I hereby give notice that an ordinary meeting of the Rodney Local Board Transport, Infrastructure and Environment Committee will be held on:

Date: Thursday, 21 June 2018
Time: 03:30pm
Meeting Room: Council Chamber
Venue: Orewa Service Centre

50 Centreway Road
Orewa

Rodney Local Board Transport, Infrastructure and Environment Committee

OPEN AGENDA

MEMBERSHIP

Chairperson
Cameron Brewer

Deputy Chairperson
Louise Johnston

Members
Brent Bailey
Tessa Berger
Beth Houlbrooke
Phelan Pirrie
Allison Roe, MBE
Colin Smith
Brenda Steele

(Quorum 5 members)

Raewyn Morrison
Local Board Democracy Advisor

15 June 2018

Contact Telephone: 021 534 083
Email: raewyn.morrison@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
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<tr>
<td>Brent Bailey</td>
<td>Royal NZ Yacht Squadron, Kaipara College Board of Trustees, Gumboots Early</td>
<td>Member, Parent Representative</td>
</tr>
<tr>
<td></td>
<td>Learning Centre</td>
<td>Director</td>
</tr>
<tr>
<td>Tessa Berger</td>
<td>Mahurangi Action Incorporated, Mahurangi Coastal Trail Trust, The Merchandise</td>
<td>President, Chairperson, Founder/</td>
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<td></td>
<td>Collective, Friends of Regional Parks, Matakana Coast Trail Trust</td>
<td>Director, Committee Member, Member</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Forum representative</td>
</tr>
<tr>
<td>Cameron Brewer</td>
<td>Riverhead Residents &amp; Ratepayers Association, Cameron Brewer Communications</td>
<td>Member</td>
</tr>
<tr>
<td></td>
<td>Limited, Spire Investments Limited</td>
<td>Director, Shareholder</td>
</tr>
<tr>
<td>Beth Houlbrooke</td>
<td>Baddeleys Beach and Campbells Beach Residents and Ratepayers Assn. Kauau</td>
<td>Member</td>
</tr>
<tr>
<td></td>
<td>Island Boat Club</td>
<td>Member</td>
</tr>
<tr>
<td>Louise Johnston</td>
<td>Blackbridge Environmental Protection Society</td>
<td>Treasurer</td>
</tr>
<tr>
<td>Phelan Pirrie</td>
<td>Muriwai Volunteer Fire Brigade, Best Berries (NZ) Ltd</td>
<td>Officer in Charge</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Director/Shareholder</td>
</tr>
<tr>
<td>Allison Roe</td>
<td>Waitemata District Health Board, Matakana Coast Trail Trust, New Zealanders</td>
<td>Elected Member, Chairperson, Chief</td>
</tr>
<tr>
<td></td>
<td>of the Year Awards</td>
<td>Category, Judge/Community</td>
</tr>
<tr>
<td>Colin Smith</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Brenda Steele</td>
<td>Te Uri o Hau Incorporation, Beacon Pathway, Whiti Ora o Kaipara, Whanau Ora</td>
<td>Secretary/Beneficiary, Board</td>
</tr>
<tr>
<td></td>
<td>review panel, Tomorrow’s Schools Advisory Board</td>
<td>member, Chairperson, Member</td>
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1 Welcome

2 Apologies

At the close of the agenda no apologies had been received.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

4 Confirmation of Minutes

That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) confirm the ordinary minutes of its meeting, held on Thursday, 19 April 2018, as a true and correct record.

5 Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.

7 Petitions

At the close of the agenda no requests to present petitions had been received.

8 Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Rodney Local Board Transport, Infrastructure and Environment Committee. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

8.1 Whitmore Road, Matakana - road sealing

Te take mō te pūrongo / Purpose of the report
1. Residents from Whitmore Road, Matakana will be in attendance to discuss sealing Whitmore Road for safety reasons.

Ngā tūtohunga / Recommendation/s

That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) thank the residents of Whitmore Road, Matakana, for their presentation on possible road sealing of Whitmore Road.
8.2 Blackbridge Road roading issues

Te take mō te pūrongo / Purpose of the report

1. Lynley Holme, from Blackbridge Road, Dairy Flat, will be in attendance to discuss transport safety concerns she has with a one lane bridge on the road. The bridge is approximately 1.2km along Blackbridge Road.

Ngā tūtohunga / Recommendation/s

That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) thank Lynley Holme for her presentation regarding road safety concerns with a one lane bridge at Blackbridge Road, Dairy Flat.

9 Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of 3 minutes per item is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.

10 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting;
but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."

11 Notices of Motion

There were no notices of motion.
New road names in the Riverview Properties Limited subdivision at 787 Kaipara Coast Highway, Kaukapakapa

Te take mō te pūrongo / Purpose of the report
1. To seek approval from the Rodney Local Board for new road names in the Riverview Properties Limited subdivision at 787 Kaipara Coast Highway, Kaukapakapa.

Whakarāpopototanga matua / Executive summary
2. Auckland Council has Road Naming Guidelines that set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland Region.
3. The applicant, Riverview Properties Limited, has submitted the following preferred names for roads serving the new subdivision at 787 Kaipara Coast Highway, Kaukapakapa.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>MacLennan Farm Lane</td>
<td>Name of land owner for last 30 years</td>
</tr>
<tr>
<td>Awatiro Drive</td>
<td>Maori for stream view</td>
</tr>
</tbody>
</table>

4. No alternative names were provided.

Ngā tūtohunga / Recommendation/s
That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) approve the new road names of MacLennan Farm Lane and Awatiro Drive for the Riverview Properties Limited subdivision at 787 Kaipara Coast Highway, Kaukapakapa, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A to the agenda report.

Horopaki / Context
5. The subdivision into four Countryside Living sites; 30 Rural and Coastal Settlement sites and two balance sites at Kaukapakapa has been approved and the council reference is R68753 (SUB60036642).

6. A condition of the subdivision consent was to suggest to council names for the new roads.

Tātaritanga me ngā tohutohu / Analysis and advice
7. The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board’s approval.

8. Auckland Council’s road naming criteria typically require that road names reflect:
   - A historical or ancestral linkage to an area;
   - A particular landscape, environment or biodiversity theme or feature; or
   - An existing (or introduced) thematic identity in the area.
9. The applicant’s preferred name for one of the two roads is MacLennan Farm Lane after the name of the long-time land owner Robert and Mairei MacLennan.

10. The applicant has contacted Ngati Whata o Kaipara who indicated their preference for a hapu/iwi road name as the subdivision is in an area of significance for them.
   - Awatiro Lane - (Maori for stream view).

11. The officer acknowledges that where possible the use of Māori names is encouraged in the Auckland Plan. In this instance, where there are two roads that require naming, the officer supports the applicant’s preference of road name for one road and the iwi preference for the other road.

12. Land Information New Zealand has confirmed that both of the proposed road names are unique and acceptable.

13. The proposed names are deemed to meet the council’s road naming guidelines and the officer’s recommendation is to approve both names.

**Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views**

14. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on the community.

**Tauākī whakaaweawe Māori / Māori impact statement**

15. The applicant has consulted with local iwi, Ngati Whata o Kaipara, who has offered a proposed name being Awatiro Lane.

**Ngā ritenga ā-pūtea / Financial implications**

16. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.

**Ngā raru tūpono / Risks**

17. There are no significant risks to council as road naming is a routine part of the subdivision development process with consultation being a key part of the process.

**Ngā koringa ā-muri / Next steps**

18. Approved road names are notified to Land Information New Zealand who records them on their New Zealand wide land information database which includes street addresses issued by councils.

**Ngā tāpirihanga / Attachments**

<table>
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<th>No.</th>
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<td>MacLennan Farm Lane Locality Map</td>
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<tr>
<td>B</td>
<td>MacLennan Farm Lane Scheme Plan</td>
<td>13</td>
</tr>
</tbody>
</table>

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Authors</th>
<th>Frank Lovering – Senior Subdivision Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Trevor Cullen - Team Leader Subdivision</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
New road names in the Riverview Properties Limited subdivision at 787 Kaipara Coast Highway, Kaukapakapa
New road names in the Rodney Land Holdings Limited subdivision at 375 Rodney Street, Wellsford

File No.: CP2018/09774

Te take mō te pūrongo / Purpose of the report
1. To seek approval from the Rodney Local Board Transport, Infrastructure and Environment Committee for new road names in the Rodney Land Holdings Limited subdivision at 375 Rodney Street, Wellsford.

Whakarāpopototanga matua / Executive summary
2. Auckland Council has Road Naming Guidelines that set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland Region.
3. The applicant, Rodney Land Holdings Limited, has submitted the following preferred names for roads serving the new subdivision at 375 Rodney Street, Wellsford.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ahuru Street</td>
<td>Warm</td>
</tr>
<tr>
<td>Tuaraki Drive</td>
<td>Northern</td>
</tr>
<tr>
<td>Raki Lane</td>
<td>North</td>
</tr>
</tbody>
</table>

4. No alternative names were provided

Ngā tūtohunga / Recommendation/s
That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) approve the new road names of Ahuru Street, Tuaraki Drive and Raki Lane for the Rodney Land Holdings Limited subdivision at 375 Rodney Street, Wellsford, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A to the agenda report.

Horopaki / Context
5. The subdivision into 80 residential sites at Wellsford has been approved and the council reference is R67988 (BUN20455327).
6. A condition of the subdivision consent was to suggest to council names for the new roads.

Tātaritanga me ngā tohutohu / Analysis and advice
7. The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board’s approval.
8. Auckland Council’s road naming criteria typically require that road names reflect:
   - A historical or ancestral linkage to an area;
   - A particular landscape, environment or biodiversity theme or feature; or
   - An existing (or introduced) thematic identity in the area.
9. The applicant’s preferred names for the three roads are Tuaraki Drive, Raki Lane and Ahuru Street after the theme of the name of the subdivision, North Estate.

10. The applicant has contacted Ngati Manuhiri who indicated their preference for a hapu/iwi road name in this area and understood the developer’s reasoning behind their suggested names. Iwi supported Ahuru Street and Tuaraki Drive, and for the third road suggested Rangi Lane, meaning sky. The developer has chosen to retain Raki Lane for this road.

11. The officer acknowledges that where possible the use of Māori names is encouraged in the Auckland Plan. In this instance, where there are three roads that require naming, all with proposed Māori names, the officer supports the applicant’s preferences for all roads.

12. Land Information New Zealand has confirmed that all of the proposed road names are unique and acceptable.

13. The proposed names are deemed to meet the council’s road naming guidelines and the officer’s recommendation is to approve all three names.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

14. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on the community.

Tauākī whakaaweawe Māori / Māori impact statement

15. The applicant has consulted with local iwi, Ngati Manuhiri, who has supported two of the names, being Tuaraki Drive and Ahuru Street. Ngati Manuhiri made no comment with regard to the proposed name of Raki Lane and suggested instead that Rangi Lane be considered.

Ngā ritenga ā-pūtea / Financial implications

16. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.

Ngā raru tūpono / Risks

17. There are no significant risks to council as road naming is a routine part of the subdivision development process with consultation being a key part of the process.

