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

**Date:**  
Thursday 18 April 2019  
**Time:** 3.30pm  
**Meeting Room:** Council Chambers  
**Venue:** Orewa Service Centre  
50 Centreway Road, Orewa

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**Rodney Local Board Transport, Infrastructure and Environment Committee**

**OPEN AGENDA**

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**MEMBERSHIP**

_Chamberperson_  
Cameron Brewer  
_Louise Johnston_  
_Brent Bailey_  
_Tessa Berger_  
_Beth Houlbrooke_  
_Phelan Pirrie_  
_Allison Roe, MBE_  
_Colin Smith_  
_Brenda Steele_

(Quorum 5 members)

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**Robyn Joynes**  
Democracy Advisor - Rodney  
10 April 2019

Contact Telephone: +64 212447174  
Email: robyn.joynes@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

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**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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<th>Board Member</th>
<th>Organisation</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brent Bailey</td>
<td>Royal NZ Yacht Squadron</td>
<td>Member</td>
</tr>
<tr>
<td></td>
<td>Kaipara College Board of Trustees</td>
<td>Parent Representative</td>
</tr>
<tr>
<td>Tessa Berger</td>
<td>Mahurangi Action Incorporated</td>
<td>President</td>
</tr>
<tr>
<td></td>
<td>Mahurangi Coastal Trail Trust</td>
<td>Chairperson</td>
</tr>
<tr>
<td></td>
<td>The Merchandise Collective</td>
<td>Founder/Director</td>
</tr>
<tr>
<td></td>
<td>Friends of Regional Parks</td>
<td>Committee Member</td>
</tr>
<tr>
<td></td>
<td>Matakana Coast Trail Trust</td>
<td>Member Forum representative</td>
</tr>
<tr>
<td>Cameron Brewer</td>
<td>Riverhead Residents &amp; Ratepayers Association</td>
<td>Member</td>
</tr>
<tr>
<td></td>
<td>Cameron Brewer Communications Limited</td>
<td>Director</td>
</tr>
<tr>
<td></td>
<td>Spire Investments Limited</td>
<td>Shareholder</td>
</tr>
<tr>
<td>Beth Houlbrooke</td>
<td>Kawau Island Boat Club</td>
<td>Member</td>
</tr>
<tr>
<td></td>
<td>ACT New Zealand</td>
<td>Vice President</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</td>
<td>Officer in Charge</td>
</tr>
<tr>
<td></td>
<td>Best Berries (NZ) Ltd</td>
<td>Director/Shareholder</td>
</tr>
<tr>
<td></td>
<td>Grow West Ltd</td>
<td>Director</td>
</tr>
<tr>
<td></td>
<td>North West Country Incorporated</td>
<td>Manager</td>
</tr>
<tr>
<td>Allison Roe</td>
<td>Waitemata District Health Board</td>
<td>Elected Member</td>
</tr>
<tr>
<td></td>
<td>Matakana Coast Trail Trust</td>
<td>Chairperson</td>
</tr>
<tr>
<td>Colin Smith</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brenda Steele</td>
<td>Te Uri o Hau Incorporation</td>
<td>Secretary/Beneficiary</td>
</tr>
<tr>
<td></td>
<td>Beacon Pathway</td>
<td>Board member</td>
</tr>
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<td>Rodney Local Board Transport, Infrastructure and Environment Committee workshop record</td>
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<td>15</td>
<td>Consideration of Extraordinary Items</td>
<td></td>
</tr>
</tbody>
</table>
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, 21 February 2019 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.

At the close of the agenda no requests for deputations had been received.
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."
Auckland Transport update

File No.: CP2019/05091

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
   - A summary of consultation activity
   - Traffic Control Committee resolutions
   - An update on issues raised
   - Araparera Forestry - seal extension programme update
   - Thousands have their say on speed bylaw
   - Services and passenger trips on Auckland’s new transport network
   - Parking changes around North Shore Hospital
   - Abandoned vehicles
   - Warkworth bus service

Ngā tūtohunga
Recommendation/s

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

a) receive the Auckland Transport April 2019 update report.

b) note that at a meeting held on 8 March 2019 attended by the Chairperson of the Rodney Local Board’s Transport, Infrastructure and Environment Committee, Member Brewer and Member Bailey, Rodney Local Board staff and Auckland Transport staff, the Chairperson:

   i) approved construction of the following footpaths under delegated authority previously granted (RD/2018/87):

      A) Blue Gum Drive, Warkworth (full length) based on a firm cost estimate of $219,000;

      B) Springs Road, Parakai (number 33 to end of road) based on a firm cost estimate of $624,000; and

      C) Arthur Street, Riverhead (Coatesville Highway to George Street and an additional section down George Street to link into the path in Queen Street) based on a firm cost estimate of $299,000.

   ii) approved a contribution from the local board’s transport capital fund to the total cost of the construction of a footpath on Falls Road, Warkworth from Hudson Road to Mansell Drive by a local developer, subject to satisfactory agreement on cost and delivery conditions being negotiated.
Horopaki Context

3. This report updates the 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.

4. AT is responsible for all of Auckland’s transport services, excluding state highways. We report on a regular basis to local boards, as set out in our Local Board Engagement Plan. This 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 in parks can be considered if there is a transport outcome).

Tātaritanga me ngā tohutohu
Analysis and advice

Local Board Transport Capital Fund

6. The Rodney Local Board’s share of the Local Board Transport Capital Fund (LBTCF) allocated with effect from 1 July 2018, as per the local board funding policy, is $1,115,764 per annum.

7. Taking into account recent commitments, the total remaining funds in the Rodney Local Board’s TCF is $633,257, comprising monies available from the 2019/2020 financial year’s allocation.

8. The table below shows the local board’s Transport Capital Fund Summary for this term:

<table>
<thead>
<tr>
<th>Rodney Local Board Transport Capital Fund Financial Summary</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Funds Available in current political term</td>
<td>$2,743,817</td>
</tr>
<tr>
<td>Amount committed to date on projects approved for design and/or construction</td>
<td>$2,110,560</td>
</tr>
<tr>
<td>Remaining Budget left</td>
<td>$633,257</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Status update on current of Local Board Transport Capital Fund projects</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td>Current status</td>
<td>Changes since last update</td>
<td>Funds allocated in current political term</td>
</tr>
<tr>
<td>99 - Great North Road, Riverhead Footpath</td>
<td>Completed</td>
<td>No</td>
<td>$6,732</td>
</tr>
<tr>
<td>497 - Pohutukawa 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>

Auckland Transport update
Rodney Local Board Transport, Infrastructure and Environment Committee
18 April 2019

Status update on current of Local Board Transport Capital Fund projects

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Allocation</th>
<th>Approved</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>619</td>
<td>Rodney Footpath Designs and Construction</td>
<td>Yes</td>
<td>$1,867,000</td>
<td></td>
</tr>
<tr>
<td>656</td>
<td>Hudson Rd Footpath - Albert to SH1</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>$2,110,560</td>
</tr>
</tbody>
</table>

10. Project 593, 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 for delivery.

11. The local board allocated $500,000 from its Local Board Transport Capital Fund towards the preparation of detailed designs and firm cost estimates for construction of several footpaths (RD/2018/87):

12. AT staff previously reported back with the results of assessments for footpath construction on Dairy Flat Highway, Dairy Flat; State Highway 1, Wellsford; Albert Road, Warkworth; Falls Road, Warkworth; Hudson Road, Warkworth; Alice Street, Riverhead; and Springs Road, Parakai. Following receipt of the assessment results, the Rodney Local Board’s Transport, Infrastructure and Environment Committee resolved to (RODTP/2018/40):

   b) note that designs for the following four footpaths are expected shortly (pursuant to resolution RD/2018/87) and request that staff provide an update on these designs as soon as practicable, so as not to delay any possible construction:
      - Blue Gum Drive, Warkworth
      - Falls Road, Warkworth
      - Springs Road, Parakai
      - Arthur Street, Riverhead.

   c) note that the chairperson has an existing delegation to approve the construction of these footpaths as soon as designs are received and costs confirmed.

13. The chairperson of the Transport, Infrastructure and Environment Committee (TIEC), member Brewer along with member Bailey and local board staff met with AT staff on Friday, 8 March 2019 to discuss the completed designs and firm cost estimates for footpaths on Blue Gum Drive, Warkworth; Falls Road, Warkworth; Springs Road, Parakai and Arthur Street, Riverhead. At that meeting, under the delegated authority previously granted (RD/2018/87), member Brewer approved construction of the following footpaths based on the firm cost estimates discussed at that meeting

   a. Blue Gum Drive, Warkworth (full length) – $219,000;
   b. Springs Road, Parakai (number 33 to end of road) – $624,000;
   c. Arthur Street, Riverhead (Coatesville Highway to George Street and an additional section down George Street to link into path in Queen Street) – $299,000; and
   d. Falls Road, Warkworth (Hudson Road to Mansell Drive) – a contribution to the total cost of the construction by a local developer.

