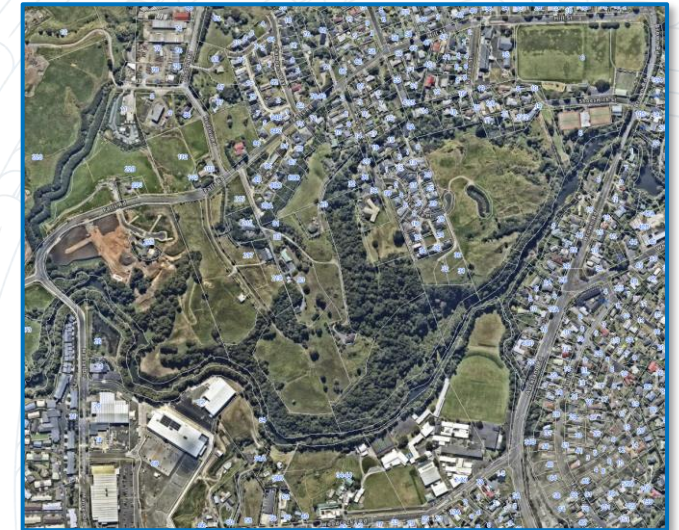


Figure 3

Focus areas



Community Response



Introduction

Community Response programmes deliver multi-modal transport improvement projects on the road network that respond to operational and safety concerns raised by our stakeholders and customers.

It will act as a combination of what were formerly four distinct programmes to better focus on the needs and requests of our community.

The former programmes were: Minor Improvements, Regional Improvements, Minor Cycling and Micromobility and New Footpaths.

The new programmes for this RLTP period will be Community Network Improvements, Community Footpath Improvements, Community Cycling and Micromobility and the Climate Action Transport Targeted Rate (CATTR) funded Walking Programme.

Outcomes

- Delivers outcomes to respond to customer and stakeholder queries
- Improves the operation and safety of the network
- Responds to emerging issues in development areas
- Offer better access to active modes for all members of the community.

Planning Process

Projects are identified while investigating safety or operational concerns raised by the community. The projects are then prioritised annually with the highest priority progressing to design and then delivery. The prioritisation criteria includes: safety, mode choice, efficiency, community and cost.

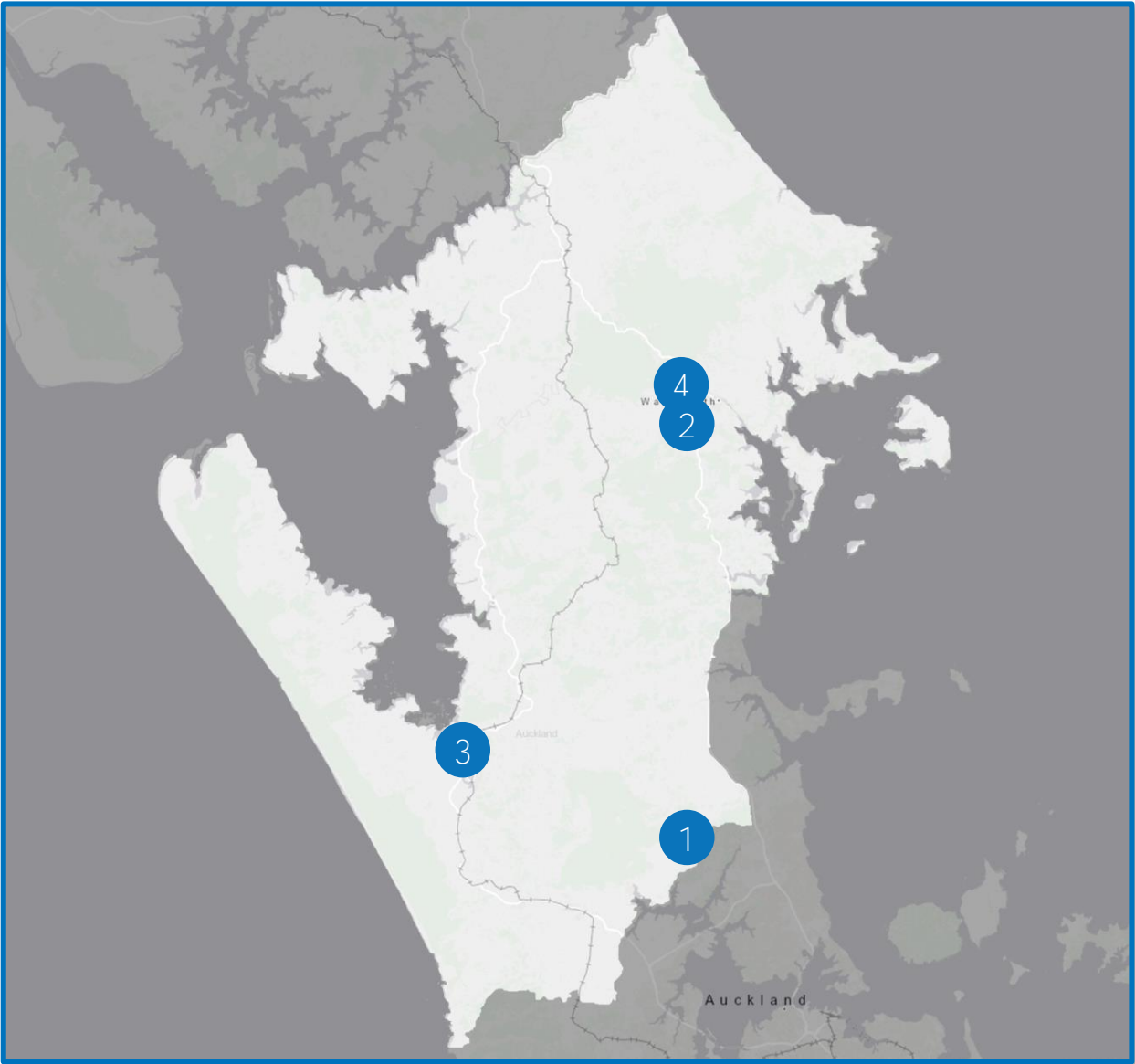
Potential Challenges

- A long list of candidate projects and insufficient funding to progress infrastructure interventions that are important to the local community.
- Community expectation for rapid safety interventions.



Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
Mahoenui Valley Road Zebra Crossing	#24 Mahoenui Valley Road	Raised zebra crossing across Mahoenui Valley Road at the frontage of Coatesville Primary School.	Design	TBC
Glenmore Drive New Footpath	From Woodcocks Road intersection to #28	New footpath connection along the western side of Glenmore Road between the intersection and property #28 (approx. 250m).	Design	TBC
Parkhurst Road New Footpath	Opposite Springs Road intersection to #241	New footpath extension along the southern side of Parkhurst Road from property #201 (approx. 350m).	Design	TBC
Falls Road Footpath	Between View Road and Hudson Road	Completing the missing footpath links along the northern side of Falls Road between View Road and Hudson Road (approx. 300m).	Design	TBC





Legend	
1	Mahoenui Valley Road Zebra Crossing
2	Glenmore Drive New Footpath
3	Parkhurst Road New Footpath
4	Falls Road New Footpath



