

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

Date: Wednesday, 19 February 2025
Time: 10:00am
Meeting Room: 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

(Quorum 5 members)

William Wilkinson
Democracy Advisor

14 February 2025

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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, 11 December 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: Kumeu Arts

**Te take mō te pūrongo
Purpose of the report**

1. Jago Neal from Kumeū Arts has requested a deputation to provide an update on activities at the art centre.
2. A PowerPoint presentation has been provided and is available under Attachment A of this item (under separate cover).

**Ngā tūhonga
Recommendation/s**

That the Rodney Local Board:

- a) whakamihi / thank Mr Neal for his attendance at the meeting.

8.2 Deputation: Community Patrols of New Zealand

**Te take mō te pūrongo
Purpose of the report**

1. Brett Henshaw and Sergeant David Gallagher from New Zealand Police along with John Cowsill from Community Patrols of New Zealand have requested a deputation to provide an update on community patrols in Rodney.

**Ngā tūhonga
Recommendation/s**

That the Rodney Local Board:

- a) whakamihi / thank Mr Henshaw, Sergeant Gallagher and Mr Cowsill for their attendance at the meeting.

8.3 Deputation: Environmental programmes in the north west of Rodney

**Te take mō te pūrongo
Purpose of the report**

1. Eric Van Essen and Shona Oliver have requested a deputation to provide an update on the Environmental programmes running in the northwest of Rodney.
2. A PowerPoint presentation has been provided and is available under Attachment B of this item (under separate cover).

**Ngā tūhonga
Recommendation/s**

That the Rodney Local Board:

- a) whakamihi / thank Mr Van Essen and Miss Oliver for their attendance at the meeting.

8.4 Deputation: Pest Free Coatesville

**Te take mō te pūrongo
Purpose of the report**

1. Gary Langridge from Pest Free Coatesville has requested a deputation to introduce the local board to new AI pest control.

**Ngā tūtohunga
Recommendation/s**

That the Rodney Local Board:

- a) whakamihi / thank Mr Langridge for his attendance at the meeting.

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.”

Grant Wellsford Rugby Football Club Incorporated a lease for land at Wellsford Centennial Park, 88 Centennial Park Road, Wellsford

File No.: CP2025/00432

Item 11

Te take mō te pūrongo Purpose of the report

1. To grant Wellsford Rugby Football Club Incorporated a lease for land at Wellsford Centennial Park, 88 Centennial Park Road, Wellsford.

Whakarāpopototanga matua Executive summary

2. The Wellsford Rugby Football Club Incorporated has occupied an area of land located at Wellsford Centennial Park since 1996 by way of a lease with the former Rodney District Council.
3. The lease commenced 1 January 1996, provided for one term of tenure for 19 years and expired 31 December 2014. As such, the lease agreement has been holding over on a month-to-month basis on its existing terms and conditions since 31 December 2014.
4. The Wellsford Rugby Football Club (the club) was duly incorporated in 1973 and has formally applied to the council for a new lease. The club has a strong committee, sufficient funds to meet its liabilities, is managed appropriately, meets the criteria as a community lessee and carries all necessary insurance cover.
5. The progression of the new lease was originally listed on the Customer and Community Services, Parks and Community Facilities, Community Leases Work Programme 2023/2024 as approved by the local board at its business meeting of 19 July 2023 (resolution number RD/2023/95). The project was subsequently carried over to the Customer and Community Services 2024/2025 work programme and approved by the local board at its business meeting of 19 June 2024 (resolution number RD/2024/85).
6. Most of the land comprising Wellsford Centennial Park is subject to the requirements of the Reserves Act 1977 and is classified as recreation reserve under the Act. The classification legally supports the club's activities which are contemplated in the Rodney Local Parks Management Plan. As such, council staff were not required to publicly notify the proposed new lease.
7. This report recommends the local board grant Wellsford Rugby Football Club Incorporated a new community lease for the footprint of land on which the club's building and its storage container is located at Wellsford Centennial Park.
8. If the local board resolves to grant the lease, staff will work with the club to finalise the lease agreement.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) karaati / grant Wellsford Rugby Football Club Incorporated under section 54(1)(b) of the Reserves Act 1977, a lease for 740 square metres (more or less) of reserve land at Wellsford Centennial Park, 88 Centennial Park Road, Wellsford, legally described as Section

4, Survey Office Plan 434733 (Attachment A to the agenda report – site plan), subject to the following terms and conditions:

- i) term – 10 years, commencing 20 February 2025, with one 10 year right of renewal
 - ii) rent – \$1,300.00 plus GST per annum
 - iii) a community outcomes plan will be appended as a schedule to the lease agreement
- b) whakaae / approve Wellsford Rugby Football Club Incorporated community outcomes plan (Attachment B to the agenda report – Community Outcomes Plan)
- c) tuhi tīpoka / note that all other terms and conditions will be in accordance with the Reserves Act 1977 and the Auckland Council Community Occupancy Guidelines as updated 1 July 2023.

Horopaki Context

9. Local boards have the allocated authority relating to local recreation, sport and community facilities, including community leasing matters.
10. The club has occupied an area of land at Wellsford Centennial Park by way of a lease entered into with the former Rodney District Council. The lease commenced 1 January 1996 and provided for one term of tenure for 19 years and expired 31 December 2014. As such, the lease agreement has been holding over on a month-to-month basis on its existing terms and conditions since 31 December 2015.
11. The club has formally applied to the council for a new lease.
12. The progression of the proposed new lease was originally listed as item number 3812 on the ~~Customer and Community Services Parks and Community Facilities, Community Leases~~ Work Programme 2023/2024 as approved by the local board at its business meeting of 19 July 2023 (resolution number RD/2023/95). The project was subsequently carried over to the Customer and Community Services 2024/2025 work programme and approved by the local board at its business meeting of 19 June 2024 (resolution number RD/2024/85).

Land

13. The land the club occupies at Wellsford Centennial Park is legally described as Section 4 Survey Office Plan 434733. The land is subject to the requirements of the Reserves Act 1977 and is classified as recreation reserve under the Act. The land classification legally supports a lease for the club's activities.

Wellsford Rugby Football Club Incorporated

14. The club has operated from its building on Wellsford Centennial Park for over 50 years. The facilities provide for sport and recreation for Wellsford and the surrounding areas. The club is affiliated to the Northland Rugby Union.
15. The club was incorporated under the Incorporated Societies Act 1908 on 3 December 1973 and was reregistered to become a society under the Incorporated Societies Act 2022 on 13 December 2024. Contained within the club's constitution, its objects include:
 - the playing and encouragement of the game of Amateur Rugby Union Football under the jurisdiction and rules of the New Zealand Rugby Union
 - to promote and encourage such physical training, athletic sports, gymnastics, games recreations and other activities as may be considered conducive to the objects of the club.

16. The club currently has 200 active members comprised 180 people identifying as male and 20 people identifying as female. The table below details relevant information on the club's demographics:

Table 1: Demographics

Age	Numbers
Children 5 – 13 years	80
Youth 14 – 21 years	40
Adults 22 – 50 years	60
Adults 51+ years	20

17. The club has 18 part time volunteers who, during the winter season, collectively invest 30 to 40 hours of their time per week in coaching and training.
18. The club owns and maintains its building and storage container located on the park.
19. The club has provided financial accounts which indicate that its funds are sufficient to meet its liabilities and are being managed appropriately. The club has all necessary insurance cover, including public liability insurance, in place.
20. Council staff have negotiated and agreed a community outcomes plan with the club which, if approved by the Rodney Local Board, will be appended as a schedule to the new lease agreement.

Tātaritanga me ngā tohutohu Analysis and advice

Recommended term of tenure

21. Under the Auckland Council Community Occupancy Guidelines 2023 relating to group-owned assets, the standard term of tenure for leases is an initial term of 10 years with one right of renewal for 10 years.

Reserves Act considerations

22. Most of the land comprising Wellsford Centennial Park is subject to the provisions of the Reserves Act 1977 and classified as recreation reserve. The club is domiciled on (recreation) reserve land. The local board formally adopted its Local Parks Management Plan in July 2023 (resolution number RD/2023/100). As the club's activities are contemplated and in conformity with the plan, council staff were not required to publicly notify the proposed new lease.

Alignment with the Wellsford Centennial Park Masterplan May 2023

23. At its business meeting of 17 May 2023, the local board formally adopted the Wellsford Centennial Park Masterplan (resolution number RD/2023/62). The purpose of the masterplan is to *“set the vision for the park to be a key community sports and recreational hub and aims to guide development of the park over the next 10 years.”*
24. Driven by the masterplan, a feasibility study is underway which signals the modification of the club's building (interior and exterior) to accommodate wider community use. The proposed modifications to the exterior of the building include the construction of new decking to the frontage and the rear of the building facing the fields (Attachment C to the agenda report – Bespoke Landscape Architects spatial design layout REV B 01 dated November 2024).
25. To future proof the lease (area) to accommodate the proposed new decking, staff have included the required extra space within the 'site' plan of the new lease.

Assessment of the lease application

26. The club has submitted a comprehensive application supporting its request for a new lease and is able to demonstrate its ability to manage and maintain its improvements. Staff undertook a site visit on 12 November 2024 and observed that the club was maintaining its lease area.
27. The club's financials comprise two accounts, the trading account and the operating account. The following table contains brief details on the club's latest financials.

Table 2: Financials

Trading revenue for the financial year ended 31 October 2024	Trading Expenditure	Trading revenue less expenses	Operating expenses year end 31 October 2024 (investment in players)
\$26,355	\$13,565	\$12,791	[\$15,108]

28. The club's main source of income, aside from membership subscriptions and bar takings is derived from its grass roots fundraising, e.g. 'hay money' (club volunteers picking up hay bales for local farmers in the district, an initiative that has been run for many years as it is a valuable source of income for the club), 'golf day' and 'trivia night', etc. The club operates its bar under a Club Liquor Licence.
29. The club has gym equipment in situ which is operated by volunteer labour. The club offer free use of the gym to its members who have paid their rugby club subscription.
30. The club's largest recorded operating expense for the financial year ended 31 October 2024 was in the amount of \$16,888. This is attributed to the club's investment in its players (referees, levies, playing gear, tape, medical and first aid supplies, pre-season camp, training night meals and players petrol, etc).
31. The club provides a home base for the Wellsford Cricket Club.
32. At a time when volunteers are scarce, the club's committee believe that any change to the club's lease arrangements or operating conditions may see the club cease. Consequently, Wellsford could lose an important provider of sport and recreation.

Tauākī whakaaweawe āhuarangi Climate impact statement

33. To improve environmental outcomes and mitigate climate change impacts, the council advocates that the lessee:
 - use sustainable waste, energy and water efficiency systems
 - use eco labelled products and services
 - seek opportunities to reduce greenhouse gas emissions from lease-related activities
 - include any other outcomes that will improve environmental outcomes and mitigate climate change impacts.
34. All measures taken are aimed at meeting council's climate goals, as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which 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.

35. Climate change does not have the potential to impact the lease. This is because the club's building is located clear of the flood plain areas identified on Auckland Council's Hazard Viewer (Attachment D – GIS aerial view from Auckland Council's Hazard Viewer).

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

36. Relevant cross-council staff have been consulted on the proposed new lease. The table below contains detailed feedback:

Table 3: Wider council team feedback

Relevant team	Feedback
Sport and Recreation Lead, Parks and Community Facilities	Happy to support.
Parks and Places Specialist, Parks and Community Facilities	No issues in terms of park services, the Wellsford Rugby club obviously do a lot of good within their community.
Service and Asset Planning Specialist Policy, Planning and Governance	No feedback.

37. The proposed new lease has no identified impact on other parts of the council group. The views of council-controlled organisations were not required for the preparation of this report's advice.

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

38. At its business meeting of 19 July 2023, the local board approved the Customer and Community Services 2023/2024 work programme (resolution number RD/2023/95). The Community Leases Work Programme 2023/2024 was contained within this work programme. The progression of the proposed lease was listed as item number 3812 on the work programme.
39. The project was subsequently carried over to the Customer and Community Services 2024/2025 work programme and approved by the local board at its business meeting of 19 June 2024 (resolution number RD/2024/85).
40. The recommendations in this report support the Rodney Local Board Plan 2023 outcomes 'Our People' ("our people support each other, have what they need to live well and are able to adapt to change") and 'Our Community' ("our community facilities, libraries and parks are great places to connect, play and learn").

Tauākī whakaaweawe Māori Māori impact statement

41. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi which are outlined in council's key strategic planning documents; the Auckland Plan, the Long-Term Plan 2024 - 2034, the Unitary Plan, and local board plans.
42. Staff engagement with mana whenua has been recently undertaken during the preparation of the Local Parks Management Plan process. As the Local Parks Management Plan was adopted in July 2023, staff did not undertake fresh engagement with mana whenua about the lease proposal.

Ngā ritenga ā-pūtea Financial implications

43. There is no direct cost to the council associated with the grant of a new lease. The club will continue to take responsibility for all operational and renewal costs involved with its building located on Wellsford Centennial Park.
44. A new lease would afford the club with security of tenure and enable it to attend to the scheduled maintenance of its building.
45. Should the club vacate its area, there would be a risk associated with lack of maintenance. In this scenario, council would be liable for the club's assets regardless of whether budget is allocated to or identified for renewals. Similarly, any required asset renewals do not appear in the annual work programme.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

46. Should the local board resolve not to grant the club a new lease, this will negatively impact the ability of the club to undertake all current and future activities. This would have an adverse impact on the achievement of the respective local board plan outcomes 'Our People' and 'Our Community'.