14. The firm cost estimates for Blue Gum Drive, Springs Road and Arthur Street indicate the total cost of delivering these footpaths.

15. It is intended that a contribution for Falls Road will allow a local developer to deliver a footpath on Falls Road between Hudson Road and Mansell Drive, improving connections for the local community and allowing for cost sharing and efficiencies. It is expected that the contribution will be taken from the current political term LBTCF allocation.
16. At its meeting on 21 February 2019 the TIEC committed to the detailed design for construction of a footpath between number 33 Hudson Road and SH1, Warkworth (project 656, Hudson Road Footpath – Albert to SH1), based on a rough order of costs of $729,000 (RODTP/2019/4). In doing so members noted that this included the standard pre-design contingency of 30% and that significant retaining work and relocation of a power pole will be required in the vicinity of 27 Hudson Road, together with a full drainage investigation and the possible installation of new drainage systems.

17. Under the same resolution the TIEC also delegated to the chairperson of the Rodney Local Board’s TIEC the decision as to whether the Hudson Road footpath would be constructed, using the remaining funds available to the local board in its LBTCF to 30 June 2020.

18. Further discussions with the chairperson of the TIEC will take place on completion of the design for Hudson Road.

19. The local board also agreed that a portion of the $500,000 previously allocated for footpath design will be spent engaging the services of a safety consultant to investigate the feasibility of a footpath outside Dairy Flat school. A report on options available to the local board is expected in mid-April.

20. Discussions continue between AT staff and a local developer who has indicated he is willing to provide professional services at no cost for the design and construction of a footpath on Omaha Drive, Omaha. Once discussions on the scope and firm cost estimate for this work have concluded, advice will be provided to the local board to enable it to make a final decision on the project.

Ngā whakaawaewe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

21. The impact of information (or decisions) in this report is/are confined to Auckland Transport and do/does not impact on other parts of the Council group.

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

Auckland Transport consultations

22. Over the last reporting period, AT has invited the local board to provide their feedback on the following proposals:

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposal</th>
<th>Details and Local Board Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coatesville-Riverhead Highway, Riverhead and Coatesville</td>
<td>New bus stop locations on Coatesville-Riverhead Highway, Riverhead and Coatesville to service the local boards transport targeted rate proposals.</td>
<td>Documentation describing bus stops proposed at various Coatesville Riverhead Highway locations was forwarded to members on 31 January 2019. The bus stops, the location of which have been were strategically determined to best serve the proposed network and include concrete hardstands (where required), new kerbs and footpath, bus stop signs, street lighting (where required) and new pedestrian refuge crossing/side islands are required to service a service proposed by the local board using its Transport Targeted Rate funding. Member Pirrie commented he had reservations about the stop at the intersection of SH16 and Coatesville Riverhead Highway where there were limitations, asking that staff be made aware that at the end of the year that whole intersection is being turned into a roundabout as part of the Safe Roads program. No objections to the proposals were received.</td>
</tr>
</tbody>
</table>
Item 11

Location | Proposal | Details and Local Board Feedback
---|---|---
Parlane Drive, Huapai | Proposed bus stop on Parlane Drive, Huapai. | A bus stop site at 384 Main Road, Huapai, previously consulted on in October last year, is no longer viable due to the larger Tapu Road/SH16 intersection upgrade. Documentation detailing an alternative site on Parlane Drive, selected following further investigations, was forwarded to members on 14 February. No objections to the proposal were received.

Victoria Street, Warkworth | Proposed traffic and parking control changes on Victoria Street, Warkworth. | Traffic Engineering and Management Ltd sought members' feedback on proposed traffic and parking control changes on Victoria Street, Warkworth, on 7 March 2019. No objections to the proposal were received.

354 and 361 Mahurangi East Road, Snells Beach | Proposed new bus stops at 354 and 361 Mahurangi East Road, Snells Beach. | Documentation describing a proposal to install new bus stops outside 354 and 361 Mahurangi East Road, Snells Beach, as a continuation of the New Network roll out was forwarded to members on 15 March 2019 with a request for comments no later than 3 April. No objections to the proposal were received.

Traffic Control Committee resolutions

23. 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 February 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>Rodney Street, Station Road, Wellsford</td>
<td>Permanent Traffic and Parking changes combined</td>
<td>No Stopping At All Times, Angle Parking, Bus Stop, Traffic Islands, Pedestrian Crossing, Give-Way Control, Edge Lines</td>
<td>Carried</td>
</tr>
<tr>
<td>Hill Street, Falls Road, Belvedere Place, Warkworth</td>
<td>Permanent Traffic and Parking changes combined</td>
<td>No Stopping At All Times, Angle Parking, Stop Control, Give-Way Control</td>
<td>Carried</td>
</tr>
<tr>
<td>Kahikatea Flat Road, Wyn Close, Kaukapakapa</td>
<td>Permanent Traffic and Parking changes combined</td>
<td>No Stopping At All Times, Bus Stop, Footpath, Edge Lines, No Passing</td>
<td>Carried</td>
</tr>
<tr>
<td>Opoto Place, Kaukapakapa</td>
<td>Permanent Traffic and Parking changes combined</td>
<td>No Stopping At All Times, Bus Stop, Traffic Islands, Footpath, Give-Way Control, Flush Median, Edge Line</td>
<td>Carried</td>
</tr>
<tr>
<td>Decision</td>
<td>Report Type</td>
<td>Nature of Restriction</td>
<td>Decision</td>
</tr>
<tr>
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</tr>
<tr>
<td>Opahi Bay Road, Barr Road, Jamieson Road, Rangi Road, Mahurangi West Road, Mahurangi West</td>
<td>Speed Limit Changes Report</td>
<td>40kph Permanent Speed Limit</td>
<td>Carried</td>
</tr>
</tbody>
</table>

**Issues Raised by Elected Members**

24. 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 A summarises these issues to 31 March 2019.

**Araparera Forestry - Seal Extension Programme Update**

25. Members were advised in AT’s update report for December 2018 that the seal extension programme enabled by the proceeds from the Araparera Forestry joint venture is being procured by AT in two separate work packages:

- Package one – Underwood Road, Whitmore Road and Tauhoa Road;
- Package two – School Road, Krippner Road, Smith Road, Wharehine Road, Dennis Road, Rodney Road.

26. Package two comprises roads that, due to land encroachment, arborist and ecological issues, need further assessment and possibly resource consents.

27. A further update on the construction for Package two works will be provided at a subsequent meeting.

28. The table below summarises actual activities on those roads included in the Package one works, the dates noted being weather dependent.

<table>
<thead>
<tr>
<th>Site</th>
<th>Start Date</th>
<th>Works in progress</th>
<th>Planned Finish Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underwood Rd</td>
<td>4 March</td>
<td>Lime stabilisation complete. Final seal to be applied Thursday 28 March and road marking week commencing 1 April.</td>
<td>27 March 2019</td>
</tr>
<tr>
<td>Whitmore Rd</td>
<td>11 March</td>
<td>Stage 1 – 0.9km, clearing roadside swale drains completed, culvert renewal and subgrade works including lime stabilisation in progress. Seal to be applied 12.4.19. Stage 2 – 0.9km, prep work commenced, with seal application planned for 30.4.19.</td>
<td>30 April 2019</td>
</tr>
<tr>
<td>Tauhoa Rd</td>
<td>24 April</td>
<td>Planning stage</td>
<td>15 May 2019</td>
</tr>
</tbody>
</table>
Thousands have their say on speed bylaw

29. Public consultation on the AT Speed Management Bylaw closed on 31 March.

30. Auckland Transport received 11,007 submissions on its proposal to reduce speeds on some 700km of high-risk roads around the region, 90 per cent of these are in rural areas.

31. Auckland is facing a road safety crisis with a 78 per cent increase in deaths and a 68 per cent rise in serious injuries since 2014. Lowering speeds and working with Police to enforce those limits is a proven tool internationally to be one of the easiest and most effective interventions available.

32. A number of submissions were made by organisations representing large sections of the community, such as District Health Boards, universities and school Boards of Trustees, the AA, Victim Support and Local Boards. AT also received many submissions from people wanting their local street or neighbourhood to have speeds lowered.

33. Submissions are currently being analysed and those who have requested will present to a Hearings Panel of AT Board members and senior executives in April.