Prioritisation methodology

- Master list contains over 550 candidate projects under the combined Community Response Programme, and the list is growing as new requests from the community are received and investigated, and potential projects identified.
- A new all-in-one scoring tool has been developed to prioritise the candidate projects across Auckland, based on the common criteria, to suit the allocated annual budget.
- Main prioritisation criteria including:
 - **Community Interest** – level of interest/requests from the community, Local Board, and key stakeholders
 - **Existing Situation** – landuse/demand, safety risk, traffic movements, road layout
 - **Post Implementation** – expected project impact and benefit on safety and efficiency
 - **Strategic Alignment** – project alignment with AT high level guiding strategies
 - **Cost Adjustment** – cost/benefit and value for money

Community (30%)	Existing Situation (30%)					Post Implementation (30%)			Strategic Alignment (10%)		Total		
Community Interest	Landuse / Demand	Safety Risk (Collective)	Safety Risk (Personal)	Safety Risk (ARU)	Exposure to conflicting movement	Project Impact on Safety & Efficiency	DSI Equivalent / Estimate	DSI Savings per year	ANOP	Strategic Accelerators	Cost Estimation (\$)	Cost Factor	Total Weighted Score

Long list of non-priority projects

(as of September 2024)

Project Title	Project Description
Mahurangi East Road zebra crossing	Upgrade existing pedestrian refuge outside #349 Mahurangi Road to a zebra crossing.
Makarau Road safety barrier	Safety improvements around #484 Makarau Road through improvements in signage, road marking and installation of safety barriers to reduce risk of errant vehicles falling into Makarau River.
Seatoun Avenue zebra crossing	New raised zebra crossing outside entrance to Leigh School and preschool.
Falls Road pedestrian improvements	New raised zebra crossing on Falls Road between View Road and Hudson Road.
Garfield Road zebra crossing	Upgrade existing zebra crossing to a raised zebra crossing around Helensville Primary School in front of #68 Garfield Road.
Van Rixel Drive raised zebra crossing	New raised zebra crossing for Matua Ngaru School rear gate at #14 Van Rixel Drive.
Matakana Valley Road pedestrian crossing	New raised Zebra Crossing at #207 Matakana Valley Road to accommodate pedestrians from Awanui Crescent and Moya Drive.
Accolage Boulevard raised zebra crossing	Upgrade existing pram crossing with new raised zebra crossing at #62 Accolage Boulevard to improve safety in the area with a playground.
Duke Street Footpath upgrade	New footpath connection from #20 Duke Street to Coatesville Riverhead Highway intersection.
Riverhead Road / Koraha Road intersection improvements	Intersection Improvements to improve safety and turning movements.
Alnwick Street Footpath upgrade	New footpath connection between the medical centre at #11 Alnwick Street to the intersection of Bertram Street (approx. 150m).
Matakana Road / Melwood Drive Intersection improvements	New right turn bay on Matakana Road at the intersection to improve turning movements into Melwood Drive.
Matakana Road / Tamahunga Drive Intersection improvements	Intersection improvements to improve safety and turning movements.
Mahurangi East Road / Goodall Road Intersection Improvements – <i>Work in progress</i>	Intersection widening to provide safer turning movements into Goodall Road due to current safety risk from the loose gravel shoulder.

Road Safety



Introduction

The Road Safety Programme is developed to focus on addressing high risk corridors and intersections, as well as areas with the highest risk for our most vulnerable road users.

Outcomes

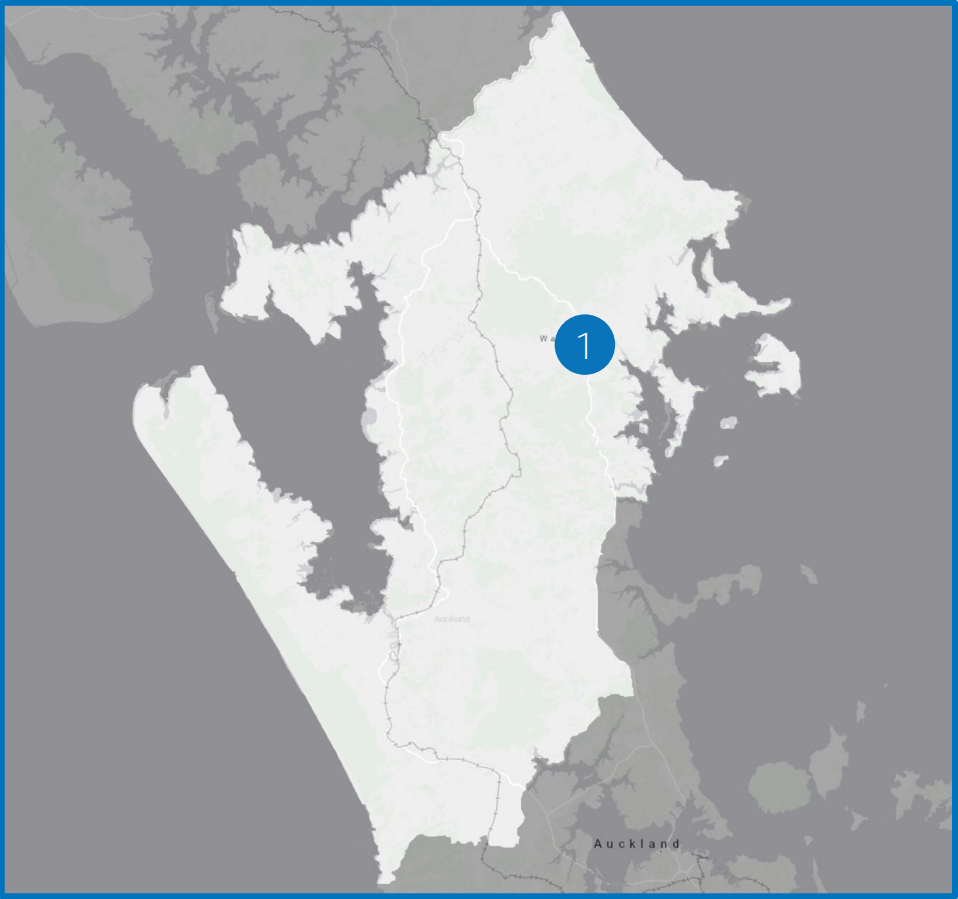
- Reducing Death and Serious Injuries (DSI) on our roads across the region.
- Having a network that is safer for all road users.

Planning Process

The Transport Safety Team undertake a network analysis and deep dives to understand what is causing harm and where the greatest risk is across the region. A list of projects in each Local Board has been developed for prioritisation. A key difference in this National Land Transport Programme (NLTP) period is to work closer with Local Boards to help prioritise the long list of projects and to hear where the Local Boards want us to focus. The team has been working hard to align the road safety engineering programme with the new Government Policy Statement (GPS) and the direction from central and local government. Funding in this NLTP period is very constrained and we will be focussing on working with Local Boards who want safety interventions.



Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
Warkworth Town Centre	Warkworth Town Centre	Signs and Markings	Investigation	Construction



Road Corridor Renewals



Introduction

Road renewals are undertaken when assets reach the end of their service life. This means that overall, the assets are in a range of condition from excellent (new) through to poor (old).