Ngā koringa ā-muri / Next steps

18. Approved road names are notified to Land Information New Zealand who records them on their New Zealand wide land information database which includes street addresses issued by councils.

Ngā tāpirihanga / Attachments

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</tr>
<tr>
<td>B</td>
<td>Locality Map</td>
<td>19</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

Authors: Frank Lovering - Senior Subdivision Advisor
Authorisers: Trevor Cullen - Team Leader Subdivision
Lesley Jenkins - Relationship Manager
New road names in the Rodney Land Holdings Limited subdivision at 375 Rodney Street, Wellsford
New road names in the Rodney Land Holdings Limited subdivision at 375 Rodney Street, Wellsford
New road name in the CA and RF Leeves subdivision at 257 Point Wells Road, Point Wells

File No.: CP2018/09786

Te take mō te pūrongo / Purpose of the report
1. To seek approval from the Rodney Local Board for a new road name in CA and RF Leeves subdivision at 257 Point Wells Road, Point Wells.

Whakarāpopototanga matua / Executive summary
2. Auckland Council has Road Naming Guidelines that set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland Region.
3. The applicant, Riverview Properties Limited, has submitted the following preferred name for jointly owned access lots serving the new subdivision at 257 Point Wells Road, Point Wells.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kupenga Lane</td>
<td>Referring to the net which caught a variety of kaimoana within the Omaha and Whangateau catchment.</td>
</tr>
</tbody>
</table>

4. No alternative names were provided.

Ngā tūtohunga / Recommendation/s
That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) approve the new road name of Kupenga Lane for the CA and RF Leeves subdivision at 257 Point Wells Road, Point Wells, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A to the agenda report.

Horopaki / Context
5. The subdivision into eight Countryside Living sites at Point Wells has been approved and the council reference is R68580 (SUB60036246-A).
6. A condition of the subdivision consent was to suggest to council a name for the new access by jointly owned access lots.

Tātaritanga me ngā tohutohu / Analysis and advice
7. The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board’s approval.
8. Auckland Council’s road naming criteria typically require that road names reflect:
   - A historical or ancestral linkage to an area;
   - A particular landscape, environment or biodiversity theme or feature; or
   - An existing (or introduced) thematic identity in the area.
9. The applicant’s preferred name for the road name is Kupenga Lane after the iwi suggestion referring to the net which caught a variety of kaimoana within the Omaha and Whangateau catchment.

10. The applicant has contacted Ngati Manuhiri and asked for a proposed name. Ngati Manuhiri indicated their preference for a hapu/ iwi road name and suggested Kupenga Lane.

11. The officer acknowledges that where possible the use of Māori names is encouraged in the Auckland Plan. In this instance, the applicant is happy with the suggested name and the officer supports the suggested name.

12. Land Information New Zealand has confirmed that the proposed road name is unique and acceptable.

13. The proposed name is deemed to meet the council’s road naming guidelines and the officer’s recommendation is to approve the name.

Ngā whakaawae ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

14. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on the community.

Tauākī whakaawae Māori / Māori impact statement

15. The applicant has consulted with local iwi, Ngati Manuhiri, who has offered the proposed name, being Kupenga Lane.

Ngā ritenga ā-pūtea / Financial implications

16. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.

Ngā raru tūpono / Risks

17. There are no significant risks to council as road naming is a routine part of the subdivision development process with consultation being a key part of the process.

Ngā koringa ā-muri / Next steps

18. Approved road names are notified to Land Information New Zealand who records them on their New Zealand wide land information database which includes street addresses issued by councils.

Ngā tāpirihanga / Attachments

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<tr>
<td>B1</td>
<td>Scheme Plan</td>
<td>25</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

Authors | Frank Lovering – Senior Subdivision Advisor

Authorisers | Trevor Cullen - Team Leader Subdivision
             Lesley Jenkins - Relationship Manager
New road name in the CA and RF Leeves subdivision at 257 Point Wells Road, Point Wells
Item 14

Kupenga Lane Scheme Plan

New road name in the CA and RF Leeves subdivision at 257 Point Wells Road, Point Wells
Approval of the 2018/2019 Rodney Local Board local environment work programme

File No.: CP2018/09565

Te take mō te pūrongo / Purpose of the report
1. To approve the 2018/2019 local environment work programme (totaling $336,500) for the Rodney Local Board.

Whakarāpopototanga matua / Executive summary
2. The Rodney Local Board identified an aspiration in its 2017 local board plan that their harbours, waterways and environment are cared for, protected and healthy.
3. To give effect to this aspiration, staff developed two options for projects for the board to consider.
4. The local board then provided feedback to Infrastructure and Environmental Services staff on the locally driven initiative projects it would like to fund at its 14 November 2017 and 27 March 2018 workshops. These projects are:
   • $290,000 for Rodney healthy harbours riparian restoration fund
   • $20,000 for small building sites ambassador
5. The local board also has $26,500 of asset based services operational budget for the Rodney drainage districts.
6. This report recommends that the local board approves this local environment work programme and associated budgets for delivery within the 2018/2019 financial year (see Attachment A).

Ngā tūtohunga / Recommendations
That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) approve the Infrastructure and Environmental Services work programme 2018/2019 as set out in Attachment A to the agenda report including:
   i) an allocation of $310,000 for environmental projects summarised in the table below:

<table>
<thead>
<tr>
<th>Project</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rodney healthy harbours riparian restoration fund</td>
<td>$290,000</td>
</tr>
<tr>
<td>Small building sites ambassador</td>
<td>$20,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 310,000</strong></td>
</tr>
</tbody>
</table>

   ii) the allocation of $26,500 asset based services operational 2018/2019 budget for the Rodney drainage districts.
Horopaki / Context
7. At its 14 November 2017 workshop, the local board requested the continuation of the Rodney healthy harbours riparian restoration fund and that a project be scoped to educate business owners and small building site contractors about the effects their activities may be having on waterways.

8. The local board also acknowledged the asset based services operational budget allocated to the Rodney drainage districts project and delivered by Healthy Waters.

9. In response to the direction set by the local board, Infrastructure and Environmental Services staff then provided a draft local environment work programme for the local board’s feedback at a workshop on 27 March 2018. The board supported in principle the projects outlined in the draft work programme. They also indicated a budget of $310,000 would be available from its 2018/2019 locally driven initiatives budget to support the delivery of the local environment work programme.

10. Based on that discussion, three projects are proposed to be delivered by the Infrastructure and Environmental Services directorate as part of the local board’s 2018/2019 local environment work programme. The draft work programme has been amended and included as Attachment A to this report.

Tātaritanga me ngā tohutohu / Analysis and advice
11. At the 27 March workshop, the local board supported in principle the projects outlined in the draft work programme. They also indicated a budget of $310,000 would be available from its 2018/2019 locally driven initiatives budget to support the delivery of the local environment work programme.

12. At the workshop the local board also acknowledged the asset based services operational budget of $26,500 for the Rodney drainage districts.

13. Based on that discussion, three projects are proposed to be delivered by the Infrastructure and Environmental Services directorate as part of the local board’s 2018/2019 local environment work programme. The draft work programme has been amended and included as Attachment A to this report.

14. A brief description of each of the projects in the work programme is provided below.

Rodney healthy harbours riparian restoration fund – $290,000
15. To achieve the local board plan outcome ‘our harbours, waterways and environment are cared for, protected and healthy’ the board has indicated that it would like to continue the Rodney healthy harbours riparian restoration fund project. The local board provided $250,000 towards the fund and $40,000 towards a contractor to assist applicants in the 2017/2018 financial year.

16. It is recommended that the local board allocates $290,000 of its locally driven initiatives budget towards the fund in the 2018/2019 financial year. Of this budget $250,000 is provided to applicants and $40,000 to contract a technical expert to assist applicants.

17. This project will provide financial assistance to landowners and community groups to protect and restore the riparian margins of waterways within the Rodney Local Board area. Specific catchments will be selected across the Rodney region based on based on water quality and community engagement drivers. Areas within previously targeted catchments will be identified with a focus to create larger fenced riparian corridors within those catchments.

18. Staff recommend extending the fund to include public areas such as esplanade reserves to allow community groups to apply for funding.

19. Letters will be sent to all landowners in specific catchments who have streams, wetlands and or overland flow paths flowing through their property. Details of a contractor will be given in the letter to provide assistance to applicants. The contractor also ensures commitments
described in the individual funding agreements are delivered as per the agreement and on
time. Grants are paid once works are complete, invoices provided and works inspected.

Small building sites ambassador – $20,000

20. To achieve the local board plan outcome ‘our harbours, waterways and environment are
cared for, protected and healthy’ the board has indicated that it would like to fund a new
project focused on reducing the amount of sediment, run off and litter produced from small
building sites entering waterways. Targeted areas within the Rangitopuni catchment will be
identified. These could also include cleanfill sites that discharge into local waterways and
then into the Waitemata.

21. It is recommended that the local board allocates $20,000 of its locally driven initiatives
budget towards the small building sites ambassador project in the 2018/2019 financial year.

22. This project will deliver a decrease the amount of sedimentation, runoff and litter entering the
Waitemata Harbour. It will achieve greater engagement and ownership from small building
sites contractors to better manage their sites and reduce environmental harm.

Rodney drainage districts – $26,500

23. The local board also has $26,500 of asset based services operational budget for the Rodney
drainage districts in the 2018/2019 financial year.

24. In March 2017, this project delivered a process for the management of the Okahukura, Te
Arai, and Glorit drainage districts, and the budget allocated to these districts.

25. Healthy Waters staff commissioned an asset management report identifying local concerns
and issues for asset management within the districts. These issues will be prioritised and
maintenance works implemented by Healthy Waters within the budget available in the
2018/2019 financial year. Where possible local contractors will be used to implement the
works whilst maintaining council’s Health and Safety regulations.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe /
Local impacts and local board views

26. The projects in the Rodney Local Board work programme work closely with landowners and
community to improve water quality and encourage ownership of the local environment.

Local board views

27. The projects noted above align with the local board plan outcome ‘our harbours, waterways
and environment are cared for, protected and healthy’.

28. The proposed local environment work programme was discussed with the local board at
workshops on 14 November 2017 and 27 March 2018. The board indicated its support of the
proposed projects outlined in this report at its 31 May 2018 workshop.

Tauākī whakaaweawe Māori / Māori impact statement

1. It is recognised that environmental management, water quality and land management has
integral links with the mauri of the environment and concepts of kaitiakitanga.

2. Table 1 below outlines how each of the projects contributes towards Māori outcomes.

Table 1. Māori impact assessment

<table>
<thead>
<tr>
<th>Project</th>
<th>Māori impact assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rodney healthy harbours riparian restoration fund.</td>
<td>Water quality has integral links with concepts of kaitiakitanga and Te Ao Māori, where people are closely connected to the land and nature. Engagement with Te Uri o Hau and the Integrated Kaipara Harbour Management Group is ongoing. Te Arai plant nursery have provided free</td>
</tr>
</tbody>
</table>
Item 15

Project | Māori impact assessment
--- | ---
 | eco sourced plants to landowners and, in conjunction with advice from Healthy Waters staff, continue to support the project by growing native plants suitable for riparian margins.
Small building sites ambassador | No specific consultation with Māori on this environment project has been undertaken. However, it is acknowledged that sustainable living practices and water quality have integral links with concepts of kaitiakitanga and Te Ao Māori, where people are closely connected to the land and nature.
Rodney drainage districts | No specific consultation with Māori on this environment project has been undertaken. However, it is acknowledged that sustainable living practices and water quality have integral links with concepts of kaitiakitanga and Te Ao Māori, where people are closely connected to the land and nature.