34. If adopted, the speed limit changes will come into effect in August this year.

35. The bylaw is one aspect of a 10-year $700 million road safety programme designed to focus not only on speed but also to bring Auckland’s roads up to Safe System standards. The Government and Regional Land Transport Plan have identified safety on our roads as a priority. In line with this, Auckland Road Safety partners (AT, the Transport Agency, NZ Police, ACC) have identified a number of actions to improve Auckland road safety outcomes in the short term, including:

- Improved Safe System road safety governance structures and knowledge transfer.
- Speed management, technology and enforcement of safe driving behaviours. This includes having all 12 red light cameras operating at the same time. Over the next five years, the number of cameras in place will increase to 42.
- Safety engineering investments at high-risk intersections and road corridors.
- Mass action safety improvements for vulnerable road users.
- Ensuring Safe System design improvements through Capital, Maintenance and Renewals programmes.
- Support for increased Auckland Road Policing activities and further investment in technology.

36. Speed is not the only lever being used to bring down high rates of deaths and serious injuries to zero. Investments in making roads and roadsides safer, working even more on our existing education and outreach programmes, and working closely with NZ Police will also be part of the programme.

Services and passenger trips on Auckland’s new transport network

37. A complete re-working of Auckland’s public transport network has delivered more services and strong growth in passenger numbers.

38. AT’s New Network saw an 11 per cent increase in trips during February, with close to 98 million trips for the year, the highest number of passenger trips since the 1950s.

39. Auckland’s Mayor Phil Goff welcomes the surge in public transport services and patronage, concluding that the number of people now using public transport has reached record levels, not seen since the days when trams ruled Auckland’s streets. While the distance travelled by Auckland buses has increased 32 per cent each year, running costs have been held to just seven per cent. Aucklanders are getting both better services and value for money.
40. Mayor Goff says more people are using public transport because it is a reliable and efficient way to get around Auckland, and notes that the process of change region by region was sensible and worked well, avoiding the issues which occurred in other places such as Wellington.

41. In 2012 AT decided something had to be done to drive an increase in the numbers using public transport; although there were about 70 million trips a year, the rate of growth was barely matching the population rise. Something radical was required so AT discarded the existing route map in favour of the New Network.

42. Simplicity is the key to the New Network. On 30 main bus routes, AT introduced a minimum 15-minute frequency, 7am to 7pm, seven days a week. The new services arrived at the same time as electric trains, newer buses, double decker buses, new stations and integrated ticketing which means passengers now pay for their entire journey rather than each part of it.

43. Auckland now has a public transport system which is working for more people. There has been an increase of 163 per cent in the number of people that live within 500 metres of a rapid or frequent service and patronage is up in all parts of the city.

44. The last region to be implemented will be Waiheke in October where AT is also working to complete additional infrastructure, improve capacity on some services and provide even more frequent routes.

45. It is acknowledged that there are still issues to work through, including the national shortage of bus drivers. AT is also investigating first-and-final leg solutions to access the New Network without needing to use the private car. An On-Demand Rideshare roadmap to expand AT Local services to complement or replace local scheduled feeder bus services is being developed and other options to allow people to access public transport are bike, e-bike, e-scooter and ride-share, services that are likely to be delivered by the private sector.

46. A few fast facts include:

- Service levels increased 32 per cent, creating more than 300 jobs.
- Fleet size increased 15 per cent, capacity was up 20 per cent at peak times.
- Buses now travel 59.1 million kilometres every year.
- New Network South implemented 30 Oct 2016 – trips up 24 per cent (Sep 17) up 8 per cent (Sep 18).
- New Network West implemented 11 June 2017 – trips up 16 per cent (May 18).
- New Network East implemented 10 Dec 2017 – trips up 22 per cent (Oct 18).
- New Network Central implemented 8 July 2018 – trips up 10 per cent (Oct 18).
- New Network North implemented 30 Sept 2018 – trips up 22 per cent (Oct 18).
Warkworth bus patronage

47. The table below shows a summary of the patronage on the new Warkworth bus services from 1 October 2018 to 31 March 2019.

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Daily Passenger Boardings</th>
<th>Weekday Passenger Boardings</th>
<th>Weekend Passenger Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>995 Warkworth to Hibiscus Coast Station</td>
<td>152</td>
<td>175</td>
<td>94</td>
</tr>
<tr>
<td>996 Warkworth to Algies Bay and Snells Beach</td>
<td>51</td>
<td>117</td>
<td>32</td>
</tr>
<tr>
<td>996 Warkworth to Matakana, Point Wells and Omaha</td>
<td>36</td>
<td>40</td>
<td>27</td>
</tr>
</tbody>
</table>

Parking changes around North Shore Hospital

48. To make it easier to find a car park around North Shore Hospital, AT has introduced a mix of paid, P120 and unrestricted spaces.

49. The changes took effect on Thursday, 4 April and include:
   - Paid parking at $1 per hour on Shea Terrace, Mary Poynton Crescent and part of Northcote Road from 8am to 6pm, Monday to Friday. No time restrictions.
   - P120 parking on sections of Brook Street, Thornton Road, Kowhai Street, Lake View Road, Lake Pupuke Drive, Rangitira Avenue and Ngaio Street, from 8am to 6pm, Monday to Friday. Large sections of each street remain unrestricted.

50. There is extremely high demand for on-street parking around the hospital and a recent survey by AT identified that at times the parking spaces on the streets near the hospital were close to 100 per cent full all the time. As a result, those who needed to visit the hospital and surrounding area simply could not find a park and were having to park inside the hospital grounds at a much higher hourly rate.

51. These changes mean that people will be able to find an affordable parking space nearby, with the P120 restrictions in residential streets also making it easier for people to visit local residents.

52. In addition, the new bus network means significantly better connections to North Shore Hospital and nearby Smales Farm Station. From 78 buses each day, there are now 213 buses each day stopping right outside the hospital. As a consequence, there has been an increase of 180 percent in the use of the bus stops outside the hospital. North Shore Hospital now has services from early morning to late evening, with direct connections to Beach Haven, East Coast Bays, Glenfield, Milford, Northcote, and Takapuna.

53. Consultation on the changes was carried out in May 2018, with AT announced in December 2018 that charging would be implemented by mid-2019.
Abandoned Vehicles

55. Members often comment that abandoned vehicles take too long to be removed after being reported.

56. Under Section 356 of the Local Government Act 1974 there are several steps AT staff must follow before lawfully removing and disposing of a vehicle. As a result, it may be several months before a vehicle is physically removed.

57. The following steps must be taken by AT staff before removing an abandoned vehicle:
   - Relevant infringement notices must be issued.
   - Attempts to locate and notify the owner of the vehicle using registration details, engine or chassis numbers.
   - Removal of the vehicle for storage if necessary and where possible, with the NZ Police first being formally notified.
   - Should the owner not respond, AT will advertise its intention to either sell the vehicle within ten days or dispose of it in other ways. If AT staff assess the vehicle to be of no value, advertising may not be necessary.
   - The vehicle is declared abandoned if an owner or interested party (e.g. a finance company) does not come forward.
   - Once deemed abandoned, the vehicle is legally deregistered and sold to cover towing, storage or other costs. The vehicle can be disposed of by AT or a new buyer.
   - Abandoned vehicles claimed before a sale will be returned to the registered owner once payment for costs incurred is made.
   - If the vehicle sells, AT will deduct costs and the remaining proceeds will be held for 12 months, during which previous owners may claim the proceeds.

58. NZTA staff must follow the same process for vehicles abandoned on motorways or state highways.

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.

Financial implications

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

Risks and mitigations

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 a further update report to the Transport, Infrastructure and Environment Committee at its next meeting.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Transport, Infrastructure and Environment Committee issues list</td>
<td>19</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellen Barrett – Elected Member Relationship Manager</td>
<td>Jonathan Anyon – Elected Member Relationship Team Manager</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
## Attachment A

### Issues Raised by Elected Members to 31 March 2019

<table>
<thead>
<tr>
<th></th>
<th>Location</th>
<th>Issue Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Riverside Drive, Point Wells</td>
<td>Damage to berm on Riverside Drive, Point Wells.</td>
<td>Members Houibrooke and Roe asked on 2 October that the bus operators using Riverside Drive, Point Wells be discouraged from crossing the berm as they turn around as this is not only damaging the berm but has possible implications for the bank directly above the Omaha River. On 28 November they were advised that AT staff were looking at practicable turning options and whether changes to the road will be needed to facilitate these. Once this investigation had been completed, a further update will be provided. On 12 December Members Houibrooke and Roe were advised that AT’s maintenance team had prioritised remedial work on Riverside Drive. This work was carried out late in December. Note: An additional request forwarded by Member Houibrooke for the road to be rebuilt complete with its own drainage system has been referred to AT’s Assets team for response.</td>
</tr>
<tr>
<td>2</td>
<td>26 – 58 Brick Bay Drive, Sandspit</td>
<td>Request for NSAAT restrictions in the area 26 – 58 Brick Bay Drive, Sandspit.</td>
<td>Member Houibrooke requested the installation of NSAAT restrictions at 26 – 58 Brick Bay Drive, Sandspit on 20 November 2018, to address congestion and parking of trailers and cars on the berm in front of the Council’s reserve, particularly during the summer months. On 19 February Member Houibrooke was advised that an AT engineer had undertaken two weekend site visits, the first in December 2018 and the second in January 2019 during the peak holiday period. Both site visits were at times when parking demand in Sandspit would be expected to be relatively high, with the second visit being taken on Saturday 13 January 2019 on a fine day during the peak holiday period. No vehicles were observed parking on the road between numbers 26 and 58 Brick Bay Drive during either site visit. They noted that there are several locations on this section of road where vehicles could be parked on the road shoulder, clear of the traffic lanes. If vehicles are occasionally parked in these locations and not blocking the traffic lane, this is not considered a significant issue. The issues of parking on the berm nearer Sandspit Road is a matter for enforcement; however, if parking is prevented it is possible this parking will displace to other locations and create further issues. For these reasons it is not considered that installing NSAAT restrictions on the section at 26 – 58 Brick Bay Drive is currently necessary.</td>
</tr>
</tbody>
</table>
### Attachment A