Ngā koringa ā-muri Next steps

47. If the local board resolves to the grant the proposed lease, staff will work with the club to finalise the agreement in accordance with the local board decision.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Site plan	15
B	Community Outcomes Plan	17
C	Bespoke Landscape Architects (draft) Spatial Design	19
D	GIS aerial view from Auckland Council's Hazard Viewer	21

Ngā kaihaina Signatories

Author	Karen Walby - Community Lease Specialist
Authorisers	Kim O'Neill - Head of Property & Commercial Business Lesley Jenkins - Local Area Manager

Attachment A

GIS aerial view of a portion of Wellsford Centennial Park showing the lease area 740 square metres (more or less) of land to Wellsford Rugby Football Club Incorporated outlined in red and marked 'A' on land legally described as Section 4 Survey Office Plan 434733



Community Outcomes Plan

Tenant	Wellsford Rugby Football Club Incorporated
Name and Location of Land/Facility	Wellsford Centennial Park, Wellsford
Local Board Area	Rodney
Financial Year	1 December 31 October
Annual Reporting Date	31 October 2026 then annually thereafter
Premises Extent (in m²)	603 square metres (more or less)

Performance indicator	Measurement	Target	Tenant result	Verification source
Benefit for Māori				
Māori membership	The percentage of the Tenant's members who identify as Māori at the Reporting Date	5 (%)		membership register
Community Outcomes				
Membership numbers	The total number of members at the Reporting Date	80 (Members)		membership register
Community use	Total number of participants/visitors/users/customers attended to for the Financial Year	800 (People)		customer log, enrolment register
Formal programming	Total number of hours that the Tenant has spent providing services, programming, or activities, related to the provision of active recreational services for the Financial Year	100 (Hours)		programming or activity schedule, other supporting documentation
Full time employees	Minimum number of full-time employees (working 30 hours or more per week), at the Reporting Date	0 (People)		financial statements
Part time employees	Minimum number of part-time employees (working less than 30 hours per week), at the Reporting Date	1 (People)		financial statements
Volunteer hours	Total number of volunteer hours for the Financial Year	1,500 (Hours)		annual report/financial statements
Formal hireage	Total number of events hosted at the Premises for the Financial Year	0 (Events)		hireage schedule
Equity				
Low participation and diverse community usage	Total number of hours spent providing services, programming or activities aimed at the Wellsford Community for the Financial Year	0 (Hours)		programming schedule

Asset management				
Facility maintenance plan	Copy of facility maintenance plan	Not applicable		Facilities Maintenance Plan
Asset condition	Building condition (grade)	Not applicable		Building condition report, not older than 5 years
Governance				
Committee turnover	Percentage of the Tenant's management committee turnover for the Financial Year	<75%		Committee member register
Financial				
Leverage	Total assets against liabilities at the Reporting Date	1 to 1		Financial statements
Cash reserves	Total amount of cash in hand at the Reporting Date	\$5,000		Financial statements

Checklist of documents to be included (not all may be applicable) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
1	Incorporated or charitable trust registration documents	
2	Financial accounts and report	
3	Public liability insurance certificate	
4	Building insurance (tenant-owned buildings only)	
5	Facilities maintenance plan (tenant-owned buildings only)	
6	Building condition report (tenant-owned buildings only)	

Attachment C
Bespoke Landscape Architects Spatial Design Layout REV B 01 November 2024



bespoke
LANDSCAPE ARCHITECTS

SPATIAL DESIGN LAYOUT
1:1000 at A3



WELLSFORD CENTENNIAL PARK
Wellsford, Auckland

REV B
November 2024
01

DRAFT

Attachment D

GIS aerial view from Auckland Council's Hazard Viewer showing the lease area (indicatively outlined in blue) to Wellsford Rugby Football Club Incorporated in relation to flood plains and flood prone areas on Wellsford Centennial Park



▲ LEGEND

Flood Plains



Flood Prone Areas



Local board views on proposed plan change 106 for filming on Sites and Places of Significance to Mana Whenua

File No.: CP2025/01083

Item 12

Te take mō te pūrongo

Purpose of the report

1. To seek local board views on the proposed plan change 106 which aims to enable temporary filming activities as a permitted activity (it is currently a restricted discretionary activity requiring a resource consent) on Sites and Places of Significance to Mana Whenua that are on council-controlled public places, subject to compliance with standards to protect and enhance the cultural values of these sites.

Whakarāpopototanga matua

Executive summary

2. Decision-makers (independent commissioners) on a plan change to the Auckland Unitary Plan must consider local boards' views on the plan change, if the local boards choose to provide their views.
3. The purpose of proposed plan change 106 is to identify temporary filming activities on Sites and Places of Significance to Mana Whenua in council-controlled public places as a permitted activity (i.e. no resource consent required). A film permit will still be required under the Te Ture ā-Rohe Tauhokohoko Whakahaerenga me te Tango Kiriata Tūmatanui 2022 Public Trading, Events and Filming Bylaw 2022 (the Bylaw).
4. A local board can present local views when expressed by the whole local board. This report provides the mechanism for the local board to resolve and provide its views on proposed plan change 106. Staff do not recommend what view the local board should convey.
5. Local boards received a memorandum on the draft plan change before it was finalised and notified for submissions. The submission and further submissions periods have closed. A total of 10 submissions were received, and no further submissions were received. The key themes of the submissions are support from screen industry, opposition to the plan change unless amendments are made, and the application of proposed plan change 106 to Tūpuna Maunga Authority administered land.
6. This report seeks the views of the local board on proposed plan change 106. Next steps involve incorporating local board resolutions on proposed plan change 106 into the section 42A hearing report. Appointed local board members will be notified and invited to present their views at the hearing.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) tuku / provide its views on proposed plan change 106
- b) kopou / appoint a local board member to speak to the local board views at a hearing on the proposed plan change 106
- c) tāpae / delegate authority to the chairperson of Rodney Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the plan change hearing.

Horopaki Context

Decision-making authority

7. Local boards are responsible for communicating the interests and preferences of people in its area regarding the content of Auckland Council's strategies, policies, plans, and bylaws. Local boards provide their views on the content of these documents. Decision-makers must consider local boards' views when deciding the content of these policy documents (ss15-16 Local Government (Auckland Council) Act 2009).
8. A plan change will be included in the Auckland Unitary Plan (AUP) if it is approved. Local boards must have the opportunity to provide their views on council-initiated plan changes.
9. If the local board chooses to provide its views, the reporting planner will include those views verbatim, and address them, along with issues raised by submitters, in the subsequent hearing report prepared under section 42A of the Resource Management Act 1991 (RMA).
10. A local board member, appointed by resolution, may present the local board's views at the hearing of submissions by commissioners, who then make decisions on the proposed plan change.
11. This report provides an overview of proposed plan change 106, and a summary of the key themes from submissions. The report author cannot advise the local board on what its views should be.

Tātaritanga me ngā tohutohu Analysis and advice

Plan change overview

12. The purpose of proposed plan change 106 is to remove the requirement for a resource consent by identifying temporary filming activities as a permitted activity in the AUP. Filming activities will still require a Film Permit from Screen Auckland (the regional film office for Auckland, based within Tātaki Auckland Unlimited) in accordance with the Bylaw. Currently, there is duplication of process for filming, as it requires both a resource consent to comply with the AUP and a film permit to comply with the Bylaw.
13. Amendments to AUP Chapter D21 Sites and Places of Significance to Mana Whenua are proposed to identify temporary filming activities (up to 30 days) as a permitted activity on the sites and places of significance that are also public places. This status is subject to a standard that requires no land disturbance, that filming is undertaken in accordance with a site plan, and that it complies with any special conditions approved under the Auckland Council Film Permit. No changes are proposed to Schedule 12 of the AUP, which lists the Sites and Places of Significance to Mana Whenua.
14. The film permit process ensures that filming activities respect the cultural values of the Sites and Places of Significance to Mana Whenua and follow appropriate tikanga, while enabling people and communities to provide for their social, economic, and cultural well-being to achieve sustainable management.
15. Cultural values and mana whenua associations with Sites and Places of Significance to Mana Whenua are protected and enhanced through the film permit process by requiring direct engagement with mana whenua and their participation in decision-making. This ensures that appropriate tikanga is considered, site plans and/or special conditions are applied where necessary, access for customary activities (i.e. mahinga kai) can be identified, and restricted areas, where toilets or food preparation must be avoided, are implemented to protect wāhi tapu and any tangible and/or intangible values of sites and places.
16. Supporting documentation is available from council's website at <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans->

[strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=272.](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-106-sdr-and-subs.pdf)

17. Council's reporting planner will prepare a section 42A report for PC 106 for consideration by the independent hearings commissioners that evaluates and reports on:
- the contents of proposed plan change 106
 - submissions (noting that no further submissions were received)
 - views and preferences of the local board, if the local board passes a resolution.

Themes from submissions received

18. Submissions were made by 10 people. Nine submissions were supportive, one was in opposition, and no submissions were neutral. Key submission themes are listed below.
- Support from the screen industry
 - Oppose the plan change unless amendments are made
 - Application of proposed plan change 106 to Tūpuna Maunga administered land.

Support from the screen industry

19. Several submissions supporting the plan change are from members of the screen industry, seeking that it be approved without any amendments. Some clarification is also sought regarding what qualifies as "disturbance", as AUP Standard D21.6.4(1)(b) provides for filming activities as a permitted activity as long as it does not involve "land disturbance".

Oppose subject to amendments

20. One submitter (Ngāti Whātua Ōrākei) opposes the plan change unless amendments are made to recognise the hapū or iwi with the strongest relationship to the filming location. Specific provisions are sought to be retained or removed to better reflect local hapū and iwi acknowledgement.

Application of proposed plan change 106 to Tūpuna Maunga Authority administered land

21. Proposed plan change 106 currently excludes land administered by Tūpuna Maunga Authority. The Tūpuna Maunga Authority seeks amendments to the plan change to enable temporary filming as a permitted activity on land it administers.
22. Information on individual submissions and the summary of all decisions requested by submitters is available from council's website:
<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-106-sdr-and-subs.pdf>

Tauākī whakaaweawe āhuarangi Climate impact statement

Context

23. Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan sets out Auckland's climate goals:
- to adapt to the impacts of climate change by planning for the changes we will face (climate adaptation)
 - to reduce greenhouse gas emissions by 50 per cent by 2030 and achieve net zero emissions by 2050 (climate mitigation).
24. Both of council's climate goals (climate adaptation and climate mitigation) are relevant and align with the requirement for RMA decision-makers to:
- have particular regard to the effects of climate change (section 7(i) RMA), and

- have regard to any emissions reduction plan and any national adaptation plan prepared under the Climate Change Response Act 2002 (section 74(2) RMA) when preparing or changing a district plan.

25. Consequently, any local board views on climate adaptation and/or climate mitigation will be considered by the independent hearing commissioners when hearing submissions on plan change 106.

Local board views - climate

26. The following prompts are included to assist the local board in forming any view (should it wish to do so) regarding climate mitigation and/or adaptation:

- How will the plan change affect greenhouse gas emissions, if at all?
- How will the plan change affect private motor vehicle trips, connections to and availability of public transport, walking and cycling infrastructure, if at all?
- Will climate risks, such as flooding, increased heat, coastal erosion, or extreme weather events be neutral, alleviated or elevated by the plan change?

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

27. No council groups have submitted on proposed plan change 106. The following council groups were consulted and provided an opportunity to provide feedback on the draft plan change:

- a) Māori Heritage Team.
- b) Resource Consents.
- c) Auckland Transport.

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

28. The purpose of proposed plan change 106 is to enable temporary filming activities on Sites and Places of Significance to Mana Whenua in public places without the need for a resource consent.

29. A total of 18 out of the 21 local boards currently have Sites and Places of Significance to Mana Whenua in public places that would be covered by the plan change (noting that additional sites will be added over time). In terms of film permit applications, local boards are responsible for landowner approval for local parks and are notified of any film permit applications. This will not change.

30. Local boards have been kept informed of proposed plan change 106 as it has developed with memorandums in November 2022 and September 2024.

31. Factors the local board may wish to consider in formulating its view:

- interests and preferences of people in the local board area
- well-being of communities within the local board area
- local board documents, such as local board plan, local board agreement
- responsibilities and operation of the local board.

32. The decision-maker will consider local board views, if provided, when deciding on proposed plan change 106.

Tauākī whakaaweawe Māori Māori impact statement

33. Council is required to consult with iwi authorities when preparing a plan change. The plan change has been developed in consultation with the 19 iwi authorities (mana whenua) through a series of engagements since December 2022. This engagement has occurred through pānui updates, engagement summary reports, kānohi ki te kānohi hui, collaborative working group hui, emails and telephone calls.
34. Prior to notifying proposed plan change 106 the following positions of mana whenua were understood:
- 11 support in principle a plan change
 - one generally supports the plan change subject to amendments; otherwise, opposes
 - three have not provided formal feedback, but comments made by them have been considered
 - two do not oppose the plan change
 - one defers to others
 - one prefers kaupapa to go through the Mana Whenua Forum.
35. Feedback from mana whenua on proposed plan change 106 supports an approach that provides for filming in public places as a permitted activity with permitted standards, and for mana whenua to have an increased role in decision-making for activities occurring on SPSMW. The importance of not undermining the Sites and Places of Significance to Mana Whenua in AUP Schedule 12 and the provisions in AUP Chapter D21 was also emphasised as protection of the values of sites and places. All sites have their own pūrākau (stories), and iwi/hapū have individual tikanga for these sites.
36. Feedback from mana whenua directly informed the wording of the plan change. The only feedback not incorporated into the plan change relates to amendments sought to recognise the 'local' or 'appropriate' iwi.
37. Ngāti Whātua Ōrākei is the only iwi that submitted on the plan change. Their submission seeks that Ngāti Whātua Ōrākei's ahi kā and mana whenua status within the 'heartland' of their rohe is recognised and provided for in the relevant amendments that are proposed to AUP Chapter D21 through the plan change. They also seek that their reo and identity is seen, heard and provided for in any filming on sites and places of significance that Ngāti Whātua Ōrākei are the tangata whenua. Ngāti Whātua Ōrākei are generally supportive of the plan change, but oppose it unless the amendments sought are incorporated to ensure the tangata whenua of the place where filming activities will take place on sites and places of significance are appropriately engaged with and involved in the decision-making.
38. Tātaki Auckland Unlimited – Screen Auckland have developed a draft Sites and Places of Significance to Mana Whenua film permit process in collaboration with mana whenua. The draft Sites and Places of Significance to Mana Whenua film permit process has a strong focus on relationship and engagement to enable ongoing collaboration to develop and integrate mana motuhake, tikanga Māori, the pūrākau and mauri of sites and places of significance.
39. The key elements of the draft Sites and Places of Significance to Mana Whenua film permit process include:
- requirement to engage all mana whenua identified through the council's contact tool
 - applicants are encouraged to engage early to understand the implications of filming

- film facilitators inform mana whenua of all filming applications affecting Sites and Places of Significance to Mana Whenua and confirm whether engagement has occurred
 - timeframe to process applications is 20-25 days (compared to 3-5 for general applications)
 - film facilitators confirm permit conditions with mana whenua
 - where proposals are not supported by mana whenua, applicants will be directed to alternative sites.
40. Information requirements for film permit applications on SPSMW will be similar to those required by Tūpuna Maunga o Tamaki Makaurau Authority for the 14 co-governed tūpuna maunga.
41. The reporting planner will include in the hearing report an analysis of Part 2 of the RMA, which requires that all persons exercising RMA functions take into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi. Sites of Significance is an issue of significance identified in the Schedule of Issues of Significance (2021) and the Māori Plan 2017 (Houkura Independent Māori Statutory Board), where it states on page 23 that:
- Mana Whenua are enabled to maintain and protect sites of significance to reaffirm connections to the whenua and preserve for future generations.*

Ngā ritenga ā-pūtea Financial implications

42. Proposed plan change 106 does not pose any financial implications for local boards' assets or operations.
43. Costs for the plan-making process are met by existing council budgets.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

44. The local board will be unable to provide its views and preferences on proposed plan change 106, if it does not pass a resolution. This report provides:
- the mechanism for the local board to express its views and preferences
 - the opportunity for a local board member to speak at a hearing.
45. If the local board chooses not to pass a resolution at this business meeting, these opportunities are forgone.
46. The power to provide local board views regarding the content of a plan change cannot be delegated to individual local board member(s) (Local Government Act 2002, Sch 7, cls 36D). This report therefore enables the whole local board to decide whether to provide its views and, if so, to determine what matters those views should include.

