

I hereby give notice that an ordinary meeting of the Rodney Local Board will be held on:

Date: Wednesday, 17 July 2024
Time: 10:00AM
Venue: Kumeū Meeting Room
296 Main Road, Kumeū

Rodney Local Board

OPEN AGENDA

MEMBERSHIP

| | |
|---------------------------|---------------------|
| Chairperson | Brent Bailey |
| Deputy Chairperson | Louise Johnston |
| Members | Michelle Carmichael |
| | Mark Dennis |
| | Tim Holdgate |
| | Colin Smith |
| | Geoff Upson |
| | Ivan Wagstaff |
| | Guy Wishart |

Ignacio Quinteros
Democracy Advisor

12 July 2024

Contact Telephone: +64 21579781
Email: ignacio.quinteros@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

| Local Board Member | Organisation | Position |
|----------------------------|--|----------------------|
| Brent Bailey | Central Shooters Inc | President |
| | Auckland Shooting Club | Member |
| | Royal NZ Yacht Squadron | Member |
| Michelle Carmichael | Fight the Tip Tiaki te Whenua Inc | Deputy chairperson |
| | Tapora School Board of Trustees | Staff representative |
| Mark Dennis | Helensville Tennis Club | Elected member |
| | Parakai Springs Complex | Operations manager |
| Tim Holdgate | Landowners Contractors Association | Vice chairman |
| | Agricultural & Pastoral Society Warkworth | Committee member |
| Louise Johnston | Blackbridge Environmental Protection Society | Treasurer |
| Colin Smith | Landowners Contractors Association | Committee member |
| Geoff Upson | | |
| Ivan Wagstaff | | |
| Guy Wishart | Huapai Kumeū Lions | Member |
| | Kaipara ki Mahurangi LEC | Member |
| | Kumeū Community Centre | Committee member |
| | Kumeū Small Landowners Assoc | Member |
| | Future Kumeū Inc Committee | Member |
| | Kumeū Live (Music Events) | Manager |
| | Kumeū Emergency Network | Member |
| | Kumeū Community Action | Member |
| | Kumeū Showgrounds Committee | Member |

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1 Nau mai | Welcome

2 Ngā Tamōtanga | Apologies

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

3 Te Whakapuaki i te Whai Pānga | 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 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Rodney Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Wednesday, 19 June 2024, and the extraordinary minutes of its meeting, held on Monday, 1 July 2024, as a true and correct record.

5 He Tamōtanga Motuhake | Leave of Absence

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

6 Te Mihi | Acknowledgements

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

7 Ngā Petihana | Petitions

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

8 Ngā Tono Whakaaturanga | 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. 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 Deputation: Riverhead development

Te take mō te pūrongo

Purpose of the report

1. Kelsey Bergin from Fletcher Living has requested a deputation to discuss community concerns regarding traffic and stormwater ahead of the Riverhead development.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakamihi / thank Ms Bergin for her attendance at the meeting.

8.2 Deputation: Muriwai commemorative sculpture

Te take mō te pūrongo

Purpose of the report

1. Clare Bradley co-chair of the Muriwai Community Association has requested a deputation to discuss the Muriwai commemorative sculpture project.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakamihi / thank Ms Bradley for her attendance at the meeting.

8.3 Deputation: Historic Farm Cottage Muriwai

Te take mō te pūrongo

Purpose of the report

1. Delwyn Sheperd from the Historic Farm Cottage at Muriwai has requested a deputation to discuss the project.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakamihi / thank Ms Sheperd for her attendance at the meeting.

8.4 Deputation: Kumeū Cricket Club

Te take mō te pūrongo

Purpose of the report

1. Stephen Nobile from the Kumeū Cricket Club has requested a deputation to discuss additional grass wickets at the Huapai Reserve.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakamihi / thank Mr Nobilo for his attendance and presentation at the meeting.

Attachments

- A 17 July 2024 - Rodney Local Board, Item 8.3 - Kumeū Cricket Club -
Supporting information 167

9 Te Matapaki Tūmatanui | 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 three minutes per speaker 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 Ngā Pakihi Autaia | 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.”

Huapai Recreation Reserve - approval of the site development plan, play network redevelopment and the implementation plan

File No.: CP2024/09222

Item 11

Te take mō te pūrongo

Purpose of the report

1. To seek approval of the site development plan, play network redevelopment, and the implementation plan for Huapai Recreation Reserve and to progress the project to concept design.

Whakarāpopototanga matua

Executive summary

2. The site development plan, including the redevelopment of the play network of Huapai Recreation Reserve, was identified via strategic assessment. The local board requested that staff look at the possibility of a destination playground and wheel play facility at the time of renewal to amalgamate the existing playgrounds into a more centralized location.
3. The local board has allocated \$5,127,754 of ABS: Renewals, Locally Driven Initiatives capex and Growth funding towards the play network redevelopment and the implementation plan works. The Huapai Recreation Reserve – development of full site plan including the redevelopment of play network (ID28196) has been approved as part of the Rodney Local Board Customer and Community Services three-year capital work programme 2024-2027 (RD/2024/83).
4. The project supports the Rodney Local Board Plan 2023:
 - Outcome 4: Our places, growth and development are supported by first class infrastructure and facilities that meet the needs of our growing communities and support sustainability outcomes.
5. The draft development plan was presented to the local board on 4 October 2023 where staff asked for feedback on the plan and support to take the plan out for community engagement.
6. Community engagement was undertaken from November 2023 to January 2024 via “AK Have Your Say” and a drop-in session was held at the Huapai Reserve food truck festival on 20 January 2024.
7. Feedback received from this community engagement and the past engagement with various groups such as Auckland Transport, Waka Kotahi / New Zealand Transport Agency and specialist council staff, has been reviewed and has been central to producing the final development plan for the reserve.
8. Staff presented the site development plan to the local board for feedback at a workshop on 12 June 2024.
9. Staff now seek approval for the proposed site development plan, play network redevelopment and implementation plan before progressing the project to concept design.
10. Progress updates on the project will be provided to the local board as part of the quarterly reports.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whakaae / approve the proposed site development plan, play network redevelopment and implementation plan for Huapai Recreation Reserve as per attachment A to the agenda report and request staff to progress the project to concept design.

Horopaki Context

11. The Huapai Recreation Reserve is located on Tapu Road, Huapai.



Figure 1: Location plan of Huapai Recreation Reserve

12. As a part of the Rodney Local Board 2024-2027 Customer and Community Services three-year capital works programme, the local board on 19 June 2024 (RD/2024/83) approved a project to create a site development plan for the site that included the redevelopment of the existing play networks. The budget sources for this project being made up of ABS: Renewals, Local-driven initiatives capex and Growth funding.
13. The site development plan has been prepared to provide a high-level layout for the reserve and advise on the optimum location for the future destination playground (Attachment A – site development plan).
14. The intended outcomes for the site development plan are as follows:
 - a) Produce a site development plan for the Huapai Recreation Reserve that will provide a 20-year vision for the park.
 - b) Consider and incorporate the existing activities and strategies for the park through collaboration with Auckland Transport, Waka Kotahi New Zealand Transport Agency, and the park's club representatives.