**Issues Raised by Elected Members to 31 March 2019**

<table>
<thead>
<tr>
<th></th>
<th>Opposite 130-140 Matakan Road, Matakan</th>
<th>Use of road reserve opposite 130-140 Matakan Road, Matakan.</th>
<th>Member Houibrooke asked what the legality of, or what AT’s position was on the placement of a bund in what was previously an old metal dump (and possibly the original route of the road) opposite 130-140 Matakan Road. On 27 March Member Houibrooke was advised that the matter had been referred to Auckland Council on the understanding that construction of the bund had been with their agreement.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Ahuroa and Puhoi Roads, Puhoi</td>
<td>Request for speed restriction on Puhoi and Ahuroa Roads, Puhoi.</td>
<td>Member Berger asked on 18 December 2018 on behalf of the Puhoi community for consideration of reductions in the current speeds on Puhoi and Ahuroa Roads, Puhoi, to 50km/h and 30km/h. On 6 March Members Houibrooke and Berger were advised that the roads had been reviewed in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 and the NZTA Speed Management Guide which required consideration of the function and use of the road, the geometry of the road and the crash risk on the road. Puhoi Road and Ahuroa Road carry moderate traffic volumes and are generally rural roads, with the exception of Puhoi Village. The roads are generally winding and the crash risk varies along the route from low to high. Initial indications are that the rural sections of these roads could qualify for a speed limit of 60 km/h under the Speed Management Guide. The roll out of changes under the Speed Management Guide will be gradual and will initially be focused on the areas of greatest crash risk. A Safe Speeds Programme has been developed, which includes a prioritised list of roads where speed limits will be reviewed in the 2018/19 and 2019/2020 financial years. Puhoi Road and Ahuroa Road are currently expected to be reviewed in the 2019/2020 financial year. This review will consider the most appropriate speed limit on the rural sections of road as well through the Puhoi Village.</td>
</tr>
<tr>
<td>5</td>
<td>132 Gatfield Road, Kaukapakapa</td>
<td>Drain clearance at 132 Gatfield Road, Kaukapakapa and maintenance programme for Gatfield Road.</td>
<td>The resident at 132 Gatfield Road, Kaukapakapa asked Chris Penk MP’s Office to have the condition of Gatfield Road, Kaukapakapa investigated, noting that the road is unsealed, approximately 2km in length and is a ‘no exit’ road. The resident advised the road had many potholes, was down to clay in some parts and hard to navigate, and that maintenance had been promised but had not eventuated. The resident also complained about a drain that was unblocked recently, but the contractors threw the dregs onto the...</td>
</tr>
</tbody>
</table>
## Attachment A

### Issues Raised by Elected Members to 31 March 2019

<table>
<thead>
<tr>
<th></th>
<th>Concerns</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>6</td>
<td>1044 Coatesville-Riverhead Highway, Riverhead</td>
<td>Concerns about the raised crossing at 1044 Coatesville-Riverhead Highway, Riverhead. Rodney Local Board staff forwarded the concerns of a resident about noise and visibility at the raised crossing at 1044 Coatesville-Riverhead Highway on 31 January 2019. Similar and additional concerns about safety, noise and truck movements were forwarded on 13 February. On 22 February AT's engineers advised that, when investigating the possibility of installing a pedestrian crossing, several factors such as the pedestrian demand, pedestrian desire line, traffic volumes, crash history and proximity to driveways and side streets are carefully considered to ensure that crossings are installed at appropriate locations. This particular raised pedestrian crossing was installed to slow down vehicles to a safe speed when travelling through the area. Being a highway, the speeds along this length of road tended to be high and, with intensified housing in Riverhead and development of the adjacent shops, there has been an increase in pedestrian volumes (including school children) crossing the road in this vicinity. AT had received requests from the local board, residents and the local school to install a pedestrian crossing, since pedestrians felt vulnerable and lacked confidence crossing this section of road. AT engineers therefore agreed that safety improvements were necessary and appropriate at this location and, whilst they understood that noise from raised pedestrian crossings could be a nuisance, the safety requirements at this location are such that a raised crossing is considered necessary. With regards to the concerns about visibility, the location of the crossing on the straight section of the road provides optimum visibility from both approaches.</td>
</tr>
<tr>
<td>7</td>
<td>34 Queen Street, Warkworth</td>
<td>Request for timing of repairs outside 34 Queen Street, Warkworth. Member Houlbrooke forwarded a letter from the Branch Manager of the ANZ Bank Warkworth advising that a number of elderly people had injured themselves falling on uneven cobbles outside the bank at 34 Queen Street, Warkworth and asking for advice as to when repairs would...</td>
</tr>
</tbody>
</table>
## Attachment A

### Issues Raised by Elected Members to 31 March 2019

<table>
<thead>
<tr>
<th>Attachment A</th>
<th>Item 11</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>8</strong> Matakana Road, Warkworth</td>
<td>Request for a footpath between 160 Matakana Road and the Warkworth township.</td>
</tr>
<tr>
<td><strong>9</strong> Rodney General</td>
<td>Fare Zones for Rodney.</td>
</tr>
<tr>
<td><strong>10</strong> Access Road, Kumeu</td>
<td>Request for additional lane on the north-eastern side of</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
</tr>
<tr>
<td>11</td>
<td>PT and Walking and Cycling Statistics</td>
</tr>
<tr>
<td>12</td>
<td>Sharp Road, Matakana</td>
</tr>
<tr>
<td>13</td>
<td>Puhoi Village</td>
</tr>
</tbody>
</table>
### Attachment A

#### Issues Raised by Elected Members to 31 March 2019

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Request or Action</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Port Albert Road, Wellsford</td>
<td>Request for safe crossing point in the vicinity of 13 Port Albert Road, Wellsford.</td>
<td>Member Smith noted that there is no safe pedestrian crossing point or pram crossings on Port Albert Road in the vicinity of 13 Port Albert Road, Wellsford, near the library, to enable library users to cross safely and asks that engineers investigate pedestrian safety improvements at this location. On 15 March the request was referred back to the local board to be referred to NZTA, given that Port Albert Road was an extension of SH16 and therefore under NZTA’s jurisdiction.</td>
</tr>
<tr>
<td>15</td>
<td>Warkworth Footpaths</td>
<td>Request for audit of and repairs to Warkworth footpaths.</td>
<td>Member Houlbrooke advised on 5 March 2019 that in the area from Melwood Drive to the Hill Street intersection, along Elizabeth and Queen Streets, up Neville Street, down Mill Lane, and return, there are dozens of large cracks, uneven surfaces, tripping (and tipping!) hazards, overgrown vegetation etc., all making it extremely difficult for the elderly and those in mobility scooters to get around. She noted recent improvements to the trimming of vegetation on Matakana Road where pedestrians negotiate narrow footpath past sometimes quite sharp foliage and twigs, but advises that the condition of this particular section of footpath is still very bad, asking when this footpath is going to be renewed. Member Houlbrooke asks whether there is any opportunity for AT to have an audit done of Warkworth footpaths from an accessibility point of view, to help inform AT of priorities, noting that it would be of interest to the local board to understand accessibility provisions when deciding which of our footpaths should be progressed, and their design. <strong>Referred to Road Corridor Delivery for investigation.</strong></td>
</tr>
<tr>
<td>16</td>
<td>Tamatea and Sunburst Avenue, Snells Beach</td>
<td>Footpath maintenance required on Sunburst Avenue, Snells Beach.</td>
<td>Member Houlbrooke advised on 7 March 2019 that the footpath on the corner of Tamatea and Sunburst Avenue, Snells Beach, has major subsidence which is tipping the path significantly at each section join. Edges were ground off some time ago but further movement has continued, leaving a serious trip hazard in a relatively high use strip where people walk down the hill to the beach. Another spot further along Sunburst towards the carpark has partially collapsed where a stormwater drain passes underneath. <strong>Referred to Road Corridor Delivery for investigation and action.</strong></td>
</tr>
<tr>
<td>17</td>
<td>Wake Road and Oak Lane, Coatesville</td>
<td>Signage and road marking on Wake Road, Coatesville in</td>
<td>On behalf of a resident, on 11 March Member Johnston asked that double yellow lines be installed on the blind bend of Wake Road approaching Oak Lane from the East; warning</td>
</tr>
</tbody>
</table>

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**Auckland Transport update**

**Page 24**
Attachment A

Issues Raised by Elected Members to 31 March 2019

the vicinity of Oak Lane, Coatesville.

signs be installed on Wake Road from both directions to advise motorists of the blind bend entrance to Oak Lane; and school bus stop signage be installed at the Oak Lane/Wake Road junction. Referred to Traffic Engineering for consideration.

