

Rodney Local Board workshop programme

Date: 14 February 2024
Time: 11.00am – 12.30pm
Venue: Rodney Local Board Office, 3 Elizabeth St, Warkworth
Apologies: No apologies received

Local Board Services / Members only administrative time 9.45 – 10.00am					
Item	Time	Workshop item	Presenter	Governance role	Proposed outcome(s)
1	10.00 – 11.00am	Sites and Places of Significance to Mana Whenua - Tranche 2 Proposed Plan Change Non-public			
2	11.00 – 11.45am	Auckland Transport - Draft Unsealed Road Improvement Programme 2024 – 2027 Supporting information <ul style="list-style-type: none"> • Memo • Presentation 	Beth Houlbrooke (Elected Member Relationship North) Peter Scott (Asset Manager Road Corridor)	Keeping informed	An opportunity to receive an update on the Draft Unsealed Road Improvement Programme 2024/2025 – 2026/2027
3	11.45 – 12.30pm	Auckland Transport – Future Connect and network needs in Rodney Supporting information	Beth Houlbrooke (Elected Member Relationship North) Andrew McGill	Keeping informed	An opportunity to receive an update on Future Connect and network needs in Rodney

		<ul style="list-style-type: none"> • Presentation 	(Group Manager Network, Planning and Policy - Auckland Transport) Graeme Gunthorp (Programme Director, City Centre Transport Integration - Auckland Transport)		
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Role of Workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (d) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Memorandum

To: Rodney Local Board
From: Peter Scott – Asset Manager Road Corridor
Date: 14 February 2024
Subject: **Draft 2024/2025 – 2026/2027 Unsealed Road Improvement Programme**

Purpose

1. To provide the local board with an update on the Draft 2024/2025 – 2026/2027 Unsealed Road Improvement Programme.
2. To seek feedback on the proposed Unsealed Road Improvement Programme treatments.

Summary

Draft 2024/25 to 2026/27 Unsealed Road Improvement Programme (URIP)

3. The draft three-year Unsealed Road Improvement Programme for 2024/2025 to 2026/2027 has been prepared in accordance with the Unsealed Road Improvement Strategy.
4. The Unsealed Road Improvement Programme Strategy was prepared in 2020 in consultation with the local boards.
5. The funding provided for the URIP in the 2024/2025 to 2026/2027 Regional Land Transport Programme (RLTP) is as follows:
 - 2024/2025 - \$6.24 million
 - 2025/2026 - \$6.40 million
 - 2026/2027 - \$13.04 millionTotal \$25.68 million – 2024/2025 to 2026/2027.
6. The total unsealed road improvement programme funding in the 10-year 2024/2025 to 2033/2034 Regional Land Transport Programme budget is \$124.60 million.
7. The total length of unsealed road in the Draft Unsealed Road Improvement Programme is 65km, of which 53.6km (82%) is proposed to be sealed.

Context

8. The URIP Strategy and prioritisation process were developed with the affected Local Boards and Councillors in 2020. Under the URIP, unsealed roads are prioritised and assessed to identify the road issues. Then a range of appropriate treatments may be applied to address these issues, rather than just sealing the road. Road sealing remains part of the solution, however this is one of several options considered.
9. The unsealed roads are prioritised based on a number of factors including:
 - strategic role and significance of the road - based on the Auckland Transport's Roads and Streets Framework and traffic volumes
 - safety – based on traffic crash data and road gradient (steepness)

- public health – based on the number of dwellings and amenities in close proximity to the road
 - cost – assessed after treatment options have been determined
 - natural environment – based on the proximity of sensitive receiving environments
 - climate change.
10. Full details of how Auckland Transport (AT) prioritises improvements on the unseal road network can be viewed on AT's website – refer: [A new look at unsealed roads](#).
11. The prioritisation for the URIP is updated every three years to align with Auckland Council's funding requirements and AT's RLTP.
12. The majority of URIP improvements, including seal treatments for safety and resilience reasons, receive NZTA subsidy under NZTA Work Category 341 – Low Cost Low Risk (<https://www.WK.NZTA.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/2021-24-nltp-activity-classes-and-work-categories/other-work-categories/wc-341-low-cost-low-risk-improvements/>).

Discussion

Draft 2024/2025 to 2026/2027 Unsealed Road Improvement Programme (URIP)

13. Currently there are approximately 800km of unsealed road within the Auckland region and the majority of these are within the Rodney Local Board area.
14. A breakdown of the unsealed road network is as follows:
- 90km of roads have traffic volumes greater than 200 vehicles per day
 - 169km of roads have traffic volumes between 100 vehicles per day and 200 vehicles per day
 - 537km have traffic volumes less than 100 vehicles per day.
15. The total URIP funding in the 10-Year 2024/2025 to 2033/2034 RLTP budget is \$124.60 million.
16. The draft three-year URIP for 2024/2025 to 2026/2027 has been prepared in accordance with the Unsealed Road Improvement Strategy. The Strategy was prepared in 2020 in consultation with local boards.
17. The funding provided in the 2024/2025 to 2026/2027 Regional Land Transport Programme (RLTP) is as follows:
- 2024/2025 - \$6.24 million
 - 2025/2026 - \$6.40 million
 - 2026/2027 - \$13.04 million

Total \$25.68 million – 2024/2025 to 2026/2027.

18. The draft URIP programme is generally in priority order. The detailed design and delivery for each site will be determined in each financial year. Rough order of costs are given for compiling the Draft URIP.
19. The treatments applied to the draft programme are as follows:
 - maintenance seal for roads where the traffic volume is greater than 200 vehicles per day (vpd). The road will be upgraded prior to sealing, including widening to achieve a sealed width of 5m to 5.5m, drainage works and strengthening works
 - widening, drainage and strengthening for roads where the traffic volume is between 100 vpd and 200 vpd. This includes widening to achieve a width of 5m to 5.5m where practical
 - localised improvements for roads where the traffic volume is less than 100 vpd. This includes minimal widening to achieve safe sight distances.
20. The Draft URIP has been prepared with a focus on lower cost, maintenance seal treatments rather than seal extensions with geometric improvements, to maximise the length of road sealing.
21. The total length of unsealed road on the Draft URIP is 65.2 km, of which 53.6 km (82 percent) is proposed to be sealed. For roads carrying high traffic volumes, sealing the road is the most cost-effective long-term option in terms of maintenance costs, resilience, road safety, minimising sediment runoff and dust, and customer satisfaction.
22. All roads on the Draft URIP have been selected based on the URIP prioritisation process to ensure that the NZTA funding can be achieved.
23. Separate business cases will be submitted to NZTA for Ahuroa Road and Govan Wilson Road due to the total cost of these two projects being greater than \$2 million for each road. Ahuroa Road will most likely qualify for NZTA funding, however funding for Govan Wilson Road is not certain due to the low traffic volumes on the road.
24. Both Ahuroa Road and Govan Wilson Road were on the approved 2021/22 to 2023/24 URIP programme and it is proposed to complete these over the 2024/25 to 2026/27 period as the local communities have been given a commitment for these roads on the previous URIP.
25. A business case for funding will be submitted to NZTA for the remaining roads on the URIP for each programme year. NZTA funding is most likely under the NZTA criteria as the cost of each road is less than \$2 million. The URIP prioritisation process meets NZTA's funding criteria.
26. The Draft URIP has been prepared in accordance with the Mayor's Letter of Expectation for Statement of Intent 2024-2027 dated 20 December 2023.
27. Council's expectation is that co-funding will be obtained from NZTA.

Next steps

Draft 2024/2025 to 2026/2027 URIP



Memorandum

28. Draft programme is attached to this memo for input from the Rodney Local Board on the proposed treatments currently being prepared.
29. The programme will be available in February 2024 for consultation with local boards for input on the recommended treatments.

Attachments

Presentation to Rodney Local Board – February 2024

Draft 2024/25 to 2026/27 Unsealed Roads Improvement Programme (URIP)

Memorandum



DRAFT 2024/25 – 2026/27 Unsealed Road Improvement Programme (URIP)

Asset ID	Road	Start	End	Local Board	Urban/Rur	Width	Length	Treatment Description	Cost Estimate	Programme Year	Final Score	ONRC Category	ADT Cou
1430	STONE CREEK RD	1599	4637	Rodney : Kumeu	Rural	3.6	3038	Maintenance Seal	\$1,063,300	2024-25	12.032	Secondary Collector	302
1449	ARARIMU VALLEY RD	7060	10122	Rodney : Kumeu	Rural	6.1	3062	Maintenance Seal	\$1,071,700	2024-25	12.002	Secondary Collector	212
1902	HARURU RD	4191	6152	Rodney : Kumeu	Rural	4	1961	Maintenance Seal	\$686,350	2024-25	12.001	Secondary Collector	359
1864	GORDONS RD	3291	4461	Waiheke	Rural	6.5	1170	Widen/Drainage/Strengthen	\$409,500	2024-25	12	Secondary Collector	173
2150	OCEAN VIEW RD (TE ARAI)	1321	2930	Rodney : Wellsford	Rural	6.5	1609	Seal Extension	\$1,045,850	2026-27	11.091	Update to Secondary Collector	700
1926	HORSMAN RD	341	1673	Waitakere Ranges	Rural	4.7	1332	Maintenance Seal	\$466,200	2024-25	11.048	Secondary Collector	232
1746	WHAREHINE RD	3640	5298	Rodney : Wellsford	Rural	4.7	1658	Maintenance Seal	\$580,300	2025-26	11.035	Secondary Collector	160
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1868	GOVAN WILSON RD	1245	2441	Rodney : Warkworth	Rural	3.5	1196	Maintenance Seal	\$800,000	2024-25	11.017	Secondary Collector	111
1868	GOVAN WILSON RD	2441	3638	Rodney : Warkworth	Rural	3.5	1197	Maintenance Seal	\$800,000	2025-26	11.017	Secondary Collector	111
1352	RUN RD	12562	15203	Rodney : Wellsford	Rural	6.1	2641	Maintenance Seal	\$924,350	2026-27	11.016	Secondary Collector	205
1760	WILSON RD (SOUTH HEAD)	110	3706	Rodney : Kumeu	Rural	4.8	3596	Maintenance Seal	\$1,258,600	2026-27	11.014	Secondary Collector	292
2009	KIWITAHU RD	2113	3767	Rodney : Kumeu	Rural	6.5	1654	Maintenance Seal	\$578,900	2025-26	11.013	Secondary Collector	153
1762	WILSON RD (SOUTH HEAD)	4574	8085	Rodney : Kumeu	Rural	5	3511	Maintenance Seal	\$1,228,850	2026-27	11.012	Secondary Collector	364
1591	COWAN BAY RD	359	1756	Rodney : Warkworth	Rural	3	1397	Maintenance Seal	\$488,950	2026-27	11.008	Update to Secondary Collector	173
1229	AHURUA RD	9077	9728	Rodney : Warkworth	Rural	6.6	651	Maintenance Seal	\$460,257	2025-26	11.007	Secondary Collector	264
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1502	BLACK SWAMP RD	667	1892	Rodney : Wellsford	Rural	6.2	1225	Maintenance Seal	\$428,750	2026-27	11.006	Secondary Collector	301
1664	TENDER RD	430	993	Rodney : Dairy Flat	Rural	5.1	563	Maintenance Seal	\$197,050	2025-26	11.005	Secondary Collector	214
1682	TURLEY RD	24	1154	Rodney : Dairy Flat	Rural	6	1130	Maintenance Seal	\$395,500	2026-27	11.003	Secondary Collector	211
1506	BLIND BAY RD	3450	6558	Aotea Great Barrier	Rural	4.5	3108	Widen/Drainage/Strengthen	\$1,087,800	2026-27	10.057	Access	161
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1751	WHATIPU RD	2424	6525	Waitakere Ranges	Rural	3.8	4101	Localised Improvement Work	\$1,435,350	2026-27	10.034	Secondary Collector	89
1905	HARURU RD	6514	9375	Rodney : Kumeu	Rural	4	2861	Maintenance Seal	\$1,001,350	2026-27	10.033	Secondary Collector	298
1472	BARRETT RD	1029	1585	Rodney : Kumeu	Rural	3.3	556	Localised Improvement Work	\$194,600	2026-27	10.031	Secondary Collector	106
1578	COAL HILL RD	2025	4184	Rodney : Wellsford	Rural	5	2159	Maintenance Seal	\$755,650	2026-27	10.029	Secondary Collector	320
1438	TAIAPA RD	1038	2792	Rodney : Kumeu	Rural	5.4	1754	Maintenance Seal	\$613,900	2026-27	10.028	Secondary Collector	260
1231	AHURUA RD	9828	12575	Rodney : Warkworth	Rural	6.5	2747	Maintenance Seal	\$1,942,129	2026-27	9.084	Secondary Collector	264
1227	AHURUA RD	5964	7772	Rodney : Warkworth	Rural	6.6	1808	Seal Extension	\$1,800,000	2024-25	9.083	Secondary Collector	223
1232	AHURUA RD	12695	13094	Rodney : Warkworth	Rural	4.5	399	Maintenance Seal	\$282,093	2025-26	9.075	Secondary Collector	336
1235	AHURUA RD	13835	14157	Rodney : Warkworth	Rural	5.5	322	Maintenance Seal	\$227,654	2025-26	9.071	Secondary Collector	290
1234	AHURUA RD	13199	13474	Rodney : Warkworth	Rural	4.5	275	Maintenance Seal	\$194,425	2025-26	9.069	Secondary Collector	223
1233	AHURUA RD	13094	13199	Rodney : Warkworth	Rural	4.5	105	Maintenance Seal	\$74,235	2025-26	7.236	Secondary Collector	223
1230	AHURUA RD	9728	9828	Rodney : Warkworth	Rural	6.6	100	Maintenance Seal	\$70,700	2025-26	7.235	Secondary Collector	223