Ngā ritenga ā-pūtea / Financial implications
29. The proposed 2018/2019 local environment work programme will see the allocation of $310,000 of the local board’s locally driven initiatives operational budget, and $26,500 of the board’s asset based services operational budget. These amounts can be accommodated within the board’s total draft budget for 2018/2019. As such, the local board’s approval will not have significant financial implications unless projects experience a significant overspend or underspend. Regular quarterly updates on projects will be provided to the local board tracking expenditure and identifying any projects at risk of non-delivery, over or underspend.

Ngā raru tūpono / Risks
30. If the proposed local environment work programme is not approved at the local board’s June 2018 business meeting, there is a risk that the proposed projects may not be able to be delivered within the 2018/2019 financial year.

Ngā koringa ā-muri / Next steps
31. Subject to the local board’s approval, the delivery of this work programme will commence in the new financial year (1 July 2018). Regular reporting on project delivery will be provided through the Infrastructure and Environmental Services’ contribution to the local board’s quarterly performance report.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A0</td>
<td>Rodney IES work programme 2018/2019</td>
<td>31</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Theresa Pearce - Relationship Advisor</th>
</tr>
</thead>
</table>
| Authorisers | Barry Potter - Director Infrastructure and Environmental Services  
Lesley Jenkins - Relationship Manager |
<table>
<thead>
<tr>
<th>ID</th>
<th>LB Plan Outcome</th>
<th>Lead Dept/Unit or COG</th>
<th>Activity Name</th>
<th>Activity Description</th>
<th>Activity Benefits</th>
<th>Further Decision Points for LB</th>
<th>Timeframe</th>
<th>Budget Source</th>
<th>FY18/19</th>
</tr>
</thead>
</table>
| 358 | Our harbours, waterways and environment are cared for, protected and healthy | I&ES: Healthy Waters | Rodney Healthy Harbours Riparian Restoration Fund | The continuation of the 2017/18 fund to provide landowners and community groups with financial assistance to protect and restore the riparian margins of waterways within the Rodney Local Board area. Specific catchments will be selected across the Rodney region based on best on water quality and community engagement drivers. Areas within previous targeted catchments identified and targeted to create larger focused riparian corridors within the catchments. Extend the fund to include public areas such as reserves to allow community groups to apply for funding. Letters will be sent to all landowners in specific catchments who have streams, wetlands and or overland flow paths flowing through their property. Details of a contact person will be given in the letter to provide assistance. The delivery model requires the use of external contractors who are managed by the Waterways Planning Team within Council to assist with the delivery of the fund. The contractor ensures commitments described in the individual funding agreements are delivered as per agreement on time. Grants are paid once works complete, invoices provided and works inspected. The contractor also assists landowners with applications for the fund. The cost is approximately $40,000 for the contractor to deliver these works. | • Improved water quality in rivers, streams and harbours in the Rodney Local Board area.  
• Improved habitat and biodiversity within riparian margins  
• Protection of harbours from sediment and contaminants  
• Building on existing relationships with local communities within the areas.  
• Building on existing relationships with fund partners | No further decisions are required, however local board input will be sought prior to allocating the fund. | Q1; Q2; Q3; Q4 | LDI: Opex | $250,000 |
| 360 | Our harbours, waterways and environment are cared for, protected and healthy | I&ES: Healthy Waters | Rodney Local Board Drainage Districts | A process for the management of the Okaokoua, Te Arai, and Glori drainage districts (the districts) and the budget allocated to these districts was agreed March 2017. Healthy Waters staff will establish stakeholder liaison groups for each district and assist in identifying local concerns and issues within the districts. These issues will then be prioritised and maintenance works implemented by Healthy Waters within the budget available. Where possible local contractors will be used to implement the works whilst maintaining Council’s Health and Safety regulations. | Achieves a high level of community engagement and minimises administrative costs in undertaking physical works.  
Maintenance works within the districts are carried out in a safe and competent manner. | No further decisions are required. | Not scheduled | ABS: Opex | $26,500 |
| 361 | Our harbours, waterways and environment are cared for, protected and healthy | I&ES: Healthy Waters | New Project - Small Buildings/Business Sites Ambassador | Engagement of an ambassador to work with and support Council’s compliance team to reduce the amount of sedimentation, run off and litter produced from small building sites entering waterways. Targeted areas within the Rangitappu catchment in the Rodney Local Board area to be identified. These could include outlets that discharge into local waterways. | Decrease the amount of sedimentation, runoff and litter entering the Waitakere Harbour.  
Greater engagement and ownership from small building sites and contractors to better manage their sites.  
Supporting Council’s small building sites education and engagement programmes. | No further decisions are required. | Q1; Q2; Q3; Q4 | LDI: Opex | $20,000 |
Te take mō te pūrongo / Purpose of the report
1. To provide an update to the Rodney Local Board’s Transport, Infrastructure and Environment Committee on transport related matters in its area, including the Local Board Transport Capital Fund.

Whakarāpopototanga matua / Executive summary
2. This report covers:
   - A summary of the board’s transport capital fund.
   - Quarterly report on Auckland Transport projects and activities.
   - Hill Street intersection - traffic improvements.
   - Tamahunga Bridge construction.
   - Update on the Local Board’s Locally Driven Initiatives footpaths.
   - Regional Land Transport Plan.
   - Dairy Flat Highway Safety Improvements.
   - Auckland Transport investing in saving lives.
   - Downtown Infrastructure Delivery Programme.
   - A summary of consultation activity.
   - Traffic Control Committee decisions.
   - An update on issues raised.

Ngā tūtohunga / Recommendation/s
That the Rodney Local Board Transport, Infrastructure and Environment Committee:
   a) receive the Auckland Transport June 2018 update report.

Horopaki / Context
3. This report updates the local board on Auckland Transport (AT) projects and operations in the Rodney Local Board area, it summarises consultations and Traffic Control Committee results, and includes information on the status of the Local Board Transport Capital Fund (LBTCF).

4. AT is responsible for all of Auckland’s transport services, excluding state highways. We report on a monthly basis to local boards, as set out in our Local Board Engagement Plan.
This monthly reporting commitment acknowledges the important engagement role local boards play within the governance of Auckland on behalf of their local communities.

5. The Local Board Transport Capital Fund is a capital budget provided to all local boards by Auckland Council and delivered by AT. Local boards can use this fund to deliver transport infrastructure projects that they believe are important to their communities but are not part of AT’s work programme. Projects must also:

- be safe
- not impede network efficiency
- be in the road corridor (although projects running through parks can be considered if there is a transport outcome).

Tātaritanga me ngā tohutohu / Analysis and advice

Local Board Transport Capital Fund

6. As of the new electoral term, the Rodney Local Board had $1,347,808 available in its Local Board Transport Capital Fund. The local board currently has $1,104,246 uncommitted.

7. The table below reflects the status of projects to which LBTCF has already been committed:

<table>
<thead>
<tr>
<th>Project</th>
<th>Current status</th>
<th>Has the status changed since last month's update?</th>
<th>Funds allocated in current political term</th>
</tr>
</thead>
<tbody>
<tr>
<td>399 - Great North Road, Riverhead Footpath</td>
<td>Completed</td>
<td>No</td>
<td>$6,732</td>
</tr>
<tr>
<td>497 - Pohutakawa to The Landing Footpath</td>
<td>Completed</td>
<td>No</td>
<td>$59,828</td>
</tr>
<tr>
<td>593 - Matakana Valley Road Swales</td>
<td>Construction Approved</td>
<td>Yes</td>
<td>$177,000</td>
</tr>
</tbody>
</table>

8. Project 593, the Matakana Valley Road Swales, will be constructed during the 2018/2019 financial year in collaboration with Healthy Waters and AT’s maintenance team which has a road rehabilitation programmed.

9. The Rodney Local Board Transport, Infrastructure and Environment Committee has requested that Auckland Transport investigate options and provide rough order costs for a footpath along Matakana Road, from Melwood Drive to (approximately) Clayden Road where the proposed Matakana Link Road will intersect with Matakana Road, a distance of approximately 1.2kms.

10. Investigations are currently underway, and options and costings will be discussed with the local board when these become available.

Quarterly report on Auckland Transport projects and activities

11. Attachments A and B list information on AT’s activities over the past quarter (January – March 2018).
Hill Street intersection - traffic improvements

12. AT has been investigating interim improvements for the Hill Street intersection in Warkworth that can be implemented prior to a permanent solution, planned for delivery after the completion of Ara Tuhono, the Puhoi to Warkworth Motorway project.

13. The proposed improvements will be completed in stages, Stage I providing a safe pedestrian crossing facility on Sandspit Road at the State Highway 1/Hill Street intersection.

14. Whilst a signalised pedestrian crossing was investigated and this demonstrated benefits for pedestrians and traffic flows for the Elizabeth intersection, an alternative concept has been identified which has additional benefits in slowing traffic. The preferred design approach is:
   - Raised tables with pedestrian facilities on the Southern slip road (to Sandspit Road) and the Northern slip road (to Hill Street).
   - Pedestrian facility across Sandspit Road at the intersection, parallel to SH1.

15. This will provide a safe crossing facility for pedestrians to access the town centre, across SH1 and to the school on Hill Street.

16. Other minor improvements will be introduced, including CCTV monitoring of the Elizabeth Street intersection and the intersection of Sandspit and Matakanaka Roads, and changes to islands and kerb lines.

17. These Stage I improvements will be implemented during 2018.

18. Stage 2, the installation of a physical barrier at the entrance to Elizabeth Street, will not be progressed at this stage.

Tamahunga Bridge Construction

19. A new footbridge, associated concrete paths and concrete stairs that will improve safety for pedestrians at the intersection of Matakanaka Road and Tamahunga Drive, was opened to the public on Thursday, 24 May 2018.
20. Wharehine, the contractors responsible for the bridge construction, has also been awarded the contract to construct a connecting footpath on the northern side of Matakana Road opposite the school. Work on this footpath began early in June.

21. Whilst previous plans for the area included an additional footpath on the Southern side of Matakana Road from Tamahunga Drive to the school, following discussions with the school about the proposed development of a carpark to the east of the school, it was agreed that the Southern footpath is no longer required.

22. AT will however be investigating the installation of a pedestrian crossing on Matakana Road in the vicinity of the new carpark as part of its 2018/2019 programme.

**Update on the Local Board's Locally Driven Initiatives Footpaths**

23. Construction of a footpath on Princes Street, Riverhead, one of the six footpaths approved for construction by the local board using its Locally Driven Initiatives (LDI) funding, is now nearing completion.