- c) Provide an action plan to direct the staged implementation of the site development plan.
 - d) Help facilitate conversation between Auckland Council and Waka Kotahi New Zealand Transport Agency around the Notice of Requirement to designate land for future development.
 - e) Provide a review of the existing accessways and lighting within the reserve.
 - f) Provide open space recreation facilities that cater to the local community.
15. The intended outcomes for the play network redevelopment are as follows:
- a) The play network redevelopment includes the amalgamation of the two existing playgrounds at Huapai Reserve into a new destination playground in a more centralised location.
 - b) Feedback from the public consultation showed that the urban sports bowl theme was the most favoured for the new playground.
 - c) The new playground will take advantage of the area's local history. The reserve has always been considered a significant sporting facility for the Rodney area and the urban sports bowl theme will blend in well with the range of activities held at the reserve.
16. The elements presented in the site development plan can be delivered as a series of separate projects, these have been grouped and prioritised into two stages, in consultation with council specialist staff and are proposed as detailed below. This outlines the staged implementation plan for this project.
17. The first stage will focus on the carparking work. The works will deliver:
- a main entry and new carpark off Van Fixel Drive, including associated lighting, signage and planting
 - the removal of internal reserve fencing to the northern pond area and planting of trees
 - the installation of a small new carpark at 46 Tapu Road, including footpath, signage and planting.
18. The second stage has been separated into two groups of projects and will focus on the play network works:
- a) The first group of projects will include:
 - the development of the wheel play facility, including associated path works, park signage, installation of furniture and planting
 - the enabling works to make space for the destination playground including the reduction of the carpark by the netball courts, relocation of the designated training field to the northern end of the reserve, including installation of new lighting and footpath realignment works
 - the demolition of the existing small playground and skate ramp.
 - b) The second group of projects will see include:
 - the development of the destination playground including associated path works, park signage, installation of furniture, lighting and planting
 - upgrading of the main entry on Tapu Road, including visibility, signage, and pedestrian access.

[Link to strategic documents](#)

Item 11

| Strategic document | Outcome |
|---|---|
| Rodney Local Board Plan 2023 | Outcome 4: Our places, growth and development are supported by first class infrastructure and facilities that meet the needs of our growing communities and support sustainability outcomes |
| Rodney Play Provision Assessment undertaken in 2018 | Identified Huapai Recreation Reserve as being the preferred site location for a destination playground |
| Auckland Unitary Plan | Future Growth Zone |
| Northwest Strategic – Rapid transit corridor | A Notice of Requirement has been lodged which overlays Huapai Recreation Reserve and will have implication for the park |

Tātaritanga me ngā tohutohu Analysis and advice

19. The site development plan, redevelopment of play network and the implementation plan were presented to the local board at the 12 June 2024 workshop.
20. An assessment of design consideration which included constraints, risks and benefits was discussed with the local board at the workshop. These have been highlighted in the table below.

Table 1: Site and play network redevelopment design considerations.

| Site and play network redevelopment | Design considerations |
|-------------------------------------|--|
| Wheel play facilities | The temporary pump track has been relocated Feedback received from the public consultation showed a flowpark design (Attachment A) was the most popular option for the wheel play facility. This provides access to a wide range of user groups – bikes, scooters, skaters, etc |
| Accessways | The current access creates congestion on State Highway 16. Tapu Road access is located close to this highway There is currently only one vehicle accessway into the park, a second vehicle accessway should be considered to alleviate pressure on the Tapu Road entrance |
| Carparking | The existing carpark by the netball courts to be reduced to allow for the development of a destination play facility and provide two new carparks on the reserve The new carparks to be located at 46 Tapu Road and Van Rixel Drive, providing an increase of approximately 33 carparks |

| | |
|--------------------------|---|
| | This will alleviate congestion at 2A Tapu Road and provide more entry options for users who are arriving from other sides of the reserve |
| Path connections | Improvements to be made to the overall circulation of the reserve by providing additional paths to complete the perimeter loop for users. A clear circulation network with a hierarchy of paths will be created and fill the gaps in the existing path network |
| Designated training area | This will need to be relocated to allow for a destination playground to be developed in the optimum location. The new location for the training fields will be to the northern side of the reserve, adjacent to the newly proposed carpark providing ease of access |
| Sports fields | Retain existing sports field provision at the reserve |
| Stream and wetland areas | Will be revegetated with native species. Existing vegetation will be managed to ensure clear sightlines |

Consultation / Engagement

21. Engagement with Auckland Transport and Waka Kotahi New Zealand Transport Agency has been undertaken to understand the future development plans for the reserve. This engagement will be ongoing throughout the project.
22. Engagement with Auckland Council staff has been ongoing throughout the site development planning process.
23. Consultation with the local community via "AK Have Your Say" was undertaken from November 2023 and January 2024, including a drop in session at the Huapai Reserve food truck festival on the 20 January 2024.
24. Direct engagement with parks club representatives has been undertaken and will continue throughout the course of the project.
25. The local board supported the site development plan, play network redevelopment and the implementation plan at the 12 June 2024 workshop.

Mana whenua engagement

26. The following draft objectives have been developed with Ngāti Whatua o Kaipara and will guide all development on the park:
 - Kaitiakitanga (guardianship and protection)
 - Ahi Ka (people sustaining the place)
 - Taiao (the natural environment)
 - Mannakitanga (sharing experiences in collaboration)
 - Whai oranga (promoting healthy activity).
27. Direct consultation with Ngāti Whatua o Kaipara will be ongoing throughout the progression of the project. The site development plan will be in draft format and will be subject to amendment to Ngāti Whatua o Kaipara as our conversations continue. These conversations will focus on the history of the reserve, the wider Auckland context and the reserves values and objectives.
28. All consultation feedback is summarised within the site development plan - as attachment A

Tauākī whakaaweawe āhuarangi Climate impact statement

29. The council's climate goals as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan are:
 - to reduce greenhouse gas emissions to reach net zero emissions by 2050 and
 - to prepare the region for the adverse impacts of climate change.
30. It is anticipated that there will be an increase in carbon emission from construction, including contractor emissions. Staff will seek to minimise carbon and contractor emissions as much as possible when delivering the project.
31. Maximising the upcycling and recycling of existing material, aligned with the waste management hierarchy (prevention, reduction, recycle), will also be prioritised to ensure minimum impact.
32. Mitigation of greenhouse gas emissions will be achieved through sourcing of low-carbon material options (including sourcing materials locally) and the use of products with environmental declarations for embodied carbon reductions.

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

33. Council staff from within the Customer and Community Services (Parks and Community Facilities operational management and maintenance and Active Communities), Auckland Transport and Waka Kotahi NZ Transport Agency have been consulted. This engagement will be ongoing throughout the project.
34. Collaboration with staff will be ongoing to ensure that the development of the play network is integrated appropriately into the operational maintenance and asset management systems once completed.

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

35. The site development plan will provide a 20-year vision for the park. The redevelopment of the play network into a destination playground will provide improved play value, user experience and park amenity for the local community.
36. The site development plan will help facilitate conversation between Auckland Council and Waka Kotahi New Zealand Transport Agency around the Notice of Requirement and ensure that any future developments of the reserve is captured.
37. The project aligns and support the following Rodney Local Board strategic documents:
 - a) Rodney Local Board Plan 2023: Outcome 4: Our places, growth and development are supported by first class infrastructure and facilities that meet the needs of our growing communities and support sustainability outcomes
 - b) Rodney Play Provision Assessment undertaken in 2018: identified Huapai Recreation Reserve as being the preferred site location for a destination playground.

Tauākī whakaaweawe Māori Māori impact statement

38. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi and its statutory obligations and relationship commitments to Māori. These commitments are articulated in the council's key strategic planning documents, the Auckland Plan, the Long-term Plan, the Unitary Plan (operative in part), Whiria Te Muka Tangata Māori Responsiveness Framework and local board plans.

39. The redevelopment discussed in this report will benefit Māori and the wider community through creating objectives that will guide all future development on the park.
40. Direct consultation with Ngāti Whatua o Kaipara will be ongoing throughout the progression of the project.

Ngā ritenga ā-pūtea Financial implications

41. Identified in the 2024-2027 Customer and Community Services Work Programme, the total budget allocation for the life of this project is \$5,127,754 and is detailed below.