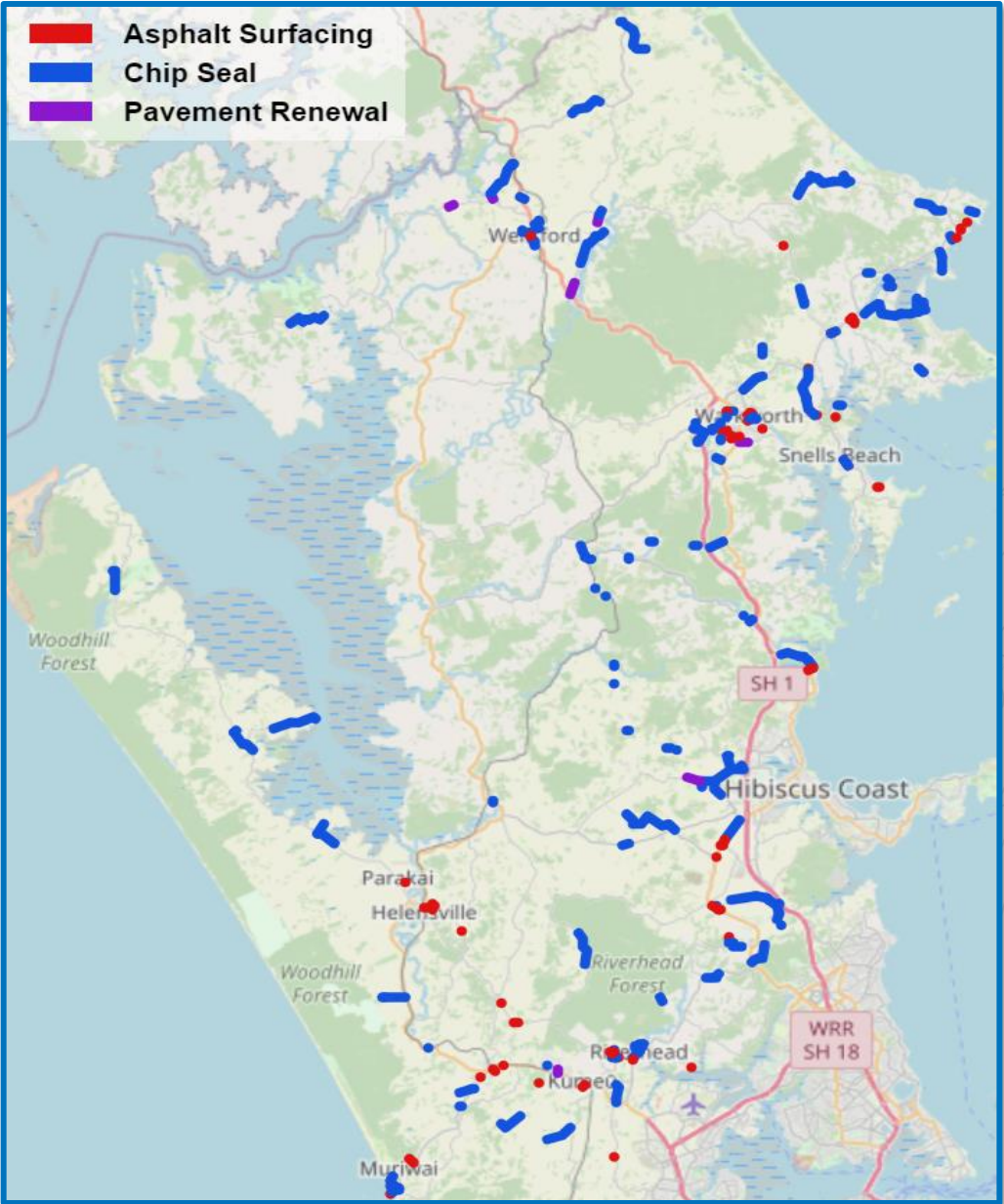


Outcomes

Road assets comprising road carriageway, footpaths, drainage, streetlights, traffic signals, bridges etc meet desired levels of service and are renewed in a timely, efficient and sustainable manner.

Potential Challenges

The existing renewal budgets are very constrained, but the renewal spend is forecast to increase significantly over the next 10 years to meet the needs of the network.



Road Name	Carriageway Start Name	Carriageway End Name	Length (Metres)
WHITEHILLS RD	WAITOKI RD	KAHIKATEA FLAT RD	3792
CEMETERY RD (TE ARAI) NORTH	MANGAWHAI RD	GATE	2429
ARARIMU VALLEY RD	ZANDER RD	END OF SEAL	2190
WAINUI RD (RURAL)	UPPER OREWA RD	WINDMILL RD	2097
SHARP RD	MATAKANA RD	SANDSPIT RD	1995
PAKIRI RD	RODNEY RD	GOAT ISLAND RD	1736
SOUTH HEAD RD	BRIDGE	SHINE RD	1656
PAKIRI RD	TOP OF HILL (ORANGE EMP LHS)	URBAN START	1615
HANHAM RD	WAITAKERE RD	WIDTH CHANGE	1603
SOUTH HEAD RD	DONOHUE RD	TRIG RD	1600
ANNETT RD	AWA RD	DP 52844	1558
OMAHA FLATS RD	POINT WELLS RD	MARKER POST BEFORE BRIDGE	1486
MATAKANA RD	URBAN/RURAL	SHARP RD	1480
SHELLY BEACH RD (SHELLY BEACH)	SOUTH HEAD RD	BOAT SHED	1468
DAIRY FLAT HIGHWAY	PINE VALLEY RD	WILKS RD LHS	1451
PAKIRI RD	RAHUIKIRI RD	URBAN START	1432
WAYBY VALLEY RD	S HWAY 1	WHANGARIPO VALLEY RD	1312
JAMES MACKIE RD	MAIN RD (S.H.16)	GATE	1303
HIBISCUS COAST HIGHWAY	END OF RAMP	SCHISCHKA RD	1287
SHARP RD	MATAKANA RD	SANDSPIT RD	1232
SHELLY BEACH RD (SHELLY BCH)	SOUTH HEAD RD	RURAL/URBAN	1220
SOUTH HEAD RD	GREEN RD	TARAWERA RD	1207
FOLEY QUARRY RD	DAIRY FLAT HIGHWAY	END OF SEAL	1121
MANGATAWHIRI RD	BROADLANDS DR	PARAOA CRES (NTH)	1105
WHAKAPIRAU RD	URBAN/RURAL	END OF BRIDGE	1087

Road Name	Carriageway Start Name	Carriageway End Name	Length (Metres)
PAKIRI RD	RAHUIKIRI RD	URBAN END	1073
MANGAWHAI RD	WHARFE RD	RYAN RD	1063
MOIR HILL RD	S HWAY 1	WREAKS RD	1060
ARGENT LANE	WAINUI RD	CATTLE STOP	1019
RUN RD	SEAL JOIN	END OF SEAL	1007
MATAKANA VALLEY RD	MOYA DR	SMITH RD	1000
HIBISCUS COAST HIGHWAY	START PASSING LANE SB	WAIWERA BRIDGE NORTH ABUT	956
TI POINT RD	LEIGH RD	END OF SEAL	938
POTTER RD	DAIRY FLAT HIGHWAY	SUNNYSIDE RD	898
MANGAWHAI RD	WHARFE RD	WAITEITEI RD	895
WHAKAPIRAU RD	URBAN/RURAL	END OF BRIDGE	878
WAITEA RD	MOTUTARA RD	OAIA RD	859
UPPER OREWA RD	WAINUI RD	WERANUI RD	851
RUN RD	MARSH RD	BURMA RD	837
TAHA RD	FLETCHER RD	MURIWAI RD	820
BAWDEN RD (RURAL)	TOP RD	SH1 MWAY OVERBRIDGE	790
COATESVILLE RIVERHEAD HIGHWAY	NEWTON RD	ARTHUR ST	761
BAWDEN RD (RURAL)	DAIRY FLAT HIGHWAY	OREGON PARK	756
WAINUI RD (RURAL)	CEMETRY RD	JOBLIN RD	743
BAWDEN RD (RURAL)	OREGON PARK	TOP RD	730
HARANUI RD	SOUTH HEAD RD	END OF SEAL	705
WAYBY VALLEY RD	S HWAY 1	RUSTYBROOK RD	680
OLD NORTH RD (KUMEU)	MAIN RD (S.H.16) 2	OLD RAILWAY RD	664
OMAHA FLATS RD	TAKATU RD	POINT WELLS RD	639
FALLS RD (WARKWORTH)	CONCRETE CROSSING	MANSEL DR	620