24. Other footpaths constructed using the local board’s LDI funding were:
   - Tapu Road, Huapai (East side), from Maple Lane to Matua Road;
   - 1-31 Elliot Street, Riverhead (South side);
   - Hill Street, Warkworth (North side), from 20a to 4 Hill Street;
   - Hill Street, Warkworth (South side), from Albert Street to Hudson Road; and
   - Kaspar Street, Warkworth (full length, East side).
Other Auckland Transport News

Regional Land Transport Plan

25. Public consultation on the Draft 2018-2028 Regional Land Transport Plan (RLTP) resulted in 18,091 submissions being received, comprising 17,930 submissions from individuals and 161 from organisations or companies.

26. A clear majority of submitters agreed that the priorities detailed in the draft were right, with those who disagreed focusing on affordability, value for money, disruption, future challenges and health.

27. Key themes included strong support for public transport improvements, network optimisation initiatives and safety improvements, with a mixed response to walking and cycling (with around 40% both strongly supporting and strongly opposing), and particular disagreement about on-road cycleways.

28. The full summary of the feedback received on the plan, prepared for the Regional Transport Committee’s deliberations, is now available on AT’s website: https://at.govt.nz/media/1977070/attachment-2-to-item-41-summary-of-draft-rltp-feedback-rtc-29-may-2018.pdf

29. Decisions on the plan will be publicly available late in June 2018 and the final document will be made available as soon as possible after adoption.

Dairy Flat Highway Safety Improvements

30. AT is investigating ways to improve safety on Dairy Flat Highway, which was previously administered by NZTA as a state highway. The road sits within the top one per cent of roads recommended for investment by NZTA due to its dangerous intersections and roadside hazards.

31. The road is an important link between Silverdale and Albany for commuters and freight vehicles, but there are a number of issues such as poor visibility, exposed culverts, narrow shoulders and other high-risk dangers.

32. The North Shore’s population is expected to grow by 17 per cent over the next 10 years, with 6,000 more homes to be built around Silverdale and Dairy Flat. The 11kms length of Dairy Flat Highway operates as an arterial road and currently carries over 6000 vehicles each day. With vehicle numbers set to increase over the next decade, a better and safer road is required.

33. Over the past five year period there have been three fatal, 18 serious injury and 52 minor crashes involving high-risk maneuvers, such as turning against traffic and loss of control. The safe and appropriate speed is considered to be 80 km/h.

34. There are a number ways AT can improve safety on the highway, including:

- Flexible road safety barriers, such as wire ropes, to reduce the risk of head-on crashes.
- Rumble strips on the road markings to remind drivers they are on the centre line.
- Shoulder widening to allow more room on the road for drivers to recover if they lose control.
- More signage and road markings.
- Safe speeds, including lower speed limits and traffic calming.
- Slow vehicle lanes, allowing slower vehicles to pull over.

35. Stakeholder engagement with businesses, residents and community groups will take place during June and July, with public consultation on the proposed improvements later this year. Construction of the approved improvements is expected to begin in mid-2019.
36. Further information on the project, with provision for members of the public to provide feedback, will be available on AT’s website once consultation opens.

**Auckland Transport investing in saving lives**

37. AT is proposing to invest $700 million in road safety initiatives to reduce deaths and serious injuries on Auckland's roads.

38. Latest figures show that in the past three years (2014-2017) road deaths and serious injuries in Auckland have increased at more than five times the rate of travel and more than three times the rate of the rest of New Zealand. On average, there is at least one death or serious injury on Auckland's roads every day.

39. The funding is signaled in the draft Regional Land Transport Plan, which was open for public consultation until 14 May. Feedback is now being analysed before final budgets are approved late in June.

40. The organisation is aligning its priorities and resources with the recently released draft Government Policy Statement on Land Transport (GPS), which places a much greater emphasis on road safety.

41. Delivering safe roads is a partnership between central and local government, with agencies that have a stake in road safety, such as AT, the New Zealand Transport Agency (NZTA), NZ Police and the Accident Compensation Corporation working together to make changes that protect life on our road network.

42. Representatives from Auckland Council and AT attended a national Road Safety Summit held in April by the Associate Minister for Transport, Julie Anne Genter. The summit brought together local government representatives from all over New Zealand to discuss the road safety challenges facing New Zealand. AT's own actions include an internal training programme on road safety challenges and interventions for the entire business, including the AT Board and Executive Leadership Team.

43. In line with central government's update of its road safety strategy, Safer Journeys, AT is also working to update the organisation's road safety strategy to be in line with Vision Zero principals, an approach to road safety that began in Sweden and has grown into a global movement. Vision Zero can be summarised in one sentence: no loss of life on the roads is acceptable.

44. AT is also proposing an ambitious infrastructure enhancement programme estimated to reduce deaths and serious injuries by 15-20% over three years. This includes reducing speed limits and installing traffic calming treatments on at least 10% of the roading network, better and safer pavement infrastructure (e.g. crossings), safety cameras, and high friction road surfacing to reduce the risk of skidding. In addition, AT will deliver additional safety improvements at a number of high-risk intersections across the region.

45. The refreshed approach has been informed by an independent review of road safety issues and responses, commissioned by the AT Board in 2017.

**Downtown Infrastructure Delivery Programme**

46. The Downtown Infrastructure Delivery Programme (DIDP) is the programme of work to deliver key transformational outcomes within the downtown waterfront precinct of Auckland City Centre.

47. The programme is a collaboration between Auckland Council, AT and Panuku Development Agency. AT is the lead agency and has formed a dedicated programme team that includes specialists from AT, Auckland Council, Panuku and third party consultants.
48. The DIDP is one of several transformational programmes across the City Centre. Its purpose is to deliver key transport and urban realm outcomes in a highly integrated and aligned manner.

49. The goals of the DIDP are to:
   - strengthen the maritime character of the downtown waterfront;
   - reconnect the city centre to the waterfront;
   - create active, people-focused places;
   - improve access to the downtown city centre;
   - support and grow local commercial activity;
   - enhance sustainability and the environment; and
   - celebrate mana whenua and Auckland’s cultural richness.

50. The Programme comprises two main work streams:
   - Marine structures, which will deliver the Quay Street seawall upgrade, ferry basin reconfiguration and a mooring dolphin on Queens Wharf.
   - Streetscapes, which will deliver the downtown public space, downtown bus interchanges and Quay Street West streetscape.

51. The local impact of the programme will be considerable. It will include construction impact to the existing traffic function of Quay Street, with changes to traffic movement during construction. Extensive work is being done at this early stage to understand construction impact and a development response plan will be developed to minimise traffic, noise and commercial disruption.

52. Construction activities will start in late 2018 and will continue through to the end of 2020.

53. Public consultation on the programme and its constituent projects has been underway in coordination with the Americas Cup 36 programme. DIDP specific communications and engagement will be intensified in the coming months.

54. The programme team is also working with the Auckland Design Office to implement a development response strategy to mitigate the negative impacts of significant infrastructure works in an already disrupted part of the city. The development response initiative is being built into the programme to ensure that it is effective and able to identify mitigation measures prior to construction.

55. Design of the various elements of the downtown programme will continue through to the end of 2018. Resource consents for the constituent projects will be progressively lodged from May onwards, starting with the Quay Street seawall upgrade. Construction is due to begin in Nov/Dec 2018.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe /
Local impacts and local board views

Auckland Transport consultations

56. Over the last reporting period, AT has invited the local board to provide their feedback on the following proposal:
Traffic Control Committee resolutions

57. AT’s resolution and approval process ensures the most appropriate controls and restrictions are put in place and can be legally enforced. Decisions made by AT’s Traffic Control Committee in relation to regulatory processes relevant to the Rodney Local Board during April and May are listed below:

<table>
<thead>
<tr>
<th>Decision</th>
<th>Report Type</th>
<th>Nature of Restriction</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torea Road, Courtney Lane,</td>
<td>Permanent Traffic and</td>
<td>Torea Road, Courtney Lane, Matakana Valley Road</td>
<td>Carried</td>
</tr>
<tr>
<td>Matakana Valley Road, Matakana</td>
<td>Parking changes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maude Street, Coatesville-</td>
<td>Permanent Traffic and</td>
<td>No Stopping At All Times, Angle Parking, Road Hump, Pedestrian Crossing, Stop</td>
<td>Carried</td>
</tr>
<tr>
<td>Riverhead Highway, Albert Street,</td>
<td>Parking changes</td>
<td>Control, Flush Median, Edge Lines</td>
<td></td>
</tr>
<tr>
<td>King Street</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Issues Raised by Elected Members to 1 June 2018

58. Most issues raised by elected members and local board staff are resolved promptly by AT’s Elected Member Relationship Manager. Those which require further investigation are responded to by the relevant department of AT through its customer response team. The list appended as Attachment C summarises issues such as this to 1 June 2018.

Tauākī whakaaweawe Māori / Māori impact statement

59. The proposed decision of receiving the report has no impacts or opportunities for Māori. Any engagement with Māori, or consideration of impacts and opportunities, will be carried out on an individual project basis.

Ngā ritenga ā-pūtea / Financial implications

60. The proposed decision of receiving the report has no financial implications.

Ngā raru tūpono / Risks

61. Auckland Transport has risk management strategies in place for the transport projects undertaken in the local board area.

Ngā koringa ā-muri / Next steps

62. Auckland Transport will provide another update report to the local board next month.
### Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Auckland Transport Activities January - March 2018</td>
<td>43</td>
</tr>
<tr>
<td>B</td>
<td>Auckland Transport School Community Transport</td>
<td>55</td>
</tr>
<tr>
<td>C</td>
<td>Issues raised by Elected Members</td>
<td>59</td>
</tr>
</tbody>
</table>

### Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellen Barrett – Elected Member Relationship Manager, Auckland Transport</td>
<td>Jonathan Anyon – Elected Member Relationship Team Manager, Auckland Transport</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Rodney Local Board

This report provides a picture of Auckland Transport activities over the January – March 2018 Quarter.

The report is in two sections:
(a) Information on AT projects that are located within the Rodney Local Board area;
(b) Information on Regional Projects.

The numbering used in the report has no meaning other than as a reference to facilitate subsequent discussion.

The report has been compiled by Auckland Transport’s Elected Member Relationship Unit from data supplied by the Operations Division, Capital Development Division and Strategy and Planning Department.
### Assets and Maintenance

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34098</td>
<td>Monowai Rd Seal Extension</td>
<td>C.101028</td>
<td>Jun 16</td>
<td>Jul 18</td>
<td>Construction</td>
<td>The Construction work on Monowai did not start as programmed due to a few technical issues such as design approvals, etc. The project will not complete in FY17/18 and will be continued in FY18/19.</td>
</tr>
</tbody>
</table>

### Major Capital

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34094</td>
<td>Warkworth Matakana Link (SH1 to Matakana)</td>
<td>C.001659</td>
<td>Jul 12</td>
<td>Sep 21</td>
<td>Investigation</td>
<td>Notice of Requirement application was lodged with Auckland Council in March. Land valuation process is underway.</td>
</tr>
<tr>
<td>34095</td>
<td>Kumeu/Huapai SHA</td>
<td>C.101041</td>
<td>Jul 13</td>
<td>Nov 20</td>
<td>Detailed Design</td>
<td>The latest design work has now started. AT and NZTA are negotiating the roles and responsibility for design and construction of the project works on SH16. AT has requested clearance requirement for the SH16 rail crossing bridge replacement from Kiwihui. High risk that new future proof for the third rail track will required additional funds and timeframe for implementation.</td>
</tr>
<tr>
<td>34096</td>
<td>Warkworth Western Collector</td>
<td>C.001405</td>
<td>Nov 10</td>
<td>Jun 19</td>
<td>Closure</td>
<td>Nothing to update.</td>
</tr>
</tbody>
</table>

Project to support commercial and residential development. To construct Mansel Drive to Falls link road including a bridge over the Mahurangi River.
34907 Workworth SH1/Hill Street Intersection Improvements  
Joint undertaking with the Transport Agency to develop the Single Stage Business Case for the proposal to invest in the Hill St intersection improvements. The main aim is to determine the most appropriate long-term solution for the intersection and the timing or staging of delivery. The business case will then be the basis for funding decisions.