Table 2 and 3: Huapai Recreation Reserve site development plan budget allocations.

| Budget source | Financial Years | Total (\$) |
|--|-------------------------------|--------------------|
| ABS: Renewals | 2023/2024 and 2027/2028 | \$1,355,852 |
| Locally-driven initiatives (LDI) - capex | 2024/2025 | \$665,902 |
| Growth | 2025/2026 and 2026/2027 | \$3,100,000 |
| Total allocated budget | | \$5,127,754 |

| 2023/2024 + prior years Actuals | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 | Total Cost |
|---------------------------------|-----------|-------------|-------------|-------------|--------------------|
| \$ 97,839 | \$665,902 | \$1,100,000 | \$2,000,000 | \$1,258,013 | \$5,127,754 |

42. As the project progresses, the budget requirements to deliver the project will be refined. True costs for the projects physical works will become apparent once the design has progressed. Staff will ensure that if further funding is required, consultation for this will be undertaken with the local board.
43. A \$3.1 million contribution has been proposed from the local parks and sportsfield development (growth) budget, which supports increasing the current service levels of the existing reserve to meet the provision demands due to a significant population increase.
44. The funding allocated of \$665,902.00 within the 2024/2025 work programme is sufficient to complete the concept design for this project.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

45. The following risks and mitigations have been considered:

Table 4: Risks and mitigations for the site development plan, redevelopment of the play network and implementation plan:

| Risks identified | Mitigation |
|------------------------|---|
| Timeframe | |
| Wheel play networks | A thorough assessment will need to be undertaken of all wheel play provisions within the region. This will help establish any gaps within wheel play provisions that could be incorporated into the design of the wheel play network at Huapai Reserve. Staff will ensure these assessments are undertaken in a timely matter |
| Budget | |
| Budget is not adequate | As the project progresses, the budget requirements to deliver the project will be refined. True costs for the physical works will become apparent once the design has progressed. Staff will ensure that if further funding is required, consultation for this will be undertaken with the local board |
| Growth funding | The growth programme is reviewed yearly. The local board may need to find additional funding within their existing budgets should there be any amendments to the existing growth funding allocation / work programme |

Ngā koringa ā-muri Next steps

46. Table four below summarises the anticipated next steps and estimated delivery timeframes for the project. The estimated timeframes assume successful and timely completion of each identified project step.

Table 5: Project phasing and timelines

| Project phase | Planned completion |
|--|------------------------|
| <p>Concept design development</p> <p>Direct community engagement with the park’s club representatives, mana whenua, local schools, local childcare centres, and disability groups</p> | August 2024 – May 2025 |
| <p>Local board feedback on the concept design</p> <p>Incorporate community feedback and seek local board feedback on the concept design</p> | June 2025 |
| <p>Concept design approval</p> <p>Incorporate local board feedback and seek approval of the concept design</p> | July 2025 |
| <p>Detailed design / consenting</p> <p>Once the concept design is approved by the local board, the development of the detailed design can be progressed</p> | August 2025 onwards |

47. Progress updates on the project will be provided to the local board as part of the Parks and Community Facilities quarterly reports. The site development plan will be in draft format and will be subject to amendment to Ngāti Whatua o Kaipara as our conversations continue. These conversations will focus on the history of the reserve, the wider Auckland context and the reserves values and objectives.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|---|------|
| A | Huapai Recreation Reserve - Site development plan | 19 |

Ngā kaihaina Signatories

| | |
|-------------|---|
| Author | Sarah Ross - Senior Project Manager |
| Authorisers | Taryn Crewe - General Manager Parks and Community Facilities Lesley Jenkins - Local Area Manager |

Approval of Holiday Parks Local Board Work Programme 2024-2025

File No.: CP2024/09791

Item 12

Te take mō te pūrongo Purpose of the report

1. To approve the 2024/2025 Rodney Local Board Holiday Parks work programme and its associated budget.

Whakarāpopototanga matua Executive summary

2. The Governing Body has approved a change to the delegated decision-making table which has formally shifted decision making for holiday parks to local boards, effective 1 July 2024. This is in keeping with the local board's resolved feedback in March 2024 (RD/2024/36) expressing a desire to take over the management of these parks.
3. Budgets relating to the Martins Bay and Whangateau holiday park assets and service operation have been transferred to the Rodney Local Board and formed part of the Local Board Agreement approved on 12 June 2024 (RD/2024/76).
4. This report presents the 2024/2025 Rodney Local Board Holiday Parks work programme for approval. In addition, the 2025/2026 and 2026/2027 Holiday Parks work programme is presented for approval in principle.
5. When approved, the holiday parks renewals and development will form part of the overall Parks and Community Facilities Department work programme for the purposes of future quarterly reporting to the local board.
6. Within the Holiday Parks work programme, the Parks and Community Facilities Department has identified several capital projects for the 2025/2026 and 2026/2027 financial years as part of the Risk Adjusted Programme.
7. Approval is sought for the planning and design of the Risk Adjusted Programme projects to commence during the 2024/2025 financial year, so they can be prioritised if other, already approved projects cannot be delivered, face higher costs or are delayed due to unforeseen reasons.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whai / approve the 2024/2025 Holiday Parks work programme and its associated budget (Attachment A to the agenda report).
- b) whai / approve in principle the 2025/2026 and 2026/2027 Holiday Parks work programme (Attachment A).
- c) whai / approve the Risk Adjusted Programme projects identified in the 2024/2025 Holiday Parks work programme (Attachment A).
- d) tuhi ā-taipitopito / note that capex and opex funding for the Holiday Parks has been transferred to the local board and formed part of the funding set out in its local board agreement (adopted on 12 June 2024 (RD/2024/76)), and that an additional amount of

capex will be transferred to the local board, and the budgets correctly rephased over 2024-2028 period, to match the work programme and correct a shortfall in the initial sum.

Horopaki Context

8. Auckland Council owns two holiday parks in the Rodney Local Board area: Martins Bay Holiday Park and Whangateau Holiday Park. A Section 17A review of the holiday parks was undertaken in 2021 and a possible procurement of the holiday park service to a third party operator process was completed in 2023. The local board provided input throughout this process.
9. At the March 2024 meetings for both the Rodney and Hibiscus and Bays Local Boards, each local board resolved to cease all further negotiations relating to the procurement process. Both local boards expressed a desire to take over the management of the holiday parks. The local boards intend to shape ongoing community and recreational outcomes in the parks by:
 - influencing fee reviews for annual concession sites and boat/trailer parking
 - prioritising a fair market rate for concession turnover accessible to all
 - maintaining a classic kiwi camping experience for all users as a key priority.
10. To give effect to the local board's resolved position, staff recommended in the Long-term Plan 2024-2034 that relevant budgets for the holiday parks be transferred to the local board, to align with a change in decision-making responsibility. This has now been actioned with effect from 1 July 2024.
11. On 30 May 2024, the Governing Body formally adopted the revised "Decision-making responsibilities of Auckland Council's Governing Body and local boards", which formally shifted decision-making for the holiday parks to the local board (GB/2024/62).
12. As a result of these changes in decision making and budget allocation, the Holiday Parks work programme will now shift to the Rodney Local Board. Attachment A to this report provides detail about the specific projects and programmes delivered.

Tātaritanga me ngā tohutohu Analysis and advice

13. The work programme demonstrates the phasing of programme and project delivery for the 2024/2025 financial year.
14. Delivery of the work programme commences from 1 July 2024, and in some cases comprises a continuation of implementation from previous financial years, including ongoing projects.

Opex Programme

15. Operational expenditure for the provision of the holiday parks service is presented as a single year for 2024/2025. This is consistent with the approach taken with the local board's Customer and Community Services work programme, approved on 19 June 2024 (RD/2024/83).
16. Holiday parks services in future years will form part of the wider work programme process and discussions which will start for 2025/2026 in late 2024.
17. The local board will be formally updated by staff on the delivery of the holiday parks programme in 2024/2025 by way of quarterly performance reports.

Capex Programme

18. With respect to capital renewals and development, the work programme also presents proposed allocations for 2025/2026 and 2026/2027 for approval in principle, in accordance

with the Parks and Community Facilities three-year rolling work programme. This is so that delivery and financial commitments against the capital works programme can be planned.