Draft 2024/25 – 2026/27 Unsealed Road Improvement Programme

Presentation to Rodney Local
Board – 14 February 2024



Purpose

- To provide an update on the draft 2024/25 to 2026/27 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.
- **This means that not every road requires a full seal extension and some roads will remain unsealed but will be of a higher quality and fit-for-purpose.**

URIP Prioritisation

The URIP prioritisation methodology is based on six guiding principles:

- strategic fit
- safety
- public health
- natural environment
- climate change
- cost.

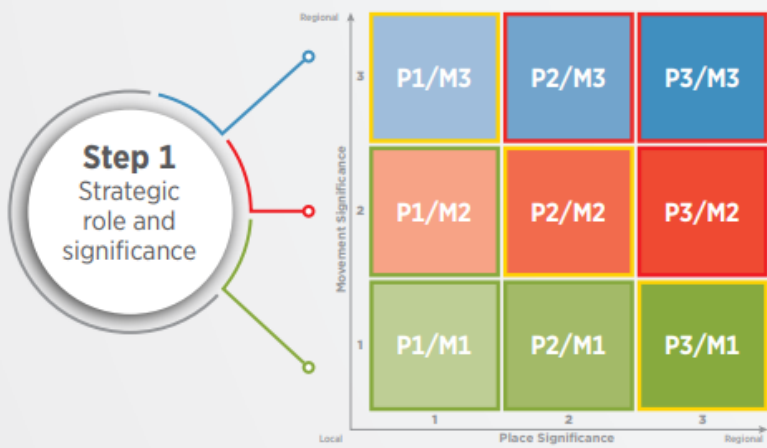
Both quantitative and qualitative analyses are undertaken to decide priority order.

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.

URIP Prioritisation - steps

Step 1 - Strategic Role and Significance



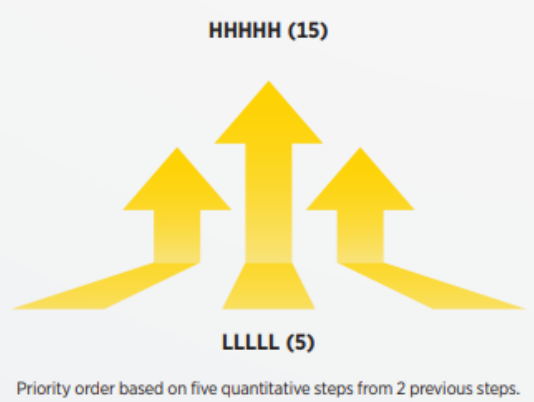
Traffic Volume

- **High (>200 vehicles per day)** Highest Strategic Significance
- **Medium (100 – 200 vehicles per day)** Medium Strategic Significance
- **Low (<100 vehicles per day)** Lowest Strategic Significance

Step 2 - Multi-criteria analysis

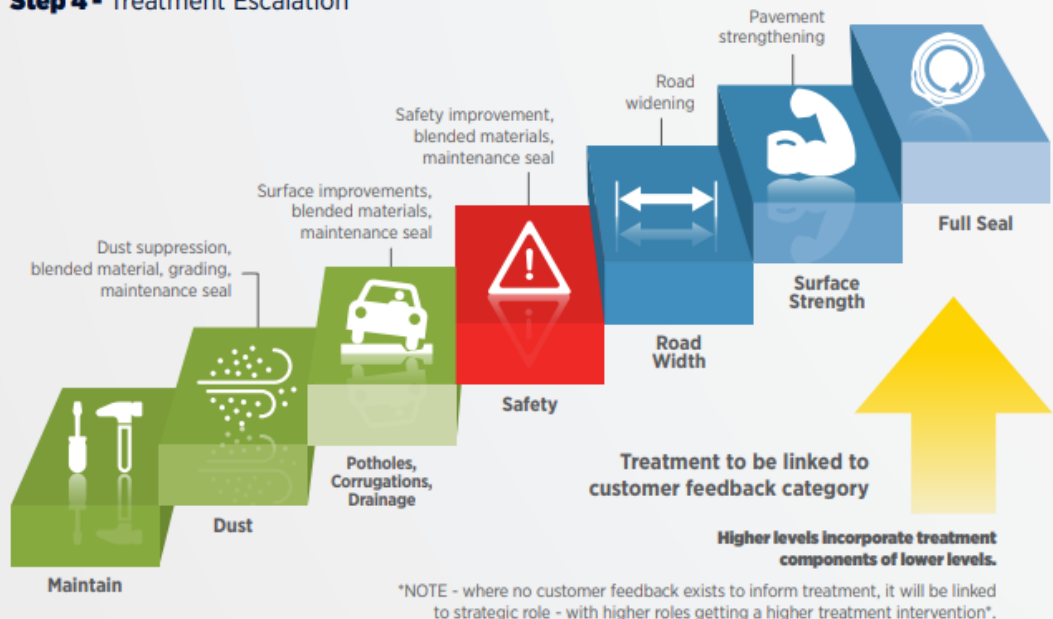


Step 3 - Results Ranking



URIP Prioritisation - steps

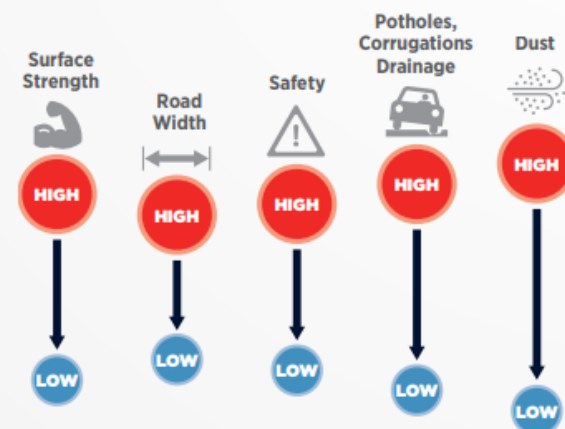
Step 4 - Treatment Escalation



Step 6 - Budget Allocation



Step 5 - Treatment/Priority Matching



Priority of each road will be matched to the selected treatment option and prioritised from high to low.

Each treatment option will have its own prioritisation based on the scoring.



Where there are multiple issues, an integrated assessment will be completed.

URIP Prioritisation – Local Board Feedback

Rodney Local Board feedback

22 December 2020

Following the workshop with AT on 11 November 2020 on the Unsealed Roads Improvement Programme

Auckland Transport	Local Board Feedback
<p>Historically, Auckland Transport's approach to unsealed roads has been to treat all unsealed roads with a full seal. Due to the available funding this has meant that a very small amount of progress has been made to improving the unsealed road network.</p> <p>Under the proposed new approach Auckland Transport is considering using a range of different treatment options aligned to the specific problems identified for each road. This will be more cost effective and allow for a greater number of roads to be treated annually.</p> <p>This means that not every road requires a full seal but that some roads will remain unsealed but of a higher quality and fit-for-purpose.</p> <p>We would like to know if the Local Board:</p> <ul style="list-style-type: none"> • Supports in principle this new approach? • Has any feedback on this? 	<p>The Rodney Local Board supports the principles behind the proposed regime and is fully supportive of the range of options to deal with the unsealed road network as suggested by AT.</p> <p>It's important that the decisions are science and fact-based – we [the Rodney Local Board] need to know that AT can demonstrate this.</p> <p>There has to be some equity regarding road work based on distance from the city.</p> <p>Does this approach attract an NZTA subsidy? (AT response – yes, if there's a need the work addresses other than just sealing. Just sealing won't attract a subsidy.)</p>