### Network Management and Safety

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking and Cycling Transport Planning</td>
<td>Rodway West Greenway Plan, AT network input into Rodway West Greenway Plan.</td>
<td></td>
<td>Jan 18</td>
<td>Mar 18</td>
<td>Greenway plan development</td>
<td></td>
</tr>
<tr>
<td>Walking and Cycling Transport Planning</td>
<td>Snells Beach Greenway, Meeting with Snells Beach Ratepayers Association to discuss community led greenway proposal crossing AT road corridor.</td>
<td></td>
<td>Jan 18</td>
<td>Mar 18</td>
<td>Greenway route development</td>
<td></td>
</tr>
<tr>
<td>Walking and Cycling Transport Planning</td>
<td>Puhoi to Paki Greenway Plan, Feasibility investigations into two new routes, one at Workworth, the other near Omaha.</td>
<td></td>
<td>Jan 18</td>
<td>Mar 18</td>
<td>Greenway route development</td>
<td></td>
</tr>
</tbody>
</table>

### Intersection improvements

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Improvements programme</td>
<td>Elizabeth Street, Workworth pedestrian crossing improvements and access changes.</td>
<td></td>
<td>Jan 18</td>
<td>Jun 18</td>
<td>In Detail Design Phase</td>
<td>Consultation with NZTA, Feedback received through the AT website</td>
</tr>
</tbody>
</table>

### Pedestrian improvement

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Improvements Programme</td>
<td>Riverhead-Coatesville Highway zebra crossing</td>
<td></td>
<td>Jan 18</td>
<td>Mar 18</td>
<td>Scheme Stage</td>
<td></td>
</tr>
</tbody>
</table>
### Pedestrian Safety

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Improvements</td>
<td>Tamahunga Footbridge, Matakana construction of footbridge</td>
<td>34914</td>
<td>Jul 17</td>
<td>May 18</td>
<td>Procurement for construction</td>
<td>Construction due to start in April</td>
</tr>
</tbody>
</table>

### Road Safety Campaigns, Education and Events

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community and Road Safety</td>
<td>Delivered a local speed campaign in Helensville. Delivered a speed</td>
<td>34908</td>
<td>Jan 18</td>
<td>Mar 18</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Programme</td>
<td>safe travel stop checkpoint in partnership with NZ Police for</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Anniversary Weekend. Delivered a speed safe travel stop checkpoint</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>in partnership with NZ Police for Easter Weekend. Delivered a speed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>educational event at the Kumeu Classic Car and Hot Rod Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>in partnership with NZ Police. Delivered a drive drink free</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>promotion at the Kumeu Hot Rod show. Delivered three motorcycle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>checkpoints and education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>promotions in partnership with NZ Police. Delivered a young driver</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>safety presentation to high risk young drivers in Waiwera. Delivered</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a drive crick free event at the Kumeu Classic Car and Hot Rod</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Festival in partnership with NZ Police. Delivered Raihana Akonga</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Workshop at Haranui Marae. Delivered speed/school road safety</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>promotion at a children’s fun day. Delivered a promotion of safe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>speeds around school buses in Wellsford.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community and Road Safety</td>
<td>Deliver a social media campaign targeting the safety of young</td>
<td>34909</td>
<td>Apr 18</td>
<td>Jun 18</td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>Programme</td>
<td>drivers. Deliver a speed Safe Travel Stop event in partnership with</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NZ Police for Queen’s Birthday weekend. Deliver two driver distraction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>checkpoints with NZ Police in Orewa. Deliver a motorcycle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>checkpoint and education promotion in partnership with NZ Police.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Deliver a Non-Signalled Intersection campaign and education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>promotions in partnership with NZ Police.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### Public Transport

#### Network Development

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Network</td>
<td>Presented to the Local Board regarding Waiwai area and North</td>
<td>34907</td>
<td>Mar 18</td>
<td>Mar 18</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shore New Network.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### RCD North

#### Pavement Rehabilitation Programme 2017/18

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34536</td>
<td>Alexander Street - Target Length (m) 160</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Physical work underway</td>
</tr>
<tr>
<td>34537</td>
<td>Arthur Street - Target Length (m) 525</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Physical work underway</td>
</tr>
<tr>
<td>34538</td>
<td>Blackbridge Road - Target Length (m) 310</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Complete</td>
</tr>
<tr>
<td>34539</td>
<td>Dairy Flat Highway - Target Length (m) 393</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Complete</td>
</tr>
<tr>
<td>34540</td>
<td>Dairy Flat Highway - Target Length (m) 203</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Complete</td>
</tr>
<tr>
<td>34541</td>
<td>Foster Road - Target Length (m) 672</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Complete</td>
</tr>
<tr>
<td>34542</td>
<td>George Street - Target Length (m) 290</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Physical work underway</td>
</tr>
<tr>
<td>34543</td>
<td>Goat Island Road - Target Length (m) 450</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Programmed to start in March</td>
</tr>
<tr>
<td>34544</td>
<td>Hudson Road - Target Length (m) 600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Physical work underway</td>
</tr>
<tr>
<td>34545</td>
<td>Neville Street - Target Length (m) 353</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Programmed to start in April</td>
</tr>
<tr>
<td>34546</td>
<td>South Head Road - Target Length (m) 1400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Complete</td>
</tr>
<tr>
<td>34547</td>
<td>Sussex Terrace - Target Length (m) 160</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Physical work underway</td>
</tr>
</tbody>
</table>
### Strategy

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>North West Rapid Transit Corridor Indicative Business Case - Proposed Northwestern Busway</td>
<td>An Indicative Business Case (IBC) has been completed which assesses options to support the development of the North West strategic public transport network. The IBC recommends the staged delivery of a busway along with SH16 between Brigham Creek Interchange and the City Centre, with bus shoulder lanes alongside SH18 from Greenhithe Bridge to Westgate, supported by more ferry services from Hobsonville/West Harbour and feeder bus services. However, progress has paused whilst new central government policy direction on regional mass transit network development and delivery emerges. Public engagement on the project has been delayed but will be undertaken as part of the next Business Case phase.</td>
<td>Aug 16</td>
<td>Dec 17</td>
<td>IBC/In progress/Public engagement</td>
<td>commencing</td>
<td></td>
</tr>
</tbody>
</table>

Monday, 30 April 2018
### Regional

#### Assets and Maintenance

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34/91</td>
<td>Double decker network mitigation works</td>
<td>C.100553</td>
<td>Jul 14</td>
<td>Jun 24</td>
<td>Construction</td>
<td>Manukau Road route - Progressing well. Continue investigation for Remuera Road</td>
</tr>
<tr>
<td>34/92</td>
<td>Bus Lane Improvement</td>
<td>C.100565</td>
<td>Feb 16</td>
<td>Jun 18</td>
<td>Detailed Design</td>
<td>Inner Link, Parnell Rd bus lane - complete design by May 2018</td>
</tr>
<tr>
<td>34/93</td>
<td>Bus Infrastructure Improvement Programme</td>
<td>C.100744</td>
<td>Mar 16</td>
<td>Mar 18</td>
<td>Detailed Design</td>
<td>Majority of the central bus stop sites are under the final stages of external consultation. 40 sites under construction.</td>
</tr>
</tbody>
</table>

#### Major Capital

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34/93</td>
<td>Links to GI W&amp;C</td>
<td>C.100766</td>
<td>Oct 14</td>
<td>Dec 18</td>
<td>Detailed Design</td>
<td>Resource consent application has been lodged with Auckland Council. The funding application for the next project phases (Detailed Design and Construction) is being reviewed by the Funding team. Consultation feedback report is being finalised by stakeholder team. Once completed the close out letters will be sent out to public by the end of April.</td>
</tr>
<tr>
<td>34/90</td>
<td>PT Safety Security &amp; Amenity</td>
<td>C.100206</td>
<td>Jul 13</td>
<td>Jun 20</td>
<td>Detailed Design</td>
<td>Manurewa and Henderson ticket gates successfully operational. Ticket gate installation at Papatoetoe, Middlemore, Papakura and Manurewa in addition to the trial and installation of gap filler at Frutvale Road, Baldwin Ave and Sunnyvale stations.</td>
</tr>
</tbody>
</table>
### Network Management and Safety

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional New Footpaths Programme</td>
<td>New footpaths: Baventock Road, Stanmore Bay Road, Kahika Road, Tapu Road and Watelie Farm Road.</td>
<td></td>
<td>Jan 18</td>
<td>Apr 18</td>
<td>Consultation</td>
<td></td>
</tr>
<tr>
<td>Regional New Footpaths Programme</td>
<td>New footpaths: Spencer Road, Noel Ave, Woodards Park Road, Oue Road and Seifi Road.</td>
<td></td>
<td>Nov 17</td>
<td>Feb 18</td>
<td>Consultation</td>
<td></td>
</tr>
<tr>
<td>Regional New Footpaths Programme</td>
<td>New footpaths: Grey Street, Great South Road, King Street, Levy Road, Sunset Road, Upper Queen Street, South Lynn Road, Sea View Road, Manuel/Banksiide Road, Shelly Beach Parade, West Hoe Heights, Voyager Drive, Cpanuku Road and Warters Road.</td>
<td></td>
<td>Mar 18</td>
<td>Apr 18</td>
<td>Scheme design</td>
<td></td>
</tr>
</tbody>
</table>

### Auckland Bike Challenge

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Demand - Behaviour Change programme</td>
<td>Incentive mode shift towards more sustainable travel.</td>
<td></td>
<td>Jan 18</td>
<td>Apr 18</td>
<td>Implementati on</td>
<td>Annual month-long campaign run in February and March</td>
</tr>
</tbody>
</table>

### Bike Parking Programme

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking and Cycling Transport Planning</td>
<td>Deliver bicycle parking within the road reserve.</td>
<td>34906</td>
<td>Jul 17</td>
<td>Jun 18</td>
<td>On-going</td>
<td></td>
</tr>
</tbody>
</table>

### Cycling Safety and Promotional Programme

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling Education and Events</td>
<td>Delivered the Bike Safe cycle skills education programme in schools across Auckland.</td>
<td>34906</td>
<td>Jan 18</td>
<td>Mar 18</td>
<td>Complete</td>
<td></td>
</tr>
</tbody>
</table>