19. Approval of unique multi-year capital projects in the 2024/2025 work programme may lead to contractual commitments to the future budget needed to complete the project in 2025/2026 or 2026/2027. The 2024/2025 work programme includes projects with contractual commitments approved in principle as part of the 2022/2023 and 2023/2024 work programmes.
20. The holiday parks capital works formerly featured in the Regional Renewals Work Programme, which is approved by the Planning, Environment and Parks Committee each year. As with the renewal of other local assets, the holiday parks projects are informed by issues such as asset criticality and condition. Staff also considered key factors specific to holiday parks such as:
 - Business operation
 - Campground regulations and holiday park industry best practice
 - Tourism Standards (e.g. maintaining the NZ Qualmark rating)
 - Revenue generation/return on investment.
21. The 2024/2025 work programme contains items approved in principle by the Planning, Environment and Parks Committee in August 2023. The committee noted the programme again in May 2024 as part of the draft 2024/2025 regional work programme development process.
22. There have been some subsequent changes to the programme since May 2024 to reflect updated delivery forecasts. The division of decision making across the two local boards has also necessitated the need to split some projects which were formally bundled together across the region.

Risk Adjusted Programme

23. The Risk Adjusted Programme was first implemented in 2019 and is designed to mitigate risk so that the total budget is delivered.
24. Several capital projects in the 2025/2026 and 2026/2027 work programme have been identified as part of the Risk Adjusted Programme and outlined in Attachment A.
25. Local board approval is sought for the commencement of these projects in the 2024/2025 financial year, so they can be prioritised if other, already approved projects, cannot be delivered or are delayed due to unforeseen reasons.

Work Programme Changes

26. The budgets associated with the work programme are estimates only. Costs are subject to change and may need to be refined as the project progresses through the design and delivery process. Once activity details are more clearly defined, staff will update the work programme for approval in subsequent years.
27. In response to more detailed design and costing information, community consultation, consenting requirements and similar factors, amendments to the work programme or specific projects may also be required as projects progress.
28. Amendments to the work programme or specific projects will be provided to the local board when required. Any cost increases or changes that the local board approve will need to be funded from the local board's overall capex budget and may involve trade-offs with other renewals and development works.

Tauākī whakaaweawe āhuarangi Climate impact statement

29. As a significant service provider and property owner, the Community Directorate has a leading role in delivering Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
30. Coastal assets, including the holiday parks, will be adversely affected by climate change. The Customer and Community Services Work Programme includes actions, consistent with Te Tāruke-ā-Tāwhiri to halve council's operational green house gas (GHG) emissions by 2030, and to adapt to a changing climate. The Holiday Parks work programme will be delivered in light of these continuing efforts.
31. Actions include reducing operational GHG emissions through improving the efficiency of facilities, investing in renewable energy, and adopting the Sustainable Asset Policy.
32. At the same time, the directorate will mitigate GHG emissions and improve climate resilience through delivering tree planting programmes across the region. This includes the transitioning of unproductive farmland on regional parks to permanent native forest and delivering ecological restoration projects with community groups.
33. Recent significant weather events have influenced criteria for renewing assets. Each renewal project will be assessed for flood plain impacts, as well as any new known consequences the council has experienced due to the weather.
34. Work is ongoing to build on the above actions and embed climate change considerations into investment decision-making, planning, and corporate policies, including asset management plans and local board plans.

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

35. The Holiday Parks work programme was developed collaboratively by staff in the Community directorate to ensure the activities and delivery of the work programme is integrated, complementary, and reflect council-wide priorities.
36. In future, the Holiday Parks work programme will be developed alongside the rest of the Community Directorate work programme and involve the collaboration of staff across the directorate as well as Governance and Engagement.
37. The holiday parks service and the holiday parks assets are both administered by the Parks and Community Facilities department which has meant a limited impact on the rest of the council group.

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

38. The local board resolved in their desire in 20 March 2024 (RD/2024/36) to take over the management of the holiday parks. The work programme and transfer of decision-making gives effect to the local board's resolution.
39. Any feedback received from the Planning, Environment and Parks Committee has informed the proposed Holiday Parks work programme. However, as the decision to transfer decision making for holiday parks to the local board came after the conclusion of the local board work programme process, the programme has been lifted directly from the regional work programme without direct local board input.
40. The local board will have an opportunity to provide input and direct the future renewals and development of the holiday parks as part of the upcoming 2025/2026 work programme development which will start in October 2024.

Tauākī whakaaweawe Māori Māori impact statement

41. The Auckland Plan’s focus on Māori culture and identity is encapsulated in the outcome: Māori Identity and Wellbeing.
42. Kia Ora Tāmaki Makaurau, the council’s Māori outcomes performance measurement framework, captures the majority of the council’s Māori outcome strategy and planning. The framework responds to the needs and aspirations Māori in Tāmaki Makaurau, both mana whenua and mataawaka, have identified as mattering most for them.
43. Local boards play a vital role in representing the interests of all Aucklanders and are committed to the Treaty-based obligations and to enabling effective Māori participation (kia ora te hononga).
44. Local board plans include Māori outcomes and align Kia Ora Tāmaki Makaurau Outcomes with key initiatives in the local board plan.
45. The provision of services, facilities and open spaces support the realisation of the aspirations of Māori, promote community relationships, connection to the natural environment and foster holistic wellbeing of whānau, hapū and iwi Māori.
46. Engagement with Māori is critical. If not already completed, engagement will occur on an individual project basis, where appropriate, prior to any work commencing. Engagement outcomes with Māori will be reported back separately to the local board at the appropriate time.

Ngā ritenga ā-pūtea Financial implications

47. Each activity line has a budget allocation in one or more of the financial years e.g. 2024/2025, 2025/2026, and 2026/2027. The 2024/2025 activities recommended for local board approval can be accommodated within 2024/2025 budgets and staff resources.
48. The capex and opex for the projects in the work programme were transferred to the local board from the regional budget as part of the decisions made on the Long-term Plan 2024-2034 and adopted by the local board in their local board agreement on 19 June 2024. However, staff note that a mistake was made in that the full holiday parks regional budget had not been transferred to the local board and that the phasing of these budgets required adjustment over a four-year period. This has resulted in the local board now receiving an extra \$749,067 in capex over the period 2024-2028, and is reflected in the allocations shown in table 1.
49. The budgets allocated to activities in the financial years 2025/2026 and 2026/2027 are indicative and are subject to change due to any increased costs, inflation or reduction to the overall available annual council budget that may occur. Any cost increases or changes that the local board approve will need to be funded from the local board’s overall capex budget and may involve trade-offs with other renewals and development works.
50. Table 1 below summarises the budgets allocation for the Holiday Parks work programme for each financial year.

Table 1: Rodney budget allocation

| Local Budgets | 2024/2025 (approve) | 2025/2026 (approve in principle) | 2026/2027 (approve in principle) |
|----------------------------------|------------------------|-------------------------------------|-------------------------------------|
| Opex: Asset Based Services (ABS) | \$1,810,344 | 0 | 0 |

| | | | |
|---|--------------------------------|--------------------------------|--------------------------------|
| Capex: Local Asset Renewals - Budget (ABS) | \$865,200 | \$1,555,000 | \$1,450,000 |
| Capex: Local Asset Renewals - Proposed Allocation (ABS) | [OBJ] \$865,200 [OBJ] | [OBJ] \$1,555,000 [OBJ] | [OBJ] \$1,450,000 [OBJ] |
| <i>Advanced Delivery RAP*</i> | 0 | 0 | 0 |
| Capex: Local Asset Renewals – Unallocated Budget | \$0 | \$0 | \$0 |
| TOTAL PROPOSED ALLOCATIONS | [OBJ] \$2,675,544 [OBJ] | [OBJ] \$1,555,000 [OBJ] | [OBJ] \$1,450,000 [OBJ] |

51. During delivery of the 2024/2025 work programme, where an activity is cancelled or no longer required, the local board can reallocate the associated budget to an existing work programme activity or create a new activity within that financial year. This process will include agreement from the Parks and Community Facilities department and will need to be formally resolved on by the local board.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

52. The most significant risk is that delivery of the holiday parks projects is dependent on the local board approving the work programme in July 2024. Approval of the work programme later into the financial year will result in delays to delivery, including a risk that projects will not be ready for the upcoming summer seasons.
53. Staff have identified significant risk to holiday parks agreed revenue and savings targets if approval of these projects is delayed. This may adversely impact the local board’s desire to retain the service and the classic kiwi camping holiday.
54. Funding for the projects in future years has already been transferred to the local board based on the draft work programme, but these amounts are subject to change, as noted above. Accordingly, the local board may be required to top these projects up with additional capex if the costs exceed the current budgets and/or if the local board reprioritises projects in future years. Any additional funding required would need to be sourced from the local board’s existing capex budgets and therefore may impact the prioritisation of other local renewals and development work.
55. Table 2 below outlines the key risks and mitigations associated with the work programme once it has been approved.

