

Date: Wednesday 12 March 2025
Time: 10:00 am
Meeting Room: Rodney Local Board Office, 3 Elizabeth St,
Venue: Warkworth

Rodney Local Board Workshop

OPEN ITEM ATTACHMENTS

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The slide features a blue background with a pattern of white, curved lines resembling road tracks. The main title is written in large, bold, white, sans-serif font. Below the title, the presentation details are listed in a smaller, bold, white, sans-serif font. In the top right corner, there is a small circular logo with the text 'Think before you print'. In the bottom right corner, there is a circular logo with the letters 'A7' inside.

Unsealed Roads Improvement Programme

Presentation to
Rodney Local Board
12 March 2025

Think before you print

A7

URIP - Overview

- URIP budget and programme adjusted due to lack of funding by NZTA
- Approx 796 km of unsealed roads across Auckland
- Approx 622 km (79%) unsealed roads in the Rodney Local Board area
- 90 km of roads carry more than 200 vehicles per day (vpd) – priority for sealing
- 169 km carry between 100 vpd and 200 vpd – possible candidates for sealing
- 537 km carry less than 100 vpd – not economic to seal
- Ocean View Rd sealed December 2024 due to heavy traffic / road deterioration
- Atkins Rd to be sealed by Te Arai Developer – **Feb 2025 – TBC**
- Pebblebrook Rd – **to be sealed by quarry developer -TBC**



URIP – Overview continued

- Ahuroa Rd – FY 2024/25 complete seal extension to J Tolhopf Rd – Estimated cost \$2.7 million
- Ahuroa Rd Seal extension – RP 4935 to RP 9152 – total cost \$11.9 million – 4.2 km
- Ahuroa Rd – remaining 4.5 km to be constructed FY 2024/25 to FY 2027/28 – maintenance seal
- Govan Wilson Rd remaining 2.4 km to be constructed FY 2024/25 - maintenance seal
- Currently have FY2024/25 to FY2025/26 URIP programme – Based on budget of \$30.3 million – originally \$25.68 million – then increased to \$37.5 million
- **Will upgrade 84 km of unsealed road (previously 64 km) due to more cost effective treatments - 81.5 km maintenance seal treatment proposed – 97 % of URIP.**



URIP approach

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



URIP prioritisation

The URIP prioritisation methodology is based on six guiding principles:

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

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

There are two parts to the analysis:

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



One network road classification - functional

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