Ngā koringa ā-muri Next steps

47. The reporting planner will include, and report on, any resolution from any local board in the forthcoming section 42A hearing report. Local board member(s) appointed to speak to specific local board's views will be informed of the hearing date and invited to the hearing.
48. The reporting planner will advise the local boards of the decision on proposed plan change 106 by memorandum.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Author	Eryn Shields - Team Leader - Planning
Authorisers	John Duguid - General Manager Planning and Resource Consents Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager

Renaming a private road and naming a new private road at 26 State Highway 1, Warkworth (Warkworth Ridge Development Stages 3A, 3C, and 4A)

File No.: CP2025/00657

Item 13

Te take mō te pūrongo Purpose of the report

1. To seek approval to rescind the approved name of one private road, rename one private road and name one new private road, all being a commonly owned access lots created by way of a staged subdivision and development at 26 State Highway 1, Warkworth.

Whakarāpopototanga matua Executive summary

2. The Auckland Council Road Naming Guidelines set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across Auckland.
3. The developer and applicant, Templeton Warkworth Ridge Limited is seeking to:
 - rescind the name 'Sentinel Crescent' approved for commonly owned access lot B3-B.
 - rename commonly owned access lot B4-A from 'Blackwell Lane' to 'Sentinel Crescent'; and
 - name the new commonly owned access lot 4A-F, 'Blackwell Lane'
4. It should be noted that the stages of the subdivision affected by the above changes are yet to be completed.
5. The proposed road name options have been assessed against the guidelines and the Australian & New Zealand Standard, Rural and Urban Addressing, AS NZS 4819:2011 and the Guidelines for Addressing in-fill Developments 2019 – LINZ OP G 01245. The technical matters required by those documents are considered to have been generally met.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) partially rescind resolution RD/2024/30 in respect RD/2024/30 a) vii) to rescind the name 'Sentinel Crescent' approved for commonly owned access lot B3-B
- b) partially rescind resolution RD/2024/30 in respect of RD/2024/30 a) viii) to rescind the name 'Blackwell Lane' for commonly owned access lot B4-A
- c) rename commonly owned access lot B4-A, 'Sentinel Crescent' in accordance with section 319(1)(j) of the Local Government Act 1974
- d) approve the name 'Blackwell Lane' for commonly owned access lot 4A-F created by way of subdivision undertaken by Templeton Warkworth Ridge Limited at 26 State Highway 1, Warkworth, in accordance with section 319(1)(j) of the Local Government Act 1974 (Road naming reference RDN90121355, resource consent references BUN60381824 and SUB60381825).

Horopaki Context

6. Resource consent reference BUN60381824 (subdivision reference number SUB60381825) was issued in January 2022 for the comprehensive development of 54.7 hectares of land entailing 643 residential lots, one super lot for a neighbourhood centre, associated parks and roading and a bush and stream protection area.
7. In March 2024, the local board approved the names for four public roads and nine private roads within Stages 3A, 3B, 3C, and 3D of the development. (Resolution number: RD/2024/30) This included the name 'Sentinel Crescent' for commonly owned access lot B3-B, in Stage 3C and the name 'Blackwell Lane' for commonly owned access lot B4-A, in Stage 3A.
8. The developer has since proposed changes to the Stage 3C subdivision which include the removal of commonly owned access lot B3-B (Sentinel Crescent) and the creation of other commonly owned access lots. The developer has simultaneously discovered that a name will be required for commonly owned access lot 4A-F in Stage 4A which did not form part of the previous road naming application.
9. The subdivision development for Stages 3A and 4A are near completion and the developer advises that they are aiming to obtain new titles in February 2025. To enable this to happen and ensure commonly owned access 4A-F is named in a timely manner the applicant proposes the reallocation of previously approved names as set out in this report.
10. Site and location plans of the development can be found in Attachments A and B to the agenda report.
11. In accordance with the standards, any road including private ways, commonly owned accessed lots, and right of ways, that serve five or more lots generally require a new road name in order to ensure safe, logical, and efficient street numbering.
12. In this development commonly owned access lots 4A-F and B4-A are both required to be named as they will each be serving more than five lots.

Tātaritanga me ngā tohutohu Analysis and advice

13. The Auckland Council Road Naming Guidelines (the guidelines) set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across Auckland. The guidelines allow that where a new road needs to be named because of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board's approval.
14. **Assessment:** All the name options have been assessed by the council's Subdivision Specialist team to ensure that they meet both the guidelines and the addressing standards in respect to road naming. The guidelines and technical standards are considered to have been generally met, with some exceptions. Principle 5 of the guidelines discourages the renaming of roads unless there are compelling reasons to support the change. However, in this instance the road to be renamed is associated with a subdivision stage that is yet to be completed and so there are no properties yet addressed off it. The guidelines also require three proposed name options for each road to be named but this has not been provided.
15. **Confirmation:** Land Information New Zealand (LINZ) has confirmed that all the names are acceptable for use at this location.
16. **Road Type:** 'Crescent' and 'Lane' are acceptable road types for the roads suiting the layout of the roads.

17. **Consultation:** No consultation with mana whenua has been undertaken for this application. Additional commentary is provided in the Tauākī whakaaweawe Māori section that follows.

Tauākī whakaaweawe āhuarangi Climate impact statement

18. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.

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

19. The decision sought for this report has no identified impacts on other parts of the council group. The views of council-controlled organisations were not required for the preparation of the report's advice.

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

20. The decision sought for this report does not trigger any significant policy and is not considered to have any immediate local impact beyond those outlined in this report.

Tauākī whakaaweawe Māori Māori impact statement

21. To aid local board decision making, the guidelines include an objective of recognising cultural and ancestral linkages to areas of land through engagement with mana whenua, particularly through the resource consent approval process, and the allocation of road names where appropriate. The guidelines identify the process that enables mana whenua the opportunity to provide feedback on all road naming applications and in this instance, the process has been adhered to. In this instance, no new road name is proposed, therefore no consultation was necessary.
22. As part of the previous application for the road naming of Stages 3A, 3B, 3C and 3D, the applicant consulted with Ngāti Manuhiri and has used many of the names gifted by Ngāti Manuhiri within the development. Consultation was carried out with all mana whenua who have an interest in the area via the Resource Consent department's central facilitation process. No further consultation has been carried out as part of this current application. This site is not listed as a site of significance to mana whenua.
23. The applicant understands that under normal circumstances and as per the guidelines, mana whenua consultation would be required when naming a new road. However, noting that a comprehensive consultation has been previously undertaken, that there are no new names being proposed, and that there is due urgency for obtaining titles, the applicant has requested that the proposal be presented to the local board without further consultation being required.

Ngā ritenga ā-pūtea Financial implications

24. The road naming process does not raise any financial implications for the council.
25. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road names.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

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

Ngā koringa ā-muri Next steps

27. Approved road names are notified to LINZ which records them on its New Zealand wide land information database. LINZ provides all updated information to other users, including emergency services.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Location Map	35
B	Scheme Plan	37

Ngā kaihaina Signatories

Author	Qiuan Wang - Align
Authorisers	Trevor Cullen - Team Leader Subdivision Lesley Jenkins - Local Area Manager

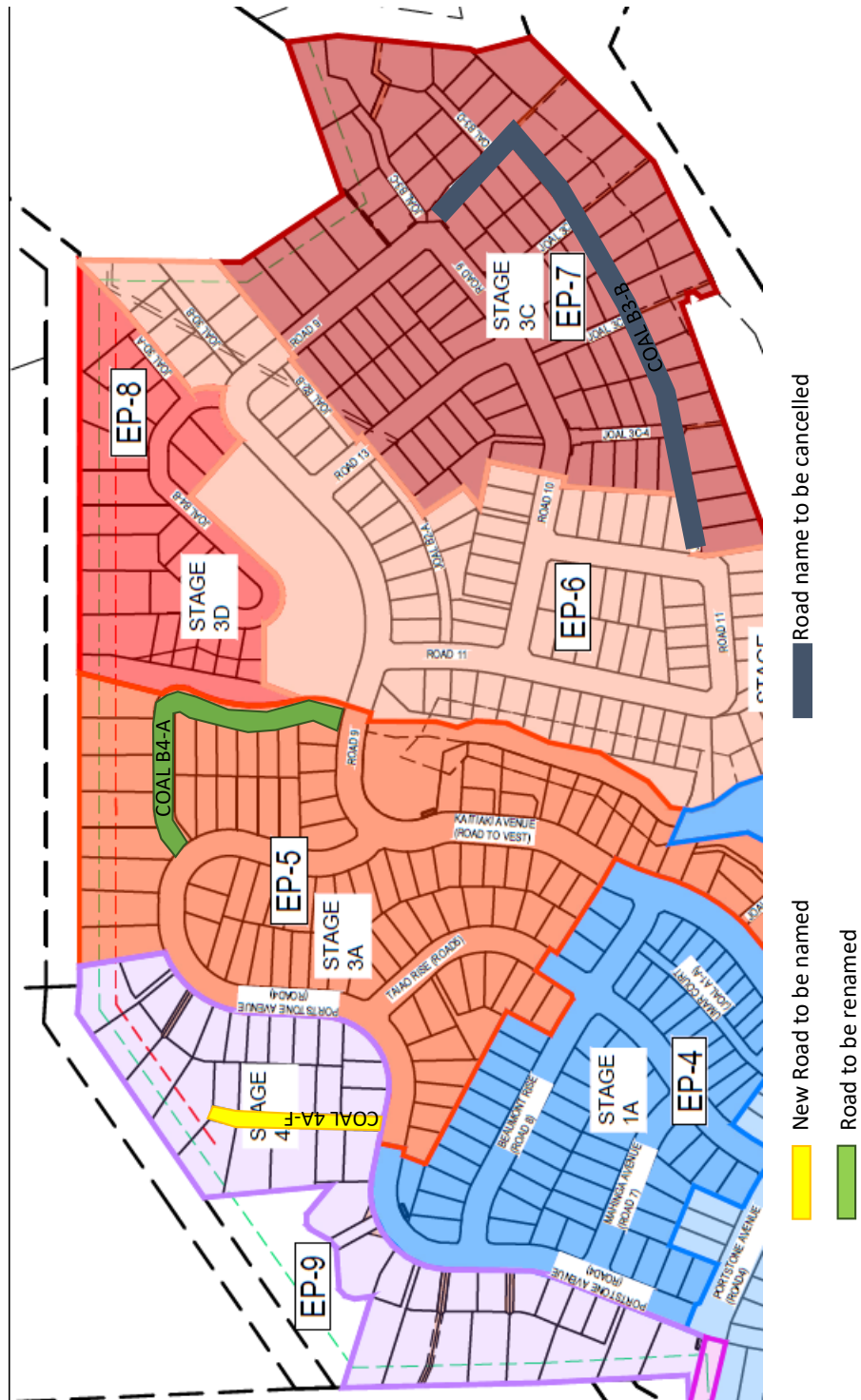
Location Map – 26 State Highway 1, Warkworth (Warkworth Ridge Development Stages 3A, 3C and 4A)

Attachment A



Scheme Plan – 26 State Highway 1, Warkworth (Warkworth Ridge Development Stages 3A, 3C and 4A)

Attachment B



Local Board Transport Capital Fund Projects 2025-2026

File No.: CP2025/01116

Item 14

Te take mō te pūrongo Purpose of the report

1. To seek approval to increase the funding amount for three active projects in the current local board transport capital fund programme and to allocate funding to four new projects for investigation and delivery from its local board transport capital fund top up of \$880,926 for the 2025-2026 financial year.

Whakarāpopototanga matua Executive summary

2. At its workshop on 4 December 2024, Auckland Transport informed the local board that it had been allocated additional funding after the finalisation of the Regional Land Transport Plan 2024-2025. Together with savings from currently active projects, the local board has additional funds of \$880,926 to allocate to new projects and active projects which require additional funding.
3. Auckland Transport seeks a decision for the local board transport capital fund projects Mahurangi East Road crossing upgrade and Matakana Valley Road safety improvements which require additional funds to complete. Mahurangi East Road crossing upgrade requires an additional \$30,000-\$130,000 depending on the design option chosen, and Matakana Valley Road requires an additional \$130,000 to meet the desired option of the local board.
4. Auckland Transport workshopped options for both above-mentioned projects on 4 December 2024, at which the local board expressed support for Auckland Transport's preferred options. The options were presented as shown in Attachments B and C to this report. This report seeks formal approval of the preferred designs.
5. Auckland Transport also requires an additional \$125,000 to complete the raised zebra crossing at Coatesville-Riverhead Highway in the Coatesville village.
6. A list of candidate projects was presented at the 4 December 2024 workshop together with the indicative costs (Attachment A to the agenda report).
7. The local board requested information on the following four projects, which have been provided with high level cost estimates, to be brought to a business meeting so that a decision could be made whether to progress to delivery in the 2025-2026 financial year:
 - Rimu Street, Helensville pedestrian improvements - \$150,000
 - Hudson Road, Warkworth centre traffic island - \$150,000
 - Mahurangi College signalised crossing - \$350,000
 - Riverhead bus stop upgrade - \$60,000.
8. The total required to complete the above projects exceeds the current budget allocation. Auckland Transport's recommendations, analysis and advice is outlined further in this report below.