18 Bodhisattva Road, Waitoki
Further complaints and queries regarding stormwater issues on Bodhisattva Road, Waitoki.

Member Houlbrooke forwarded further complaints from a resident of Bodhisattva Road, Waitoki, unhappy with the way stormwater issues on Bodhisattva Road, Waitoki, had been addressed under a previous case (CAS-897367-G3L8X0). The resident specifically asked who had decided to dig out a huge gutter area, significantly narrowing an already dangerously narrow metal road; whether the work was ever going to be finished, noting that the crew that came and painted white marks on the roadside never returned and none of those marked areas have been remedied; what the cost of the work is to date and whether the council was ever aware they are paying tens of thousands of dollars for this sort of 'work' - where road hazards increase and infrastructure deteriorates. The requests were responded to under the Local Government Official Information and Meetings Act on 28 March, the resident being advised that the Road Corridor Delivery team had not done anything different to normal process for this type of work. Contractors attend sites on an as required basis, and as such, it is impossible to identify a single person who authorised the work to take place. Whilst optically the road looks narrower due to the ‘U’ shape of the drain after cleaning it out, the actual width, as measured by AT's Area Engineer, is 3.5 metres wide. 3.0 metres is the minimum required road width registered in our asset database. To overcome the perception of narrowness and for safety reasons, reshaping and widening of the road will be undertaken. As part of this work, a shallower ‘V’ shaped drain will be formed to shed water off the road surface. The unsealed road drainage work undertaken is paid for from an annual lump sum budget for such work across the unsealed roading network in the Rodney area (approximately 670km). Culvert clearing also comes out of an annual lump sum budget. This means that there is no extra cost to the ratepayer for these works as the sums are paid as a set amount monthly. As a result, it is difficult to give an exact cost for these specific works.
### Attachment A

**Issues Raised by Elected Members to 31 March 2019**

<table>
<thead>
<tr>
<th></th>
<th>Location</th>
<th>Issue Description</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>Warkworth</td>
<td>Questions and suggestions about the new bus service connections to Warkworth. Member Houlbrooke forwarded a range of suggestions and questions about the new bus service connections to Warkworth on 19 March 2019, in addition asking whether there will be a review of the bus service connecting with Warkworth and results supplied to the Rodney Local Board; and will there be an opportunity for the local board to feed suggestions for improvements to it. <strong>Referred to PT Network Services.</strong></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Matua/Oraha Roads, Kumeu</td>
<td>Request for extension of footpath at the intersection of Matua/Oraha Roads, Kumeu. Member Pirrie asked that the footpath on the Northern side of Oraha Road be extended and realigned so that it meets the footpath on the Southern side of Matua/Oraha Roads, Kumeu. <strong>Referred to Traffic Engineering for consideration.</strong></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Ward and Matakan Valley Roads, Matakan</td>
<td>Request for safety improvements at the intersection of Ward and Matakan Valley Roads, Matakan. Through Member Houlbrooke, on 27 March 2019 the residents of Ward Road requested safety improvements at the intersection of Ward and Matakan Valley Roads, Matakan, which they believe are needed because of the proximity of the one-lane bridge at the end of Ward Road, poor visibility and lack of signage, contributed to by a deep drain and a slump in the road surface at the end of Ward Road. The residents believe that with the removal of vegetation, minor maintenance and improved signage this situation would be vastly improved. <strong>Referred to Traffic Engineering and Road Corridor Delivery for investigation and action as appropriate.</strong></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Leigh area</td>
<td>Request for extension of bus service to Leigh. A petition was presented to the Rodney Local Board at its meeting on 21 March 2019 requesting that AT consider a request for the extension of the existing bus service operating in the Matakan, Snells Beach, Point Wells and Omaha areas, to include a connection from Matakan to Leigh. <strong>Referred to PT Services.</strong></td>
<td></td>
</tr>
</tbody>
</table>
Rodney town centre revitalisation: Helensville streetscape concept design

File No.: CP2019/04978

Te take mō te pūrongo
Purpose of the report
1. To seek approval of the final design plans to enhance Helensville township and to allocation of funding to progress the project to Resource Consent application, procurement, and physical works.

Whakarāpopototanga matua
Executive summary
2. Community consultation in Helensville has identified a need to improve the quality and amenity of the main street.
3. Concept design has been completed to improve and upgrade the streetscape on Commercial Road and Creek Lane.
4. The community, the iwi and the North West Country Business Association have been consulted and have helped shape and inform the final design.
5. This report seeks approval of the concept design and budget allocation of $350,000 for construction of the Helensville streetscape improvement project.

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board
a) approve the concept design for the Helensville Streetscape project as outlined in the design documentation (Attachment A) and request staff progress the project through to construction
b) allocate $350,000 from the Rodney Locally Driven Initiatives capital budget in the 2018/2019 financial year work programme item ‘Rodney Town Centre Revitalisation – Implement Concept Plans’ for the completion of the Helensville Town Centre Project stage one.
c) delegate to the chairperson of the Transport, Infrastructure and Environment Committee the ability to approve any minor modifications to the approved concept design.

Horopaki
Context
6. Community consultation sessions in Helensville during 2016 and 2017 identified the need to improve the quality of the main street as a priority. Feedback indicated that people wanted an improved look and feel for the town centre with more trees and street planting, better connections with the river, upgraded shop frontages and a revitalised retail strip.
7. In September 2017, the North West Country Business Association engaged a consultant to prepare a concept plan for enhancing the Helensville town centre. This was to include street trees and planting, seating, signage, a new covered structure outside the Returned Services Association (RSA) building and improved linkages with the river.
8. A draft concept design was presented to the Rodney Local Board, Transport Infrastructure and Environment Committee on 15 February 2018 by the North West Country Business Association.
9. At its business meeting on 21 June 2018, the Rodney Local Board indicated their support for the concept design and allocated $30,000 funding to complete the investigation and detailed design of the North West Country Streetscape Improvement project (Resolution number RD/2018/75). The Rodney Local Board also requested that a community consultation session be held to obtain feedback on the concept design.

10. 4Sight Consulting were contracted to prepare concept design and detailed design work for this project in August 2018.

**Community consultation**

11. Council staff, local board members and the consultant hosted a community “drop in” session on 8 September 2018. This well attended session was an opportunity for members of the public to discuss and have input on the concept plans.

12. The concept plans and feedback questionnaire were also posted outside the library for six weeks. Approximately 40 questionnaires were received with the following responses.

a) **Widespread support**

<table>
<thead>
<tr>
<th>WHAT</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vegetation, trees</td>
<td>Significant majority support but concerns about visibility, maintenance, slippery leaves, root damage to footpaths need to be considered</td>
</tr>
<tr>
<td>More seating and shade</td>
<td>Including protection from the wind</td>
</tr>
<tr>
<td>Mana whenua</td>
<td>Need to be reflected in the design and included in the process</td>
</tr>
<tr>
<td>Improve riverside</td>
<td>Keep clean, maintain walkway, improve connections and accessibility, more planting by river</td>
</tr>
<tr>
<td>Pedestrian crossing</td>
<td>Upgrade and lighting</td>
</tr>
<tr>
<td>Art, sculptural works</td>
<td></td>
</tr>
<tr>
<td>More pedestrian friendly</td>
<td>Slowing traffic, more space and seating, by-pass for trucks needed</td>
</tr>
<tr>
<td>More car parking</td>
<td>People really like the “new” shops, dislike the empty</td>
</tr>
<tr>
<td>Shops tidied up</td>
<td>Mix of old and new but retain character and heritage</td>
</tr>
<tr>
<td>Co-ordinated look</td>
<td>Needed at RSA walkway</td>
</tr>
<tr>
<td>Signage for art centre</td>
<td>Needed at RSA walkway</td>
</tr>
<tr>
<td>Walkway linkage</td>
<td></td>
</tr>
</tbody>
</table>

b) **Controversial – roughly even split for and against**

<table>
<thead>
<tr>
<th>WHAT</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue colour on Creek Lane</td>
<td>People liked the concept of the meandering creek in general. Some people thought the blue colour great but equally as many thought it could be “tacky”</td>
</tr>
<tr>
<td>Hanging baskets</td>
<td>Maintenance and vandalism issues. Tried before but ended up in creek. Often looking ill-kept</td>
</tr>
</tbody>
</table>
c) Significant opposition