### Parking Services

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay and Display upgrade</td>
<td>This project is upgrading all Pay and Display machines to Pay By Plate with new credit card readers including Paywave. The existing machines are over 10 years old and need upgrading. The upgrade of all machines was completed in March.</td>
<td>34922</td>
<td>R.005163.01</td>
<td>May 17</td>
<td>Mar 18</td>
<td>Completed in March 2018.</td>
</tr>
</tbody>
</table>

Monday, 30 April 2018
## Public Transport

### Bus

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34587</td>
<td>Bus - Improvements Analysis of March 2017 data has been undertaken and, where necessary, additional capacity has been planned for corridors for 2018</td>
<td></td>
<td></td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34588</td>
<td>Bus - Improvements The new modular bus shelter design are being implemented throughout the region with working being focussed in line with the rollout of the New Network.</td>
<td></td>
<td></td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34589</td>
<td>Bus - Improvements Double decker clearance work is progressing along eight corridors ahead of the introduction of decker services in line with P1OM and New Network.</td>
<td></td>
<td></td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
</tbody>
</table>

### Rail

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>34590</td>
<td>Rail Improvements Train Patronage for the current Financial Year is currently on target.</td>
<td></td>
<td>Jun 18</td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34591</td>
<td>Rail Improvements Since the start of the financial year, we have operated over 125,000 train services, with punctuality for the year at 96.4% and reliability at 98.2%.</td>
<td></td>
<td>Jun 18</td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34592</td>
<td>Rail Improvements The Right Time departure KPI, introduced in July 2017 is currently tracking above the agreed threshold. The introduction of this KPI has also had a demonstrable benefit across the network. (Right Time is defined as the number of services that depart between 0-59 seconds of the scheduled departure time.)</td>
<td></td>
<td>Jun 18</td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34593</td>
<td>Rail Improvements Customer Satisfaction decreased by a further 0.9% to 92.5% in the latest Customer Satisfaction survey. This decrease marks the second consecutive decrease, and to prevent any further falls we are undertaking a full review with Transfer and implementing an Improvement Plan to address the highlighted issues.</td>
<td></td>
<td>Jun 18</td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34594</td>
<td>Rail Improvements 31 x 5A/SD Carriages sold to Antipodean Explorer; 11 x Carriages sold to KiwiRail; 4 x 5D carriages sold to Mainline Steam; 28 x 5A/SD carriages under conditional sale to KiwiRail; 36 x 5A/SD and 5X carriages under offer.</td>
<td></td>
<td>Jan 30</td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
<tr>
<td>34595</td>
<td>Rail Improvements Due to an increased instances of Graffiti on the EMU’s, a security review of the at risk areas and stabilising sites has been carried out and recommendations provided to be actioned. A number of projects are now underway to secure those facilities from further vandalism.</td>
<td></td>
<td>Jun 18</td>
<td></td>
<td>On-going</td>
<td></td>
</tr>
</tbody>
</table>

Monday, 30 April 2018
### Attachment A

**Item 16**

<table>
<thead>
<tr>
<th>ID</th>
<th>Rail Improvements</th>
<th>Details</th>
<th>Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>3406</td>
<td><strong>Rail Improvements</strong></td>
<td>Improved journey times across the Southern, Eastern &amp; Western Lines, including further reduced dwell times. <strong>An increase to three trains per hour, from 0700-1900, across the Southern, Eastern &amp; Western Lines at Weekends, and Public Holidays, up from two trains per hour.</strong> <strong>PM Peak will transition from the 10-minute frequency to a 20-minute frequency from 7pm until 8pm, and to a 30-minute frequency thereafter.</strong> <strong>Services to Parnell Station would be increased to include all Western Line services, throughout the day. Currently, Western Line services only operate to Parnell after 7:00pm, and at weekends.</strong> <strong>Puhoi Shuttle services would continue to operate three trains per hour during the Morning and Afternoon peaks, with an increase to two trains per hour during inter-peak periods and at weekends, up from one train per hour.</strong> Later night services on Friday evenings.</td>
<td>Jun 18</td>
<td>On-going</td>
</tr>
<tr>
<td>3407</td>
<td><strong>Rail Improvements</strong></td>
<td>CRL enabling works are continuing at Britomart. Work has been completed on the installation of temporary Train Crew accommodation at the end of Platform 5. This is now operational.</td>
<td>Apr 18</td>
<td>Complete</td>
</tr>
<tr>
<td>3408</td>
<td><strong>Rail Improvements</strong></td>
<td>Due to an increase in trespass incidents across the rail network, Auckland Transport and KiwiRail are working with a specialist security consultancy to provide additional recommendations to both reduce the number of trespass incidents, but to also reduce the safety risk to those people who choose to access the rail corridor. Further, by adding these additional protection measures to the rail corridor, we would also expect to see a corresponding reduction in near miss incidents.</td>
<td>Jun 18</td>
<td>On-going</td>
</tr>
<tr>
<td>3401</td>
<td><strong>Rail Improvements</strong></td>
<td>Phase one of the rail data enrichment project has been successfully introduced. This initial phase has introduced 'Non-Stopping' train information to capable Public Information Displays (PIDs). This shows in the schedule information as a non-stopping service and is triggered when a train is approximately 200 metres from the Station. At this stage, a scrolling message is also displayed. Later developments will include train length (three car or six car trains), and train routing/calling at information.</td>
<td>Jun 18</td>
<td>On-going</td>
</tr>
<tr>
<td>3402</td>
<td><strong>Rail Improvements</strong></td>
<td>Further analysis is underway to determine the proposed Train Timetable for the introduction of CRL, this work would also include future Train Fleet, Stabling and Maintenance requirements.</td>
<td>Jun 18</td>
<td>On-going</td>
</tr>
<tr>
<td>3403</td>
<td><strong>Rail Improvements</strong></td>
<td>We will be introducing automated platform announcements across the network from late June. These announcements will deliver train service information, and key safety messages.</td>
<td>Jun 18</td>
<td>On-going</td>
</tr>
<tr>
<td>3405</td>
<td><strong>Rail Improvements</strong></td>
<td>Additional Station Platform Shelters being introduced at a number of Stations across the Network.</td>
<td>On-going</td>
<td></td>
</tr>
</tbody>
</table>
### Rail/Bus/Ferry

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
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<tr>
<td>34606</td>
<td>Rail Improvements</td>
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<td></td>
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<tr>
<td>35886</td>
<td>Public Transport Operating Model (PTOM)</td>
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### Rail/Pedestrian

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<tr>
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<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
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<tbody>
<tr>
<td>34604</td>
<td>Rail Improvements</td>
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### Rail/Road

<table>
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<th>Programme</th>
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<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
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<tbody>
<tr>
<td>34699</td>
<td>Rail Improvements</td>
<td></td>
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</tr>
<tr>
<td>34900</td>
<td>Rail Improvements</td>
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</tbody>
</table>
### Strategy

<table>
<thead>
<tr>
<th>Programme</th>
<th>Item</th>
<th>ID</th>
<th>Start</th>
<th>Finish</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supporting Growth: Transport Networks for Growth</td>
<td>AT and NZTA are in negotiations with the preferred proponents to deliver the Supporting Growth Planning Alliance that will undertake business case and route protection for the Future Urban Zones transport network. The preferred proponents are AECOM and Beca for planning and engineering services and Bell Gully and Buddle Finlay for legal services. The Alliance will be tasked with securing route protection for the network by 2022. Initial investigations have commenced into the RW and S areas of Auckland that are currently part of Auckland Council structure plan and plan change programme. Information on the supporting growth programme can be found at <a href="https://at.govt.nz/projects-roadworks/supporting-growth-delivering-transport-networks">https://at.govt.nz/projects-roadworks/supporting-growth-delivering-transport-networks</a>.</td>
<td></td>
<td>Nov 15</td>
<td>Dec 12</td>
<td>ODC/in Progress</td>
<td></td>
</tr>
<tr>
<td>North Shore Rapid Transit Network Study</td>
<td>This work is being undertaken to provide an updated view on public transport requirements for achieving strategic growth and the most appropriate options to meet the future needs of the North Shore. The Programme Business Case (PBC) was finalised in December but formal endorsement is pending central government confirmation of regional RTN direction and funding. The likely first next step in business case development is likely to focus on enhancements to the Northern Busway.</td>
<td></td>
<td>Dec 15</td>
<td>Dec 17</td>
<td>Study/PBC</td>
<td>Complete</td>
</tr>
</tbody>
</table>
### Auckland Transport Update to the Rodney Local Board Transport, Infrastructure and Environment Committee June 2018

**Attachment B**

#### January – March 2018

**Rodney Local Board Report – AT School Community Transport**

<table>
<thead>
<tr>
<th>Rodney</th>
<th>Travelwise status (i.e. active, inactive)</th>
<th>Total WSB routes</th>
<th>WSB event/ route audit</th>
<th>Active mode promotion events (e.g. cycle follow up, WOW event, park and ride, walking promotion)</th>
<th>Speed event (e.g. SDAS, back to school)</th>
<th>Young drivers event (e.g. driver licencing training)</th>
<th>Safety at the school gate</th>
<th>Other safety promotion event (e.g. kea crossing, crossing training, roads and roadsides, walk talks)</th>
<th>PT promotion event (e.g. rail safe week)</th>
<th>Meetings/ workshops (e.g. lead teacher, students, WSB volunteer)</th>
<th>Engineering info (where relevant)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ahuroa School</td>
<td>Active</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td>School are very keen to increase visibility. A community-based project creating a walkway on the berm from the school side, west Clifford Road is currently under investigation.</td>
</tr>
<tr>
<td>Coatesville School</td>
<td>Active</td>
<td></td>
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<td></td>
<td>School have requested an investigation into the possibility of kea crossing being installed.</td>
</tr>
<tr>
<td>Dairy Flat School</td>
<td>Active</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>School</td>
<td>Status</td>
<td>Jan-Mar 2018</td>
<td>Action</td>
<td>Action</td>
<td>Action</td>
<td>Action</td>
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<tr>
<td>Helensville School</td>
<td>Active</td>
<td>O</td>
<td>C</td>
<td>O</td>
<td>P</td>
<td>Kea crossing mee the warrant to upgrade to a pedestrian crossing on Rata Street.</td>
<td></td>
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<tr>
<td>Horizon School (Previously Mahurangi Christian School)</td>
<td>Active</td>
<td>2</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
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<tr>
<td>Huapai District School</td>
<td>Active</td>
<td>C</td>
<td>P</td>
<td>C</td>
<td>P</td>
<td>C</td>
<td></td>
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<tr>
<td>Kaipara Flats School</td>
<td>Active</td>
<td>C</td>
<td>P</td>
<td>C</td>
<td>P</td>
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<tr>
<td>Mahurangi College</td>
<td>Active</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Matakana School</td>
<td>Active</td>
<td>1</td>
<td>C</td>
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<tr>
<td>Meraki Montessori School</td>
<td>Non-Travel Wise</td>
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<tr>
<td>Parakai School</td>
<td>Active</td>
<td>P</td>
<td>P</td>
<td>O</td>
<td>P</td>
<td>Stayput crossing signs to be installed on Parkhurst Road</td>
<td></td>
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<tr>
<td>Riverhead</td>
<td>Active</td>
<td>2</td>
<td>O</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>Stayput crossing</td>
<td></td>
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<tr>
<td>School</td>
<td>Action</td>
<td>January – March 2018</td>
<td>Attachment B</td>
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<td>C</td>
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<td>signs and raised speed table to be installed on Coatesville – Riverhead Highway.</td>
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<tr>
<td>Rodney College</td>
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<tr>
<td>Snells Beach Primary School</td>
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<tr>
<td>Waimauku School</td>
<td>Active</td>
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<td></td>
<td>NZTA works completed.</td>
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<td>Wainui School</td>
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<td></td>
</tr>
<tr>
<td>Waitoki School</td>
<td>Active</td>
<td></td>
<td></td>
<td>School would like investigation into crossing to allow safe access for parents and students to cross Kahikatea Flats Road.</td>
<td></td>
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<tr>
<td>Warkworth School</td>
<td>Active</td>
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<tr>
<td>Wellsford School</td>
<td>Active</td>
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</tbody>
</table>
## Issues Raised by Elected Members to 1 June 2018