Road Corridor – Footpath Renewals

Draft FY2025 – FY2026

Road Name	Carriageway Start Name	Carriageway End Name	Length (Metres)
DANNEMORA DR / POINT VIEW DR CYWAY	NAVAN PL CYWAY	DRUMQUIN RISE CYWAY	49
RIDGE RD (HOWICK)	BLEAKHOUSE RD	ELLIOT ST	45
RIDGE RD (HOWICK)	ELLIOT ST	VINCENT ST	41
BUCKLANDS BEACH RD / CASCADES RD CYWAY	END OF BRIDGE	WEST FAIRWAY	38
BOTANY RD / LEXINGTON DR CYWAY	BOTANY RD UPASS CYWAY	PINEWOOD GR CYWAY	29
FORDYCE AVE	SUZETTA PL	HILL RISE	29
DANNEMORA DR/POINT VIEW DR CYWAY	GLANWORTH PL CYWAY	EMYVALIE PL CYWAY	28
RIDGE RD (HOWICK)	NELSON ST	ELLIOT ST	28
TI RAKAU DR (EASTBOUND)	HUNTINGTON DR	TE KOHA RD	27
DAIRYLAND DR / GILNOCKIE CL CYWAY	DAIRYLAND DR	GILNOCKIE CL	26
HOWICK INTERMEDIATE LOOP CYWAY	DALWHINNIE PDE LINK	BOTANY RD CARPARK	26
PAKURANGA RD (EAST BOUND)	GLENMORE RD	WILBUR PL	26
RIVERHILLS AVE	ROTOITI AVE	TE ANAU PL	26
REDOUBT RD (MANUKAU HEIGHTS) (SE)	BARTELLS DR	ALEXIA PL	26
BUCKLANDS BEACH RD / CASCADES RD CYWAY	END OF BRIDGE	WEST FAIRWAY	25
BUTLEY DR	GLENMORE RD ROUNDABOUT	STANNILAND ST	25
DANNEMORA DR / POINT VIEW DR CYWAY	DRUMQUIN RISE CYWAY	POINT VIEW DR	24
BOTANY RD / MILLHOUSE DR CYWAY	CANTORA AVE CYWAY	MILLHOUSE DR	24
CHAPEL RD	SHOPPING CNTRE ENTRANCE #1	SHOPPING ENTRE ENTRANCE #2	24
CROMDALE AVE	HIGHLAND PARK DR	CUL-DE-SAC	23
JADE AVE	BEECHDALE CRES (WEST)	BEECHDALE CRES (EAST)	23
MAGHERA DR	MILLISLE PL	MAGILLIGAN CL	23
BUCKLANDS BEACH RD / CASCADES RD CYWAY	END OF BRIDGE	WEST FAIRWAY	22
BOTANY RD / MILLHOUSE DR CYWAY	VESCA PL CYWAY	MILLHOUSE DR	22
FISHER PDE	SARAH PL	BRAMLEY DR	22

Road Name	Carriageway Start Name	Carriageway End Name	Length (Metres)
JADE AVE	BEECHDALE CRES (WEST)	BEECHDALE CRES (EAST)	30.8
REEVES RD	ALTON TCE	GOSSAMER DR ROUNDABOUT	30.8
REEVES RD	WILLIAM ROBERTS RD	LEWIS RD	30.8
UDYS RD	GREENHILL CRES	LARNE AVE	30.8
LOGAN CARR RESERVE WEST CYWAY	DANNEMORA DR / POINT VIEW DR CYWAY	CHAPEL RD / DANNEMORA DR CYWAY	27.3
CAITHNESS PL / MEANDA GARDENS CYWAY (RP345)	CAITHNESS PL	CAITHNESS PL / BEACONVIEW RISE CYWAY	27.3
SUNNYHILL CRES / BLUE GUM RISE CYWAY	SUNNYHILL CRES	BLUE GUM RISE (NTH SIDE)	27.3
BLUE GUM RISE / MANOR PARK CYWAY	SUNNYHILL CRES CYWAY	MANOR PARK (RP638)	33.6
BUTLEY DR	GLENMORE RD ROUNDABOUT	STANNILAND ST	29.4
GOSSAMER DR	ENNIS AVE	LEEWOOD PL	29.4
JADE AVE	BEECHDALE CRES (WEST)	BEECHDALE CRES (EAST)	29.4
PAKURANGA RD (EAST BOUND)	THE LINK	BOTANY RD	29.4
MANOR PARK LINK CYWAY	MANOR PARK (RP70)	PAKURANGA RD/PRINCE REGENT DR CYWAY	60
MILLINGTON PL / MATARANGI RD CYWAY	GUYS RD (EAST)	MATARANGI RD	26
CROMDALE AVE	HIGHLAND PARK DR	CROMDALE AVE EXTN	28
NAN PL	ROBERT ALLAN WAY	CUL-DE-SAC	28
ORANGEWOOD DR	WHITFORD RD ROUNDABOUT	NORTH PARK AVE	28
WILLOW WAY	GLENMORE RD	CUL-DE-SAC	28
CHAPEL RD LINK CYWAY (RP5533)	CHAPEL RD (RP5533)	DANNEMORA DR / POINT VIEW DR WEST CYWAY	24.7
DANNEMORA DR / POINT VIEW DR CYWAY	GLANWORTH PL CYWAY	EMYVALIE PL CYWAY	28.5
HOWICK INTERMEDIATE LOOP CYWAY	PAKURANGA RD ENTRANCEWAY	PAKURANGA RD (RP5832)	24.7
SUNNYHILL CRES / BLUE GUM RISE CYWAY	SUNNYHILL CRES	BLUE GUM RISE (NTH SIDE)	24.7
BUTLEY DR	GLENMORE RD ROUNDABOUT	STANNILAND ST	26.6
ELLESMERE CRES	RIVERHILLS AVE	TE ANAU PL	26.6
MELLONS BAY RD	RIDGE RD (START ISLAND RHS)	PICTON ST (LIGHTPOLE LHS)	26.6

Road Name	Treatment Description	Road Classification	Length (Metres)
TE ARAI POINT RD	Maintenance Seal	Secondary Collector	3945
WILSON RD (SOUTH HEAD)	Maintenance Seal	Secondary Collector	3596
HARURU RD	Maintenance Seal	Secondary Collector	2861
AHUROA RD	Maintenance Seal	Secondary Collector	2747
JORDAN RD (MAKARAU)	Widen / Drainage / Strengthen	Secondary Collector	2620
OLD WOODCOCKS RD	Maintenance Seal	Secondary Collector	2610
PAKIRI RD	Maintenance Seal / Strengthen	Secondary Collector	2174
GERVIN RD	Maintenance Seal	Access	1711
KIWITAHU RD	Maintenance Seal	Secondary Collector	1644
OCEAN VIEW RD (TE ARAI)	Maintenance Seal	Secondary Collector	1609
WILSON RD (SOUTH HEAD)	Maintenance Seal	Secondary Collector	1547
COWAN BAY RD	Maintenance Seal	Access	1397
BLACK SWAMP RD	Maintenance Seal	Secondary Collector	1225
TURLEY RD	Maintenance Seal	Secondary Collector	1130
RUN RD	Maintenance Seal	Secondary Collector	667
TENDER RD	Maintenance Seal	Secondary Collector	563

General discussion





Next steps and
Thank you





Supplementary information



Auckland Cycling Programme



Cycleway Projects Programme

There are currently no projects planned for FY2025/26 for the Rodney Local Board area and AT will continue to review candidate projects.