<table>
<thead>
<tr>
<th>WHAT</th>
<th>COMMENT</th>
</tr>
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<tbody>
<tr>
<td>Existing planter boxes</td>
<td>Thought to be ugly, take up too much space, block footpath, universally disliked</td>
</tr>
<tr>
<td>Uniform colour palette</td>
<td>Should be cohesive but not all the same</td>
</tr>
</tbody>
</table>

d) Other suggestions

- Design needs to better reflect mana whenua - could use Te Aranga design principles/co-design process
- This design should be part of a broader collective vision for the area
- Improve Mill Road approach and northern end
- Town symbol and entrance features needed
- Community gardens & fruit trees
- Fix roads and footpaths
- Need to get young people’s input

13. Where appropriate and possible, many of these suggestions have been included in the final design.

14. A consultation session was held with a representative from Ngāti Whatua o Kaipara to find out their views on the project and how they would like to be involved. They expressed a strong interest in working with the consultants to ensure the design reflected their cultural views and aspirations for Te Awaroa.

Tātaritanga me ngā tohutohu
Analysis and advice

15. This project is in line with the local board outcome of empowering and enabling communities to act and take the lead in projects and planning for their own areas.

16. There was a thorough community consultation process carried out prior to deciding on the scope and focus of the Helensville streetscape project and there were opportunities for input into the early stages of the design.

17. The project has been designed to:
   - improve the street aesthetics with tree planting and underplanting,
   - provide additional seating,
   - provide shaded areas,
   - provide a more functional space for the public,
   - provide improved signs within the town centre,
   - enhancement of the gateway entrance to the town centre and river connections.

18. The project will have two delivery stages. Stage one is to include tree planting, seating and underplanting within the retail area of Commercial Road.
Commercial Road: Extend of Stage One Planting and Seating

19. Stage two of this project delivery is to include the design of the Creek Lane and foot path hardscape pattern, RSA memorial shelter and tree planting outside of stage one retail area.

20. There is also the potential to add further to the design scope of stage two of this project if additional funding becomes available in the future.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

21. Council's Parks and Places, arboriculture and eco specialists and Operational Management and Maintenance have been consulted, provided further input and are supportive of the town centre improvement proposals.

22. Healthy Waters will be consulted on the final design of Creek Lane and RSW Memorial Shelter.

23. Watercare will be consulted on the final design of Creek Lane.

24. Staff will collaborate with NZTA on the final design and construction of the stage one project delivery to ensure that any new planting is co-ordinated with any other NZTA projects in the town centre.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

25. At its business meeting on 15 February 2018, the initial concept design was presented to the Rodney Local Board, Transport Infrastructure and Environment Committee. Committee members indicated support for the design and at their subsequent meeting on 21 June 2018, the Rodney Local Board allocated $30,000 funding to complete the detailed design of the North West Country Streetscape Improvement project (Resolution number RD/2018/75).

Tauākī whakaaweawe Māori

Māori impact statement

26. 4Sight Consulting and council staff have been in discussions with a representative from Ngāti Whatua o Kaipara to gather feedback and input on the concept design.

27. Included in the feedback from mana whenua is the proposed colour palette for the area, incorporating appropriate designs and imagery into the seating, the signage, and the types of planting.
**Ngā ritenga ā-pūtea**  
**Financial implications**

28. Locally Driven Initiative capital expenditure budget has been allocated for the Rodney town centre revitalisation projects as part of the 2018/2019 work programme. The total budget is $822,000 though some allocations have already been made to the Mahurangi River dredging. There is sufficient funding available to meet the costs of this project as well as the Warkworth Town Centre project detailed in a separate report.

29. A rough order of costs has been prepared as part of the design process. The estimated cost to undertake stage one of this project is $350,000.

30. Creek Lane Design, the RSA memorial shelter and tree planting included in stage two are not part of the indicative costs for this project. These items will be costed separately and further design stages and construction are proposed to be included in stage two.

**Ngā raru tūpono me ngā whakamaurutanga**  
**Risks and mitigations**

31. Resource Consent is required, and the preparation and processing of this consent may have an impact on the time frame for construction.

32. To help prevent the spread of Myrtle Rust, a planting ban has been put in place by Biosecurity New Zealand to plant large numbers of trees. This could potentially be a risk to the design, should the ban apply to the Helensville streetscape project and the proposed tree planting.

33. Watercare upgrade on Creek Lane is being proposed. There is no date or specifications available at the time of writing.

34. New Zealand Transport Agency (NZTA) is completing a Safer Speed Report and upgrades to the Commercial Road pedestrian crossing and islands. Consultation has yet to be undertaken by NZTA and there is no timeline for the delivery of these projects.

35. The Helensville Community Centre/ RSA and Library at 49 Commercial Road is currently under investigation for a comprehensive renewal project. The extent of the project is currently unknown and could have an effect on the RSA memorial shelter design that forms part of the proposed concept design.

36. Due to the currently unknown timelines of the projects planned by Watercare, NZTA and the renewal of 49 Commercial Road, the delivery of Creek Lane design and RSA memorial shelter are being excluded from the cost estimate and stage one construction. These items are to form part of stage two of the project.

**Ngā koringa ā-muri**  
**Next steps**

37. The table below summarises the anticipated next steps and estimated delivery timeframe for the project. The estimated timeframes assume successful and timely completion of each identified project step. Unforeseen delays in the procurement, the resource consent process, planting season or contractor availability have the potential to delay completion of the project beyond the identified timeframe.
Developed Design

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**Ngā tāpirihanga**

**Attachments**

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**Signatories**

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<tr>
<td>Authorisers</td>
<td>Rod Sheridan - General Manager Community Facilities</td>
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<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
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HELENSVILLE TOWNSHIP ENHANCEMENT PLAN
2019
Overview

Project Context
Conversations

- 2008
- 2014
- Jan 2017
- Mar 2017
- Aug 2017
- Jan 2018
- Feb 2018
- Jul 2018
- Aug 2018
- Sep 2018
- Dec 2018
- Jan 2019
- Mar 2019

Rodney town centre revitalisation: Helensville streetscape concept design
Project Status Update_Final Design Stage

1. ONGOING CONSULTATION
   - Following recommendations at the last Board meeting, project Representatives met with local iwi to gain input into the design and concept for Te Awaroa (Helensville).
   - Internal Auckland Council liaison with associated/affect ed departments.
   - Auckland Transport Parking and Traffic teams have been sent the plans, formal feedback has not been received.

2. STREETSCAPE PLANS
   - These have undergone a Traffic Safety Audit as required by NZTA, and received only minor comments in relation to the proposed streetscape design.
   - A Rough Order of Costs (up to $250,000) has been produced for Stage 1 works.

3. MEMORIAL SHELTER
   - Project Representative met with Vets North to discuss their concerns, shelter design was revised to be on Council property only.
   - Auckland Council is currently upgrading drainage and stormwater to resolve water tightness issues.
   - New stormwater requirements which have been worked into the Memorial Shelter and Walkway Engineering design.

4. CREEK LANE & HARDSCAPE PATTERN
   - Iwi input into the design suggested a more “serpentine” shape be used to represent the river, as this is the unique nature of the Kaipara River.
   - Revised layout was integrated into the design.

5. SEATING AND SIGNAGE CONCEPTS
   - As a separate project, concepts for seats and signs were produced following meeting with iwi on general design parameters and preferred locations within the township.
Themes _Te Awaroa is...

*awa_* the Kaipara River _mahinga kai_, transport, founding history, trade.