Table 2: Risks and mitigations

| Risk | Mitigation |
|---|---|
| Non-delivery, time delays and budget overspend of activities that are managed through the work programme | Having agreed processes to amend the work programme if activities need to be changed or cancelled Utilising the Risk Adjusted Programme to progress those activities identified as ready to proceed under the Risk Adjusted Programme at the beginning of the financial year |
| Health, safety and wellbeing factors, including external influences relating to work programme delivery may impact the delivery of activities, resulting in activities requiring adjustment | Health and safety assessments will be conducted prior to commencement of projects. Work programme activities and projects will be adjusted accordingly where these risks occur during the delivery phase |

| | |
|---|--|
| <p>Extenuating economic and environmental conditions, as well as the possibility of further COVID-19 outbreaks, may continue to create capex delivery challenges, including increased material and labour costs, as well as shortages in both sectors, this in turn will lead to increased overall project costs and may lead to delays in project delivery</p> | <p>Development of the work programme has included consideration of potential impacts on delivery due to extenuating economic and environmental conditions, as well as possibly of further COVID-19 outbreaks for all activities</p> <p>Timeframes for some activities are set to enable delivery within the agreed timeframe despite possible delays</p> <p>Increased costs and delays will be managed as part of the ongoing management of work programmes via additional RAP projects, and the rephasing of projects to accommodate increased budget and address material shortages</p> <p>Where activities need to be cancelled the local board can reallocate the budget to other activities</p> |
| <p>Adverse weather impacts - delays to construction due to soft ground conditions and being unable to construct in the rain has impacted delivery of the capex work programme in the past. Should this continue, which with climate change is likely, this will once again impact delivery</p> | <p>Having agreed processes to amend the work programme if activities need to be changed or cancelled</p> <p>Delays will be managed as part of the ongoing management of work programmes via additional RAP projects</p> |
| <p>Geopolitical factors may result in further inflationary and supply chain pressures</p> | <p>Potential inflationary pressures have been modelled into key forecasts, however, uncertainties remain</p> <p>The ongoing cost increase may become unsustainable, and may require a reprioritisation of potential work programmes, capital spend and a potential discontinuation of some programmes</p> |

Ngā koringa ā-muri

Next steps

56. Delivery of the holiday parks work programme is scheduled to start immediately and continue until 30 June 2025.
57. The local board will receive progress updates on a quarterly basis, with the first quarterly report available in October 2024.
58. When further decisions for activities are needed at project milestones, these will be brought to the local board at the appropriate time.
59. Discussion of future renewal requirements and other capital works will form part of the regular workshops and updates with Parks and Community Facilities staff and be included as part of discussion for the 2025/2026 work programme, which will begin in late 2024.

Ngā tāpirihanga

Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Attachment A - 2024-2025 Holiday Parks Work Programme final | 89 |

Ngā kaihaina Signatories

| | |
|-------------|---|
| Author | Jonathan Hope - Principal Integration Specialist |
| Authorisers | Kim O'Neill - Head of Property & Commercial Business Taryn Crewe - General Manager Parks and Community Facilities Lesley Jenkins - Local Area Manager |

Approval of the Rodney Local Board Auckland Emergency Management work programme 2024/2025

File No.: CP2024/09983

Item 13

Te take mō te pūrongo

Purpose of the report

1. To approve the 2024/2025 Rodney Local Board Auckland Emergency Management work programme and its associated budget.

Whakarāpopototanga matua

Executive summary

2. This report presents the local board's Auckland Emergency Management work programme and associated budgets for approval for delivery within the 2024/2025 financial year (Attachment A to the agenda report).
3. The work programme responds to the following objective that the local board identified in the Rodney Local Board Plan 2023:
 - Our People: *Empower communities to prepare for disasters.*
4. The local board provided feedback to staff on the projects it would like to fund in a series of workshops and indicated its support for the following regionally-funded project:
 - Local Board, community and business emergency response plans and resilience programme.
5. Updates on the delivery of this work programme will be provided through the local board's quarterly performance reports.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakaae / approve the Auckland Emergency Management work programme 2024/2025 (Attachment A).

Horopaki

Context

6. Each year, the local board decides which activities to allocate its annual budget toward, through a series of workshops. The local board feedback in these workshops have informed the work programme.
 - The work programme responds to the outcomes and objectives that the local board identified in the Rodney Local Board Plan 2023. Our People: *Empower communities to prepare for disasters – support communities to develop local community emergency leadership groups and emergency action plans.*

Tātaritanga me ngā tohutohu Analysis and advice

7. The proposed activities for delivery as part of the local board's Auckland Emergency Management Work Programme 2024/2025 are detailed below. See Attachment A for further detail.
8. The Rodney Local Board, community and business emergency response plans and resilience programme is to increase disaster awareness, adopt readiness and response plans and be implemented in collaboration with the local board, and the community,
9. The benefits of this activity are identified as people within the local board rohe understand their hazard risks, have mitigated these risks, are prepared and have strong social networks to better support each other during an emergency.

Tauākī whakaaweawe āhuarangi Climate impact statement

10. Table 1 below outlines the activities in the 2024/2025 work programme that have an impact on greenhouse gas emissions or contribute towards climate change adaptation.

Table 1: Climate impact assessment of proposed activities

| Activity name | Climate impact |
|--|---|
| Rodney Local Board, community and business emergency response plans and resilience programme | Positive impact on our resilience to climate change, as this works increases community readiness to respond emergencies and the impacts of climate change |

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

11. The work programme was developed through a collaborative approach by operational council departments, with each department represented in the integrated team that presented the draft work programme to the local board at a series of workshops.

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

12. The proposed Auckland Emergency Management work programme has been considered by the local board in a series of workshops from October 2023 to May 2024. The views expressed by local board members during the workshops have informed the recommended work programme.
13. The activities in the proposed work programme align with the Rodney Local Board Plan 2023 outcomes.

Tauākī whakaaweawe Māori Māori impact statement

14. Where aspects of the proposed work programme are anticipated to have a significant impact on activity of importance to Māori then appropriate engagement will be undertaken.

Ngā ritenga ā-pūtea Financial implications

15. The proposed Auckland Emergency Management work programme budget for 2024/2025 is regionally funded therefore does not need to be accommodated within the local board's total budget for 2024/2025.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

16. Where a work programme activity cannot be completed on time or to budget, due to unforeseen circumstances, this will be signalled to the local board at the earliest opportunity.

Ngā koringa ā-muri Next steps

17. Delivery of the activity in the approved work programme commenced on 1 July 2024 and continue until 30 June 2025. Activity progress will be reported to the local board on a quarterly basis.
18. Where the work programme identifies further decisions and milestones for each activity, these will be brought to the local board when appropriate.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Auckland Emergency Management Work Programme 2024/2025 - Rodney Local Board | 95 |

Ngā kaihaina Signatories

| | |
|-------------|--|
| Author | Zoe Marr - Community Planning and Readiness Manager |
| Authorisers | Anna Wallace – Head of Planning Lou-Ann Ballantyne – General Manager Governance and Engagement Lesley Jenkins - Local Area Manager |

Kōkiri Agreement 2024-2025 - A plan for Auckland Transport project and programme engagement

File No.: CP2024/09796

Item 14

Te take mō te pūrongo Purpose of the report

1. To seek endorsement for the Rodney Local Board Kōkiri Agreement 2024-2025, which provides a plan for Auckland Transport's work programme engagement.