Ngā tūtohunga Recommendations guidance

That the Rodney Local Board:

- a) whakaae / approve the completion of the following three projects in the current Rodney Local Board Transport Capital Fund programme with additional required funding:

- i) Mahurangi East Road crossing upgrade - \$130,000
 - ii) Matakana Valley Road safety improvements - \$130,000
 - iii) Coatesville-Riverhead Highway crossing - \$125,000.
- b) toha / allocate the remaining \$495,926 from the Rodney Local Board Transport Capital Fund to the following projects:
- i) Rimu Street, Helensville pedestrian improvements - \$150,000
 - ii) Mahurangi College signalised crossing - \$345,926.
- c) whakaae / approve as its first priority any cost savings from its currently active Rodney Local Board Transport Capital Fund projects and/or any new additional funding that becomes available be applied to its active projects if they require additional funding to complete within the current three-year local board programme.
- d) whakaae / approve as its second priority, that any further cost savings from the completion of currently active projects or any alternative funding that becomes available be applied to these projects in this priority order:
- i) Hudson Road, Warkworth centre traffic island - \$150,000
 - ii) Riverhead bus stop upgrade - \$60,000
 - iii) Puhoi Road wheel stops - \$56,000
 - iv) Matakana Valley Road wheel stops - \$89,000
 - v) Mansel Drive – Falls Road, Warkworth speed calming measures \$200,000.

Horopaki Context

9. Auckland Transport manages Auckland's transport network on behalf of Auckland Council. Auckland Transport's Kōkiri Agreement provides a structured annual process for local boards to engage with and influence transport projects and programmes. Every year local boards and Auckland Transport work together to set 'levels of engagement' for projects and programmes that Auckland Transport is delivering. This process clearly defines the local board's expectations and Auckland Transport's responsibilities.
10. The levels of engagement noted in the Kōkiri Agreement are derived from the International Association for Public Participation's (IAP2) doctrine, were agreed between Auckland Council and Council Controlled Organisations in 2020:
 - a) **Collaborate** - Auckland Transport and the local board are working together to deliver the project or programme. The local board leads the process of building community consensus. The local board's input and advice are used to formulate solutions and develop plans. Local board feedback is incorporated into the plan to the maximum extent possible. The engagement level for the local board transport capital projects is Collaborate.
 - b) **Consult** - Auckland Transport leads the project or programme but works with the local board providing opportunities to input into the plan. If possible, Auckland Transport incorporates the local board's feedback into the plan; and if it is not able to provides clear reasons for that decision.
 - c) **Inform** – Auckland Transport leads the project or programme but works with the local board providing opportunities to input into the plan. If possible, Auckland Transport incorporates the local board's feedback into the plan; and if it is not able to provides clear reasons for that decision.
11. The local board transport capital fund is an Auckland Transport fund established in 2012 to allow local boards to deliver small projects in their area that would not normally be prioritised

by Auckland Transport. Since 2020, when COVID 19 lockdowns impacted on Auckland Council’s revenue, the local board transport capital fund has been reduced.

12. Last financial year, the total budget for all local boards was reduced from the indicative budget of \$45 million to \$29.5 million for the three-year term. After the finalisation of the Regional Land Transport Plan 2024-2034, this budget was increased to \$48.7 million of which \$17 million is approved for the current Financial Year 2025-2026 and \$20.4 million is endorsed for Financial Year 2026-2027.
13. Therefore, the indicative budget for Rodney Local Board has been increased from \$2.366 million to \$3.193 million for the three-year term. The local board has allocated a portion of this budget to projects already and these projects have either been constructed or are now construction ready.
14. With cost savings from the currently active projects of \$53,500, there is an indicative budget of \$880,926 now available to allocate to new projects.
15. The local board can allocate funds to new projects as discussed and indicatively costed at the 4 December 2024 workshop (Attachment A).
16. Auckland Transport requests the local board to provide a decision relating to the delivery of the Matakana Valley Road pedestrian improvements and Mahurangi East Road crossing upgrade noted below and to approve additional funding of \$125,000 to complete the Coatesville-Riverhead Highway raised zebra crossing in Coatesville village.
17. The following table recaps the status of current active projects in the programme:

Projects	Resolved Budget + AT Approved budget	Project Status	Cost Savings	Funding required to be resolved to complete the project
Mansel Drive Raised pedestrian crossing	\$183,491.55	Completed	-	-
Warkworth Primary School Raised crossing	\$242,755.03	Completed	-	-
Point Wells Village Traffic calming	\$38,250.10	Completed	-	-
Puhoi Village Red Carpet	\$12,750.76	Completed	\$3,500.00	-
Matua Road / Tapu Road Intersection upgrade	\$656,618.94	External Consultation	\$50,000.00	-
Taupaki Road kerb extension and pedestrian refuge island outside Harry James Reserve	\$208,475.95	Detailed Design	-	-
Coatesville Riverhead Highway pedestrian crossing	\$201,195.00	Detailed Design	-	\$125,000.00
Rautawhiri Road crossing	\$410,798.54	Scheme Design	-	-
Matakana Valley Road improvements	\$221,693.69	Scheme Design	-	-
Mahurangi East Road crossing	\$190,279.44	Scheme Design	-	-
		Total	\$53,500.00	

Table 1 – Update on active projects as presented at the 4 December 2024 workshop

Tātaritanga me ngā tohutohu Analysis and advice

Active projects

18. On 4 December 2024, Auckland Transport staff provided advice to the local board about the progress of two current active projects.
19. **Mahurangi East Road crossing upgrade** – Options for delivery were presented as per Attachment B. Auckland Transport recommends Option 2, a refuge median crossing near

147 Mahurangi East Road, with the addition of a refuge median island on Governor Grey Road.

Option 1

Refuge Crossing – Near 147 Mahurangi East Road

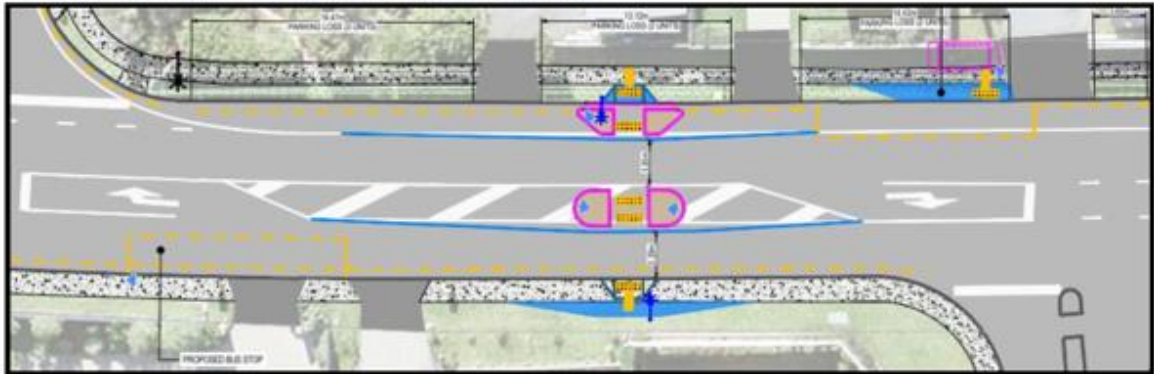


Figure 1 – Option 1 Map of proposed works at Mahurangi East Road

Option 2

Option 2 – Refuge Median Crossing Near 147 Mahurangi East Road + Median Crossing Across Governor Grey Road

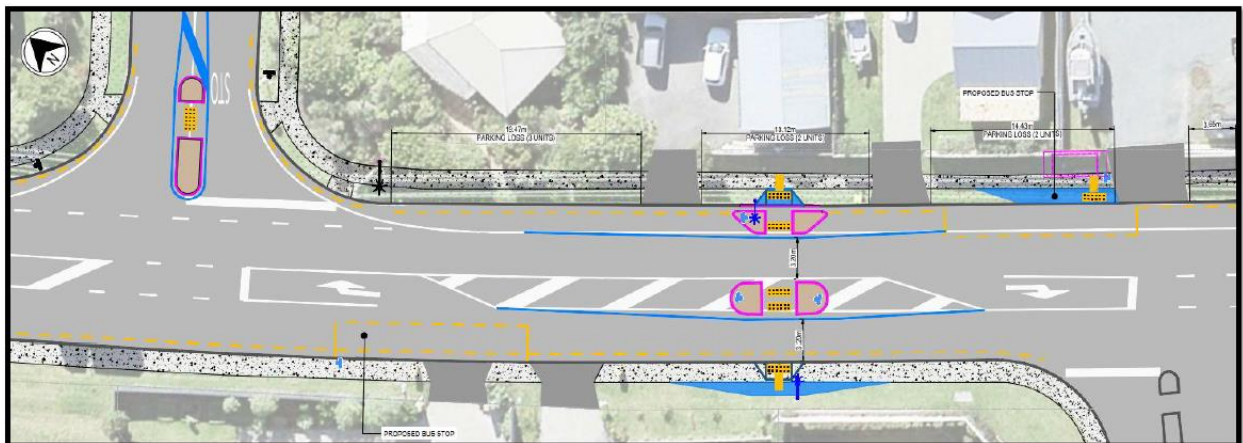


Figure 2 – Option 2 Map of proposed works at Mahurangi East Road

20. There is currently \$190,279 allocated to this project. The recommended Option 2, with the addition of a refuge median island on Governor Grey Road, will require approximately \$130,000 additional funds to complete. The lower cost Option 1, without the refuge median island on Governor Grey Road, would reduce the additional funds required to \$30,000.

21. **Matakana Valley Road** – Options for delivery were presented as per Attachment C to this report. Auckland Transport recommends Option 2a, gateway treatment with driver feedback signs and a modified refuge crossing.

Option 2a – Gateway Treatment + Driver Feedback Signs + Refuge Crossing (Modified)

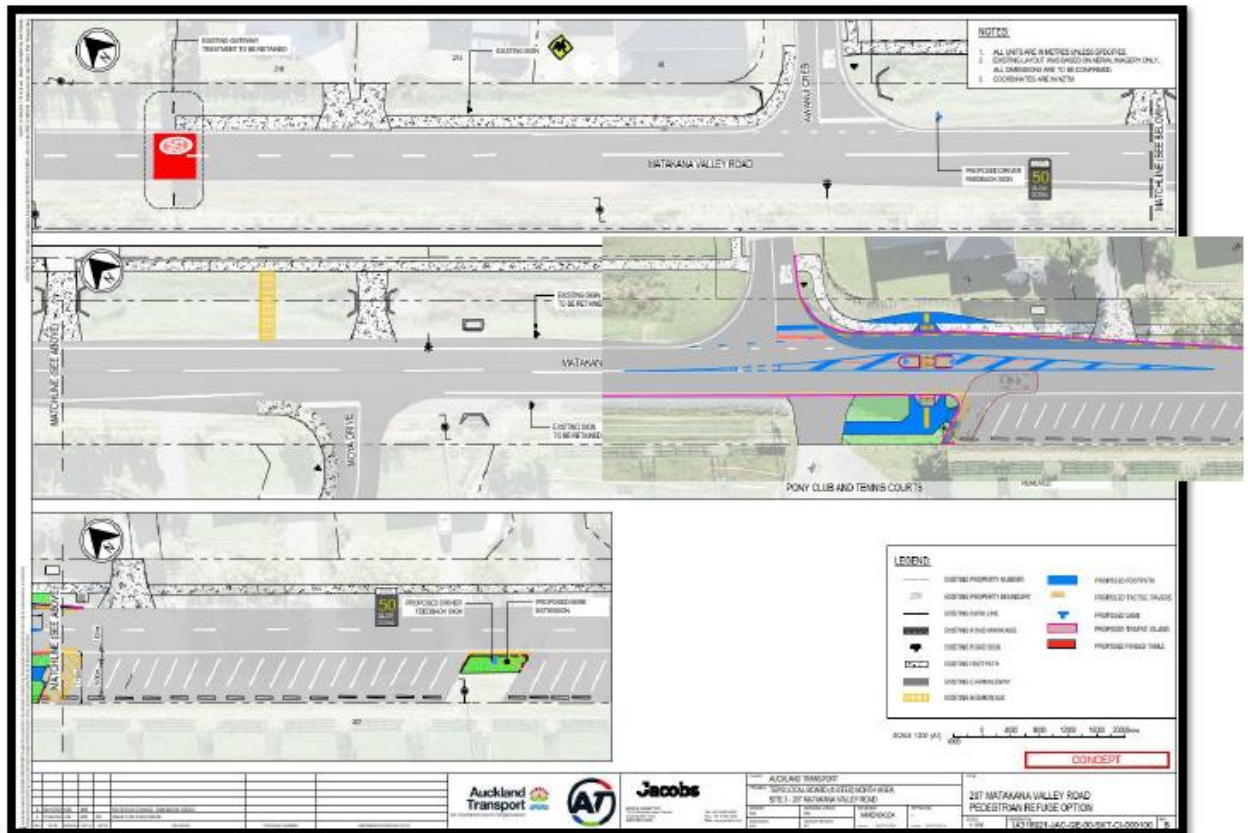


Figure 3 – Map of proposed works at Matakana Valley Road

22. There is currently \$221,694 allocated to this project. With modification of the standard pedestrian refuge to minimise removal of parking spaces, requiring widening of the carriageway, this project will require approximately \$130,000 additional funds to complete.
23. The following table summarises the options for the above two projects following further investigation with the updated cost estimates:

Projects	Matakana Valley	Mahurangi East (Option 2)	Mahurangi East (Option 1)
Design	Gateway treatment + 2 x DFS + 1 x refuge + new and relocated kerb and channel + stormwater	2 x refuge + bus stop	1 x refuge + bus stop
Current allocated budget	\$221,693.69	\$190,279.44	\$190,279.44
Additional Budget required	\$130,000.00	\$130,000.00	\$30,000.00

Table 2: Project options

24. Local board transport capital fund projects are at a ‘Collaborate’ level of engagement, so require the local board to approve the proposed plans and additional budgets required.