Outcomes

The Cycling and Micromobility Programme Business Case (PBC) focuses on increasing cycling movements and access to opportunities, reducing deaths and serious injuries, and increasing the rate of delivery.

Planning Process

Prioritisation of preferred option focuses on:

- Access to schools, RTN stations, Metropolitan Centres.
- Connections to the regional cycle network (Future Connect).
- Connections to the existing/committed cycle networks.
- Routes that require no/little kerb movement in order to deliver more and faster.

Climate Action Transport Targeted Rate (CATTR) Cycling Programme

CATTR includes investment in new cycle infrastructure and initiatives to address gaps in the existing cycle network.

The CATTR cycling programme will deliver approximately 18km of new separated cycleways in Hobsonville, Manurewa, Albany, Onehunga and the North Shore plus a local area network in New Lynn.

Urban Cycleways Programme

The Urban Cycle Programme (UCP), initiated in July 2015, forms a part of the AT cycling programme and commits the organisation to completing four new cycle networks.

The delivery of UCP is segregated into two tranches,

- **Tranche 1: 14 projects are complete.**
- **Tranche 2: 4 projects due for completion by end of 2024/25.**

Public Transport Minor Projects (including PTAM Operations & Infrastructure)



Introduction

Public Transport (PT) minor infrastructure projects are delivered through several programmes including *PT Safety, Security & Amenity (Capex)*, *Bus Minor Capex* and *Renewals - Public Transport*.

These programmes are tasked with delivering a range of small to mid-sized PT infrastructure and renewal projects that support bus, marine and rail PT modes.

This includes:

- Bus stop infrastructure improvements
- Removal of redundant bus infrastructure
- Localised bus priority (bus tracking & route improvements)
- Public transport wayfinding upgrades & renewals
- Rail / Bus Station and Ferry terminal upgrades & renewals
- PT Facilities upgrades and renewals (including BT)
- Wharf Renewals / Rebuilds

Outcomes

To support and enhance the efficiency, reliability and customer amenity of all Auckland Transport's public transport services.

Planning Process

Projects are typically identified and initiated by:

- AT - Public Transport & Active Modes (PTAM)
- AT Assets (for PT Renewals)
- Customer requests
- Public transport operator requests
- Bus route performance assessments
- Changes in bus routes resulting in redundant infrastructure
- Local Board requests & collaborations

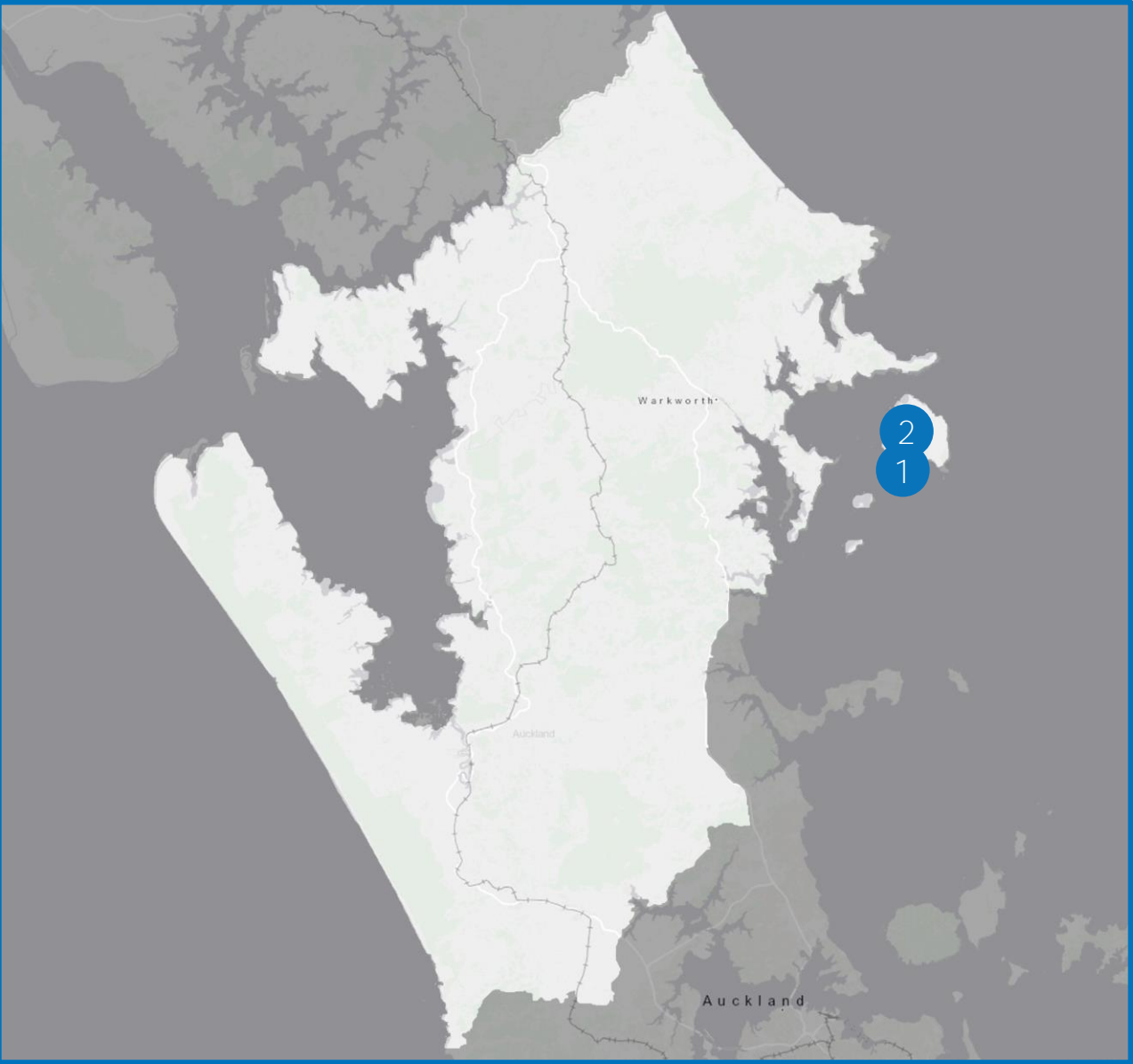


Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
Bus Stop Improvements	Commercial Road	Install tail BYL or extend the bus stop and remove 2 car parks to provide safe lead in.	Design	Build
	Parkhurst Road	Relocate the bus stop along with shelter and install pedestrian crossing so that passengers don't cross in front of the bus.	Design	Build
	Coatesville Riverhead Highway	Relocate the close bus stop. Install seat & shelter.	Design	Build
	Dairy Flat Highway	Upgrade the bus stop as per TDM. Investigate & install seat & shelter.	Design	TBC
	Gordon Craig Place	Design & Install a new bus stop as per TDM Standards.	Investigation	Design
	Woodhill Park Road	Upgrade bus stops 4888 & 4907 with ped crossing.	Design	TBC
Bus Shelter Renewals	Various	Renewal of end of life and damaged bus shelters.	Selection / Investigation	Build



Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
South Cove Wharf	Kawau Island	Renewals/refurbishment of existing wharf structure. Piles, decking, bracing.	Investigation	TBD
Schoolhouse Bay Warf				





Legend	
1	South Cove Wharf
2	Schoolhouse Bay Warf

Note: Bus Stop Improvements / Shelter Renewals have not been mapped



Parking and Compliance Programme



Introduction

The Parking and Compliance Programme is both a proactive planning and a reactive community-initiated programme. There are three reasons AT will make parking/kerbside changes.

1. Prioritising movement of people and goods on key roads to optimise the network.
2. Creating and managing easy and accessible parking (that turns over) to support access and business.
3. Getting users to contribute to the cost of parking to reduce the burden on ratepayers.

This programme delivers on the AT Parking Strategy - **Room to Move** and the commitments set out in the Statement of Intent (SOI) and Enterprise Business Plan.

Planning Process

The Parking Design Team collates feedback from the public, including Local Boards and Business Associations.

Projects are then assessed and prioritised by parking demand, 2012 Auckland Plan, community expectations, parking studies, and proximity to frequent and rapid transit network.

Potential Challenges

- Community acceptance to parking changes.
- Operate on legislative network.
- Technical Solutions lead time.

Outcomes

- Enhances customer experience.
- Improved network performance.
- Accessible parking (that turns over) to support access and business.
- Users contribute to reduce burden on ratepayers.
- Supports mode-shift.



Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
Responsive works	Various	Responding to customer requests.	Design	Implementation
Grass Berms	Various	Addressing illegal parking on grass berms.	Design	Implementation
Narrow Roads	Various	Maintaining access on roads with a width less than 6.9m.	Design	Implementation



Community Partnerships Programmes



Road Safety Programme

The 2024-27 NLTP has seen significant budget cuts to Community Partnership programmes. Some programmes will discontinue, and others will be heavily reduced by way of frequency or reach.

Community Transport road safety behavior change programmes, previously addressing 8 high risk themes contributing towards death and serious injury crashes, in communities across Auckland.

Including: Young Drivers, Alcohol and Drugged Driving, Speed, Motorcycles and Motor scooters, Older Road Users, Intersections, Restraints, and Distractions.

[Confidential - Community Partnerships Reel](#)

Te Ara Haepapa (The Journey)

Te Ara Haepapa is a programme developed to address the high proportion of Māori involved in deaths and serious injury road crashes in Tāmaki Makaurau.



Travelwise and Kia Mataara School Community Programme

This programme aims to encourage safe and sustainable transport opportunities to children navigating their neighbourhoods through partnerships with school, whanau and the local school community.

Due to 60% funding cuts – focus areas such as pedestrian safety and initiative designed to address speed and behaviours around schools and kura will reduce significantly.

Young driver education and community partnership opportunities will reduce or could even discontinue at large.

Local Board - Travelwise & Kia Mataara (School Community Road Safety) / Walking School buses	
Project Title	Project Description
Road Safety Education, Activations and Events	Also partnering with communities to champion safe road user choices. This includes focus areas such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Māori Road Safety and Sustainable Travel Education, Activations and Promotional Events.
Travelwise Schools (Safe and Sustainable Travel) Education, Activations and Events	Age-appropriate programmes including the safe use of the transport network, bike skills, safe walking (walking school bus), scooter skills, travel options, rail safety, child restraints, promoting slow speeds, "good choices" in high schools.
Partnering and Building Community Capability and Capacity to deliver Road Safety Training and Education (Community Providers and Treaty Partners)	Training and supporting community providers, treaty partners, community leaders and influences to provide education and safety messaging within their communities. Driver Licencing train the trainer etc.
Māori Road Safety and Sustainable Travel Education, Activations and Events	Partnership programmes with Kura Kaupapa, Rumaki Reo and Kōhanga Reo promoting safe and sustainable travel including bike skills, scooter skills, pedestrian safety etc. Also partnering with Māori to champion safe road user choices, including the provision culturally appropriate programmes provided through a Te Ao Māori lens. This includes focus areas for Māori such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Road Safety Education, Activations and Promotional Events.

Active Modes



Active Modes

Promoting active modes, improving safety and encouraging mode shift through network planning, cycle skills training, events, activations and campaigns targeted at schools, businesses and communities.

Local Board Involvement

We are currently navigating a heavy reduction in funding. This will impact approximately 70% of our delivery in communities across the region in the following programmes:

- Cycle skills training in communities and schools.
- Community-based safe cycling initiatives.
- Travel planning support for businesses and schools.
- Community events and support for community-led cycling activities.

We will update the local board with a revised programme once the impact of the reduced budgets is clearer.



Public Transport Services*

*To be confirmed



Capital Projects



Introduction

AT's capital programmes support the way Aucklanders move by improving PT infrastructure and managing road assets. The capital programmes will also unlock funding and budget required for local road and state highway improvements in Auckland.

In the next few years, the capital programmes are focused on completion of the City Rail Link, Eastern Busway, Flood Recovery Programme and rolling out low emission ferries while providing more electric buses. It also includes the use of more technology like dynamic lanes to maximise our existing transport network (e.g. Public Transport Major Projects).