Whakarāpopototanga matua Executive summary

2. The Auckland Transport Local Board Relationship Project aims to create a more structured and effective process for local boards to engage with and influence Auckland Transport projects and programmes.
3. Developing a Kōkiri Agreement is an annual process within the Auckland Transport Local Board Relationship Project. It involves providing advice on Auckland Transport's works programme, seeking feedback from the local board, responding to this feedback, and establishing an endorsed work programme for engaging on work in the local board area.
4. Auckland Transport provided the local board with a forward works programme briefing at a workshop on 28 February 2024 to receive quality advice on the work programme. The local board provided its feedback at a business meeting on 20 March 2024 (RD/2024/32). Auckland Transport responded to this formal feedback by memorandum (Attachment B to the agenda report).
5. This report presents the first annual Kōkiri Agreement (Attachment A to the agenda report) with the Rodney Local Board. Auckland Transport is seeking endorsement of the agreement.
6. Auckland Transport will report quarterly on the Kōkiri Agreement beginning September 2024.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) ohia / endorse the levels of engagement established by Auckland Transport in the Rodney Local Board Kōkiri Agreement 2024-2025.

Horopaki Context

Project Kōkiri

7. In mid-2023, Project Kōkiri was initiated to build a more structured and supportive relationship between local boards and Auckland Transport.
8. Project Kōkiri is part of the Auckland Transport Local Board Relationship Project work, which responds to the *2020 Review of Auckland Council's Council-controlled Organisations*. The review highlighted the need for local boards and Auckland Transport to work more meaningfully and collaboratively.
9. Since 2020, Auckland Transport has taken steps to improve information flow and local board decision-making, including:

- instituting an annual forward works programme briefing for all local boards
 - increasing the number of updates sent to local boards
 - providing local board insights in all project engagement
 - reporting on the Council-controlled Organisations Joint Engagement Plan (2022-2023).
10. Auckland Transport established the Auckland Transport Local Board Relationship Project in mid-2023 to improve engagement with local boards. Auckland Transport started an annual programme of interaction that provides a better basis for communication and for understanding roles, responsibilities, limitations, and opportunities.
11. The new process outlined in Table One below takes learnings from the Council-controlled Organisations Joint Engagement Plan and builds an annual engagement structure, with levels of engagement captured in the local board’s Kōkiri Agreement (local board transport agreement).

Table One: Process for delivering Kōkiri Agreements

| Oct-Nov 2023 | Auckland Transport provided local boards with advice about Auckland Transport’s work programme in the 2024-2025 financial year (forward work programme brief). |
|--------------|---|
| March 2024 | Local boards provided formal feedback on Auckland Transport’s work programme, including stating: <ul style="list-style-type: none"> a) the level of engagement preferred on a particular project or programme. b) any projects that were not presented in the forward works programme that the local board would like Auckland Transport to consider. c) if there are projects that the local board does not believe the community will support. |
| May 2024 | Auckland Transport responded to these requests in a memo (Attachment B to the agenda report) |
| July 2024 | This report seeks endorsement of the local board’s Kōkiri Agreement (Attachment A) |
| Ongoing | Auckland Transport will provide quarterly progress reports about the projects and programmes in the Kōkiri Agreement, starting September 2024 |

12. Auckland Transport aims for local boards to have a clear structure for engagement. This provides opportunities for local boards to influence Auckland Transport’s work programme through organised formal feedback.

Tātaritanga me ngā tohutohu

Analysis and advice

13. The Kōkiri Agreement prioritises the projects or programmes that are most important to the local board. This clear prioritisation provides Auckland Transport with valuable insights into the local board’s transport-related objectives, in addition to the objectives provided in the local board plan. Auckland Transport reviews this input to inform its planning and, if necessary, to offer better explanations for why certain projects or programmes cannot be delivered.
14. Auckland Transport’s planning has some flexibility, and with clear information about expectations, the organisation can better meet the needs of local boards and the communities they serve.

15. The Auckland Transport Local Board Relationship Project and Kōkiri Agreements aim to enhance communication between Auckland Transport and local boards, fostering better relationships and improved local outcomes. Endorsement by the local board signifies mutual commitment to the project. If a local board chooses not to endorse the agreement, Auckland Transport will continue to deliver upon the expectations established in the agreement, including reporting quarterly on progress.
16. Local boards will have opportunity to provide formal views on the contents of the Kōkiri Agreement through this report and subsequent quarterly reports.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

17. Auckland Transport engages closely with the council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the council's priorities.
18. Auckland Transport reviews the potential climate impacts of all projects and works hard to minimise carbon emissions. Auckland Transport's work programme has been influenced by council direction through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

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

19. Project Kōkiri was developed working closely with local board staff from the Auckland Council's Governance and Engagement Department.
20. Project Kōkiri is a product of the Local Board Relationship Project which was in response to a 2022 'Letter of Expectation' directive from the mayor that stated in part that:
"The Statement of Intent 2023-2026 must set out how Auckland Transport will achieve closer Local Board involvement in the design and planning stage of local transport projects that affect their communities."
21. Project Kōkiri aims to meet this direction and seeks local board feedback regularly. Auckland Transport also surveys local board members quarterly about engagement, providing an indication of satisfaction. Auckland Transport has reported regularly on the project to the Local Board Chair's Forum.
22. Further, this work relies on historical engagement with both Auckland Council and with other council-controlled organisations and builds off the Joint Council-controlled Organisations Engagement Plans 2022-2023.
23. Auckland Transport will use the Kōkiri Agreement to inform internal teams delivering projects and programmes about the local board's priorities and expectations for engagement.

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

24. Auckland Transport provided the local board with a forward works programme briefing at a workshop on 28 February 2024 to receive quality advice on the work programme.
25. The response from both elected members and staff supporting local boards has been positive. Local boards have been specifically supportive of the large amount and quality of information provided in the briefings, the detailed discussion with subject matter experts, and attendance at workshops by Auckland Transport executive leaders.
26. This local board provided its feedback on the proposed programme and their priorities in a business meeting report on 20 March 2024 (RD/2024/32).
27. Auckland Transport responded to this formal feedback by memorandum (Attachment B).

Tauākī whakaaweawe Māori Māori impact statement

28. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
29. Auckland Transport's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

Ngā ritenga ā-pūtea Financial implications

30. This decision has no financial implications for the local board because Auckland Transport funds all projects and programmes.
31. Local boards do have a discretionary transport budget through the local board transport capital funds, and these projects are included in the Kōkiri Agreement. However, their financial implications are reported separately.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

32. Delays in making decisions on this programme of work could result in significant financial costs for Auckland Transport and consequently, for the ratepayer.

Ngā koringa ā-muri Next steps

33. Auckland Transport will use the Kōkiri Agreement to inform internal teams delivering projects and programmes about the local board's priorities and expectations for engagement.
34. Auckland Transport will report on the Kōkiri Agreement quarterly, starting in September 2024.
35. In October or November 2024, Auckland Transport will conduct its annual forward work programme process to develop the Kōkiri Agreement 2025-2026.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|--|------|
| A | Attachment A - Rodney Local Board Kōkiri Agreement 2024 -2025 | 103 |
| B | Attachment B - Memo: Response to local board feedback towards development of local board transport plan (Kōkiri Agreement) | 113 |

Ngā kaihaina Signatories

| | |
|-------------|---|
| Authors | Ben Stallworthy, Principal Advisor Strategic Relationships, Auckland Transport |
| Authorisers | Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager |

Local Board Transport Capital Fund crossing projects design changes

File No.: CP2024/09927

Item 15

Te take mō te pūrongo Purpose of the report

1. To approve changes to the Rodney Local Board Transport Capital Fund projects that were previously approved at the 18 October 2023 business meeting (Resolution number RD/2023/1).