25. **Coatesville-Riverhead Highway crossing** - At its business meeting of 20 November 2024, the Rodney Local Board passed a resolution (RD/2024/194) to revert to the original design of this crossing as a raised zebra crossing. Detailed designs had already been undertaken which would have required an additional \$125,000 to complete. Auckland Transport therefore requires approval of this additional spend from the local board transport capital fund.

New Local Board Transport Capital Fund Budget

26. At the 4 December 2024 workshop, Auckland Transport confirmed that through the Regional Land Transport Plan 2024-2034 process, additional budget was now available for the local board to allocate to new local board transport capital fund projects.
27. With this new budget and savings from current active projects, the local board now has an indicative budget of \$880,926.
28. Auckland Transport presented several potential projects with indicative costing for consideration (See Attachment A).
29. The local board indicated that it prioritises the projects in the following table:

Project Name	Project Description	High level cost estimate
Rimu Street, Helensville pedestrian improvements	Location of secondary entrance to Helensville Primary School. Currently cars park on both sides of the road outside this gate during pick-up/drop-off, creating a very narrow street and forcing children to dart between cars to attempt to cross the road with little or no visibility for drivers or pedestrians. This is a request from the school and parents and supported by local police. Proposed solution is for broken yellow lines and side islands to be installed.	\$150,000
Hudson Road, Warkworth centre traffic island	Outside 102 Hudson Road at intersection with Falls Road. The request is for a centre island to stop the intersection being used to commit sustained loss of traction offences ('donuts'). This is in response to ongoing complaints and concern from residents on Falls Road regarding anti-social ('boy-racer') activity causing injury. Cost estimate based on a central traffic island.	\$150,000
Mahurangi College signalised crossing	Located outside Mahurangi College, 2-30 Woodcocks Road, Warkworth. Requests from the One Mahurangi Business Association and Mahurangi College to signalise the existing zebra crossing at 11 Woodcocks Road to prevent school children from crossing continuously which creates major traffic holdups in the industrial area. A signalised crossing would hold the	\$350,000

	children back to cross in groups which would be both safer and allow traffic to flow more smoothly.	
Riverhead bus stop upgrade	The request is to install a new bus shelter at Bus Stop 4953 opposite 1093 Coatesville-Riverhead Highway, Riverhead.	\$60,000
Total new projects (as prioritised by the local board at the 4 December 2024 workshop)		\$710,000
Additional funds needed to complete existing projects	Matakana Valley Road safety improvements \$30,000 - \$130,000 depending on option chosen Mahurangi East Road crossing upgrade \$130,000 Coatesville-Riverhead Highway crossing \$125,000	\$285,000 OR \$385,000
Total required		\$995,000 OR \$1,095,000
Savings in current programme		\$53,500
Net total required to complete all prioritised projects		\$941,000 OR \$1,041,500

Table 3: Projects requested to be prioritised

30. The total amount required to complete all of the above projects exceeds the available budget.
31. The following table outlines other projects for consideration:

Project Name	Project Description	High level cost estimate
Makarau Road Barrier	Project to install a new crash barrier adjacent to the river in the vicinity of 484 Makarau Road. Would require an extensive retaining structure to support the guardrail and provide sufficient road width.	\$250,000
Puhoi Road wheel stops	A request from the Puhoi Community Group to install wheel stops between the Puhoi Library and footbridge alongside the flush footpath to prevent cars from parking over the footpath and forcing pedestrians, strollers etc. to walk around cars on the roadside during busy times.	\$56,000

<p>Mansel Drive – Falls Road, Warkworth speed calming</p>	<p>Road calming measures such as gateway signage, red carpet, speed tables and/or driver feedback signs to prevent anti-social ('boy racer') activity in the area.</p> <p>\$200,000 is a high-level cost estimate for the full project, however the number and type of calming measures could be reduced depending on the amount allocated to this project.</p>	<p>\$200,000</p>
<p>Matakana Valley Road wheel stops</p>	<p>A request from the Matakana Community Group to install wheel stops alongside the flush footpath between 56 (No. 8 Wired) and approx. 84 Matakana Valley Road, to prevent cars from parking over it and forcing pedestrians, strollers etc. to walk around cars on the roadside during busy times.</p>	<p>\$89,000</p>

Table 4: Other projects for consideration

32. The local board can allocate funding to any of the above projects up to the total available budget of \$880,926.00.

Tauākī whakaaweawe āhuarangi Climate impact statement

33. Auckland Transport engages closely with the council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and the council's priorities.
34. Auckland Transport reviews the potential climate impacts of all projects and works hard to minimise carbon emissions. Auckland Transport's work programme is 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

35. The approved Rodney Local Board Transport Capital Fund projects do not impact on council facilities.

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

36. At the workshop on 4 December 2024 the local board expressed support for local board transport capital fund projects proposals outlined in Attachment A.

Tauākī whakaaweawe Māori Māori impact statement

37. 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.
38. 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. 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>

39. In this case, neither decision involves a significant decision in relation to land or a body of water so specific Māori input was not sought.

Ngā ritenga ā-pūtea Financial implications

40. The approval of projects outlined in this report will exhaust the Rodney Local Board Transport Capital Fund budget for Financial Years 2024-2025 and 2025-2026.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

41. The proposed decisions do have some risk. Any construction project can be affected by a range of factors including weather, contract availability or discovery of previously un-identified factors like unmapped infrastructure.
42. The costs outlined in Attachment A are indicative costings and selected projects may cost more or less than the amount indicated. Once projects are selected, further investigation will confirm project costings.
43. Auckland Transport manages risk by retaining a 10 per cent contingency on projects. There have been instances in the past where budget surpluses in other programmes have been used to support delivery of the local board transport capital fund. However, there is always a small risk that more funds may be required.

Ngā koringa ā-muri Next steps

44. If the local board resolves to approve the Mahurangi East Road, Matakana Valley Road, and Coatesville-Riverhead Highway projects for construction, Auckland Transport will progress to the next stage of internal and public engagement, and delivery.
45. If the local board resolves to support new proposed projects with the additional available budget, Auckland Transport will begin investigation and initial design work and report back to the local board at a future date.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Rodney Local Board Transport Capital Fund 2023 -2026 (<i>Under Separate Cover</i>)	
B⇒	Mahurangi East Road crossing upgrade (<i>Under Separate Cover</i>)	
C⇒	Matakana Valley Road Safety Improvements (<i>Under Separate Cover</i>)	

Ngā kaihaina Signatories

Author	Beth Houlbrooke, Elected Member Relationship Partner
Authoriser	John Gillespie, Head of Stakeholder and Community Engagement

Public feedback report on the traffic bylaw review

File No.: CP2025/01235

Te take mō te pūrongo

Purpose of the report

1. To receive local board views on how the Joint Bylaw Panel should address public feedback on the proposed Vehicle Use and Parking Bylaw 2025 and its supporting proposals.
2. To recommend delegating a member to represent these views to the Joint Bylaw Panel.

Whakarāpopototanga matua

Executive summary

3. Auckland Transport and Auckland Council both have powers to make traffic-related rules in Auckland.
4. The current rules are set out in several documents:
 - [Auckland Transport Traffic Bylaw 2012](#)
 - [Auckland Council's Traffic Bylaw 2015](#)
 - [Public Safety and Nuisance Bylaw 2013 \(covering use of vehicles on beaches\)](#).
5. Auckland Transport and Auckland Council are conducting a review of these bylaws to identify efficiencies and possible improvements.
6. The proposed new Vehicle Use and Parking Bylaw 2025, including changes to some topics in the proposed new bylaw and changes to rules in other bylaws (referred to as the "supporting proposals"), is provided as Attachment A to this report.
7. In [August and September 2024](#) (page 391), all local boards provided feedback on the draft options and draft recommendations. Local boards generally supported the recommended option for each topic and provided feedback on some topics such as berm parking and parking on beaches. Staff considered the local board feedback in drafting the proposals which went out for public consultation.
8. Public consultation on the proposals took place from Monday 4 November to Monday 4 December 2024 (inclusive) and public hearings were held on 6 December 2024.
9. This report seeks the local board views on how the Joint Bylaw Panel should address matters raised in public feedback (included as Attachment B) to the proposed new bylaw and supporting proposals. This report also recommends delegating a local board member to present these views to the panel.
10. The panel deliberation is scheduled for 2 May 2025. This is when the panel will discuss and deliberate on the public feedback and local board and mana whenua views. Local boards can delegate a representative to speak at the hearings if desired.
11. The Auckland Transport Board and the Auckland Council Governing Body will make a final decision on the proposals in June 2025 based on the recommendations from the panel.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) whakarite / provide views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to this report
- b) tāpae / delegate a local board member(s) to represent these views to the Joint Bylaw Panel.

Horopaki Context

Traffic bylaws

12. The use of Auckland's road space, including beaches and roads in parks, is regulated by national legislation (laws) and by local government rules through bylaws.
13. Both Auckland Transport and Auckland Council have powers to make traffic-related rules in Auckland. The current rules are contained across the following bylaws:
 - a) [Auckland Transport Traffic Bylaw 2012](#)
Covers the requirements for parking and control of traffic on roads under the care, control, or management of Auckland Transport.
 - b) [Auckland Council Traffic Bylaw 2015](#)
Covers traffic management in public places, like parks, beaches, off-street parking facilities (like libraries and community centres) and council-owned car parking buildings.
 - c) [Auckland Council Public Safety and Nuisance Bylaw 2013](#)
Covers use of vehicles on beaches.
14. Responsibilities for bylaws are allocated by control of the land. Auckland Transport's rules apply to Auckland's transport system, while Auckland Council's rules apply to council-controlled land, such as parks and beaches.
15. The bylaws establish a framework for regulating vehicle use, traffic and parking on Auckland's transport system and on council-controlled land. For example, they enable the creation of bus lanes, but the specific locations are determined later through resolutions. This approach allows for flexibility to address changing location-specific needs over time.
16. Some bylaw provisions are not site-specific. These apply when Auckland Transport requires consistent rules across all locations, without the need for site-specific resolutions, for example, prohibiting abandoned vehicles on roads or in public places.

Reviewing Auckland's traffic bylaws

17. Auckland Transport and Auckland Council are conducting a joint review of Auckland's traffic-related bylaws to ensure they continue to meet the needs of Aucklanders. This review considered legislative and technological changes, as well as expert feedback on ways to improve bylaw effectiveness.
18. The Regulatory and Community Safety Committee on 2 July 2024 endorsed the [findings report](#) and requested an options report and proposal ([RCSC/2024/48](#)).
19. In [August and September 2024](#), all local boards provided feedback on the draft options and draft recommendations. Local boards generally supported the recommended option for each topic and provided feedback on some topics such as berm parking and parking on beaches. Some feedback focused on operational, public consultation or non-bylaw related matters and were referred to the relevant teams where appropriate.
20. Following this, a draft Vehicle Use and Parking Bylaw 2025, including the supporting proposals, was developed for public consultation.
21. The Regulatory and Community Safety Committee and the Auckland Transport Design and Delivery Committee endorsed the draft proposals and public consultation proposals on 8 October 2024.
22. The Auckland Council Governing Body and the Auckland Transport Board adopted the statement of proposal and approved the conduct of public consultation on 24 October 2024 and 29 October 2024, respectively.
23. Public consultation took place from Monday 4 November to Monday 4 December 2024 (inclusive). Public hearings were held on 6 December 2024 at 20 Viaduct Harbour Avenue,

Auckland. A total of 196 submissions were received: 181 through the online survey, 13 via mail and email and two verbal submissions. Public feedback is included as Attachment B to this report.

24. This report seeks the local board views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals (see Attachment A).
25. The final views from local boards will guide the bylaw panel during the deliberations on 2 May 2025. Local boards also have the option of sending a representative to share their views in person.
26. The Auckland Transport Board and the Auckland Council Governing Body will make a final decision on the bylaw proposals in June 2025 based on the recommendations from the panel.

Tātaritanga me ngā tohutohu Analysis and advice

27. Auckland Transport and Auckland Council staff reviewed the bylaws across 18 different topics to identify if there were problems, whether the bylaws helped address those problems, and if there were any alternatives or improvements.
28. At a workshop on 14 August 2024, Auckland Transport subject matter experts discussed the traffic bylaw review with the Rodney Local Board.
29. The Auckland Transport Board and Auckland Council Governing Body adopted the [Statement of Proposal](#) and approved the material for public consultation. The finalised [proposals](#) included:
 - a) creating a new joint Auckland Transport and Auckland Council Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw to combine the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015 and clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 (main proposal)
 - b) making supporting changes (supporting proposals) by clarifying and improving the following six topics in the proposed new joint bylaw
 - launching of boats on beaches and obtaining beach driving permits
 - regulations for heavy vehicles
 - parking vehicles off a roadway
 - busways, busway stations, and park & rides
 - resident parking
 - temporary traffic and parking rules for special events.
 - c) moving (or removing) the following seven rules from the current bylaws:
 - establishing shared zones, parking zones, parking places, and transport stations
 - setting new speed limits on council-controlled land
 - parking for display or sale
 - broken down vehicles on a road or public place
 - leaving machinery or goods on a road or public place
 - repairing or modifying vehicles on a road in in a public place
 - priority on cycle paths or shared paths.
 - d) clarifying and improving other rules in the [Auckland Council and Auckland Transport Signs Bylaw 2022](#), [Auckland Transport Activities in the Road Corridor Bylaw 2022](#), and Auckland Council Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles.
30. The key insights from public consultation are as follows:

- a) The proposals were well received by the public. The main proposal was largely supported, with 83 per cent of respondents expressing no concerns. Most respondents had no comments or concerns about the supporting proposals.
 - b) Parking vehicles off the roadway received the most attention, with 35 per cent of respondents overall commenting on the topic. Most people who provided comments (88 per cent) expressed support for changes to reduce parking on berms. Those who raised concerns with the topic (10 per cent) frequently mentioned the need for berm parking, especially where limited on-street parking is available.
 - c) New heavy traffic parking regulations were also largely supported by submitters (79 per cent of those who commented on the topic). There were some concerns from the industry perspective, specifically about rest breaks or overnight spaces for drivers to sleep, particularly for out-of-town companies.
 - d) The only topic that was not supported was the proposal to remove user priority on cycle paths and shared paths. Respondents requested that it remains in Auckland's traffic bylaws as it aims to protect vulnerable road users, particularly people travelling on foot and bicycle.
 - e) Community concerns about the topic of repairing or modifying vehicles in public spaces are centred around its enforcement – respondents wanted assurance that people experiencing an emergency would not be fined.
31. The draft Vehicle Use and Parking Bylaw 2025, including the supporting proposals, will be reviewed and deliberated by the Joint Bylaw Panel in May 2025.
 32. Local boards are encouraged to speak in front of the panel. Local boards can delegate a representative to speak at the hearings through this report.