<table>
<thead>
<tr>
<th>Location</th>
<th>Issue</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Point Wells Proposals</td>
<td>Request for comment on proposals by Point Wells Community and Residents’ Association.</td>
<td>Member Houlbrooke asked for comment on initiatives presented to the Rodney Local Board by the Point Wells Community and Residents’ Association in December 2017, together with how some of the measures proposed might be implemented. Alternatively, Member Houlbrooke asked for comment on other measures that might be appropriate. Member Houlbrooke was advised on 15 May that the issues raised were more complex than first appreciated and had therefore been referred to additional business units for comment. Response expected mid-June.</td>
</tr>
<tr>
<td>2  Old North Road, Waimauku</td>
<td>Request for investigation into surface treatment and run off on Old North Road, Kaukapakapa.</td>
<td>Member Bailey asked that surface treatment and run-off on the steep hill on Old North Road close to its intersection with Taylor and Peak Roads, Waimauku, be investigated. On 17 May Member Bailey was advised that AT’s engineers had completed their investigations. Speed counts undertaken found that the majority of vehicles travelling along this stretch of road were doing so at or under 65km/h, a speed considered acceptable given the posted speed limit of 80km/h. All appropriate signage, including chevron and advisory speed signs, were in place, but damaged signs would be replaced. SLOW markings will also be installed on the road to highlight the need for drivers to take care in this area. Member Bailey was also advised that this section of road is programmed for pavement improvements in the 2019/2020 financial year.</td>
</tr>
<tr>
<td>3  31A Matakana Valley Road, Matakana</td>
<td>Request for safety investigation in the vicinity of 31A Matakana Valley Road, Matakana.</td>
<td>Member Houlbrooke requested an investigation into the safety issues in the vicinity of 31A Matakana Valley Road, asking that a footpath or NSAAT restrictions be installed. Member Houlbrooke was advised on 14 May 2018 that the request for a footpath between Matakana Hall and Torea Road was not on AT’s programme for 2017/2018 or 2018/2019 so has been added to the New Footpath Candidate List. A review of this programme will be carried out over the next few months and details of the programme for 2018/2019 will be available on AT’s website in mid-2018.</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td></td>
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<tr>
<td>------</td>
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<tr>
<td>16</td>
<td>First priority for funding is progressing projects that are already designed and consented, followed by those projects that score highest in a prioritisation assessment. With over 600 outstanding requests, if the score for this request is low, it may be some time before the project moves forward. It is understood that construction of a section of footpath and removal of some parking is to be undertaken as part of a development consented adjacent to this location; however, AT is not able to control timeframes for the implementation of developments so cannot provide an indication of when this will occur. The possibility of installing a crossing facility was also considered, however the low pedestrian demand at this location could not justify its implementation. Notwithstanding this, as the area develops and pedestrian movement patterns change, AT will continue to monitor the need for a crossing facility. In relation to on-road parking, it should be noted that there is no law restricting parking in urban areas and whilst it is accepted that vehicles parked on the road can be an inconvenience, there is a need to provide a balance between the parking requirements of local residents and the need to maintain reasonable public access to public roads. Parking within one metre of a vehicle crossing or driveway is illegal and this is clearly outlined in the New Zealand Road Code. If a vehicle is parked within one metre of this vehicle crossing and blocking access, AT’s Parking Compliance Department can be contacted on (09) 355 3553 with the details of the vehicle so that enforcement action can be taken. AT staff are aware of the increase in the volume of traffic using Matakana Valley Road. However, cars parked on both sides of the road have the effect of reducing driver speeds and encouraging greater care, thereby making the area safer. With a carriageway width of approximately 5.6 metres and approximately 2.2 metres on either side for parking, there is adequate space for two vehicles travelling in opposite directions to safely pass each other. As such, the road is not considered to be narrow. Given the reasons noted and the results of the engineer’s investigation,</td>
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</table>
## Attachment C

### Issues Raised by Elected Members to 1 June 2018

<table>
<thead>
<tr>
<th></th>
<th>Speed Limit Review Process</th>
<th>Request to expedite AT’s Speed Limit Review Process.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td></td>
<td>Following a workshop session during which AT’s speed limit review was discussed, Member Brewer challenged AT to complete its review of the top priority roads within 12 months, not the projected three years. On 30 May, members were thanked for their support in progressing road safety improvements in the Rodney Local Board area. They were advised that the 2018-2028 Auckland Transport Alignment Project (ATAP) has recently been agreed between Auckland Council, NZTA and the Ministry of Transport. This includes a significant increase in safety improvement investment across the region. A substantial increase in funding for road safety activities, including speed management, was also expected with the approval of the draft Regional Land Transport Plan (RLTP). The speed management programme will be targeted to high-risk sites across the entire Auckland region. This will include substantial rural areas in both the Rodney and Franklin Local Boards, and many of these roads will be targeted in year one. The current plan includes the delivery of speed management to over 200km of rural Rodney roads in 2018/2019, as well as a large number of roads benefitting from signage and marking safety improvements. Changing speed limit signs alone will not make roads safer unless it actually leads to a change in the driving speeds. It is therefore important that there is good public buy-in to the changes and a willingness to accept the lower speed limits and comply with them. The proposed 3-year programme already represents a huge increase in the delivery of speed management. There are major resourcing challenges to scaling up the rate at which speed management is delivered. While the cost of the physical works changing signs is quite low, the processes of carrying out speed assessments, consultations and the legal processes to give effect to changes are time consuming and resource intensive. A number of opportunities to address this are being pursued. These include securing additional resources to carry out the work, accelerating road safety programmes (including speed management) through ATAP and the RLTP; and AT and other road...</td>
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### Issues Raised by Elected Members to 1 June 2018

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
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<tbody>
<tr>
<td>5</td>
<td>Stoney Creek Road, Kaukapakapa</td>
<td>Safety of Stoney Creek Road, Kaukapakapa. MP Chris Penk’s staff asked that the appropriateness of the recently installed 100km/h speed limit sign on Stoney Creek Road, Kaukapakapa, be checked. On 17 April, the MP’s Office was advised that the initial indications are that Stoney Creek Road could qualify for a speed limit in the 60-80km/h range under the new speed management guide. The roll out of changes under the speed management guide will be gradual and initially targeted to the areas of greatest crash risk. AT is currently developing a speed management plan for the region, which will include a prioritised programme of work. This programme will identify the highest priority areas for initial roll out of speed management on approximately 10 per cent of the network. Implementation of the programme will commence in the 2017/2018 financial year through to 2020/2021 and this request will be assessed for inclusion in the speed management plan. In the interim, AT proposes to replace the &quot;100&quot; signs on the road with &quot;derestriction&quot; signs so that there is not an expectation that drivers are able to travel at 100km/h on the road.</td>
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<tr>
<td>6</td>
<td>Omaha Causeway</td>
<td>Erosion on the eastern end of the Omaha Causeway. Member Houibrooke advised on 22 March that a 1-2m diameter hole had appeared in the rock cladding of the buttress supporting the Eastern end of the Omaha causeway bridge. On 18 May, Member Houibrooke was advised that AT’s engineers had investigated the issue and carried out minor...</td>
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### Attachment C

#### Issues Raised by Elected Members to 1 June 2018

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
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</table>
| 7 | Taiapa, Constable and Oaia Roads, Muriwai  
Goldies Bush and Parking at the intersection of Taiapa, Constable and Oaia Roads, Muriwai.  
Member Pirrie asked on 3 April 2018 for resolution to parking issues at Goldie’s Bush, a DOC reserve that can be accessed from the intersection of Taiapa, Constable and Oaia Roads, Muriwai, and from Horsman Road, Waitakere. Despite numerous previous requests, the matter had reached an impasse with neither AT or DOC able to fund additional car parking. On 17 April Member Pirrie was advised that both AT and the Department of Conservation (DOC) had been in recent conversation with the Waitakere Ranges Local Board to address the parking issues on Horsman Road. This established that DOC has been promoting access for visitors and, following concerns raised by local residents, had updated their website to reflect difficulties in parking at the access points to Goldies Bush. Access is currently in abatement as this section of the Waitakere Ranges is closed to prevent spread of Kauri dieback. Given similar issues at the Northern access, AT will recommend to DOC that they update their website to highlight that parking is also limited on Constable Road. The advice given in 2018 when AT suggested that additional parking could be provided as an indented bay on Constable Road still stands; however, AT is unable to prioritise provision of further parking at this location. AT will work with the local board if the work can be funded from the Local Board Transport Capital Fund or if DOC has funding to provide access to its land. In the meantime and once access to the reserve is reopened, AT is proposing that advisory signage be installed on Horsman Road to advise that the road provides access to local residents and to look out for pedestrians. |
| 8 | Lilly Haddon  
Safety in Lily  
Member Houlbrooke advised on 11 April |
### Issues Raised by Elected Members to 1 June 2018

<table>
<thead>
<tr>
<th>Place, Matakana</th>
<th>Haddon Place, Matakana</th>
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</thead>
<tbody>
<tr>
<td>2018 that residents of Laly Haddon Place, Matakana, had reported a recent near-miss involving children because of poor road layouts and speed, and were keen to install speed humps, raising the money themselves. The residents note there are further significant issues with lack of road markings and appropriate traffic planning from when the road was created. On 18 May Member Houlbrooke was advised that AT’s engineers consider that, because this is a low-volume cul-de-sac with a footpath on one side of the road and adequate visibility between pedestrians and drivers, there is limited potential for conflict. With regards to the lack of road markings and traffic planning, the existing road markings, including continuity lines and traffic controls at the intersections, are considered sufficient, and there is adequate visibility at the intersections. It was noted that the area is still under development and may include the extension of Penney Rise at a later date. The installation of any speed calming would therefore not be supported until the wider area is developed, traffic patterns have settled and can be better understood. As a result of this and the engineers' assessment, changes on Laly Haddon Place cannot be justified.</td>
<td></td>
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<thead>
<tr>
<th>9</th>
<th>34 Awaroa Road, Helensville</th>
<th>Request for reinstatement of footpath outside the property at 34 Awaroa Road, Helensville.</th>
</tr>
</thead>
<tbody>
<tr>
<td>On 21 May 2018 Member Pirrie requested reinstatement of the footpath outside the property at 34 Awaroa Road, Helensville, with concrete rather than the asphalt used by the contractor when repairs to the water main were carried out recently. Referred to Road Corridor Delivery.</td>
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<thead>
<tr>
<th>10</th>
<th>Interim Transport Levy</th>
<th>Fencing from Interim Transport Levy for the North of Rodney.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member Smith asked on 24 May 2018 for the details of the public transport in the north of Rodney funded by the Interim Transport Levy, if any. Referred to AT's Finance Team.</td>
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<thead>
<tr>
<th>11</th>
<th>Kumeu Bypass</th>
<th>Information requested about the route of the proposed Kumeu Bypass.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chris Penk MP asked on behalf of landowners whose properties appear to be along the route for the Kumeu bypass proposed as part of the Supporting Urban Growth project, for advice and information as to how this would affect their properties. Referred to Supporting Urban Growth Team.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Deputation/Public Forum Update

File No.: CP2018/09646

Purpose
1. As part of its business meetings Rodney Local Board and its committees (Transport, Infrastructure and Environment, and Parks and Recreation) has a period of time set aside for Deputations/Presentations and Public Forum during which time members of the public can address the local board on matters within its delegated authority.