*pāmu_* animals, farming, fertile land

*mātauranga Māori_* Māori creativity and cultural practices

*whenuā_* land

*hāpori whānui_* community

*pāhekoheko_* co-operate, unite
HELENSVILLE TOWN CENTRE Streetscape
Attachment A

Item 12

Rodney town centre revitalisation: Helensville streetscape concept design
Rodney Local Board Transport, Infrastructure and Environment Committee
18 April 2019

Rodney town centre revitalisation: Helensville streetscape concept design

Attachment A

Item 12

PLANT SCHEDULE - MIX A

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MIX A: FOOTPATH PLANTING

MIX B: TREE ISLAND PLANTING PLAN

GENERAL PLANTING PALETTE:

CORE PLANT PALETTE: SYMBOLS ILLUSTRATE NATURAL ASPECTS OF SIGNIFICANCE
- BIRDS: RATAI RAKIAR, RATAI, THE WAKAROweis OF THE KUPARA RIVER
- BUDDING: 1.5m D TUMI Panel (Hawkins and Elsdon/Toyo Architects), THE KUPARA RIVER
- BLACK: PARAKI WAIPLATS OF THE INNER KUPARA, RAKIAHIA

PLANT SCHEDULE - MIX C

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NOTES
1. ALL GARDEN BEDS TO BE PREPARED AND INSTALLED TO ATOP 2013 STANDARD
2. SUBSTITUTES TO PLANT SCHEDULE TO BE COMPLIANT WITH LANDSCAPE ARCHITECT

MIX C: BUS STOP PLANTING PLAN (NORTH)

MIX C: BUS STOP PLANTING PLAN (SOUTH)

STREET TREE SCHEDULES

Rodney town centre revitalisation: Helensville streetscape concept design
Streetscape Plant Palette

Akuga reiplans 'Jungle Beauty'
Ophiopogon 'Black Dragon'
Caryx 'Everillo'
Festuca ovina glauca
Pittosporum 'Goldenball'

Metrosideros 'Maori Princess'
Alectryon excelsa
Cordyline australis
Memorial Shelter Redesign
Creek Lane & Streetscape Final Design
Attachment A

Item 12

HARDSCAPE EXTENT - WEST SIDE OF MAIN ST

NEW CAR PARK LINING

OUTER EDGE OF CAR PARK

EXISTING KERB

NEW BLACK TINT CONCRETE IN PETER FELL COLOUR IMR® FINISH: BUSH HAMMERED, HARD

TEXT TO BE CENTRAALLY ALIGNED WITH TREE

4mm THICK STAINLESS STEEL LETTERING SETS FLUSH WITH THE CONCRETE

100mm WIDE COLOURED CONCRETE STRIP IN PETER FELL GELATO "BLUEBERRY"

PATTERN DIMENSIONS: TYPICAL

400mm

400mm

200mm

200mm

500mm

100mm

420mm

390mm

420mm

150mm

60mm

RETAIN EXISTING PAVING BAND

NOTES:

1. ALL DECORATIVE CONCRETE TO BE SUPPLIED BY PETER FELL LTD. TO THE COLOUR SPECIFIED, ANY DISPARITIES TO BE RESOLVED THROUGH A MEETING WITH THE PROJECT LANDSCAPE ARCHITECT PRIOR TO IMPLEMENTATION.

2. RETAIN EXISTING PAVING AND REMOVE 100MM OF EXISTING PAVING AND 400MM DEEP PROFILES AND HAMMER TO A RECOMMENDED 1200mm 6" TRENCH

3. EXCAVATE TO A MINIMUM DEPTH OF 300mm BELOW FINISHED SURFACE LEVEL

4. FINISHES CONCRETE LEVEL TO BE FLUSH WITH EXISTING PAVING OR ALLOWS 10mm TO TIPTING而导致 CPU.
Hanging Baskets (Optional)

Spring

- Snapdragons
- Impatiens
- Petunia
- Phlox

Summer

- Snapdragons
- Impatiens
- Petunia
- Verbena
- Lobelia

Winter

- Nandina
- Perfume Series
- Heliotrope

- Poinsetta

Hanging Baskets - Otorohanga

Hanging Baskets - Tawa Main Street

Hanging Baskets - Otorohanga
Rodney town centre revitalisation: Warkworth community space concept design

File No.: CP2019/04984

Te take mō te pūrongo
Purpose of the report
1. To seek approval of the concept design for the community space in the area between the Warkworth Library and the Masonic Hall and the allocation of funding to progress the project to procurement and physical works.

Whakarāpopototanga matua
Executive summary
2. Community consultation in Warkworth has identified a need for better connections between the town and the river and for attractive community spaces with more shade and seating.
3. Concept and preliminary design has been completed to redevelop the area between the Warkworth Library and the Masonic Hall and improve access to the river and the area behind the Masonic Hall.
4. The community, the iwi and the library have been consulted and have helped shape and inform the design.
5. Ngāti Manuhiri have provided input for naming the town centre “Te Huihuinga Kowhai”.
6. This report seeks approval of the concept design and budget allocation of $300,000 prior to consent applications, procurement and construction.

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:

a) approve the concept design for the Warkworth Town Centre project as outlined in the design documentation (Attachment A) and request staff progress the project through to construction

b) allocate a further $90,000 of local driven initiatives capital funding to the Community Facilities work programme item 1887 - ‘Rodney Town Centre Revitalisation – Implement Concept Plans’.

c) allocate $300,000 from the Rodney locally driven initiatives capital budget in the 2018/2019 financial year work programme item ‘Rodney Town Centre Revitalisation – Implement Concept Plans’ for the completion of the Warkworth Town Centre Project.

c) delegate to the chairperson of the Transport, Infrastructure and Environment Committee the ability to approve any minor modifications to the approved concept design.

Horopaki
Context
7. Several community engagement sessions were held in Warkworth during 2016 and 2017 to gather the local community’s ideas on what they wanted for the future activation of the town centre and the river. Five key ideas were identified, and these were collated into the Warkworth Community Aspirations Report (December 2017).
8. There was significant support for improving the health and cleanliness of the river, refocusing the town towards the river, better access between the town centre and the river and improved community spaces with additional provision of seating and shade.

9. The Warkworth Community Space project was recommended by council staff for further community consultation and progression to concept design because it contributed to most of the five key ideas for improving Warkworth town centre identified by the community in the Warkworth Community Aspirations Report.

- We want a clean healthy river
- We want affordable and accessible public spaces that focus on the river
- We want an attractive town centre that supports a vibrant local economy
- We are proud of and nurture our identity, culture and heritage
- We want to get around more easily - improved pedestrian accessibility and connections.

10. The scope of this project will also include improvements to the entranceway of the library and provide this facility with additional outdoor space as well as providing an attractive seating and shaded area for users of the new bus service in Warkworth.

11. Resilio Studio were contracted to engage with the local community and develop concept and detailed design for this project.

**Community consultation**

12. Resilio Studio held a stall at the Kowhai Festival in October 2018. They talked with a wide cross section of the local community and asked people to complete a simple questionnaire that gathered views on how they would see the space along the river to be developed, what would they like it to look like and what they would like to use it for.

13. As a result of the community feedback and a careful examination of potential sites, Resilio Studio proposed that the best location for the project at this time, given the potential resourcing available, would be the area between the library and the Masonic Hall and directly behind the Masonic Hall.

14. An initial consultation session was held with Ngāti Manuhiri in late October 2018 to find out their views on the project, the proposed location, and how they would like to be involved. They expressed a keen interest in working with Resilio Studio to ensure the design reflected their cultural views and aspirations for Warkworth.

15. The proposed location and a draft concept plan was presented to the Rodney Local Board Parks and Recreation Committee at their workshop on 8 November 2018. The committee were supportive of the location and the general design concept.

16. An open day event was held at the site on 15 December 2018. This was an opportunity for the community to look at the concept plans and discuss them in detail with Resilio Studio and council staff. Apart from a few people wanting more than the budget can provide at this stage, there was a great deal of support for the proposed concept design and the location.

17. A special workshop session was held with library staff to discuss their needs and how they would like to use the space. As much as possible, this has been incorporated into the final design and the library staff are very happy with the proposed changes to the area outside the library entranceway.

**Tātaritanga me ngā tohutohu**

**Analysis and advice**

18. This project is in line with the local board outcome of empowering and enabling communities to act and take the lead in projects and planning for their own areas.
19. There has been a robust community consultation process carried out over a considerable length of time in 2017 and 2018 and a variety of different community voices have been heard. The project directly responds to majority community view for more community spaces and better connections between the main street and the river in Warkworth.

20. The community space has been designed to:
   • complement the immediate area
   • provide beneficial outdoor space for the library
   • provide a pleasant place for users of public transport
   • provide a more enticing gateway to the river
   • increase the amount of seating, shade and planting near the main street.

21. There is also the potential to add further to this design if additional resourcing becomes available in the future. Some people would like to see better provision for events and entertainment at the back of the Masonic Hall. The seating terraces and shaded area will go some way towards this but there could be opportunities for further development.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

22. Council’s Parks and Places, Operational Management and Maintenance and Libraries have been consulted and are supportive of the proposed designs.

23. Healthy Waters and Auckland Transport will be consulted as part of the developed design phase.

24. Community Facilities staff will co-ordinate with Libraries and Venue Hire during construction phase to minimise disruption to services.

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

25. The initial concept design was presented to the local board at a workshop on the 8 November 2018. Local board members indicated support for the design and requested that the community had an opportunity for input into the plans before they were further developed to the next design stage. The revised concept design, incorporating community feedback was presented at the local board workshop on the 14th March 2019.