Tauākī whakaaweawe āhuarangi

Climate impact statement

33. Auckland Transport and Auckland Council both support the outcomes sought by the Auckland Plan 2050, the Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan and other council climate priorities.
34. During the development of the bylaws, climate impacts were considered because effective bylaws are tools that help give effect to these strategic directives, for instance:
 - a) parking restrictions regulated by bylaws can be used to provide clearways and bus lanes that allow for quicker and more reliable public transport
 - b) controlling vehicle access and use on beaches protects coastal biodiversity
 - c) the ability to control access by heavy vehicles to unsuitable residential roads or town centres helps to minimise carbon emissions by encouraging them to use arterial routes designed for these vehicles to use efficiently.
35. The bylaws are an enabler for climate goals providing the regulatory tools required to enforce a variety of controls that contribute to climate change goals.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

36. This review was conducted jointly by Auckland Transport and Auckland Council.
37. Relevant staff from several council operational units impacted have also participated in the review findings and improvements addressed in the options report and proposal. These staff are aware of the impacts of the proposal and their implementation role. This includes Regional Parks, Parks and Community Facilities, Compliance Response and Investigations, Waste Solutions, Event Facilitation, Regional Operations, Active Communities, Connected Communities, and Growth, Transport and Infrastructure Strategy units.

38. All units were in favour of combining the traffic-related bylaws into a new joint bylaw.

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

39. The local board was briefed on the review on 14 August 2024 that provided an opportunity to receive quality advice about the review and its finding. The response from elected members and staff supporting local boards was positive about the review.
40. Local boards generally supported the recommended options and provided feedback on topics like berm and beach parking. Operational, consultation, or non-bylaw matters were referred to relevant teams as needed.
41. Auckland Transport and Auckland Council staff considered the local board feedback in drafting the proposals which went out for public consultation.

Tauākī whakaaweawe Māori Māori impact statement

42. Auckland Transport and Auckland Council are committed to meeting the responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
43. 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>
44. Using this framework for discussion, Auckland Transport informed iwi about the review in November 2023. The initial engagement was followed by a series of hui in July and August 2024 at which staff provided details of the review.
45. Māori have been informed and provided with opportunities to engage with the review and after public engagement is finished will be engaged with again.

Ngā ritenga ā-pūtea Financial implications

46. This decision has no financial implications for the local board as Auckland Transport funds all its projects and programmes.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

47. The proposed decision does not carry specific risk for this local board. Bylaw application and enforcement is not a role of local boards and is not funded by local board budgets. This situation means that there is no legal or financial risk.

Ngā koringa ā-muri Next steps

48. The Joint Bylaw Panel will review and deliberate all submissions about the draft proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, in May 2025. Prior to the deliberations, local boards are encouraged to speak to the panel.
49. The Auckland Transport Board and Auckland Council Governing Body will deliberate on the Vehicle Use and Parking Bylaw 2025, including supporting proposals. If adopted, it will come into effect in July 2025. The Auckland Transport Board will adopt provisions for the transport system, while the Governing Body will adopt those for council-controlled land.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Draft Vehicle Use and Parking Bylaw 2025 and the supporting proposals (<i>Under Separate Cover</i>)	
B⇒	Rodney Local board summary of public feedback (<i>Under Separate Cover</i>)	

Ngā kaihaina Signatories

Authors	Joemier Pontawe – Principal Policy Advisor, Auckland Transport Ben Stallworthy – Principal Advisor Strategic Relations, Auckland Transport
Authorisers	Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager

Changes to voting sign locations for the 2025 local elections

File No.: CP2025/01299

Te take mō te pūrongo

Purpose of the report

1. To provide the local board with an assessment of their proposed changes to voting sign locations for the 2025 local election.
2. To enable the local board to make formal recommendations for any changes to the Auckland Transport Traffic Control Committee.

Whakarāpopototanga matua

Executive summary

3. This report provides the local board with an assessment of their proposed changes to voting sign locations for the 2025 local elections.
4. The current election sign locations, last updated in 2022, are listed in Attachment A to the agenda report. Local boards submitted informal proposals for changes in December 2024.
5. Auckland Transport has assessed these proposals, and the findings are detailed in Attachment C, to be tabled at the meeting.
6. This report seeks formal recommendations from the local board on voting sign location changes. These will be submitted to the Auckland Transport Traffic Control Committee for consideration at their March 2025 meeting.
7. Final changes will be confirmed in March 2025 and the 2025 Candidate Handbook will be updated accordingly.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

- a) tuku / provide its views to Auckland Transport Traffic Control Committee to voting sign locations for the 2025 local elections.

Horopaki

Context

Regulatory framework

8. The Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu Signs Bylaw 2022](#) sets regulations for election signs.
9. The bylaw permits election signs on both private property and council-controlled public spaces.

Roles and responsibilities

10. Auckland Council and Auckland Transport share responsibility for designating suitable locations and establishing usage conditions for election signs in council-controlled public areas.
11. Auckland Transport controls signs that are on or visible from the Auckland transport system. Auckland Council controls signs in every other case.
12. The Auckland Council Regulatory Committee and Auckland Transport Traffic Control Committee hold delegated authority to implement these regulations by resolution.

13. Since all election signs must face roadways, Auckland Transport has delegated authority to set regulations for election signs via the Traffic Control Committee.

Current election sign locations

14. [Appendix B](#) of the Auckland Council and Auckland Transport Signs Bylaw Control 2022 lists currently approved election sign locations and any site-specific conditions.
15. The current election sign locations for this local board are provided in Attachment A. These were last updated during the 2022 local elections.

Process for changing election sign locations

16. Staff did not propose any changes to the voting sign locations for the 2025 local elections. Local boards provided informal proposals for changes to the election sign locations in December 2024.
17. The 2025 Auckland Council Candidate Handbook must include sites for election signs. Staff need to update the list of election sites by 1 April 2025 to meet the publishing deadline.
18. Many current election sign sites are on local parks. The Traffic Control Committee requires input from the local board as the landowner before making any modifications to the current list of designated election sign locations.
19. Attachment B to the agenda report provides guidance on suitable election sign site criteria for local boards to consider when suggesting changes.
20. Any recommend changes to voting sign locations will be sent to Traffic Control Committee for consideration at their March 2025 meeting.
21. Local boards will be informed of the final changes via memo in late March 2025.

Tātaritanga me ngā tohutohu **Analysis and advice**

22. Auckland Transport have assessed the proposed changes from the local board. The assessment is provided in Attachment C, to be tabled at the meeting.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

23. The assessment of climate impacts has been considered as part of this process. Relevant details are included in Attachment C (to be tabled).

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

24. The impacts on the wider Auckland Council group have been assessed and are outlined in Attachment C (to be tabled).

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

25. Local impacts have been evaluated as part of this assessment. Further details can be found in Attachment C (to be tabled).

Tauākī whakaaweawe Māori **Māori impact statement**

26. Consideration has been given to the impact on Māori as part of this process. The assessment findings are provided in Attachment C (to be tabled).

Ngā ritenga ā-pūtea Financial implications

27. The financial implications have been assessed as part of this process. Relevant details are outlined in Attachment C (to be tabled).

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

28. Key risks and proposed mitigations have been considered and are detailed in Attachment C (to be tabled).

Ngā koringa ā-muri Next steps

29. The Traffic Control Committee will consider any formal local board recommendations for changes to election sign locations at its March 2025 meeting.
30. The updated election sign sites will be included in the 2025 Candidate Handbook.

Ngā tāpirihanga Attachments

No.	Title	Page
A	List of Public Sites for Election Signs in Rodney Local Board	59
B	Election sign site criteria	71

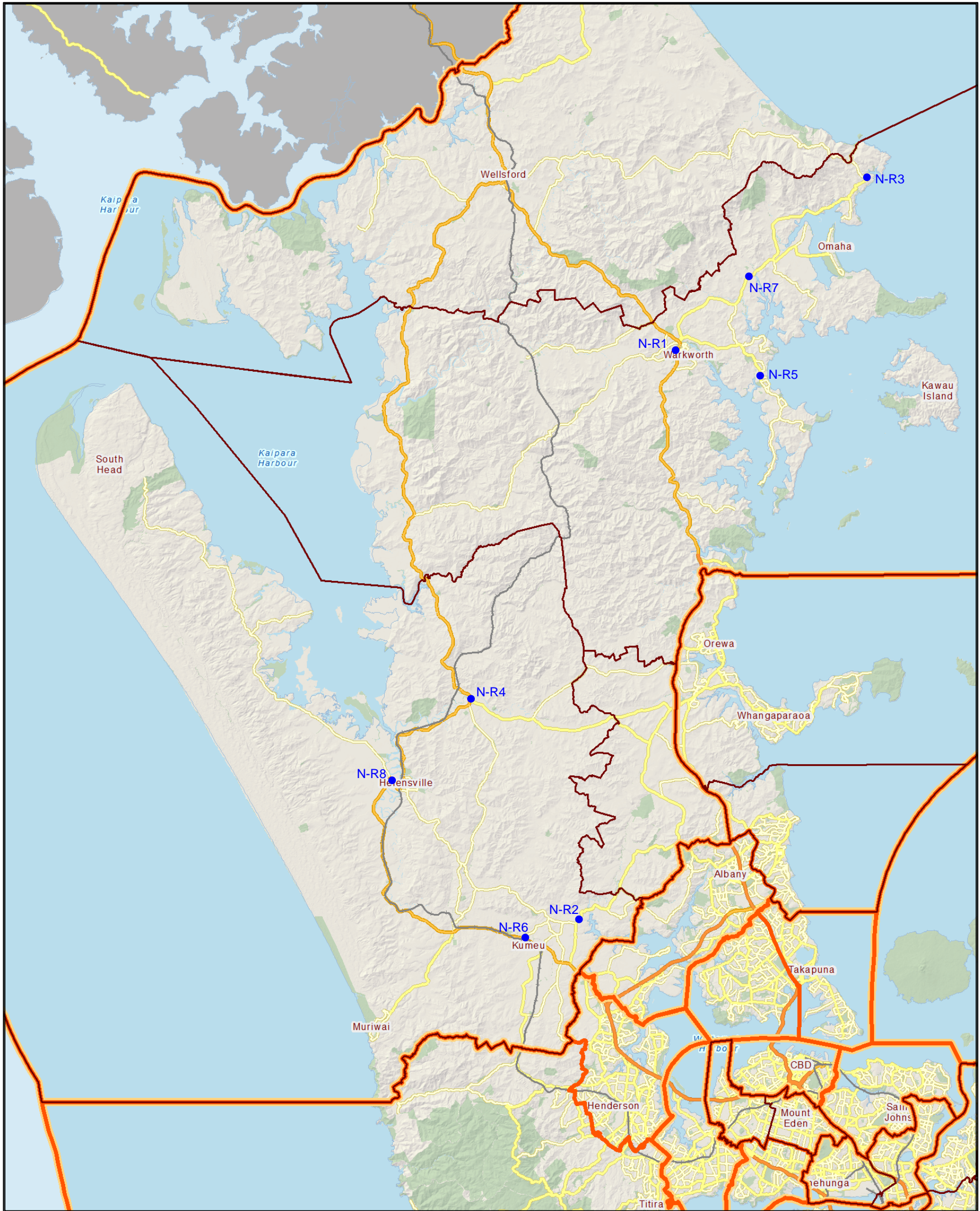
Ngā kaihaina Signatories

Author	Macleon Grindell - Senior Advisor Operations and Policy
Authorisers	Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager

List of Public Sites for Election Signs in Rodney Local Board

This list has been colour-coded to indicate whether sites are on the road or are on parks or a combination of both roads and parks. It is very important to note that Local Boards have approved the erection of election signs on their local parks to the nine weeks before an election (or only four weeks in the case of the Ōrākei Local Board for a local government election). Election signs must not be put up in parks outside that time period and considerable care would need to be used to ensure that signs are not put up in part of a combined site that is a park (it may be safest to avoid putting up any signs in a combined site outside the nine-week period).

LOCAL BOARD	STREET NAME	MAP KEY	LOCAL BOARD
Rodney <i>Note: 9-week limit on sites in Parks</i>	Brown Road	N-R1	Road
	Coatesville-Riverhead Highway	N-R2	Park
	Hauraki Road	N-R3	Road
	Kaipara Coast Highway	N-R4	Park
	Mahurangi East Road	N-R5	Road
	Main Road	N-R6	Both
	Matakana Road	N-R7	Road
	Mill Road	N-R8	Road



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Rodney election sign sites

● Existing Site



Auckland Council
Te Kaunihera o Tāmaki Makaurau

Created: Tuesday, 19 April 2016, 5:20:03 p.m.