Proposed 2024/25-2026/27 URIP Budget

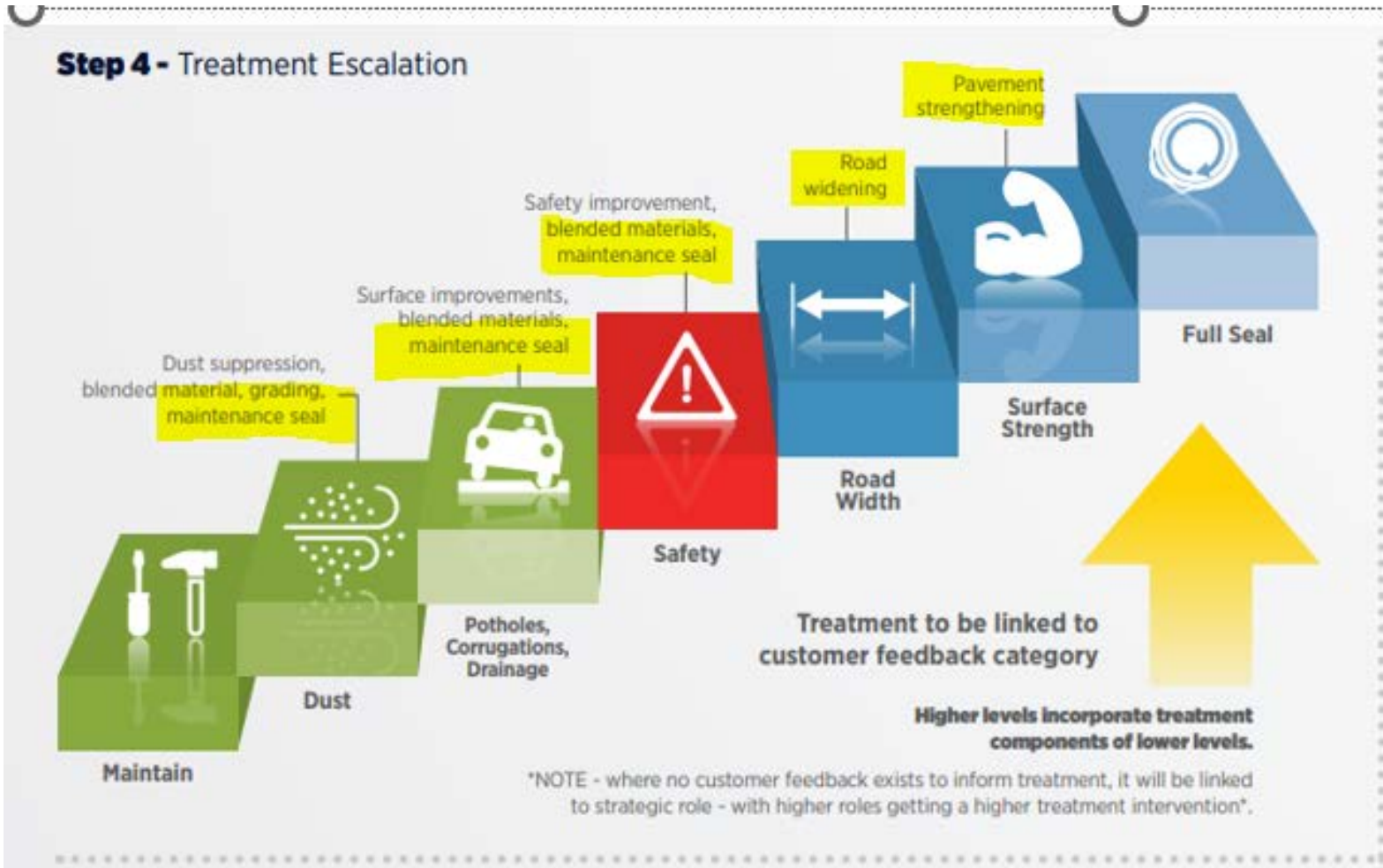
RLTP

- 2024/25 - \$6.2 million
- 2025/26 - \$6.4 million
- 2026/27 - \$13 million
- Total \$25.68 million
- Total – FY 2024/2025 to FY 2033/2034 - \$124.60 million
- Council budget is based on NZTA funding
- NZTA funding to be requested for URIP
- Separate business cases for Ahuroa Rd and Govan Wilson Rd.

URIP - Overview

- Approx 800 km of unsealed roads across Auckland
- Approx 628 km (79%) unsealed roads in the Rodney Local Board area
- 90 km of roads carry more than 200 vehicles per day (vpd)
- 169 km carry between 100 vpd and 200 vpd
- 537 km carry less than 100 vpd
- Don't normally seal roads carrying less than 100 vpd
- Draft 2024/25 – 2026/27 URIP will treat 65.2 km of road
- Draft URIP – 53.6 km (82%) proposed to be sealed
- Remaining sections of Ahuroa Rd and Govan Wilson Rd will be reduced to maintenance seal treatment.

URIP Treatments



Draft 2024/25 – 2026/27 URIP

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Typical Seal Extension Road Cross-section

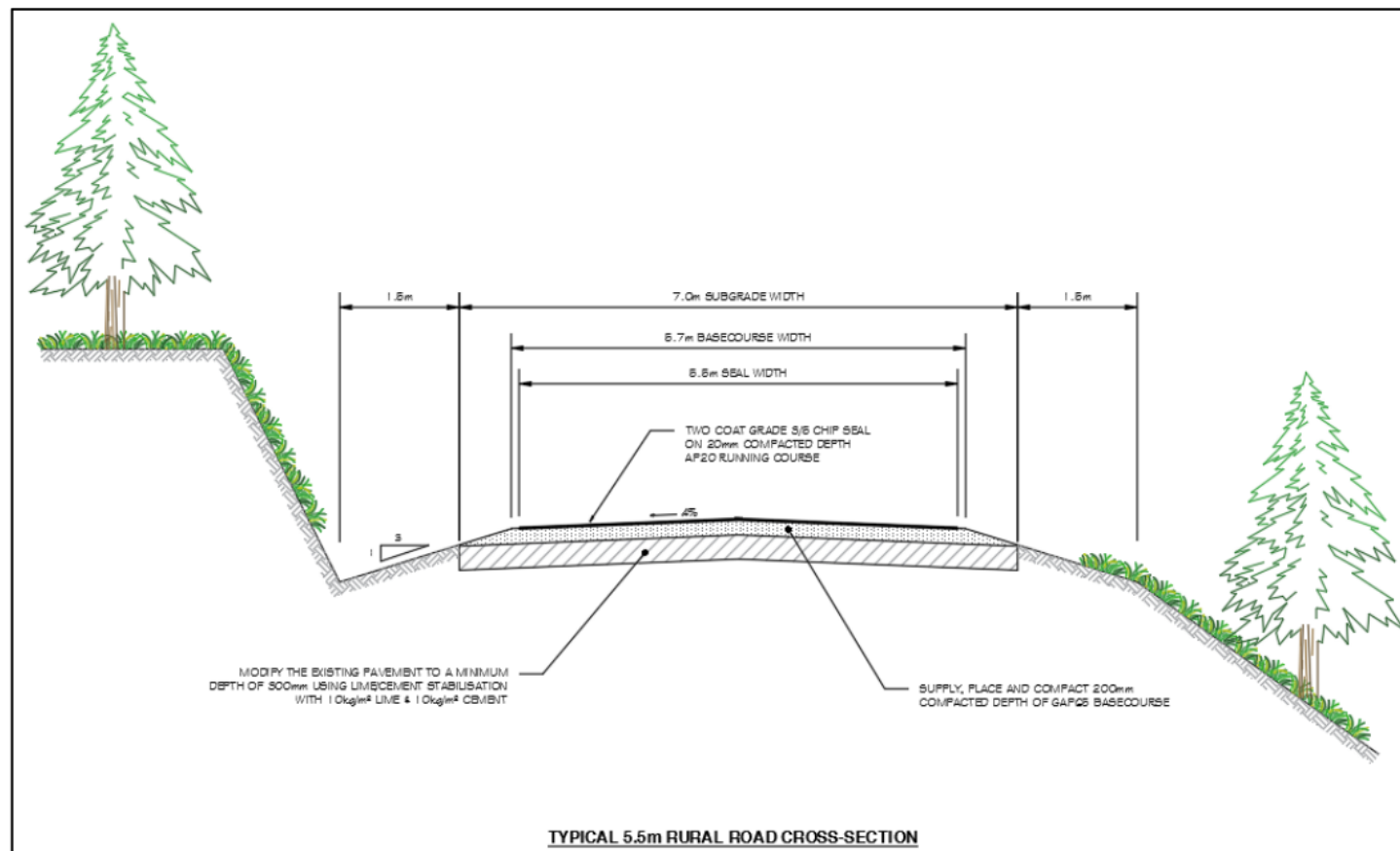
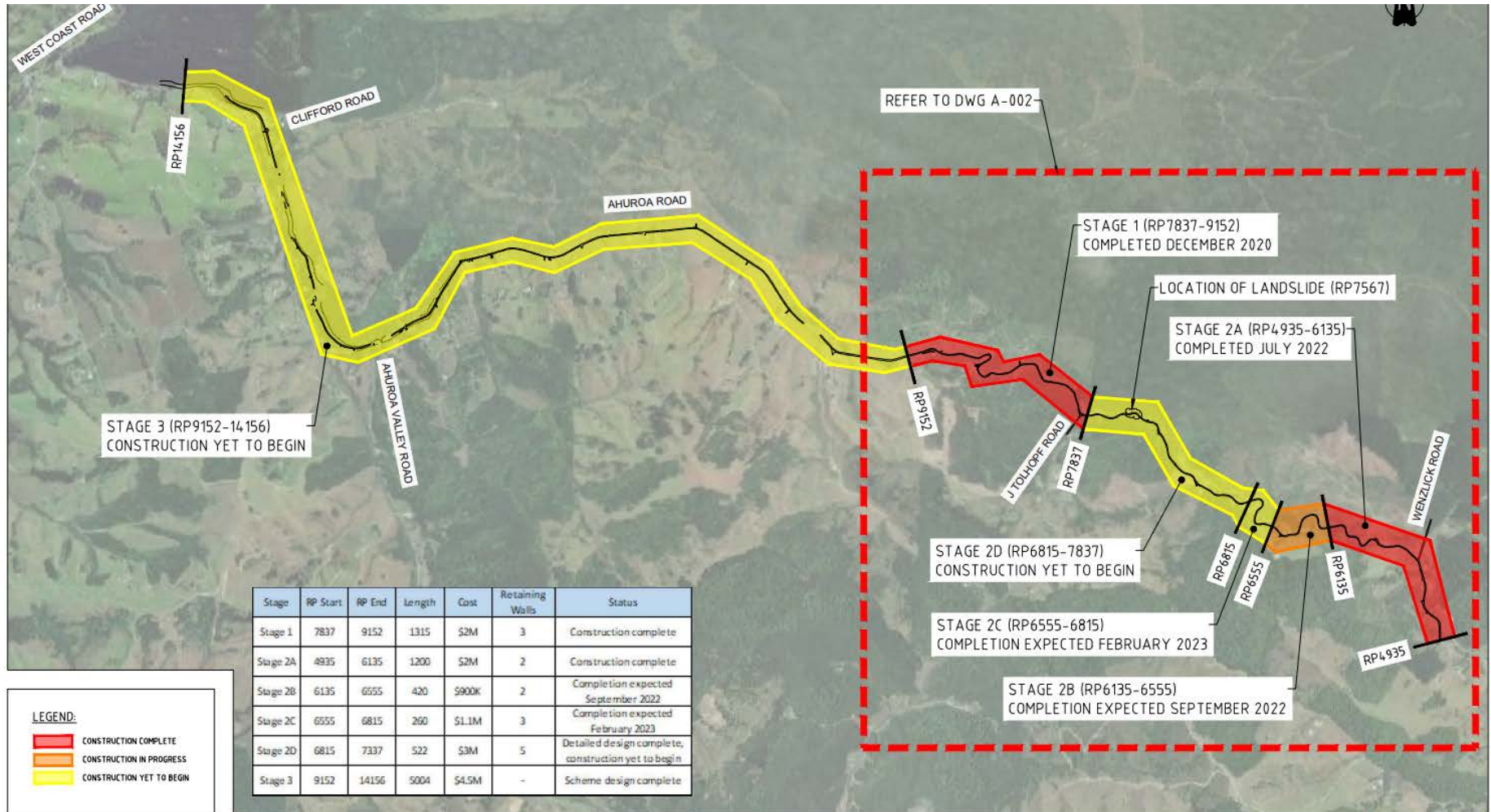


Figure 2 – Typical 5.5m wide cross section

Ahuroa Road Seal Extension



STAGE 3 (RP9152-14156)
CONSTRUCTION YET TO BEGIN

REFER TO DWG A-002

STAGE 1 (RP7837-9152)
COMPLETED DECEMBER 2020

LOCATION OF LANDSLIDE (RP7567)

STAGE 2A (RP4935-6135)
COMPLETED JULY 2022

STAGE 2D (RP6815-7837)
CONSTRUCTION YET TO BEGIN

STAGE 2C (RP6555-6815)
COMPLETION EXPECTED FEBRUARY 2023

STAGE 2B (RP6135-6555)
COMPLETION EXPECTED SEPTEMBER 2022

Stage	RP Start	RP End	Length	Cost	Retaining Walls	Status
Stage 1	7837	9152	1315	\$2M	3	Construction complete
Stage 2A	4935	6135	1200	\$2M	2	Construction complete
Stage 2B	6135	6555	420	\$900K	2	Completion expected September 2022
Stage 2C	6555	6815	260	\$1.1M	3	Completion expected February 2023
Stage 2D	6815	7337	522	\$3M	5	Detailed design complete, construction yet to begin
Stage 3	9152	14156	5004	\$4.5M	-	Scheme design complete

LEGEND:

- CONSTRUCTION COMPLETE
- CONSTRUCTION IN PROGRESS
- CONSTRUCTION YET TO BEGIN

OVERVIEW MAP

Govan Wilson Road Seal Extension



Road ID	Road Name	Section	Start	End	Landmark for Start	Landmark for End
10354	GOVAN WILSON RD	Section 1	49	1245	End of Seal	House # 109
10354	GOVAN WILSON RD	Section 2	1245	2441	House # 133	House # 240
10354	GOVAN WILSON RD	Section 3	2441	3638	House # 254	House # 360

Next Steps - Questions

- Local Board to provide feedback on recommended treatment.