Tauākī whakaaweawe Māori

Māori impact statement

26. There were discussions with Ngāti Manuhiri in the early design stages of the project on what they thought of the idea and how they might like to be involved. They were interested, supportive and keen to see Ngāti Manuhiri aspirations and cultural values reflected in the new community space. The final design has had input from Ngāti Manuhiri.

27. This included possibly naming the redeveloped community space “Te Huihuinga Kōwhai”. Huihuinga means gathering, crowd, meeting or assembly, which feels appropriate for the new community space. Kōwhai is in reference of the tree specifies that form part of the design.

28. Other considerations include the replacement of existing trees with specific natives, such as Kōwhai. Including the concept of manaaki (hosting) with provision of a drinking fountain, shade/shelter, seating and integrating a “Māori” look and feel into the overall design and materials.
Ngā ritenga ā-pūtea

Financial implications
29. Locally driven initiative (LDI) capital expenditure budget has been allocated for the Rodney town centre revitalisation projects as part of the 2018/2019 work programme. The total budget for this work programme item is $822,000 though some allocations have already been made to the Mahurangi River dredging. The allocation of a further $90,000 in capital funding will ensure that there is sufficient funding available to cover the costs of this project as well as the Helensville Town Centre project stage one as set out in a separate report.

30. A rough order of costs has been prepared as part of the design process. The estimated costs to undertaken the town centre improvement works is $300,000.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations
31. The Rodney Local Board is in support of the enhancement of the Warkworth town centre in line with the Warkworth Community Aspiration Report developed in 2017.

32. Without the approval of the Rodney Local Board of the concept design the town centre development cannot proceed.

33. Community expectations have been raised throughout the consultation period and community’s input into the concept design and the Rodney Local Board reputation is at risk if the project does not proceed.

Ngā koringa ā-muri

Next steps
34. The table below summarises the anticipated next steps and estimated delivery timeframe for the project. The estimated timeframes assume successful and timely completion of each identified project step. Unforeseen delays in the procurement or contractor availability, have the potential to delay completion of the project beyond the identified timeframe.

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<tbody>
<tr>
<td>Authorisers</td>
<td>Rod Sheridan - General Manager Community Facilities</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Rodney Local Board Transport, Infrastructure and Environment Committee
18 April 2019

Attachment A

Item 13

Rodney town centre revitalisation: Warkworth community space concept design
Te take mō te pūrongo
Purpose of the report
1. Attached is the Rodney Local Board Transport, Infrastructure and Environment Committee workshop record for 7 March and 4 April 2019.

Whakarāpopototanga matua
Executive summary
2. The Rodney Local Board and its committees hold regular workshops.
3. Attached for information is the record of the most recent workshop meetings of the Rodney Local Board’s Transport, Infrastructure and Environment Committee. The workshop records for the Rodney Local Board and the Parks and Recreation Committee 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 7 March and 4 April 2019.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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<tbody>
<tr>
<td>A</td>
<td>Workshop record 7 March 2019</td>
<td>61</td>
</tr>
<tr>
<td>B</td>
<td>Workshop record 4 April 2019</td>
<td>63</td>
</tr>
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Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Lesley Jenkins - Relationship Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Author</td>
<td>Robyn Joynes - Democracy Advisor - Rodney</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 at the Orewa Service Centre, 50 Centreway Road, Thursday, 7 March, commencing at 12.30pm.

PRESENT
Chairperson: Cameron Brewer
Members: Brent Bailey
Beth Houlbroke
Louise Johnston
Phelan Pirrie
Allison Roe (until 1.55pm)
Colin Smith
Brenda Steele
Colin Smith
Tessa Berger

Apologies: No apologies

Also present: Jonathan Hope (Senior Local Board Advisor), Ben Moimoi (Local Board Advisor), Lesley Jenkins (Relationship Manager), Robyn Joynes (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 and noted the apologies.</td>
</tr>
<tr>
<td>Warkworth Structure Plan</td>
<td>Input into regional decision making</td>
<td>Mr Bradley provided a progress update on the draft Warkworth Structure Plan and consultation being undertaken for the project over February/March.</td>
</tr>
<tr>
<td>Ryan Bradley (Principal Planner)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peter Vari (Team Leader Planning)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silverdale West Dairy Flat Industrial Area Structure Plan – Draft Structure Plan</td>
<td>Input into regional decision making</td>
<td>Mr Paul was in attendance to provide the committee a draft of the Silverdale West Dairy Flat Industrial Area Structure Plan.</td>
</tr>
<tr>
<td>Dave Paul (Principal Planner)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peter Vari (Team Leader Planning)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Panuku’s Transform and Unlock programme</td>
<td>Keeping informed</td>
<td>Representatives from Panuku were in attendance to provide an update on analysis and next steps relating to possible opportunities for optimisation and redevelopment and how the Rodney Local board could be considered for inclusion in the overall Transform, Unlock and Support Programme.</td>
</tr>
<tr>
<td>Marian Webb (Manager Portfolio Strategy and Business Development)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moira Faumui (Portfolio Research Analyst)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interegional Marine Pest Pathway Management Plan</td>
<td>Input into regional decision making</td>
<td>Ms Little and Ms Happy were in attendance via Skype to provide the committee with information on the development of an inter-regional marine pest pathway management plan to manage marine pests.</td>
</tr>
<tr>
<td>Maddie Little (Relationship Advisor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sam Happy (Senior Biosecurity Advisor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rodney Healthy Harbours Riparian Restoration Fund</td>
<td>Local initiative / preparing for specific decisions</td>
<td>Ms Little and Ms Beltran were in attendance via Skype to give an update on the Rodney Healthy Harbours Waterways Fund and next steps for the second round of funding allocations.</td>
</tr>
<tr>
<td>Maddie Little (Relationship Advisor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sonia Beltran (Senior Healthy Waters Specialist)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The workshop concluded at 3.30pm
Rodney Local Board Transport, Infrastructure and Environment Committee Workshop Record

Workshop record of the Rodney Local Board Transport, Infrastructure and Environment Committee meeting held at the Orewa Service Centre, 50 Centreway Road, Thursday, 4 April, commencing at 12.30pm.

PRESENT
Chairperson: Cameron Brewer
Members: Brent Bailey
Beth Houlbrooke
Phelan Pirrie
Colin Smith
Allison Roe
Tessa Berger

Apologies: Brenda Steele, Louise Johnston
Also present: Jonathan Hope (Senior Local Board Advisor), Ben Maimoi (Local Board Advisor), Lesley Jenkins (Relationship Manager), Robyn Joynes (Democracy Advisor)

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<tbody>
<tr>
<td>Chairperson’s welcome and apologies</td>
<td></td>
<td>The Chairperson opened the workshop and noted the apologies.</td>
</tr>
<tr>
<td>Auckland Transport Community Safety Fund Ellen</td>
<td>Setting direction /</td>
<td>Ms Barrett was in attendance to provide information to the committee on the Auckland Transport’s Community Safety Fund and discuss suitable projects for nomination.</td>
</tr>
<tr>
<td>Barrett (Elected Member Relationship Manager)</td>
<td>priorities / budgets</td>
<td></td>
</tr>
<tr>
<td>SH16 Brigham Creek to Waimauku update Kathy</td>
<td>Keeping informed</td>
<td>Ms Chinn, Mr de Beer and Ms Brock were in attendance to provide an update on the progress of the SH16 Brigham Creek to Waimauku project.</td>
</tr>
<tr>
<td>Chinn (Community Engagement Manager)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aimee Brock (NZTA Stakeholder and Communications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manager)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Rodney Local Board Transport, Infrastructure and Environment Committee

**18 April 2019**

#### Attachment B

<table>
<thead>
<tr>
<th>Item 14</th>
</tr>
</thead>
</table>

| **Lloyd de Beer**  
Regional Delivery Manager |  
| **Drainage Districts**  
**Andrew Chin**  
(Auckland Waters Portfolio Manager)  
**Shaun McAuley**  
(Development and Negotiations Team manager)  
**Maddie Little**  
(Relationship Advisor) | Keeping informed | Mr Chin, Mr McAuley and Ms Little were in attendance via Skype to provide an update on the proposed engagement with stakeholders in the local drainage district areas. |
| **Baxter Street Carpark**  
**Rob Cairns**  
(Head of Investigation and Design)  
**Raymond Tan**  
(Head of Asset Management Intelligence Support)  
**Letitia Edwards**  
(Team Leader Portfolio Review) | Keeping informed | Staff were in attendance to update the committee on the status of the Baxter Street carpark. |
| **Warkworth Structure Plan feedback**  
**Ryan Bradley**  
(Principal Planner) | Keeping informed | Mr Bradley was in attendance to provide an update on feedback received from the public consultation events. |

The workshop concluded at 4.05pm