Scale @ A3 1:250000

(N-R1) Brown Road



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-R2) Coatesville-Riverhead Highway

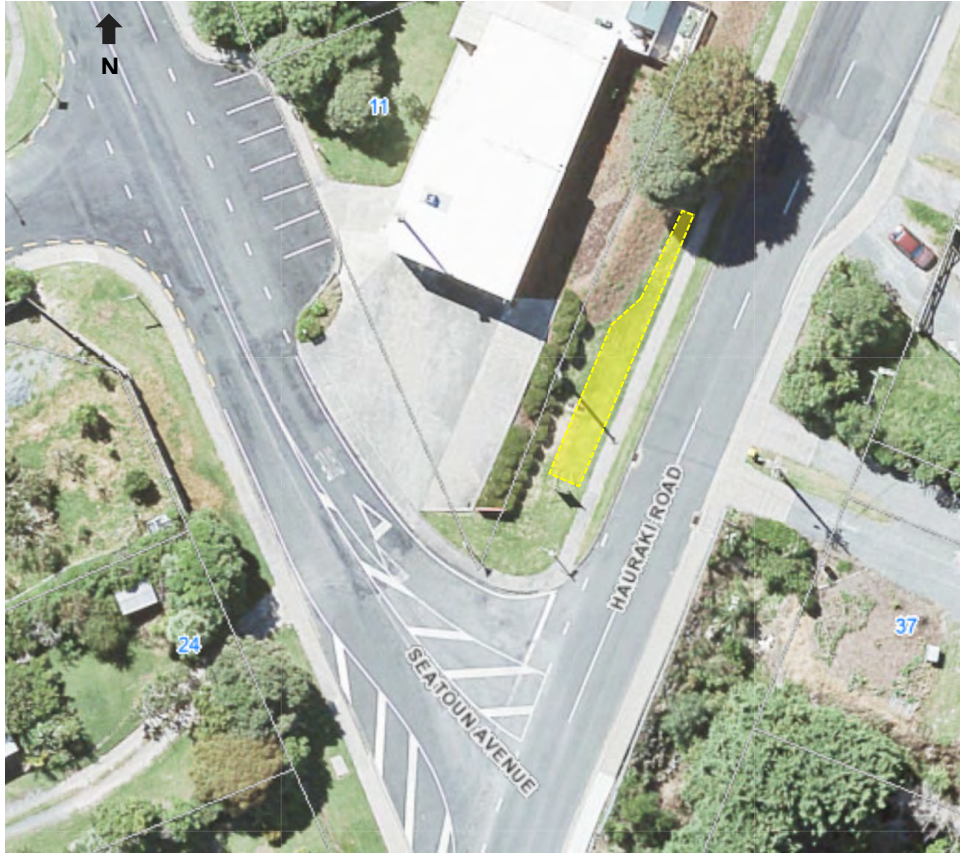


This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

Conditions:

- This site has been identified as a V-shaped sign site.

(N-R3) Hauraki Road



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-R4) Kaipara Coast Highway



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-R5) Mahurangi East Road



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-R6) Main Road



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-R7) Matakana Road



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-R8) Mill Road



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

ELECTION SIGN SITE CRITERIA

The following criteria shall be used to assess/guide the suitability of public sites for election signs:

1. Election sign sites must ensure that election signs do not obstruct the safe line of sight of any corner, bend, intersection or vehicle crossing, as measured according to *Table 3.2 of the Austroads Guide to Road Design (1 AGRD) - Part 4A: Unsignalised and Signalised Intersections (AGRD04A-09) Section 3.2.2.* (summarized below)
2. Election sign sites must be large enough to easily contain as many election signs as are likely to be needed in that ward/electorate. (remembering that for general elections each candidate and party can have signs).
3. Election sign sites must not be likely to cause election signs to obscure, obstruct or impair the display of any traffic control devices (traffic signals and traffic signs). Election Signs must not be displayed on a traffic control devices or supporting structures – so sites must not include any of these.
4. Election Sign sites must not be on median strips, roundabouts, traffic islands or any other similar traffic separation structure or kerbed projection on any road.
5. Election sign sites must not be likely to lead to election signs obstructing, obscuring or impairing the safe passage of pedestrians, cyclists or persons in wheelchairs or mobility scooters on paths or be positioned in such a way that they constitute a hazard to driveways, entranceways or roads.
6. Election sign sites must be large enough to ensure that no part of an election sign or its supporting structure needs to be positioned closer than 500mm to any footpath, cycle path, driveway, entranceway or roadway.
7. Election signs must be placed outside the drip line of any tree (ie signs must not be directly below any part of a tree). Election sign sites can include areas with trees but the site must be large enough that there will be sufficient space for election signs. The existing list includes sites that were approved or used historically in the legacy areas. Considerable tree growth may have occurred in the interim. Sites with trees should therefore be reassessed to determine whether they are still practical or not.
8. Election sign sites must not allow for signs to be placed on sites that are historical, cultural, architectural, heritage, geological or archaeological features identified, scheduled or recorded in the relevant district plans. (Note that maunga (cones) particularly those managed by the Maunga Authority should not be used as sites.)

9. Election signs must be free standing. They must not be fixed to any tree, building, bollard or any other structure or street furniture, including, but not limited to, light poles, bus shelters, seats, rubbish bins, road signs, public signs, pylons and power poles. Election sign sites should avoid including these items to reduce temptation.
10. Election sign sites must not be located immediately between playground equipment and a road. Avoid having signs where they could obstruct drivers' vision of children who might run out from a playground onto the road.
11. Given the political nature of signs and the level of visual impact they can have it is preferable to place them in locations where they will not appear to be linked to, or have an undue impact on, private residences, businesses or institutions (including for example health and school locations). Election sign sites must not be placed on the berm outside the front facing side of a residential property and may only be on the side of such a property if well screened by a high fence or vegetation. By preference sites should be on or outside council owned parks and reserves.
12. In rural areas or other locations without kerbs and footpaths it is preferable to only select sites that allow for a 5m separation of the site from the edge of the sealed roadway.
13. In the assessment of a site, note the closest parking area (by approximate distance) and if there is no parking directly outside the designated site, e.g. if there are extensive broken yellow line outside the designated area. This is not a criterion in site selection, but will serve as additional information. The aim is to avoid encouraging illegal parking behaviour by those erecting signs.
14. Where possible determine if the site is a rehabilitated closed landfill. This is not a bar to a site being selected but the additional criteria of complying with the protocol for closed landfill sites will need to be added and this must be stated in the resolution.
15. Larger sites may be suitable for V-Shape election signs. A single election sign consisting of two panels attached at one edge to the same post in a V-Shape maybe displayed on larger sites that are suitable for this configuration if the widest point of the V is not more than 2m. The criteria for site selection is an area of at least 250m², preferably corner site (if possible but not absolutely necessary). There should be at least 1 V-Shape site identified for each Local Board area.
16. NZTA Conditions:
 - i. Elections signs may not be on, adjacent to or visible from motorways.
 - ii. Elections signs may not be displayed on any State Highways where the speed limit is above 50 km/h, without specific permission from NZTA. So it is best to also avoid sites in parks and reserves visible from state highways with speed limits above 50 km/h.

ELECTION SIGNAGE CRITERIA - Safe Intersection Sight Distance (SISD) Requirement

The following guidelines for determining safe intersection sight lines have been taken from Table 3.2 of the *Austrroads Guide to Road Design (1 AGRD) - Part 4A: Unsignalised and Signalised Intersections (AGRD04A-09) Section 3.2.2*.

Minimum intersection sight distances to maintain safety

In the same manner as other roadside features, roadside signs may create restrictions to sight visibility and create a safety hazard if they obstruct or interfere with:

- Road users' view of a road hazard, person or oncoming vehicle on the roadway.
- Road users' view of a person or vehicle about to enter the roadway.

The general requirements for maintaining safe sight distances at driveways and intersections therefore need to be applied to roadside signs.

The minimum safe intersection sight distances in Table 3.2 must be maintained in all circumstances to ensure that traffic safety is not compromised. These sight distance requirements relate only to conflicts between vehicles. For driveways crossing a footpath a 5 metre by 2 metre visibility splay must be provided.

Distances are measured between points at a height of 1.1 metres above the level of the roadway (equivalent to the height of a driver's eye when seated in a car) and 1.25m (accepted vehicle roof height for SISD). The minimum distances shown in Table 3.2 are measured along the major road from 5 metres (3m minimum) back from the major road.

Note: Corrections to the distances shown in Table 3.2 need to be undertaken for gradients greater than 2% (refer to *Austrroads Guide to Road Design (1 AGRD) - Part 4A: Unsignalised and Signalised Intersections (AGRD04A-09) Section 3.2.2 Table 3.3*).

Table 3.2 Safe Intersection Sight Distance

Posted Speed Limit (km/h)	Design Speed (km/h)	Minimum distance (m)
50	60	123
60	70	151
70	80	181
80	90	214
90	100	248
100	110	285

In general, visibility problems will not be caused by signs or devices which are:

- Less than 1m in height, except where they are likely to obscure children.
- The bottom of the sign is more than 3m above the level of the roadway.

Some of the more common situations where there is a potential for visibility problems include:

- Signs close to intersections or curves in the roadway.
- Signs adjacent to driveways particularly of major traffic generators e.g. service stations.
- Portable signs placed on footpaths, shoulders or grass berms.
- Vehicle-mounted signs.

Additional requirements for the erection of signs from the Bylaw

These are the bylaws requirement for the erection of the signs and may aid in the selection of sites.

1. Election signs may only be erected on public land designated for this purpose and must comply with any site specific instructions. For example specific sites requirements may be included when a site is approved by a resolution made under an elections signs bylaw.
2. Election signs must comply with any and all other relevant signage rules, bylaws and requirements.
3. Elections signs must not compromise road safety by causing confusion or distraction by resembling any traffic control devices, including traffic signs.
4. Election Signs must not be made of, or have affixed, any fluorescent, phosphorescent or reflective material that may reflect headlights, distract or interfere with a road user's vision.
5. Election Signs must not be illuminated (either internally or externally), use flashing or revolving lights or light sources, moving or rapidly changing displays/images (less than 5 seconds per display), lasers or any other method of illumination that may dazzle or distract drivers.
6. Election signs must be located in a manner that minimises visual and physical clutter. Only one election sign may be erected per candidate or per party on a road frontage of any one site.
7. Election signs and their supporting structure must be securely braced and anchored at ground level. Signs and their supporting structures must be constructed, fixed or placed in a manner so that they will not come loose under normal weather conditions so as not to pose a danger to property or the public. This is the responsibility of the sign owner.
8. No secondary signs, posters, flags etc. may be attached to election signs.
9. The top edge of an election sign must be less than 3 metres above ground level and must have a sign area of less than 3 square metres (approximately 2.4 x 1.2 metres).
10. There must be at least 500mm clearance left between the bottom edge of the election sign and the ground. Clause 8 (f).

Auckland Council's Quarterly Performance Report: Rodney Local Board for quarter two 2024/2025 and allocation of local board film revenue

File No.: CP2025/00397

Item 17

Te take mō te pūrongo Purpose of the report

1. To provide the Rodney Local Board with an integrated quarterly performance report for quarter two, 1 October – 31 December 2024 (Attachment A to the agenda report).
2. To approve the allocation of local board film income within the Rodney Local Board 2024/2025 Work Programme.

Whakarāpopototanga matua Executive summary

3. This report includes financial performance, progress against work programmes, key challenges the local board should be aware of and any risks to delivery against the 2024/2025 Work Programme.
4. The work programme is produced annually and aligns with Rodney Local Board Plan outcomes.
5. Activity updates from this quarter are:
 - ID395: Local civic events Rodney
 - ID385: Operational grant for Kumeū Arts Centre
 - ID508: Pest Free Coatesville coordinator time.
6. All operating departments with agreed work programmes have provided a quarterly update against their work programme delivery. Activities are reported with a status of green (on track), amber (some risk or issues, which are being managed) or grey (cancelled, deferred or merged).
7. Local board film revenue is received during the year and is therefore not allocated when the local board approves its work programme at the start of the financial year.
8. It is recommended that the film revenue is allocated to support Customer and Community Services 2024/2025 Work Programme line – ID53073: Parks Service Provision Assessment for Point Wells.
9. The financial performance report for the quarter in Attachment B to the agenda report is excluded from the public. This is due to restrictions on half-year annual financial reports and results until the Auckland Council Group results are released to the New Zealand Stock Exchange on or about 28 February 2025.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

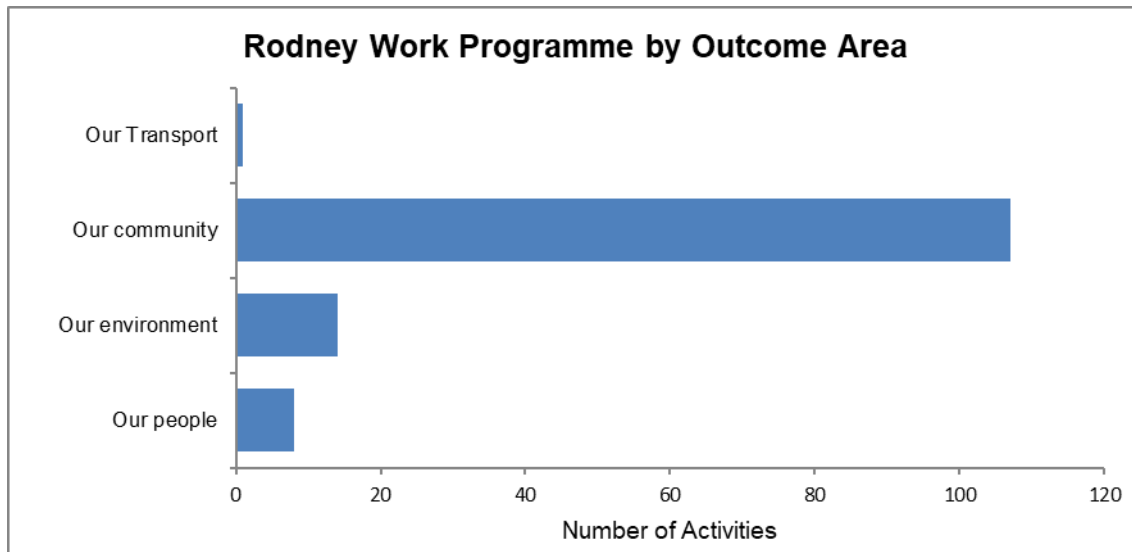
- a) whiwhi / receive the performance report for quarter two ending 31 December 2024

- b) whakaae / approve the allocation of \$12,183 from local board film revenue to the Customer and Community Services 2024/2025 Work Programme line – ID53073: Parks Service Provision Assessment for Point Wells
- c) tuhi tīpoka / note the financial performance report in Attachment B of the agenda report will remain confidential until after the Auckland Council Group half-year results for 2024/2025 are released to the New Zealand Stock Exchange, which are expected to be made public on or about 28 February 2025.

Horopaki Context

10. The Rodney Local Board has an approved 2024/2025 work programmes for the following:
 - Customer and Community Services
 - Local Environmental
 - Auckland Emergency Management.
11. The graph below shows how the work programme activities meet local board plan outcomes. Activities that are not part of the approved work programme but contribute towards the local board outcomes, such as advocacy by the local board, are not captured in this graph. Funding allocated via our environmental programmes to support local community group initiatives are also not captured in the graph.