Executive Summary
2. Under Standing Orders there is provision for Deputations/Presentations to the local board. Applications for Deputations/Presentations must be in writing setting forth the subject and be received by the Relationship Manager at least seven working days before the meeting concerned, and subsequently have been approved by the Chairperson. Unless the meeting determines otherwise in any particular case, a limit of ten minutes is placed on the speaker making the presentation.

3. Standing Orders allows three minutes for speakers in Public Forum.

4. Requests, matters arising and actions from the Deputations/Presentations and Public Forum are recorded and updated accordingly. The Rodney Local Board Transport, Infrastructure and Environment Committee Deputations/Presentations and Public Forum Update is attached as Attachment A.

Recommendation/s
That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) note the Deputation/Public Forum Update.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Deputation/Public Forum Update</td>
<td>69</td>
</tr>
</tbody>
</table>

Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Raewyn Morrison - Local Board Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
<tr>
<td>Presenter</td>
<td>Purpose/Issue</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>L'Daubeney Developments Ltd; Shane Hartley and Kim Dobney</td>
<td>Mr Hartley and Mr Dobney were in attendance to outline a residential/commercial development in Warkworth that forms links around Hauiti Drive, Bluegum Drive and the Grange development.</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo / Purpose of the report

1. Attached are the Rodney Local Board Transport, Infrastructure and Environment Committee workshop records for 26 April and 24 May 2018.

Whakarāpopototanga matua / Executive summary

2. The Rodney Local Board and its committees hold regular workshops.
3. Attached for information are the records of the most recent workshop meetings of the Rodney Local Board’s Transport, Infrastructure and Environment Committee. The workshops records for the Rodney Local Board and the Parks and Recreation Committee and will appear on the relevant agendas of the local board and the committee.

Ngā tūtohunga / Recommendation/s

That the Rodney Local Board Transport, Infrastructure and Environment Committee:

a) note the workshop records for 26 April and 24 May 2018.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Workshop record 26 April 2018</td>
<td>73</td>
</tr>
<tr>
<td>B</td>
<td>Workshop record 24 May 2018</td>
<td>77</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Raewyn Morrison - Local Board Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Rodney Local Board Transport, Infrastructure and Environment Committee Workshop Record

Workshop record of the Rodney Local Board Transport, Infrastructure and Environment Committee meeting held in the Tasman Building, Crewa Service Centre, 50 Centreway Road, Crewa on Thursday, 26 April 2018, commencing at 1.00pm

PRESENT
Acting Chairperson: Louise Johnston
Members: Brent Bailey, Tessa Berger, Beth Houlbrooke, Louise Johnston, Phelan Pirrie

Apologies: There were apologies from Members Brewer, Roe and Steelo.
Also present: Lesley Jenkins (Relationship Manager), Kathryn Martin (Senior Local Board Advisor), Jonathan Hope (Local Board Advisor), Raewyn Morrison (Democracy Advisor)

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairperson’s welcome and apologies</td>
<td></td>
<td>The Chairperson opened the workshop.</td>
</tr>
<tr>
<td>Admin Time</td>
<td>Provide direction on preferred approach</td>
<td>The Senior Local Board Advisor discussed a variety of general matters with the local board and sought feedback from the local board members.</td>
</tr>
<tr>
<td>Kathryn Martin (Senior Local Board Advisor)</td>
<td>Watercare Services update (including the trade waste bylaw)</td>
<td>Keeping informed</td>
</tr>
<tr>
<td>Watercare Services representatives: Brent Evans (Manager, Local Boards and Stakeholder Engagement) Leanne McKenzie (Stakeholder Liaison Advisor)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Attachment A

Item 18
**Item 18**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Role/Position</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silverdale West/Dairy Flat Business Area Structure Plan</td>
<td>Provide direction on preferred approach</td>
<td>Mr Paul and Ms Edmonds gave an update on feedback from recent consultation on the proposal for a Silverdale West/Dairy Flat Business Area Structure Plan. Following the feedback a draft plan will be prepared for release in mid-November for consultation.</td>
<td></td>
</tr>
<tr>
<td>Discussion on LTP transport matters</td>
<td>Keeping informed</td>
<td>Ms Martin outlined the work to be done in Workshop 6 of the Long-term Plan and the feedback received from submissions on transport matters.</td>
<td></td>
</tr>
<tr>
<td>Dairy Flat Safety Improvement</td>
<td>Keeping informed</td>
<td>Mr Levesque and Mr Scott were in attendance to outline proposed improvements on Dairy Flat Highway from Pine Valley Road to Coatesville Riverhead Highway. Public consultation on improvements will be undertaken around the middle of the year.</td>
<td></td>
</tr>
<tr>
<td>Update on Hill Street intersection</td>
<td>Keeping informed</td>
<td>Mr Stokes gave an update on potential improvements for the Hill Street intersection. Member Houlbrooke is the local board’s delegate on the Community Advisory Group working on this.</td>
<td></td>
</tr>
</tbody>
</table>

**Attachment A**

*Rodney Local Board Transport, Infrastructure and Environment Committee Workshop Records*
<table>
<thead>
<tr>
<th>NZTA Update on Puhoi to Warkworth motorway and the widening of SH1 in the vicinity of Hudson Road and the end of the motorway</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZTA representatives:</td>
</tr>
<tr>
<td>Graeme Stanton (Senior Project Manager)</td>
</tr>
<tr>
<td>Adrian Price (Principal Project Manager)</td>
</tr>
<tr>
<td>Belinda Petersen (Principal Planner)</td>
</tr>
<tr>
<td>Rachel Heron (Stakeholder and Communication Advisor)</td>
</tr>
<tr>
<td>Kelli Sullivan (Stakeholder Manager for Warkworth to Wellsford)</td>
</tr>
<tr>
<td>Keeping informed</td>
</tr>
<tr>
<td>Representatives from NZTA gave an update on the Puhoi to Warkworth motorway project. The representatives also discussed the road widening improvements that would be required in the vicinity of Hudson Road as a result of the motorway improvements.</td>
</tr>
</tbody>
</table>

The workshop concluded at 4.10pm.
Rodney Local Board Transport, Infrastructure and Environment Committee Workshop Records

Workshop record of the Rodney Local Board Transport, Infrastructure and Environment Committee meeting held in the Council Chamber, Orewa Service Centre, 50 Centreway Road, Orewa on Thursday, 24 May 2018, commencing at 1.00pm

**PRESENT**

Chairperson: Cameron Brewer

Members: Brent Bailey
Tessa Berger
Beth Houlbrooke
Louise Johnston
Phelan Pirrie
Allison Roe
Colin Smith
Brenda Steele

Apologies: There were no apologies

Also present: Lesley Jenkins (Relationship Manager), Kathryn Martin (Senior Local Board Advisor), Jonathan Hope (Local Board Advisor), Raewyn Morrison (Democracy Advisor)

<table>
<thead>
<tr>
<th>Workshop Item</th>
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</tr>
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<tbody>
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<td>The Chairperson opened the workshop.</td>
</tr>
<tr>
<td>Admin Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kathryn Martin (Senior Local Board Advisor)</td>
<td>Provide direction on preferred approach</td>
<td>The Senior Local Board Advisor discussed a variety of general matters with the local board and sought feedback from the local board members. Items discussed included recent meetings with iwi, and the Franklin Local Board.</td>
</tr>
<tr>
<td>Warkworth Structure Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ryan Bradley (Principal Planner, North/West)</td>
<td>Keeping informed</td>
<td>Mr Bradley and Mr Maclellan gave an update on the consultation and feedback to date from the Warkworth Structure Planning process. Mr Bradley and Mr Maclellan outlined the next steps in the process.</td>
</tr>
<tr>
<td>Warren Maclellan (Manager Planning North/West)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Item 18
<table>
<thead>
<tr>
<th>Item 18</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Emergency Management Resilient Recovery Strategy/Disaster Recovery Planning</strong></td>
<td></td>
</tr>
<tr>
<td>Wayne Brown (Principal Recovery Advisor)</td>
<td>Provide direction on preferred approach</td>
</tr>
<tr>
<td>Jennifer Rose (Head of Recovery Emergency Management)</td>
<td>Mr Brown and Ms Rose sought feedback from the local board on emergency management recovery when there has been a major event, such as a severe storm, flooding, power outages etc.</td>
</tr>
<tr>
<td><strong>Road resilience maintenance matters</strong></td>
<td></td>
</tr>
<tr>
<td>Auckland Transport representatives:</td>
<td></td>
</tr>
<tr>
<td>Bernard Pang (Principal Project Manager, Rural North)</td>
<td>Keeping informed</td>
</tr>
<tr>
<td>Charlie Prentice (Senior Project Manager Rural North)</td>
<td>Mr Pang discussed Auckland Transport’s resilience maintenance programme with regard to the local board area. Mr Pang discussed the treatment that had been done on various roads and the results of the treatment.</td>
</tr>
<tr>
<td>Ellen Barrett (Elected Member Relationship Manager)</td>
<td></td>
</tr>
<tr>
<td><strong>Regional Land Transport Plan (RLTP) discussion</strong></td>
<td></td>
</tr>
<tr>
<td>Auckland Transport representatives:</td>
<td></td>
</tr>
<tr>
<td>Jonathan Anyon (Elected Member Relationship Team Manager)</td>
<td>Define board position and feedback</td>
</tr>
<tr>
<td>Ellen Barrett (Elected Member Relationship Manager)</td>
<td>Mr Anyon was in attendance to outline the key points in the Regional Land Transport Plan. This was an opportunity for members to seek clarification on any matters in the plan.</td>
</tr>
<tr>
<td><strong>Update on Baxter Street carpark in Warkworth</strong></td>
<td></td>
</tr>
<tr>
<td>Raymond Tan (Head of Asset Management Intelligence Support Community Facilities)</td>
<td>Keeping informed</td>
</tr>
<tr>
<td>Tony Tso (Principal Asset Assessor, Community Facilities)</td>
<td>Mr Tan and Mr Tso gave an update on the Baxter Street carpark in Warkworth.</td>
</tr>
</tbody>
</table>

The workshop concluded at 5.00pm.