Rodney Local Board Workshop

Future Connect and what it tells us about transport issues in Rodney



14 February 2024



Our conversation today

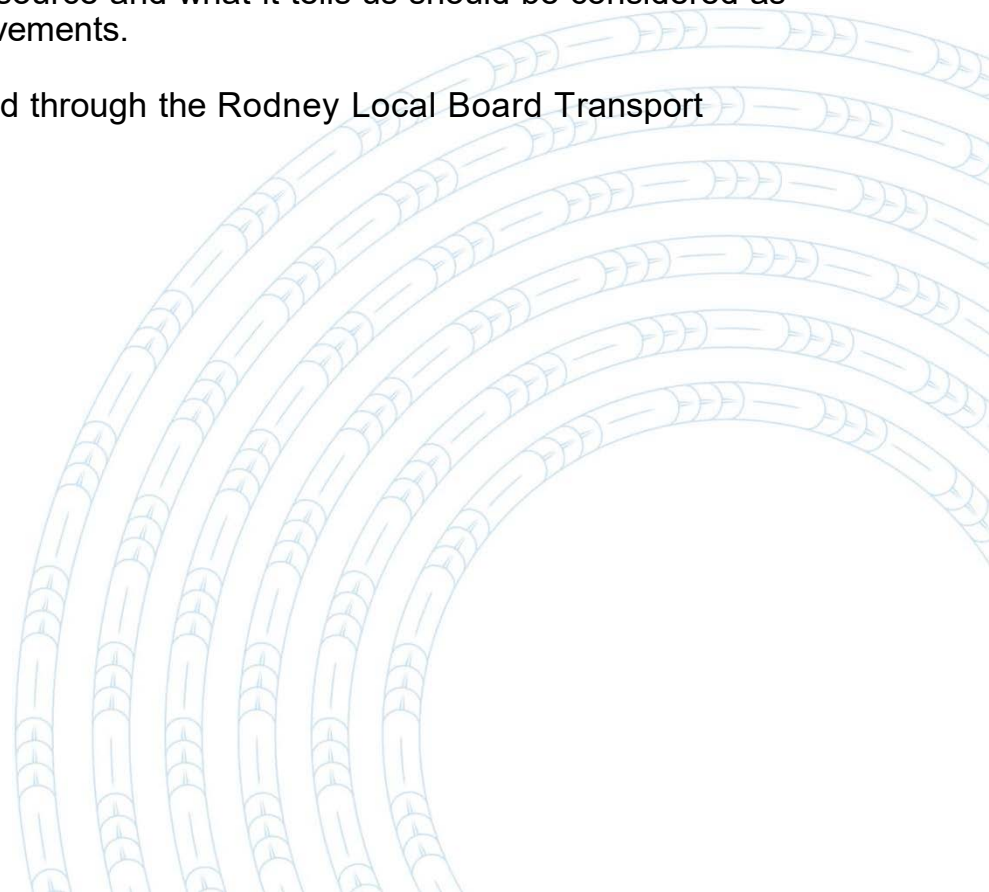
We want to take you through Future Connect, and show you what transport issues it identifies in Rodney.

While it doesn't show every issue or opportunity, it is a useful resource and what it tells us should be considered as part of the decision making process for where to invest in improvements.

This is relevant as you continue to identify initiatives to be funded through the Rodney Local Board Transport Targeted Rate.

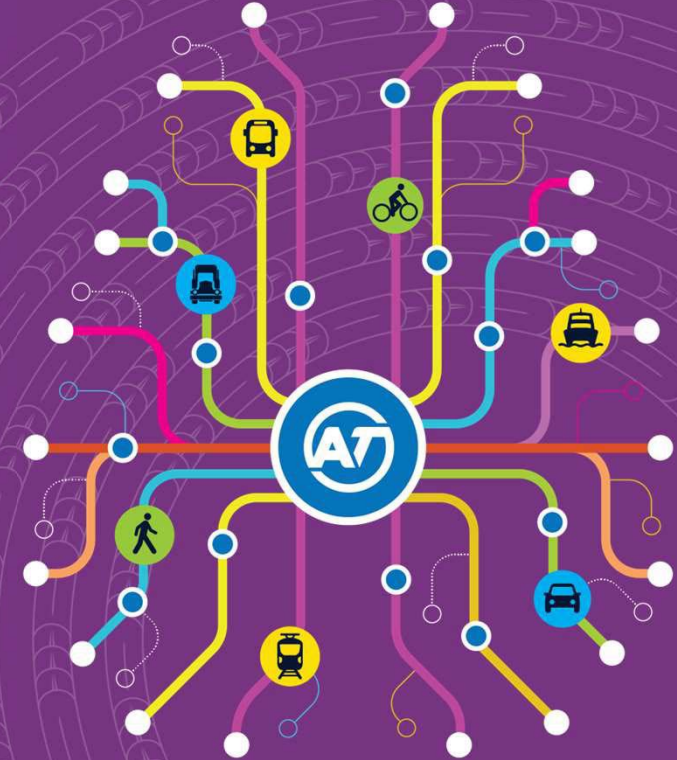
We will cover

1. What is Future Connect
2. Summary of regional findings
3. What does it say about Rodney?
4. Online mapping portal Demo



Rodney Local Board Workshop

What is Future Connect?

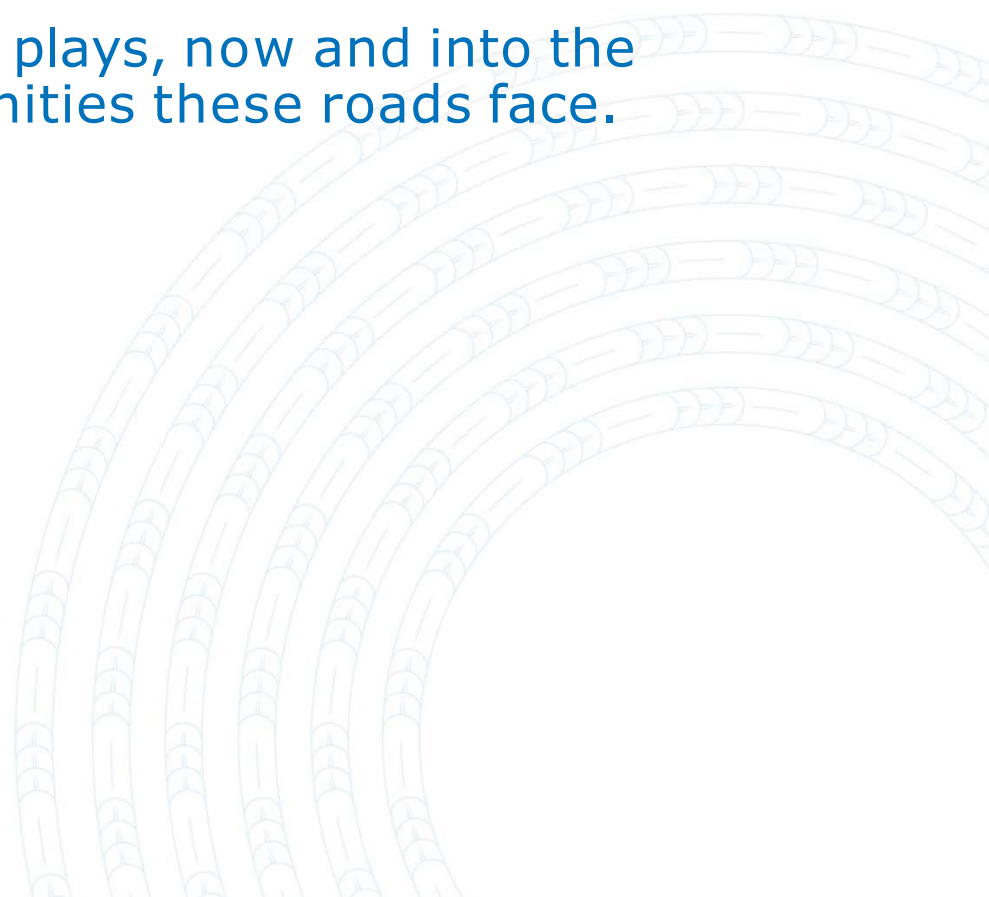


Future Connect is our multi-modal network plan for the region

It tells us what role each road/street plays, now and into the future, and what issues and opportunities these roads face.

It helps:

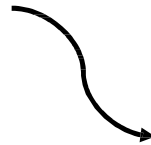
- Inform investment decisions
- Assist business cases
- Communicate rationales behind changes
- Guide road space allocation
- Manage disruption/events.



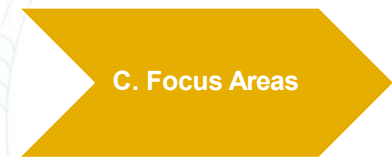
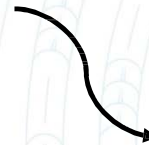
It contains three elements



The most important links for the movement of goods and people across the region, now and considering future growth and plans



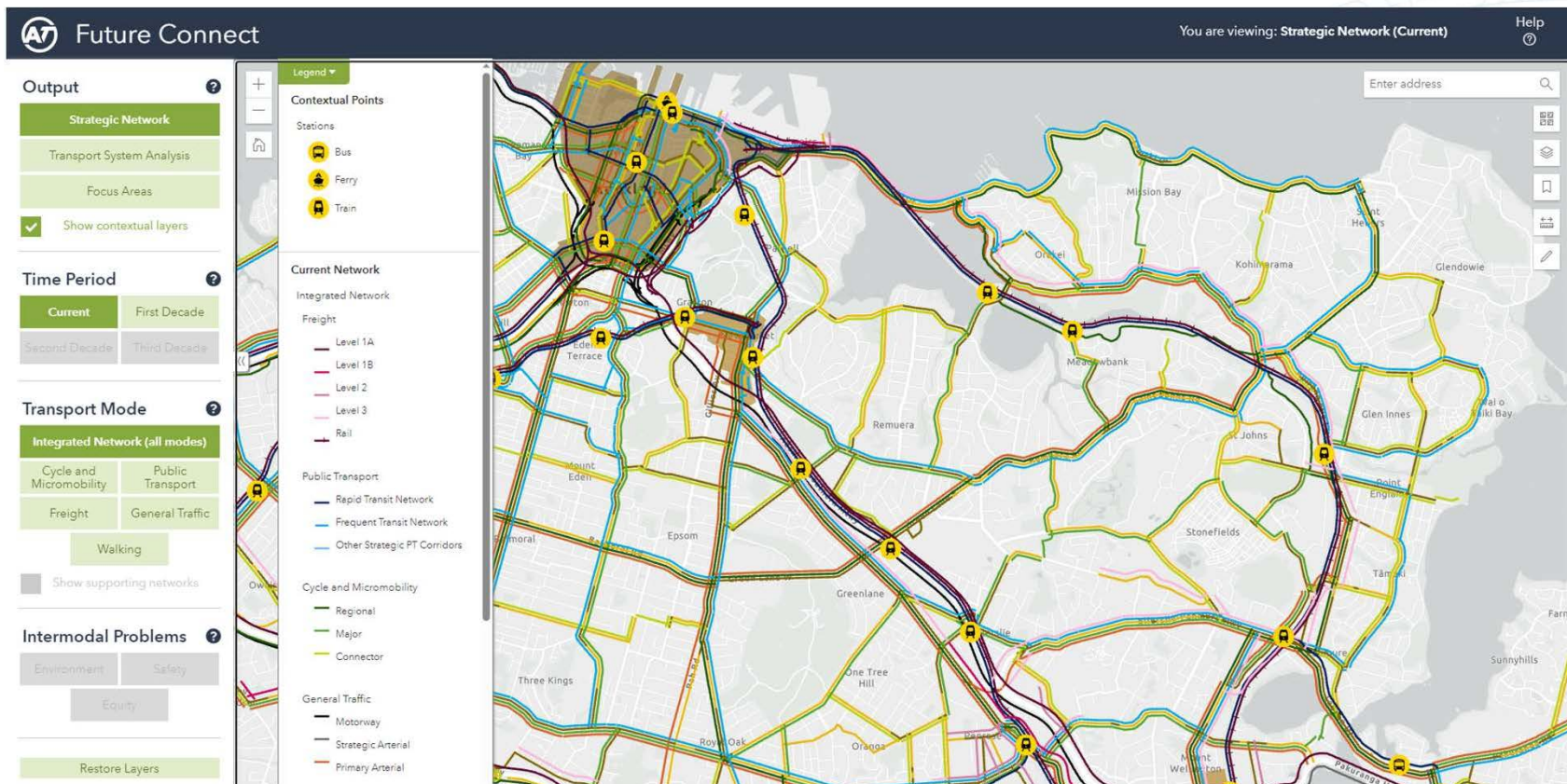
Using current and forecast data to map issues and opportunities for all modes and the three intermodal problems: safety, environment and equity