Whakarāpopototanga matua Executive summary

2. Auckland Transport manages the Local Board Transport Capital Fund on behalf of the Rodney Local Board. Auckland Transport recommends a design change to three Local Board Transport Capital Fund crossing projects at Coatesville-Riverhead Highway, Coatesville, Rautawhiri Road, Helensville and the Matua and Tapu Road intersection, Huapai. It is recommended to remove the raised elements and replace these with alternatives.
3. These design changes require approval via resolution of the Rodney Local Board. This is not a request for re-allocation of funding from the Rodney Local Board Transport Capital Fund budget at this time. However, Auckland Transport is requesting the local board to approve contingency budget for Coatesville-Riverhead Highway project if additional funds are required during construction.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) tapi / amend part of a resolution adopted by the local board at its business meeting 18 October 2023 (resolution number RD/2023/171) by removing reference to raised pedestrian crossings at Rautawhiri Road, Helensville and Coatesville-Riverhead Highway, by instead approving Auckland Transport to undertake the following:
 - i) tapi / amend the design from a raised pedestrian crossing at Coatesville-Riverhead Highway and replace with other appropriate pedestrian safety improvements, and
 - A) proceed with construction of the footpath and parking spaces on Glenmore Road, Coatesville-Riverhead Highway under the Rodney Local Board Transport Targeted Rate programme
 - B) include any contingency funding via cost savings from other Rodney Local Board Transport Capital Fund projects, or any additional budget should it become available towards the construction of the Coatesville-Riverhead Highway project, only if additional funds are required during construction
 - ii) tapi / amend the design of safety improvements at Rautawhiri Road, Helensville following pedestrian and traffic surveys
- b) whakaae / approve the design change with the removal of the raised table crossings in the intersection upgrade at Matua and Tapu Road intersection, Huapai.

Horopaki Context

4. At its business meeting 18 October 2023, the local board resolved to allocate the Local Board Transport Capital Fund 2022-2025 (resolution number RD/2023/171), including to:
 - a) approve \$200,000 to complete the Coatesville Riverhead Highway *raised pedestrian crossing* to maximum 75mm high and maximum 1/15 gradient with a Swedish speed table.
 - b) approve \$400,000 to construct a *raised pedestrian crossing* at Rautawhiri Road, Helensville.
 - c) approve \$630,000 to complete the Matua Road/Tapu Road Huapai intersection upgrade.
5. A recent review of Auckland Transport's pedestrian safety approach found that a previous one-sized-fits all approach had dominated, reinforced by the New Zealand Transport Agency/Waka Kotahi funding model. This approach tended to recommend a raised pedestrian crossing in every case, when there are a range of solutions available to deliver safety outcomes, and a raised crossing was not always the most cost-effective or practical approach.
6. Auckland Transport has now completed design reviews on three of the local board's transport capital fund projects that had raised elements.
7. A memo was circulated on 17 June 2024, to advise the local board of the outcome of the review for the following projects:

| Project name | Project Description | Project Update |
|---|--|--|
| <u>Projects Impacted by vertical deflection Auckland Transport review</u> | | |
| Location | Project description | Design Review Decision |
| Coatesville Riverhead Highway Pedestrian Crossing | A raised pedestrian crossing to be constructed on Coatesville Riverhead Highway in conjunction with new footpaths and 16 new parking spaces on Glenmore Road funded from the RLBTTTR | Recommendation is to change the design from a raised table zebra crossing to a signalised pedestrian crossing which is pedestrian activated |
| Rautawhiri Helensville Raised Pedestrian Crossing | A raised pedestrian crossing in Rautawhiri Road, Helensville Whether the crossing will remain a raised one will depend on the outcome of the re-design investigation, following pedestrian and traffic surveys | Investigation still underway |
| Matua Road / Tapu Road Intersection | Intersection upgrade improvements | Remove the raised devices and redesign with the roundabout only. Internal and public inform to be undertaken |

8. This change requires approval from the Rodney Local Board who have full decision making over their Local Board Transport Capital Fund projects.

Tātaritanga me ngā tohutohu Analysis and advice

9. Auckland Transport estimates there will be a reduction of approximately 30 per cent of raised pedestrian crossings required compared to the current pipeline of projects. In all cases alternative safety measures will be considered to achieve the same outcomes and will be closely monitored. Examples of this may include signalised crossings and other speed calming measures.

Coatesville-Riverhead Highway

10. The local board specified in its resolution on 18 October 2023 (RD/2023/171) that this be a raised crossing. The design review recommends replacing this with a signalised crossing that activates only when a pedestrian pushes the button to cross the road. This type of crossing is not dependent upon the implementation of the proposed reduced speed limit to 50 km/h as recommended in the Draft Speed Management Plan: Katoa, Ka Ora (which has been put on hold pending further direction from the government). Auckland Transport's recommendation is to amend the design description of the project to "pedestrian safety improvements" at this location in the meantime to allow the project to proceed
11. Currently \$200,000 is allocated to this project. However, Auckland Transport is requesting the local board to approve a contingency budget for the Coatesville-Riverhead Highway project, in case additional funds are required during construction.
12. Meanwhile, construction of the footpath and parking spaces for the Coatesville-Riverhead Highway project funded from the Rodney Local Board Transport Targeted Rate, can proceed.

Rautawhiri Road

13. The local board specified in its resolution (RD/02023/171) that it be a raised pedestrian crossing. Auckland Transport is still in the investigation stage for this new project. Meanwhile, our recommendation is to change the design description of the project removing reference to a raised pedestrian crossing, and seek a new resolution so that it can progress to the design phase.
14. Once the investigation is completed, Auckland Transport will schedule a workshop to share the design options with the local board.

Matua Road/Tapu Road

15. Although the local board did not specify raised crossings for the proposed roundabout, the design presented for public consultation included four raised zebra crossings. The review recommends removing these from the original design and replacing them with at-grade zebra crossings. The local board indicated approval to continue with this approach at a workshop on 10 April 2024. Auckland Transport will update the design of this project and inform the external stakeholders.

Tauākī whakaaweawe āhuarangi Climate impact statement

16. Auckland Council has declared a climate emergency and has developed *Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan*.
17. Auckland Transport recommends prioritisation of projects that help reduce carbon emissions.
18. The above projects encourages safer walking, access to public transport services, and will contribute to reducing carbon emissions.

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

19. Any engagement required with other parts of the council group to complete these projects will be carried out as the projects progress.

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

20. A number of workshops were held with the local board in 2023 to discuss the allocation of its transport capital fund. On 18 October 2023, the local board resolved to allocate the Local Board Transport Capital Fund 2022-2025 (RD/2023/171) that included the three projects identified in this report, including specifying the use of vertical deflection (raised) elements.
21. Subsequently, a review of Auckland Transport's pedestrian safety approach has taken place, resulting in revision of the design of pedestrian-related projects that were discussed with the local board at a workshop on 10 July 2024, at which time the proposed design changes were supported.

Tauākī whakaaweawe Māori Māori impact statement

22. The actions being considered do not have specific impacts on Māori. Both Auckland Transport and Auckland Council are committed to meeting their responsibilities under Te Tiriti o Waitangi (*the Treaty of Waitangi*) and its broader legal obligations in being more responsible or effective to Māori.
23. Auckland Transport's Māori Responsiveness Plan outlines the commitment to 19 mana whenua tribes in delivering effective and well-designed transport policy and solutions for Auckland. Auckland Transport also recognise mataawaka and their representative bodies and the desire to foster a relationship with them. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>.
24. Any Auckland Transport project that requires consultation with iwi will include that activity within its project plan.

Ngā ritenga ā-pūtea Financial implications

25. This report involves consideration of a significant financial commitment of up to \$1,230,000 for the three projects identified.
26. Costs are calculated based on estimates and it is possible that the cost of the projects may be under or over the estimations.
27. Currently, Auckland Transport is not seeking any additional or re-allocation of funding from the Rodney Local Board Transport Capital Fund budget. However, it recommends approval of contingency budget for Coatesville-Riverhead Highway project.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

28. There is a risk that these projects may cost more than is budgeted for in this report.
29. As resources and budgets are constrained, delaying decision making means that there is less time for planning for the investigation, design, and subsequent delivery of these projects. Timely decision making will provide the best opportunity for these projects to be delivered in the current political term.