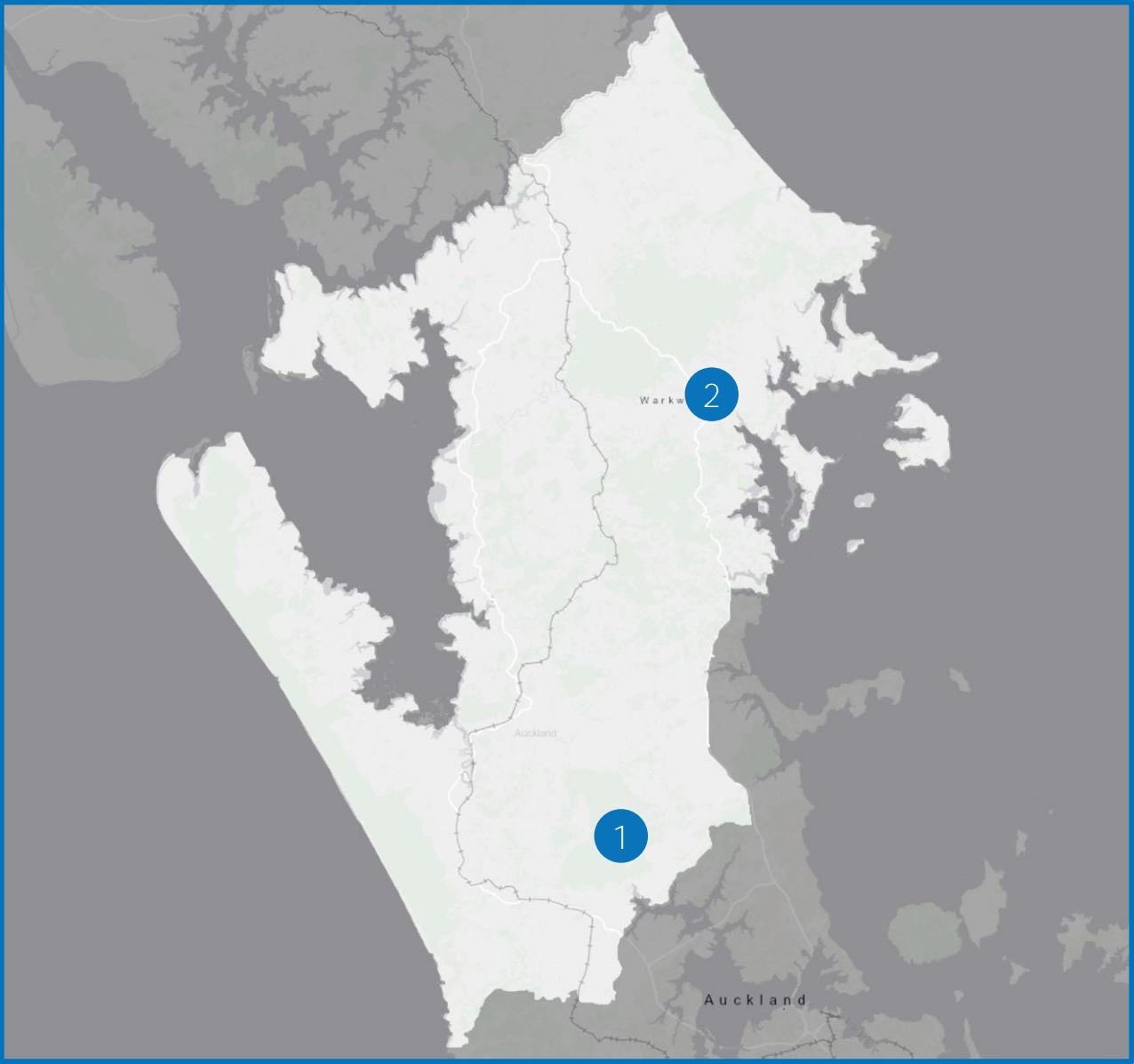
For these large capital projects, engagement with communities and stakeholders are managed independently and therefore not duplicated here. However, capital projects are outlined where relevant to the local board.



Hill Street Intersection Improvements

Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
Hill Street Intersection Improvements	Hill Street Intersection, Warkworth	The design includes two new roundabouts at Hill Street / Sandspit Road and Sandspit Road / Matakana Road intersections, new walking and cycling connections to help people get around safely.	Design	Implementation
Mill Flat Road Bridge	Coatesville Riverhead Highway / Mill Flat Road	New Bridge vehicle and pedestrian plus intersection upgrade.	Implementation	Implementation
Supporting Growth Alliance	Warkworth	Route protection of the Warkworth future strategic transport network.	Route protection	Implementation
National Ticketing Systems (AT assets)	Auckland	Represent steps 2 - 4 in AT's strategic ticketing system transformation and consist of early integration through to customer and equipment transition to the National Ticketing Solution (NTS).	Design	Design and build
Open Loop and HOP Hardware Refresh	Auckland	Open Loop (contactless payments onto buses, trains and ferries) is the first step in AT's 4 step - strategic ticketing system transformation, so while implementation is planned within FY24/25, this update can give context with the wider Auckland transition to NTS.	Test	Completed





Legend	
1	Mill Flat Road Bridge
2	Hill Street Intersection Improvements



Network Optimisation



Introduction

The Auckland Network Optimisation Programme delivers projects that improve the effectiveness of the region's existing road network, increasing the movement of people and freight through infrastructure and technology projects.

This is a joint programme between NZTA and Auckland Transport working to improve healthier travel choices and make it safer and easier for people to get around Auckland using our existing network.

Planning Process

Network deficiencies are identified based on network performance reporting and measured against the Auckland Network Operating Plan. Network deficiencies (pain points) are then investigated and solutions prioritised to be included in the programme. Currently the programme has identified locations with modal deficiencies and areas for new technology enhancements which will benefit the whole region.

Outcomes

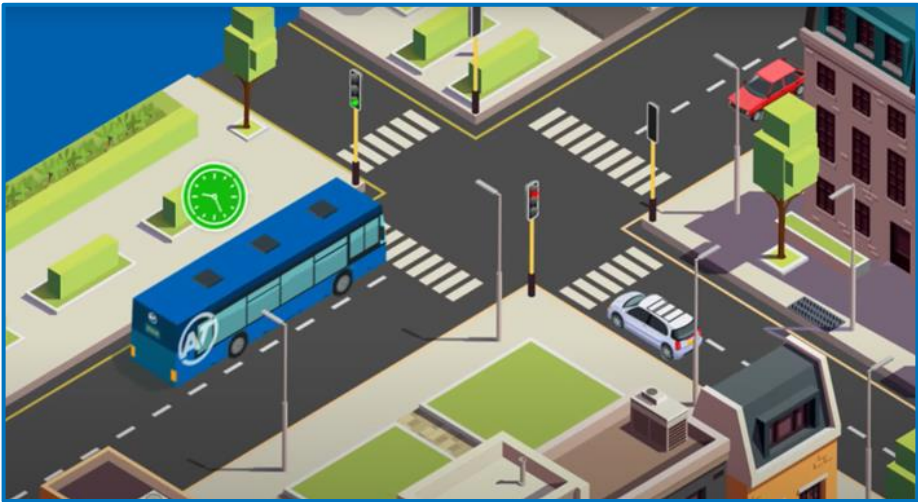
Together with NZTA, the programme solves known deficiencies on the network for:

- Freight movements on the key freight network.
- Bus movements on key public transport corridors (in conjunction with Metro Services).
- General traffic.
- Walking and cycling on key corridors and within activity centres (lower priority under current Government Policy Statement).

Additionally, the range of technology projects will help operators respond quicker and optimise the network in real-time.



Project Title	Location	Project Description	Current Status	Estimate of Status in FY25/26
TIBC - Advanced Detection Roll-Out	Multiple	<p>Ongoing roll out of advanced detection technology for queues, cyclists and pedestrians to improve real-time capabilities of signalised intersections, following trials completed in FY24.</p> <p>Long-term goal is to install:</p> <ul style="list-style-type: none">Advanced detection at key signalised intersections and crossings. <p>Currently identifying sites for this FY. Identification of sites for 25/26 will occur nearer the time.</p>	Rolling programme	Auckland-wide roll out, specific locations TBC
TIBC - Bus Booster	Multiple	<p>Roll out of bus booster technology at signalised intersections on the Frequent Transit Network to prioritise late running buses.</p> <p>Long-term goal is to install:</p> <ul style="list-style-type: none">Bus booster at key signalised intersections on the FTN (Auckland-wide). <p>Currently identifying sites for this FY. Identification of sites for 25/26 will occur nearer the time.</p>	Rolling programme	Auckland-wide roll out, specific locations TBC



- Keen for feedback on any intersections that can be improved.

Climate & Environment Update



AT Science & Sustainability Group Achievements 2023/24

Auckland Transport Sustainability Strategy

2024-2031



February 2024



Climate Change

A low emissions transport system that is resilient to the impacts of climate change.