Bringing all the data together into a map of key regional challenges

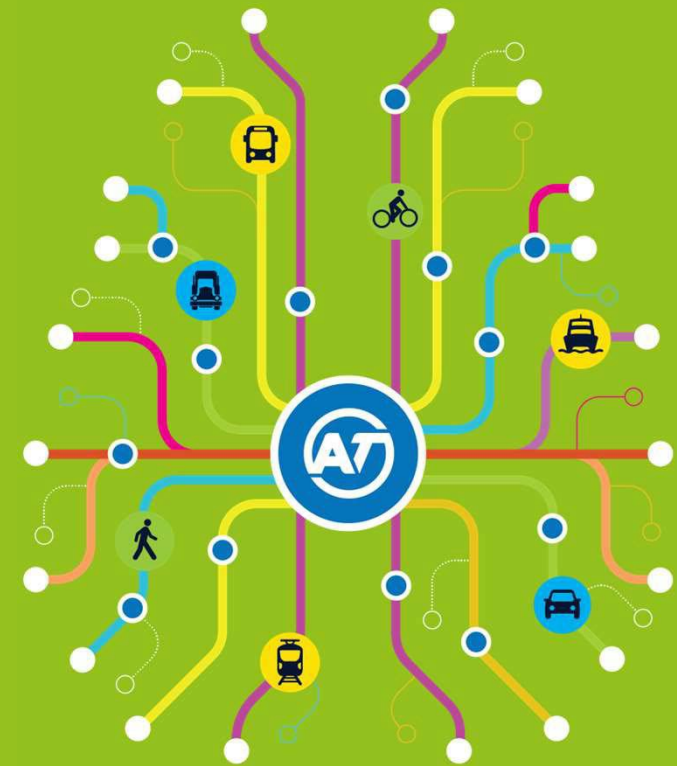


It is all contained in an interactive mapping portal, which everyone can see and use



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2. What it tells us about the region



A. It is where you will find Auckland's Strategic Transport Networks

The most important routes for the movement of people and goods

cycling



walking



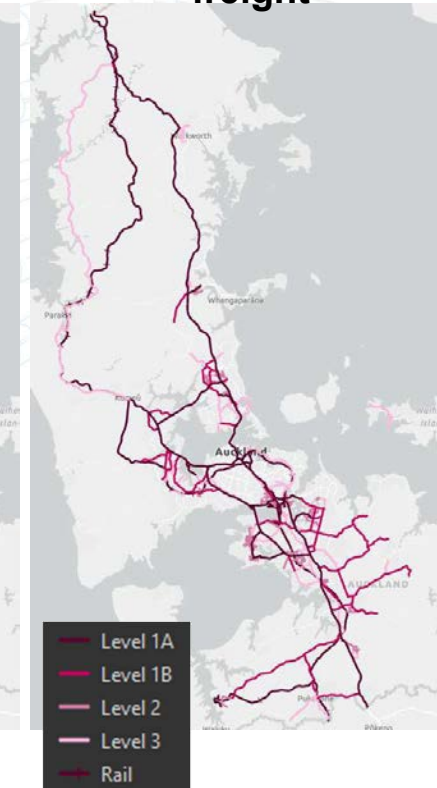
PT



general traffic



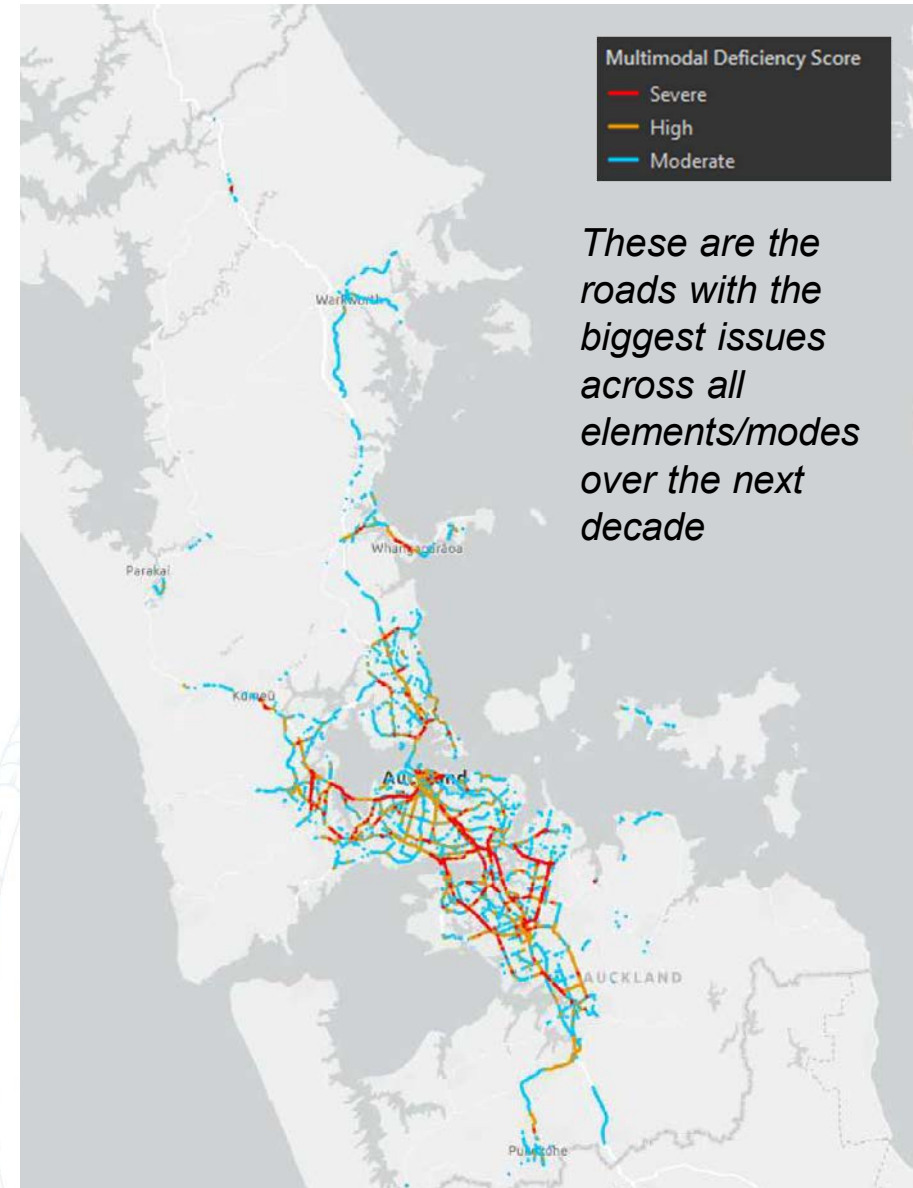
freight



B. It uses data to analyse how the network is performing now, and in a decade's time

And not just the networks, but also three other elements:

- transport equity
- environmental factors
- safety.



B. A lot of data supports this analysis

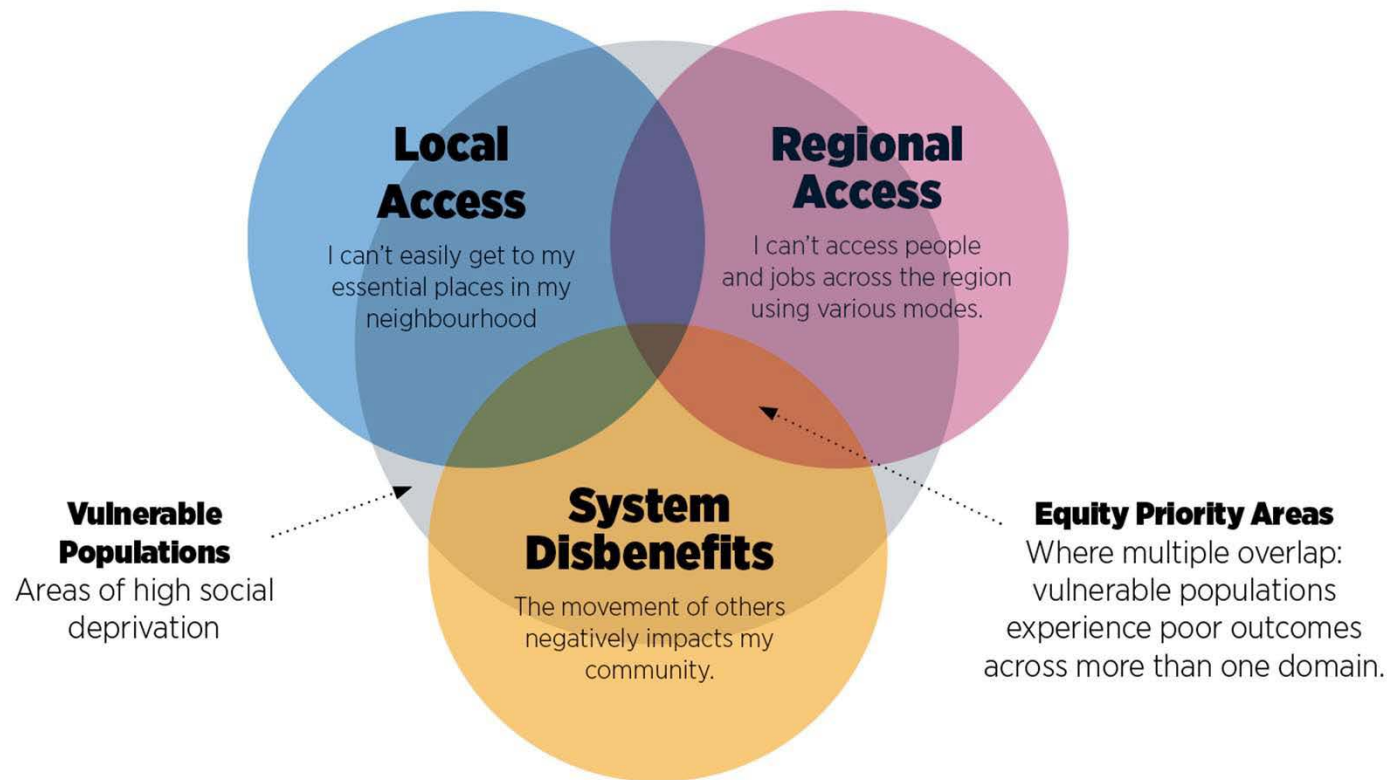
This is a high level summary of the data considered for each mode and problem