Ngā koringa ā-muri

Next steps

30. Auckland Transport will take direction from the local board's resolution and continue to work towards public consultation and delivery.
31. Throughout the process, Auckland Transport will keep the local board updated and if further decisions are required, a report will be brought to a business meeting for consideration and next steps.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

| | |
|-------------|---|
| Author | Beth Houlbrooke – Elected Member Relationship Partner North |
| Authorisers | Sila Auva'a – Programme Manager John Gillespie – Head of Stakeholder and Elected Member Relations Lesley Jenkins - Local Area Manager |

Local board Input into Auckland Council's submission on Making it easier to build granny flats

File No.: CP2024/09732

Item 16

Te take mō te pūrongo

Purpose of the report

1. To provide local board input for inclusion in Auckland Council's submission on making it easier to build granny flats.

Whakarāpopototanga matua

Executive summary

2. The Ministry of Business, Innovation and Employment and the Ministry for the Environment are seeking feedback on options to make it easier to build small, self-contained and detached houses, commonly known as 'granny flats' on property with an existing home on it.
3. The Ministry of Business, Innovation and Employment and the Ministry for the Environment are seeking feedback on options to enable granny flats up to 60 square metres in size, to be built without needing a building or resource consent, so long as they meet certain criteria.
4. The criteria granny flats must meet under the proposed exemption will form the checks and balances required to ensure they meet building performance and quality requirements, and appropriately manage environmental effects. Finding balance between speed, safety, and risk to ensure New Zealanders have safe, healthy and durable homes, as built as quickly as possible, is important. This is why the Ministry of Business, Innovation and Employment and the Ministry for the Environment want to understand all perspectives on potential costs, benefits and risks for the criteria that is being proposed.
5. The Government has committed to 'amend the Building Act and the resource consent system to make it easier to build granny flats or other small structures up to 60 square metres, requiring only an engineers report'.
6. The consultation material can be found [here](#).
7. A briefing for elected members will be held on 15 July 2024 and the Planning, Environment and Parks Committee meeting will be held on 25 July 2024. The draft submission will be circulated on 26 July 2024.
8. Formal feedback from local boards needs to be received by 19 July 2024 to be considered for incorporation into the Auckland Council submission, or by 5 August 2024 to be appended to the submission.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakarite / provide feedback for inclusion in Auckland Council's submission on Making it easier to build granny flats.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Item 16

| | |
|------------|-------------------------------------|
| Author | Robyn Joynes - Local Board Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Record of urgent decision: Rodney Local Board feedback included in Auckland Council's submission on the draft Land Transport Rule Setting of Speed Limits 2024

File No.: CP2024/09175

Item 17

Te take mō te pūrongo Purpose of the report

1. To receive the record of an urgent decision using the local board's urgent decision-making process (resolution number RD/2022/158) which outlined the Rodney Local Board feedback into Auckland Council's submission on the draft Land Transport Rule: Setting of Speed Limits 2024.

Whakarāpopototanga matua Executive summary

2. The Ministry of Transport has released the draft Land Transport Rule: Setting of Speed Limits 2024 (the draft Rule) for public consultation, replacing the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule). There are significant differences between the 2022 Rule and the draft Rule.
3. The draft Rule follows an approach to setting speed limits that focuses on economic impacts, high crash areas and public acceptability. The intention of the draft Rule is to replace the 2022 Rule and would come into effect on 1 July 2025.
4. The draft Rule would allow the Minister of Transport to set the Government's expectations for speed management, through a new Ministerial Speed Objective. This could include the pace, scale and focus for setting speed limits, such as the types of roads or percentage of the roading network Road Controlling Authorities should focus on and may be separate from the Government Policy Statement on Land Transport.
5. A memo (Attachment B to the agenda report) was provided on 19 June 2024 with a summary of the draft Land Transport Rule: Setting of Speed Limits 2024. A subsequent Auckland Council briefing was held on 24 June 2024 for elected members.
6. The deadline for the local board to provide feedback to be included into the Auckland Council submission was Monday 1 July 2024. This was outside normal business meeting timeframes therefore the local board feedback (Attachment A to the agenda report) was formalised using the urgent decision delegation process.
7. On 4 July 2024, the Transport and Infrastructure Committee approved Auckland Council's response to the government's proposals on setting speed limits (Resolution number TICCC/2024/73).

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whiwhi / receive the record of the urgent decision made on 27 June 2024 as set out in Attachment A on the draft Land Transport Rule: Setting of Speed Limits 2024.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|---|------|
| A | Urgent decision feedback | 131 |
| B | Memo - Release of the draft Land Transport Rule: Setting of Speed Limits 2024 | 135 |

Ngā kaihaina Signatories

| | |
|------------|-------------------------------------|
| Author | Robyn Joynes - Local Board Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Rodney Ward Councillor update

File No.: CP2024/09818

Item 18

Te take mō te pūrongo

Purpose of the report

1. The Rodney Local Board allocates a period of time for the Ward Councillor, Greg Sayers, to update them on the activities of the Governing Body.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whiwhi / receive Councillor Sayer's update on activities of the Governing Body.

Ngā tāpirihanga

Attachments

| No. | Title | Page |
|-------------------|----------------------------------|------|
| A | Ward councillor report June 2024 | 141 |

Ngā kaihaina

Signatories

| | |
|------------|---------------------------------------|
| Author | Ignacio Quinteros - Democracy Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Hōtaka Kaupapa – Policy Schedule July 2024

File No.: CP2024/00054

Te take mō te pūrongo Purpose of the report

1. To receive the Hōtaka Kaupapa – Policy Schedule update for July 2024.

Whakarāpopototanga matua Executive summary

1. This report contains the Hōtaka Kaupapa – Policy Schedule, a schedule of items that will come before the Rodney Local Board at business meetings and workshops over the coming months.
2. The Hōtaka Kaupapa – Policy Schedule for the Rodney Local Board is included in Attachment A to the agenda report.
3. The Hōtaka Kaupapa – Policy Schedule aims to support local boards' governance role by:
 - ensuring advice on agendas and workshop material is driven by local board priorities
 - clarifying what advice is required and when
 - clarifying the rationale for reports.
4. The Hōtaka Kaupapa – Policy Schedule will be updated every month. Each update will be reported back to business meetings and distributed to relevant council staff. It is recognised that at times items will arise that are not programmed and is subject to change. Local board members are welcome to discuss changes to the calendar.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whiwhi / receive the Hōtaka Kaupapa – Policy Schedule update for July 2024.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|---------------------|--|------|
| A ↓ | Hōtaka Kaupapa - Policy Schedule July 2024 | 155 |

Ngā kaihaina Signatories

| | |
|------------|---------------------------------------|
| Author | Ignacio Quinteros - Democracy Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Rodney Local Board workshop records

File No.: CP2024/00079

Item 20

Te take mō te pūrongo Purpose of the report

1. To receive the Rodney Local Board workshop records for July 2024.

Whakarāpopototanga matua Executive summary

2. Local board workshops are held to give local board members an opportunity to receive information and updates or provide direction and have discussion on issues and projects relevant to the local board area. No binding decisions are made or voted on at workshop sessions.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whiwhi / receive the Rodney Local Board workshop records for 3 July 2024 and 10 July 2024.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|------------------------------|------|
| A | Workshop record 3 July 2024 | 159 |
| B | Workshop record 10 July 2024 | 161 |

Ngā kaihaina Signatories

| | |
|------------|---------------------------------------|
| Author | Ignacio Quinteros - Democracy Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

ATTACHMENTS

Item 8.4 Attachment A 17 July 2024 - Rodney Local Board, Item
8.3 - Kumeū Cricket Club - Supporting
information

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