Environment

Social and Economic

The transport system improves social and economic equity.

Auckland Transport has the right systems and processes in place to support and deliver its Sustainability Strategy.

2023/24 Scorecard

Five targets:

- Managing our discharges
- Water Conservation
- Waste Minimisation
- Fish Passage
- Greening our Network

Purpose: We tiaki all those who use transport in Tāmaki Makaurau.

Ambition: A resilient and sustainable transport system. Minimising our impact on the natural environment and human wellbeing by protecting our waterways and the air that we breathe, improving social and economic equity and restoring biodiversity as part of how we deliver infrastructure and services.

Greening our Network

Increase canopy cover along Auckland road corridors to an average of 12% (Average of 4% required).

- Total number of trees planted along Auckland road corridors (AT/AC) = **4313 (= 0.12% increase)**

Fish Passage

Fish passage is provided for 20% of the rural culverts located on permanent streams.

- Culvert renewed with improved fish passage = **0**

Water Conservation

All AT capital/maintenance projects >\$5million will establish non-potable water supplies for activities that do not need drinking-quality water.

- Access to non-potable water supplies are available to our maintenance contracts = **5/7**
- Access to non-potable water supplies are available to major capital projects = **1/14**

Waste Minimisation

Waste volumes sent to the landfill is reduced by 50% (75% of total waste is diverted from landfill).

- Waste volumes diverted from maintenance contracts = **72%**
- Waste volumes diverted from capital contracts = **87%**

Managing our Discharges

Runoff from 30% of our busiest roads will be treated by 2030.

- Treatment devices installed on residential roads = **343**
- Treatment devices installed on our busiest roads = **1**



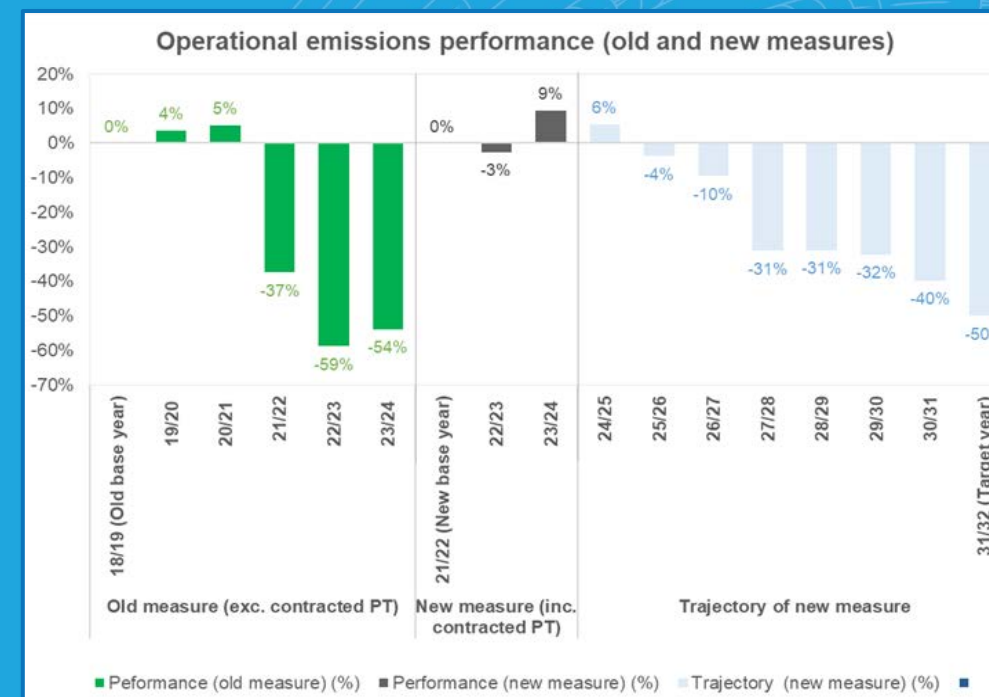
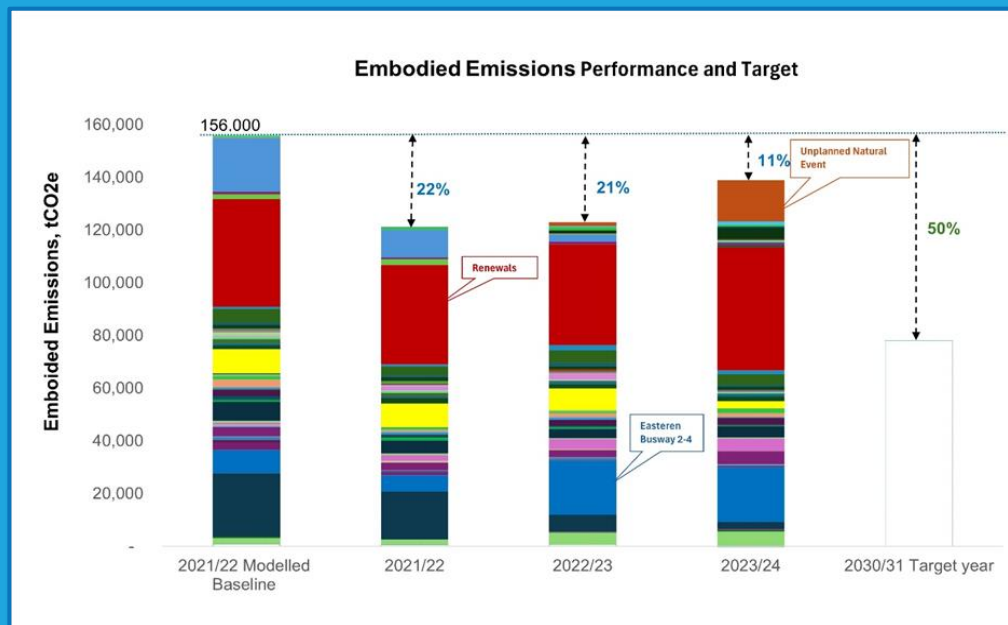
Emissions Reduction – Certified Aug 2024

Scope 1 & 2 Operational

- Achieved >50% reduction by 22/23
- More ambitious target set by Audit NZ includes PT
- Small increase due to additional bus services and electricity prices

Scope 3 Embodied

- 11% decrease from 2021/22 baseline
- Substantial additional works due to storm recovery



Climate Adaptation and Flood Recovery



Risks and Vulnerability: Climate risk assessment, network criticality – completed. Now working with utilities to identify their critical locations.



Tracking climate hazards: Developed signals triggers and thresholds for coastal assets to track climate hazard impacts (MfE best practice) – almost complete.



Climate change response options: Developed dynamic adaptive options for coastal assets (roads, seawalls, PT wharves) – almost complete.



Inland Hazard Planning: developed landslide susceptibility framework using 2023 flooding data to improve resilience of road network – almost complete.



Flood Response: piloting early flood warning systems for at risk roading locations – assessing effectiveness.



Environment – Key Projects 2023/24



Greening our Network: Green roof installation along 8 Ave Road, Ōtāhuhu. Completed installation on two minor and one major bus shelters. Further shelters programmed through to April 25.



Low Carbon Materials: Tested pumice as an alternative SCM. Successfully laid concrete on 32m long footpath at Wiri Station. Trialling 50 OCRA Civil cycle separators made of 80% recycled crushed glass.



Managing our Discharges: Successful installation of treatment device on Green Lane Road and Green Lane East.