Public Transport	Walking	Cycling
<p>Deficiencies</p> <ul style="list-style-type: none"> • AM and PM Speed Level of Service • AM and PM Reliability Level of Service • Patronage/Capacity Ratio changes (forecast) <p>Opportunity</p> <ul style="list-style-type: none"> • Routes identified for service improvements in the RTP 	<p>Deficiencies</p> <ul style="list-style-type: none"> • Footpath width compared to TDM Standard • Distance between priority crossings on busy roads <p>Opportunity</p> <ul style="list-style-type: none"> • Footpaths inside intervention areas identified in the Walking Programme Business Case 	<p>Deficiencies</p> <ul style="list-style-type: none"> • Unsafe or no facilities <p>Opportunity</p> <ul style="list-style-type: none"> • Routes without facilities in the catchment of centres, schools, RTN Stations • Routes without facilities connecting to built/committed facilities
General Traffic	Freight	Environment
<p>Deficiencies</p> <ul style="list-style-type: none"> • AM and PM Speed and Productivity Level of Service • AM and PM Reliability Level of Service • AM and PM volume/Capacity Ratio changes (forecast) 	<p>Deficiencies</p> <ul style="list-style-type: none"> • AM and Interpeak Speed Level of Service • AM Volume/Capacity Ratio Changes (forecast) <p>Opportunity</p> <ul style="list-style-type: none"> • Routes with significant forecast freight volumes 	<p>Deficiencies</p> <ul style="list-style-type: none"> • Untreated Stormwater Runoff • Coastal Erosion and flooding risk <p>Opportunity</p> <ul style="list-style-type: none"> • High place value areas with high heat vulnerability and few street trees.
Equity	Safety	
<p>See next slide</p>	<p>Deficiencies</p> <ul style="list-style-type: none"> • Urban KiwiRAP Collective Risk • Urban KiwiRAP Active Road User Risk 	



B. The transport equity part of the System Analysis is new, and complex

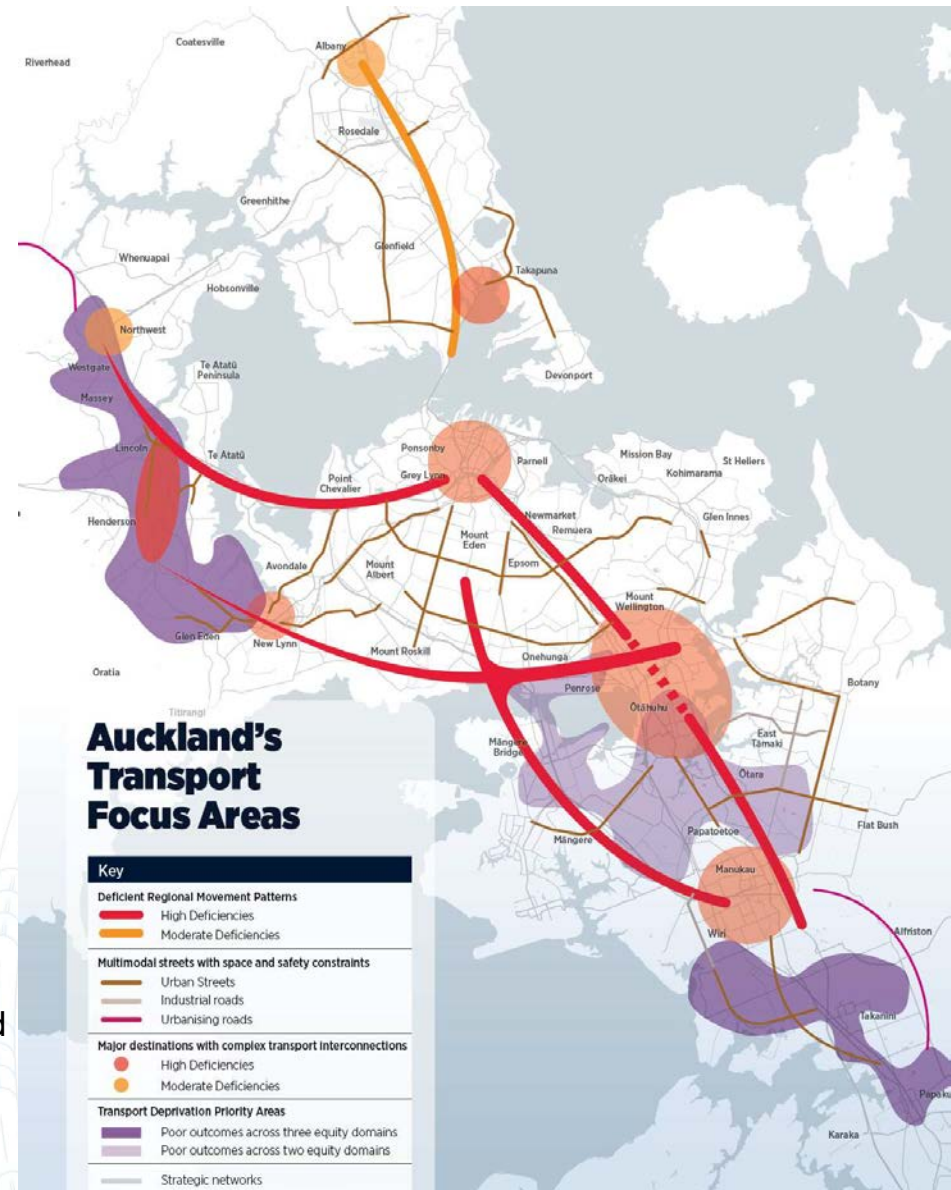
We focused on outcomes that are influenced by where you live



C. The Focus Areas are the 'so what' of Future Connect

It outlines the biggest issues and most critical areas for intervention

- **Deficient Movement Patterns**
 - Key regional commuting flows reliant on congested motorways with little alternative options.
- **Multimodal Streets with Space and Safety Constraints**
 - Local roads with significant land use interactions that are relied upon for many modes.
- **Major Destinations with complex transport interconnections**
 - Key hubs around the city where people work and study, and key transport networks interchange.
- **Transport Deprivation Priority Areas**
 - Areas experiencing poor outcomes across two or three equity domains.



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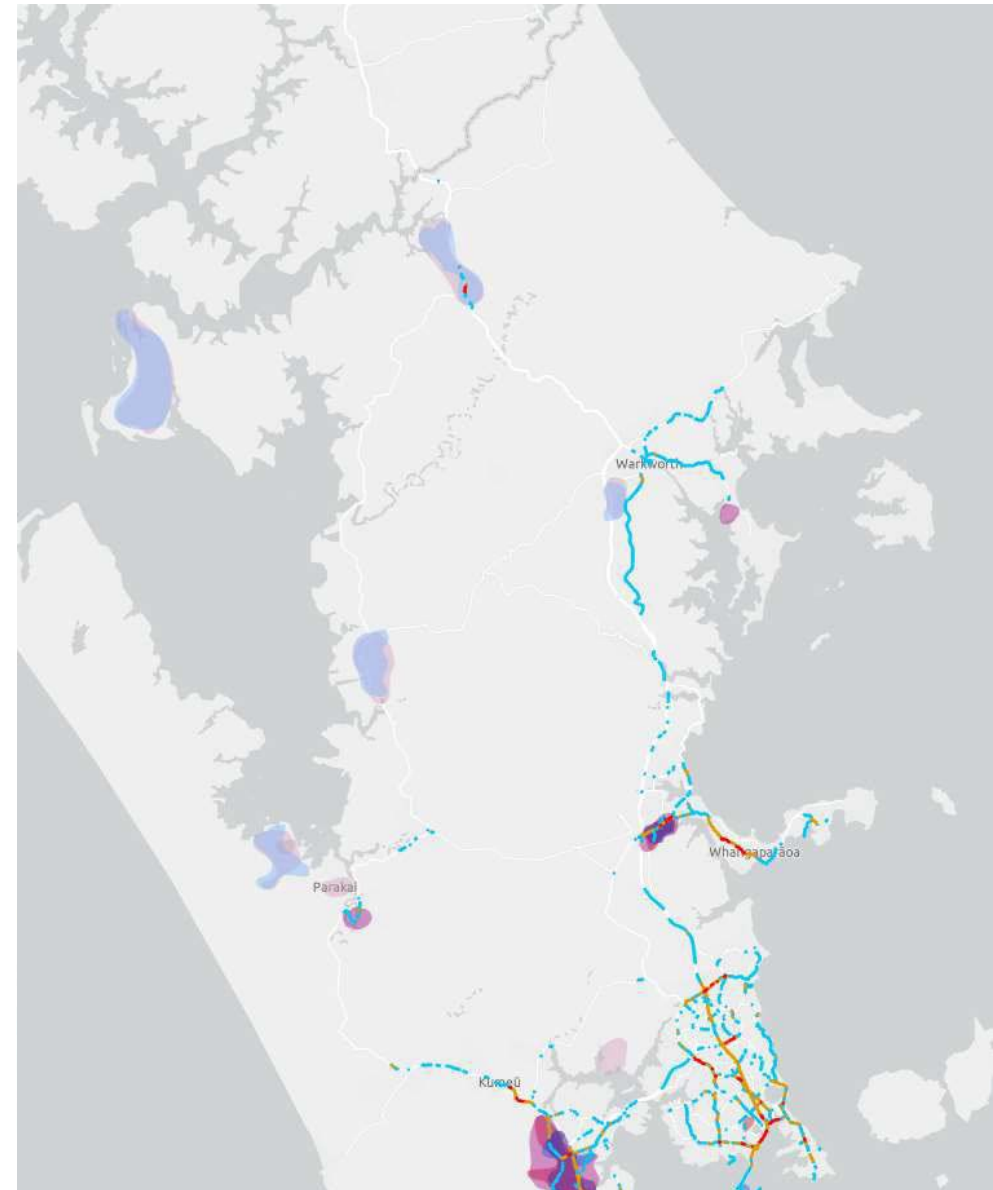
3. What it tells us about Rodney



Key Rodney impacts

Problems inside and outside Rodney impact Rodney residents

- People from Rodney travel to and through bottlenecks directly bordering the Rodney area to get to work, education and retail
- There is an underdeveloped Active Modes network in urban cores
- Large parts of the strategic network is exposed to Safety and Environmental Risks
- Remote communities facing hardship
 - Areas experiencing poor outcomes across two or three equity domains.