Graph 1: Work programme activities by outcome

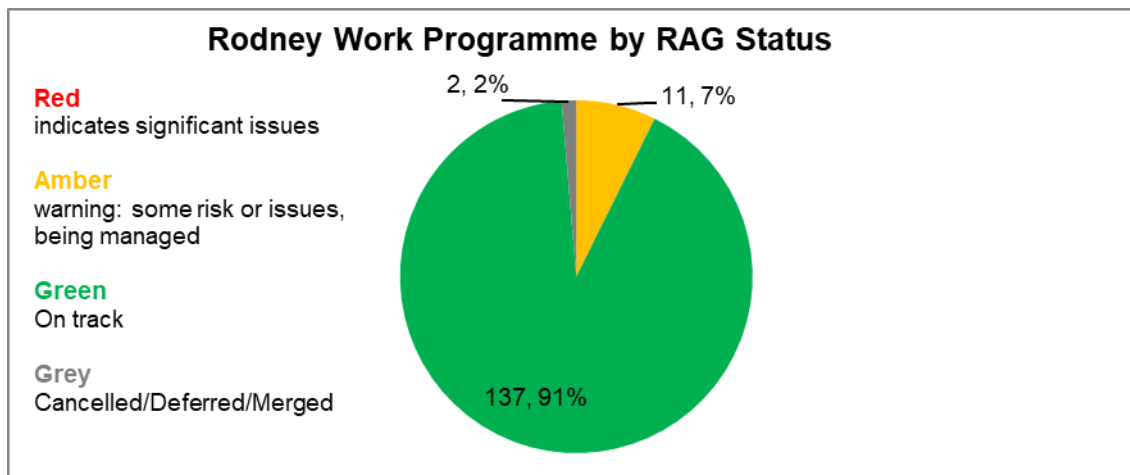


Tātaritanga me ngā tohutohu Analysis and advice

Local Board Work Programme Snapshot

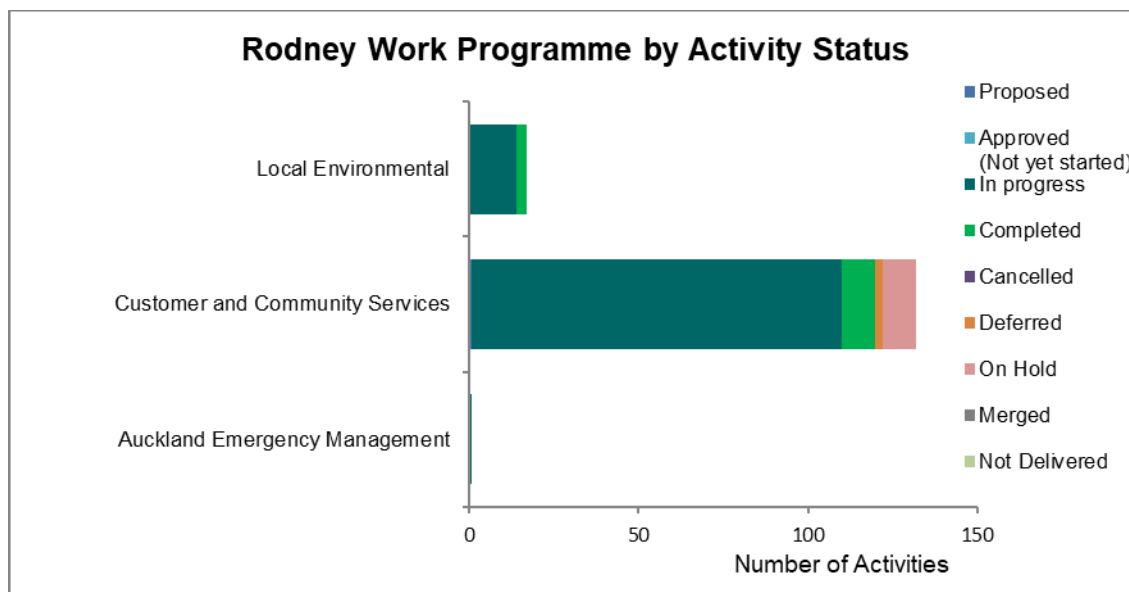
12. The graph below identifies work programme activity by RAG status (red, amber, green and grey) which measures the performance of the activity. It shows the percentage of work programme activities that are on track (green), in progress but with issues that are being managed (amber), activities that have significant issues (red) and activities that have been cancelled/deferred/merged (grey).

Graph 2: Work programme performance by RAG status



13. The graph below shows the stage of the activities in each departments' work programmes. The number of activity lines differ by department as approved in the local board work programmes.

Graph 3: Work programme performance by activity status and department



Key activity updates from quarter two

14. Achievements for quarter four in the delivery of the local board work programmes for 2023/2024 are (but not limited to):
- ID395: Local civic events Rodney. The 49 Commercial Rd (Helensville War Memorial Hall) comprehensive renewal opening was held on 20 October 2024 with an attendance of 500 guests from the community and stakeholders including Rodney Local Board members, and iwi representatives
 - ID385: Operational grant for Kumeū Arts Centre. In quarter two there were 90 programmes with 3910 visitors. Courses included Wāhine Toa, with a creche by Kindred Family Services, BrainPlay, and Creative Matters school holiday classes. Two subsidised places were offered in term classes Teen Ceramics, Art Club, and adults' ceramics. SEEN youth programme maintained steady attendance with 10 students. The event for the annual Kumeū Arts Awards took place 2 November with 180 attendees, and the accompanying exhibition of 127 artworks provided a busy month of visitors. The Affordable Arts exhibition is a pre-Christmas cash and carry sale, and this year 54 artists from across Auckland contributed 146 artworks

- ID508: Pest Free Coatesville Coordinator time. The Pest Free Coatesville coordinator and Environmental Services staff supported the recent launch event for Pest Free Dairy Flat, which had over 60 attendees. They presented on local biodiversity, funding and upskilling opportunities, practical demonstrations, and community pest control advice. Pest Free Coatesville will also attend the upcoming Te Taiao Northern Networking Event at Coatesville Hall in December to connect with other conservation coordinators and facilitators. The engagement hub caravan exterior has been painted and is awaiting signwriting. A meeting with Save the Kiwi and surrounding community conservation groups was held to plan a wider landscape trapping network to protect kiwi

Activities on hold

15. The following work programme activities were identified by operating departments as on hold:
 - ID40319: Snells Beach renew open space assets
 - ID30612: Riverhead War Memorial Park – renew pavilion
 - ID40308: Rodney – refurbish community buildings
 - ID30625: Sinclair Park – rebuild pavilion
 - ID40301: Kumeū Arts Centre – refurbish building including entranceway reconfiguration
 - ID26650: Whangateau Holiday Park – deliver an all-accessible rear amenity block
 - ID30607: Mangakura – refurbish toilet block, renew carpark and minor assets
 - ID37422: Elizabeth Street Reserve – renew open space assets
 - ID30619: Rodney Town Centre Revitalisation implementation centre plan stage 2 Warkworth.

Changes to the local board work programme

Deferred activities

16. The following activities have been deferred from the current work programme into future years:
 - ID334: Hōteio North Domain Recreation Reserve – Hōteio North Reserve and Hall Agricultural Society Inc. lease. This has been deferred until the 2025/2026 financial year or until such time the required works at the hall have been completed
 - ID26249: Goodall Reserve – renew skate park and minor assets. This project has been deferred for delivery in the 2025/2026 financial year due to budget constraints.

Local board film revenue allocation

17. This film revenue is received during the year and is therefore not allocated when the local board approves its work programme at the start of the financial year.
18. During the Auckland Council Shoreline Adaptation Plan's consultation and following recent retrospective landowner approval applications for seawalls on the Point Wells esplanade, reserve staff have identified the need for a Parks Service Provision Assessment for Point Wells esplanade and reserve area(s). This work will identify recreational opportunities including walking and cycling to enhance future opportunities and provide guidance for the future management of the reserve areas.
19. This provision assessment document would provide guidance on how the reserves will adapt to coastal processes in line with the Shoreline Adaptation Plan direction and advice including coastal access opportunities in the short to medium term.

20. It is recommended that \$12,183 from the local board film revenue be allocated to work programme line – ID53073: Parks Service Provision Assessment for Point Wells so this work can commence.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

21. Receiving performance monitoring reports will not result in any identifiable changes to greenhouse gas emissions.
22. Work programmes were approved in June 2024 and delivery is already underway. Should significant changes to any projects be required, climate impacts will be assessed as part of the relevant reporting requirements. Any changes to the timing of approved projects are unlikely to result in changes to emissions.
23. The local board is invested in several environmental and sustainable projects which aim to build awareness and deliver in part on climate mitigation practices. These include:
- ID4130: Okiritoto Stream Restoration Project
 - ID511: Rodney West coordinators
 - ID506: Restore Rodney East facilitator
 - ID4117: Rodney – Celebration of Māori and Māori Zero Waste Practices
 - ID4417: Rodney freshwater education project
 - ID508: Pest Free Coatesville coordinator time
 - ID512: Rodney – Shorebirds Trust coordinator
 - ID4056: The Forest Bridge Trust avoidance training
 - ID20: Rodney Ecological Volunteering and Environmental Programmes (Local Parks).

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

24. When developing the work programmes council group impacts and views are presented to the local board.

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

25. This report informs the Rodney Local Board of the performance for quarter two ending 31 December 2024.

Tauākī whakaaweawe Māori **Māori impact statement**

26. The Rodney Local Board Plan 2023 provides a commitment framework through the development of initiatives that respond to Māori aspirations. The following activities have a Māori outcome focus:
- ID4117: Rodney – Celebration of Māori and Māori Zero Waste Practices
 - ID4119: Te Ao Māori and community led conservation Rodney
 - ID3852: Rodney – Local implementation of Ngā Hapori Momoho (Thriving Communities strategic action plan)
 - ID1122: Library Services – Rodney
 - ID389: Connected and resilient communities Rodney.

Ngā ritenga ā-pūtea Financial implications

27. This report is provided to enable the Rodney Local Board to monitor the organisation's progress and performance in delivering the 2024/2025 Work Programme. There are no financial implications associated with this report.

Financial Performance

28. Auckland Council currently has a number of bonds quoted on the New Zealand Stock Exchange (NZX). As a result, the council is subject to obligations under the NZX Main Board & Debt Market Listing Rules and the Financial Markets Conduct Act 2013 sections 97 and 461H. These obligations restrict the release of half-year financial reports and results until the Auckland Council Group results are released to the New Zealand Stock Exchange on or about 28 February 2025. Due to these obligations the financial performance attached to the quarterly report is excluded from the public.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

29. While the risk of non-delivery of the entire work programme is rare, the likelihood for risk relating to individual activities does vary. Capital projects for instance, are susceptible to more risk as on-time and on-budget delivery is dependent on weather conditions, approvals (e.g. building consents) and is susceptible to market conditions.
30. The approved Customer and Community Services capex work programme include projects identified as part of the Risk Adjusted Programme (RAP). These are projects that the Community Facilities delivery team will progress, if possible, in advance of the programmed delivery year. This flexibility in delivery timing will help achieve 100 per cent financial delivery for the financial year if projects intended for delivery in the current financial year are delayed due to unforeseen circumstances.

Ngā koringa ā-muri Next steps

31. The local board will receive the next performance update following the end of quarter three (31 March 2025).

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Work programme update - quarter two (<i>Under Separate Cover</i>)	
B↓	Rodney quarterly performance report Q2 Fin Appendix (<i>Under Separate Cover</i>) - CONFIDENTIAL	

Ngā kaihaina Signatories

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

Hōtaka Kaupapa – Policy Schedule

File No.: CP2025/00012

Te take mō te pūrongo Purpose of the report

1. To receive the Hōtaka Kaupapa – Policy Schedule update for February 2025.

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 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 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.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whiwhi / receive the Hōtaka Kaupapa – Policy Schedule update for February 2025

Ngā tāpirihanga Attachments

No.	Title	Page
A	Hōtaka Kaupapa - Policy Schedule for February 2025	83

Ngā kaihaina Signatories

Author	Will Wilkinson - Democracy Advisor
Authoriser	Lesley Jenkins - Local Area Manager

Month	Meeting	Topic	Purpose
March 2025	Business meeting	Local dog access rules	Define board position and feedback
	Business meeting	Development contributions	Define board position and feedback
	Business meeting	Milldale park benches	Define board position and feedback
	Business meeting	Business Improvement District Policy	Define board position and feedback
	Business meeting	Dogs Policy and Bylaw	Input into regional decision-making
	Business meeting	Auckland Transport: Local Transport Plans (Kōkiri Agreement)	Oversight and Monitoring
	Business meeting	Auckland Transport: Forward Works Engagement Programme	Define board position and feedback
April 2025	Business meeting	Annual Budget 2025 - 2026	Formal adoption
	Business meeting	Open Space Policy Framework Refresh	Input into regional decision-making
	Business meeting	Further items to be confirmed	

Rodney Local Board workshop records

File No.: CP2025/00011

Te take mō te pūrongo Purpose of the report

1. To receive the Rodney Local Board workshop records for 5 and 12 February 2025.

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 workshop records for 5 and 12 February 2025.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Workshop record 5 February 2025	87
B	Workshop record 12 February 2025	91

Ngā kaihaina Signatories

Author	Will Wilkinson - Democracy Advisor
Authoriser	Lesley Jenkins - Local Area Manager

Exclusion of the Public: Local Government Official Information and Meetings Act 1987

That the **Rodney Local Board**

- a) whakaae / agree to exclude the public from the following part(s) of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

17 Auckland Council's Quarterly Performance Report: Rodney Local Board for quarter two 2024/2025 and allocation of local board film revenue - Attachment B - Rodney quarterly performance report Q2 Fin Appendix

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage. In particular, the report contains detailed financial information that has an impact on the financial results of the Auckland Council group half-year result, that requires release to the New Zealand Stock Exchange..	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

C1 Future of residential assets

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person. s7(2)(f)(ii) - The withholding of the information is necessary to maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment. s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

	In particular, the report contains commercially sensitive and privacy information.	
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