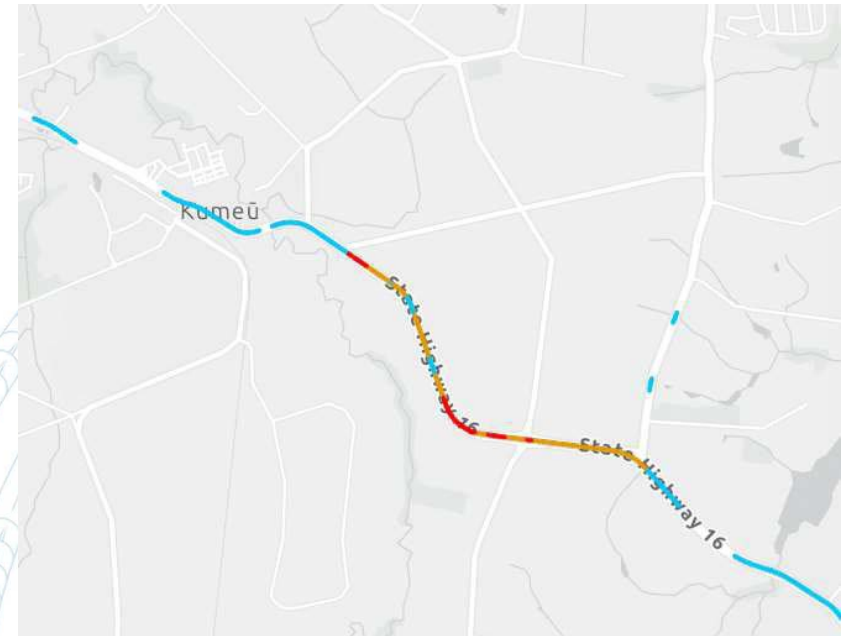


Key deficiencies for Rodney

1 – Main Road/SH16 Kumeū

This road comes up with a number of issues, across multiple dimension:

- **Public Transport:** Poor travel time reliability (LOS F)
- **General Traffic:** Poor travel time reliability; growth expected to cause congestion
- **Freight:** Poor travel speed Level of Service
- **Walking:** Moderate deficiency due to the lack of safe crossings
- **Safety:** Moderate and High Safety Risk along most of SH16 up to Woodhill
- **Environment:** Flooding risk during storms.

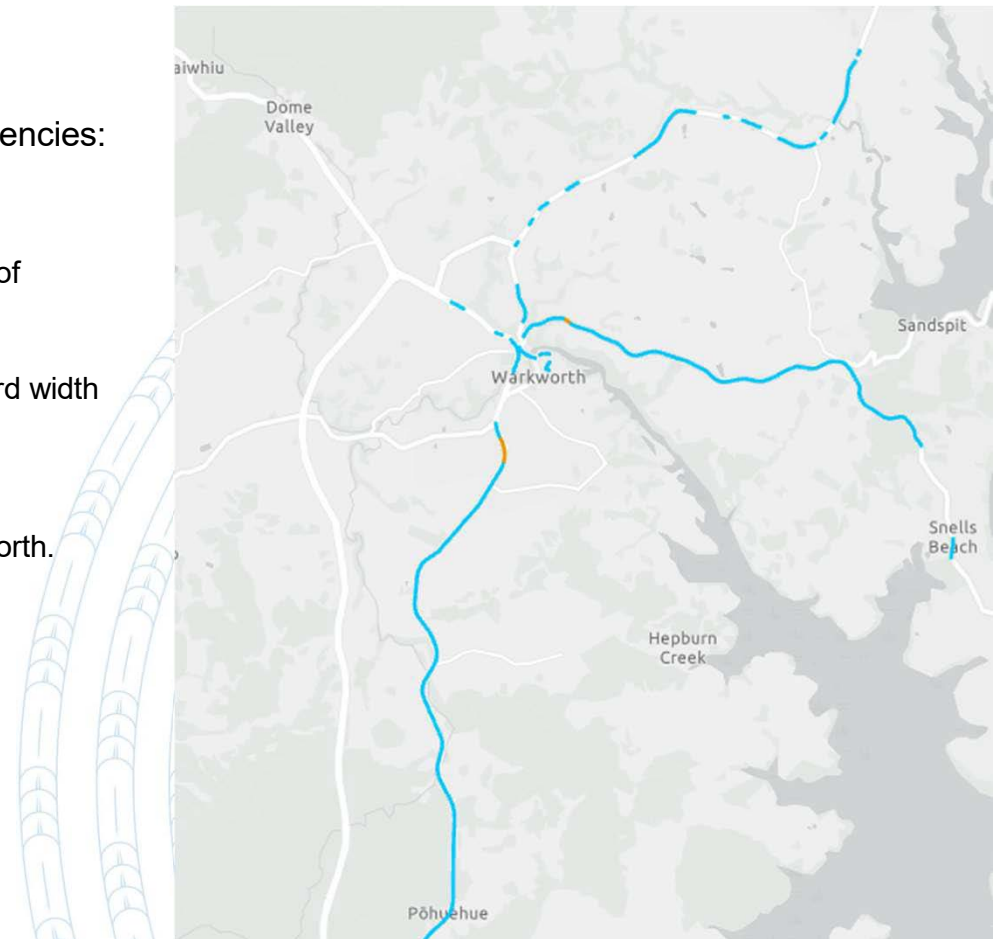


Key deficiencies for Rodney

2 - Warkworth

This area has a number of Moderate and High multimodal deficiencies:

- **Cycle and Micromobility:** Safe facilities missing on large sections of network
- **Walking:** Footpaths in Warkworth Centre significantly below standard width
- **Environment:** Roads intersecting with flood plains
- **Safety:** High and moderate safety risk on roads feeding into Warkworth.

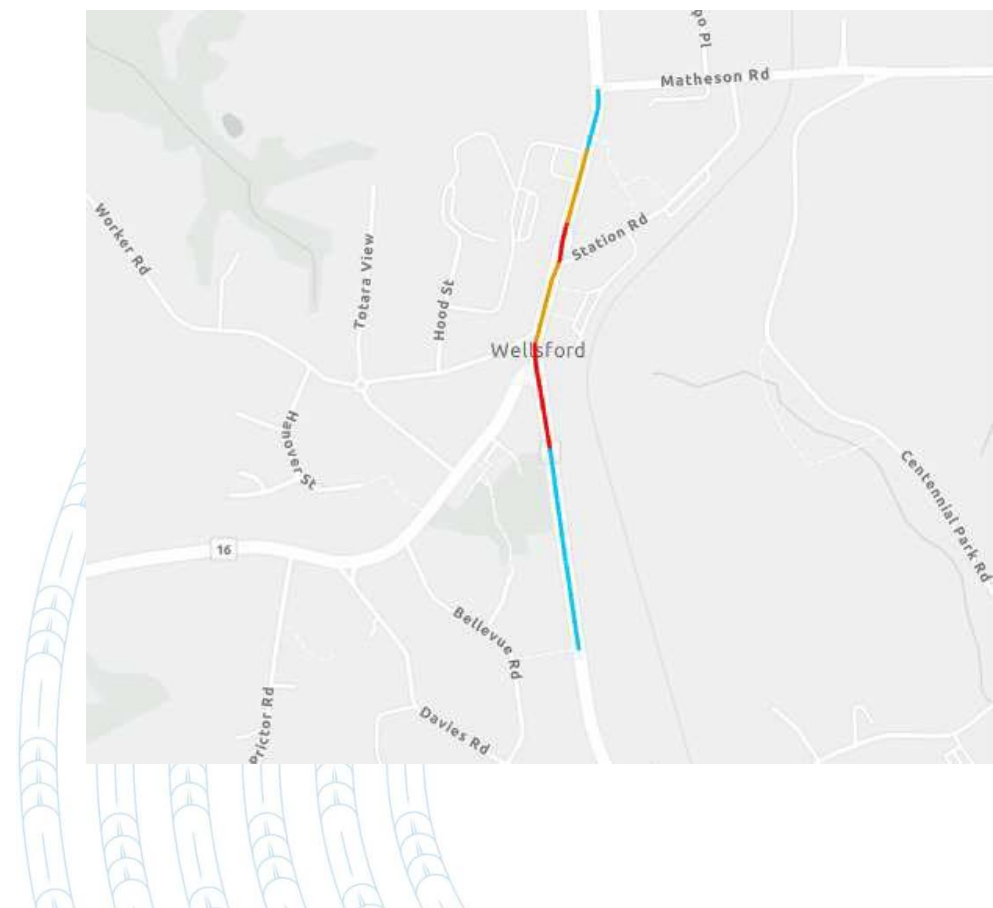


Key deficiencies for Rodney

3 – SH1, Wellsford

This road has a severe multimodal deficiency score:

- **General Traffic:** Moderate to high AM and PM travel time reliability issues
- **Freight:** Slow speeds during interpeak
- **Walking:** Footpaths are too narrow
- **Environment:** Moderate risk of flooding and coastal erosion. Links within floodplains are present
- **Safety:** High to medium urban KIWRAP collective risk corridors. High and medium high active road user aggregated corridor risk level.

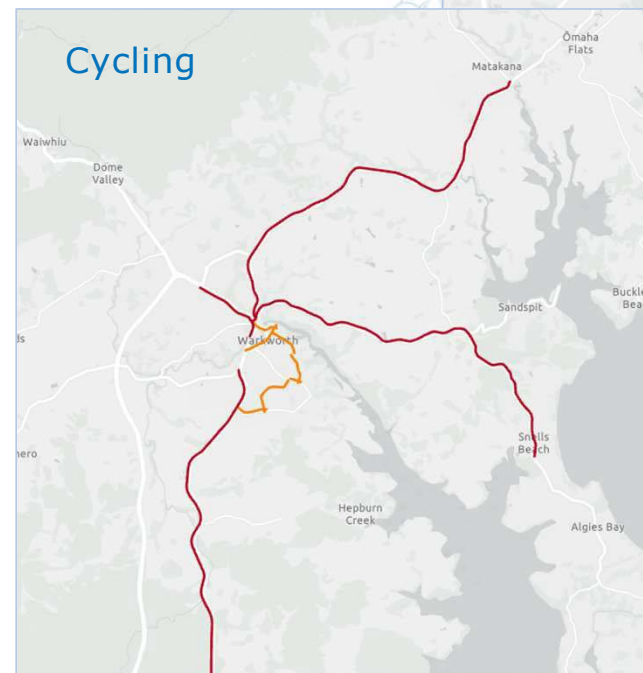
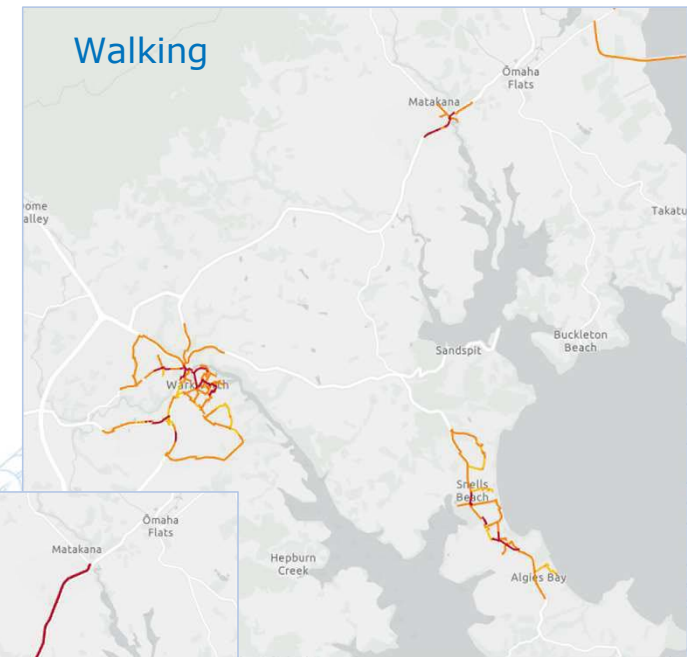


Active Modes

Developed and developing areas are missing appropriate Active Modes infrastructure

Future Connect has mapped absent and narrow footpaths on the Strategic Walking Network, as well as the absence of safe pedestrian crossings.

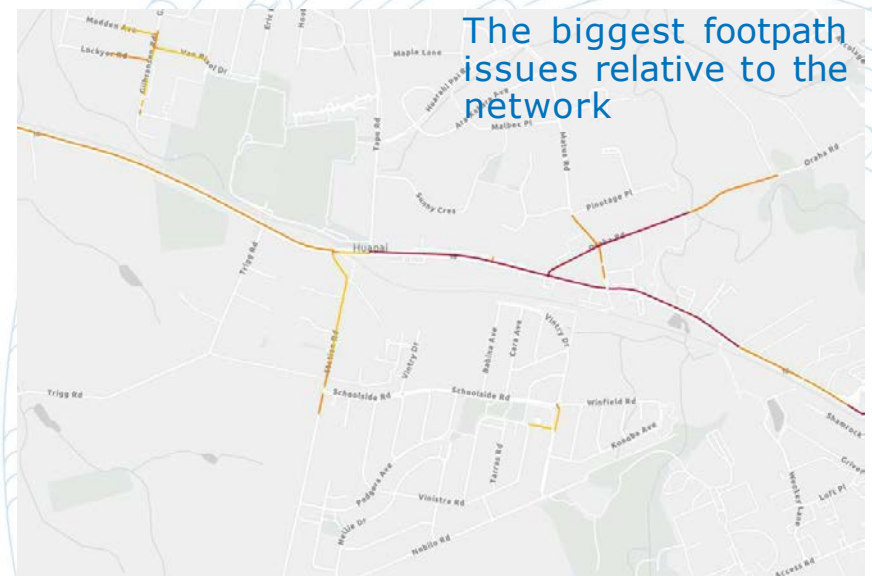
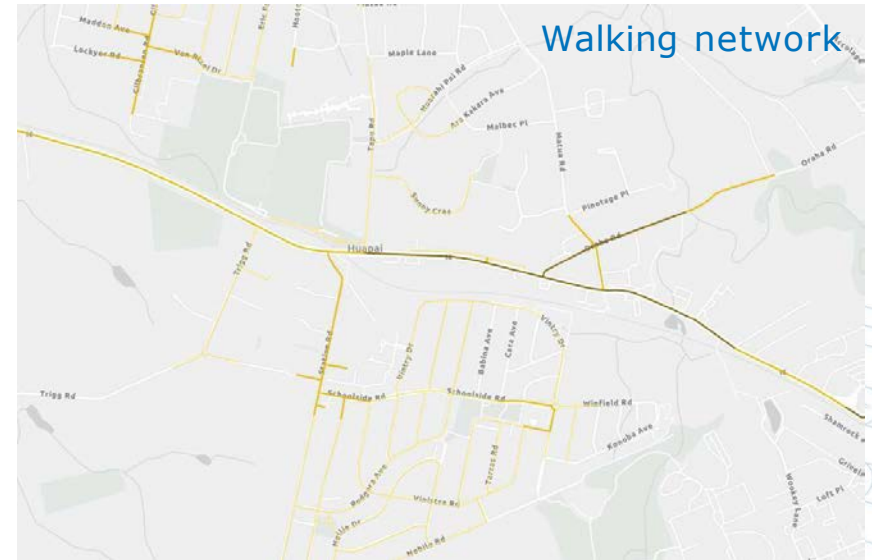
Many rural centres could benefit from walking improvements, to improve access to shops, schools and bus stops



Active Modes

You can use Future Connect to work out where people are most likely to want to walk, and whether the footpaths are right for that demand

We have assigned a hierarchy for walking based on proximity to key destinations, and then assessed using the asset database to see where footpaths may be too narrow (or not exist) and where there are not enough crossings.



Environment

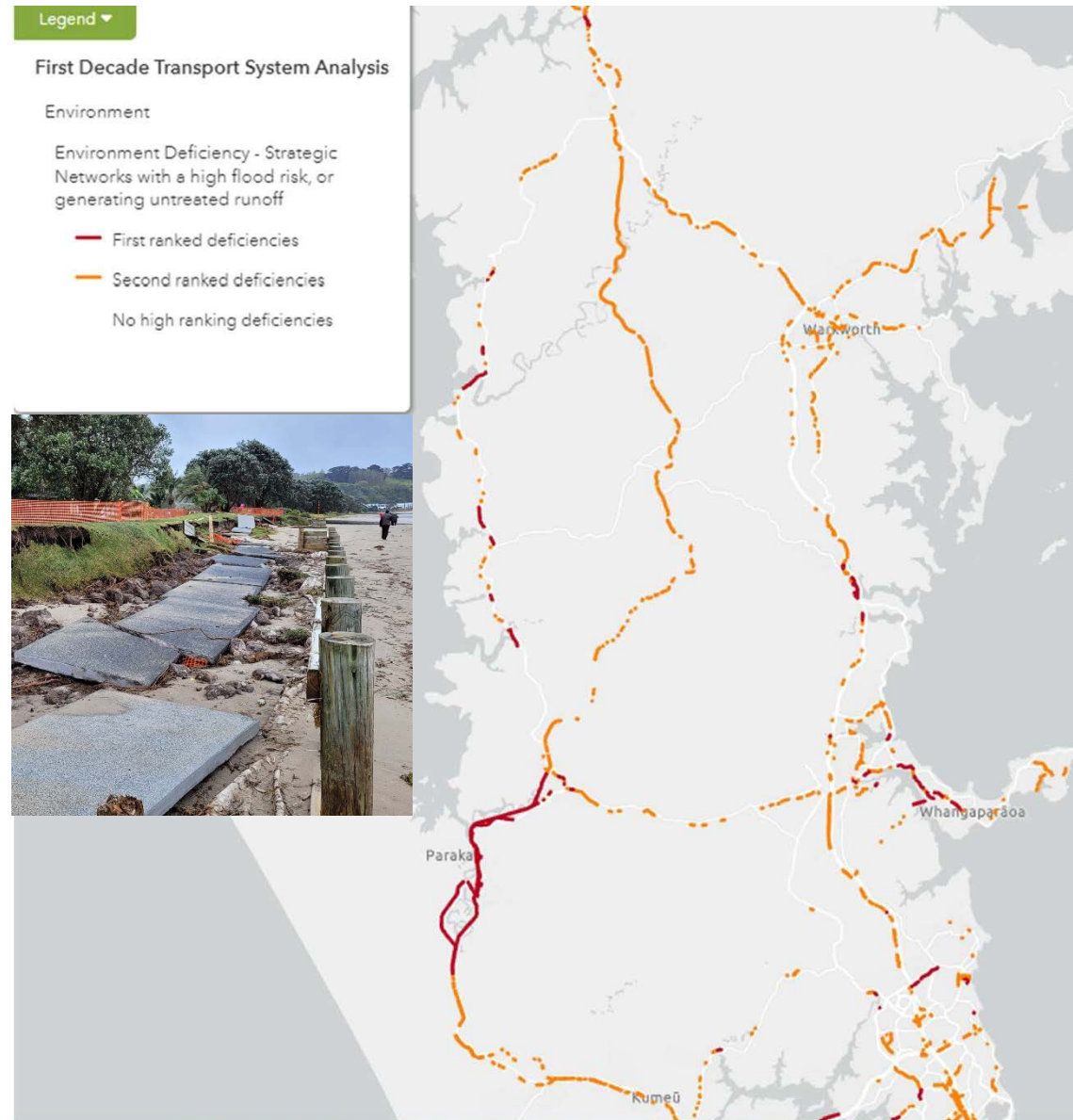
Key roads are exposed to environmental stressors, cutting off communities and damaging assets

Coastal Erosion and inundation

- Beaches and rivers in the Rodney district (e.g., Snells Beach, Kaukapakapa and Kaipara River) tend to face **inundation and erosion** under storm conditions.

Flooding

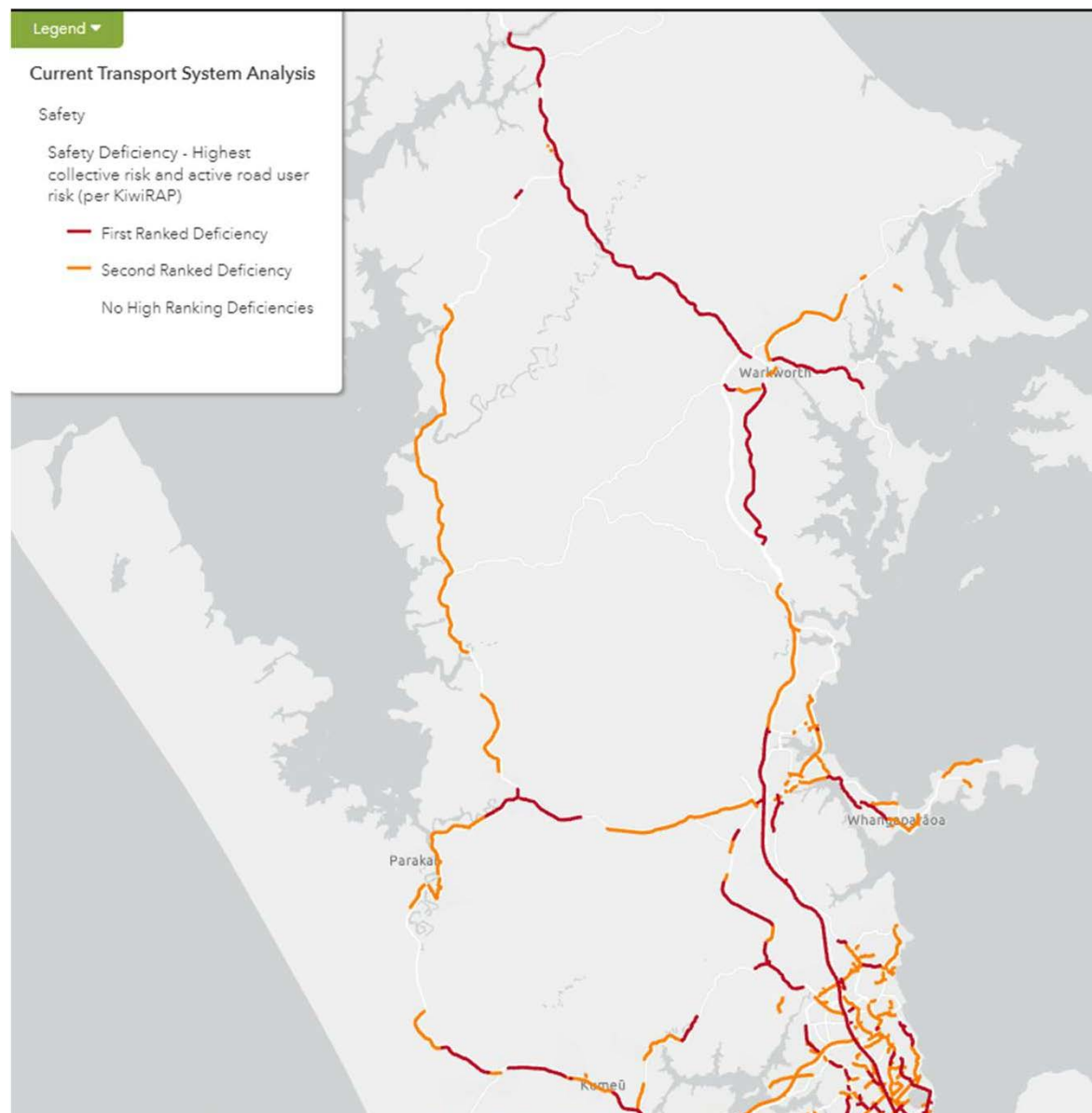
- Large parts of Rodney's strategic network intersects with floodplains and major river catchments
- Floodplains are expected to flood more frequently and more severely.



Safety problems

High Collective Risk on Road Corridors

- Many road corridors within the Rodney Local Board have been marked as having high and medium high collective risk
- Rodney had the second highest percentage (10%) of total fatal and serious road injuries across all of Auckland's 21 local boards in 2023
- Rodney had the highest DSI (deaths and serious injuries) across all of Auckland's 21 Local Boards from 2019-2023.
- Locations with increased risk of road accidents are between Albany Heights and Orewa on SH1, SH16 southbound from Woodhill, SH1 North, South and Old North Road north of Kumeū



Rodney Local Board Workshop

Online Demo

AT.govt.nz/FutureConnect



Thank you

We are keen to discuss any questions, and anything you'd like to know about the area, to help inform decisions

