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| Meeting | Warkworth Road Infrastructure Forum | https://lh5.googleusercontent.com/G8BV5Fi1NfjUa4zXniYV4ciRAxZaeuQnY2H7HAfA71eOBBEJVd4SDIgTEXTokJ-xHNNcnaEC1kMDqol23dcqqbDrxqlbiSC_JYG_PG1DhNjvQiBCVuKDvtt_Phq4R6zgiXEh0pU1Y_bbACBCDg |
| Chaired By | Chris Murphy, Chair of One Warkworth |
| Date |  Friday 22 June 2018 |
| Location | Warkworth RSA |
| Minutes | Christine Hill |
| Apologies | Hon Mark Mitchell, MP Rodney, Tracey Martin, MPRoger Williams, WALG | Kelly Jones, Mason ContainersJenny Marcroft, MP |
| Attendees |  |  |
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| Greg Sayers | Auckland Council |
| Ryan Bradley | Auckland Council |
| Ellen Barrett | Auckland Transport |
| Kimdon Nguyen | Auckland Transport |
| Burnette O'Connor | Barker & Associates |
| Chris Murphy | One Warkworth |
| Dave Stott | One Warkworth |
| Mark Macky | One Warkworth |
| Murray Chapman | One Warkworth |
| David Hay | OsborneHay |
| Allison Roe | Rodney Local Board |
| Beth Houlbrooke | Rodney Local Board |
| Rod Bradley | Turnstone Capital |

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| Jocelyn Orlando-Reep | Fletcher Acciona JV/NX2 |
| Karsten Stevenson | Fletcher Acciona JV/NX2 |
| Ian Hutchinson | Hutchinson Consulting Eng |
| Paige Farley | Hutchinson Consulting Eng |
| Peter Thompson | Mahurangi River Restoration Trust |
| Steve Burrett | Mahurangi River Restoration Trust |
| Liz Sharek | Matakana Community Group |
| Sebastian Reed | NZ Transport Agency |
| Steve Mutton | NZ Transport Agency |
| Bruce Scoggins | Warkworth Area Liaison Group |
| Glyn Williams | Warkworth Area Liaison Group |
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Minutes of the meeting

## Welcome

Chris Murphy opened the meeting, reiterating again the process in place for public release of information. Anything not intended for public release should be either (a) noted as such during the meeting or (b) advised in feedback to the draft minutes for removal. The final minutes are to be the basis for any public comment from participants.

## Confirmation of minutes of the last meeting

Moved – Glyn Williams, Seconded – Dave Stott, Passed unanimously.

## Matakana Link Road

*Kimdon Nguyen: Project Manager AT*

The MLR funding application lodged with NZTA is on hold until their request for options to reduce costs has been addressed, ie options such as a staged build, reducing from 4 lanes to 2, and reviewing the bridge design. After which another funding application will be lodged with NZTA based on the outcome.

The detailed design has a preferred tenderer and land acquisition discussions have been had with land owners. But both are on hold pending the funding decision.

NZTA will construct the (current) SH1 and future MLR intersection. The MLR alignment goes up the show grounds boundary, heads to the SEA area and the bridge (max. height about 15M), then joins Matakana Rd with a large roundabout west of Claydon Rd which will have a modified exit with no right turn in.

The risk to timelines of the MLR funding delay has been highlighted by AT which still aims to resolve the funding issue and complete the NoR and land purchases to start construction in October 2019.

Could the Hill St overall solution potentially be delayed too, even after the new motorway completion in 2021, if the MLR delivery is delayed: a nightmare scenario for Warkworth? It is uncertain what the impact on the Hill St overall solution would be if there is a substantial delay to the MLR.

**ACTION:** Ellen Barrett to seek information on any possible impact on delivery of the Hill St overall solution by a delay to the MLR timeline.

Kimdon noted that the MLR feasibility study was based on assumptions of land use that were quite different to what is now known under the UP. If funding was not an issue, he believes the MLR build might still be staged but that any changes to what or how the MLR delivers would go out for public consultation. He also rejected the idea that this is an issue about front-loading the delivery.

One Warkworth’s point of view is that Warkworth will grow faster than Council projections and that a reduction to 2 lanes would not impress the local community which already feels seriously underfunded.

What changes have occurred to remove support for 4 lanes – is it just a funding issue? Did a recent media article about ‘gold plating the MLR’ play a role? What data does the Model use that might determine whether 2 or 4 lanes are needed? Mott McDonald’s research for the Hill St overall design showed a major increase in use of the intersection in future, which contradicted assumptions to that point.

The numbers used in the Model are produced by the Auckland Forecasting Centre and requests were put to Kimdon have the data released. Locally there is great interest in what these numbers are. Also in whether their interpretation of the timing of population growth is correct.

**ACTION:** Kimdon Nguyen to find out whether the data for the latest Model used for the MLR is available for public release.

Local concerns about any scale back to the MLR need to be heard. From a land planning perspective there is a need to listen to the community’s concerns and needs, not just to rely on computer modelling.

Greg Sayers noted that whatever the solution, the delivery timeframe is crucial.

**ACTION:** Ellen Barrett to raise the concept of an MLR CAG with the relevant AT staff.

**ACTION:** Kimdon Nguyen to check if the slides he displayed at the meeting are for public release and, if so, email them to Murray or Chris at One Warkworth.

## Warkworth to Wellsford State Highway extension

*Sebastian Reed, NZTA Planner*

Progress in 2018 is expected but unsure of the specifics.

Chris noted that Mark Mitchell is concerned on behalf of property owners who have been approaching him regarding their uncertain situation with regard to land purchase. Sebastian did not know whether engagement with individual property owners was progressing or not.

## Puhoi to Warkworth State Highway extension

*Karsten Stevenson, Key Relationships Manager NX2*

Noted that the previous meeting minutes incorrectly stated, ‘Earthworks were behind by four million cubic meters [sic]’. This figure is in fact the target for the next earthworks season.

Work to remove animals and trees has progressed well. This coming season will see significant change visible with a lot of activity from September, weather allowing.

The northern tie-in will see some widening between Hudson and Kaipara Flats Roads with a TMP implemented along that stretch of SH1 in about February, including closure of the passing lane. Update will be given closer to time.

Still on track for completion late 2021.

In response to a request for comment to the site-specific TMP for Hill St, there is no change. Analysis shows no change in base flows to date at Hill St intersection and measures currently in place remain, ie controls on project-related driver behaviour, travel times and truck numbers.

**Comments from attendees:** The project is putting immense pressure on local aggregate supplies. Smaller quarries are now under pressure to step in to supply shortfalls in the local market. It is important that AC and the RLB are sensitive to the pressure on supply when consent applications are reviewed, and that they are dealing with suppliers unaccustomed to the consent process. Likewise, spoil/fill sites are under pressure and more are needed. Local concrete supplies, already subject to delivery delays, are likely to be under increased pressure as work progresses.

## Southern Interchange

This resides currently with the Support Growth Alliance.

## Hill St intersection

### Interim solutions

*Melanie Alexander, Traffic Engineering Manager, AT*

NZTA rejected the slip lane work in favour of speed tables north and south with improved footpath links for pedestrians.

AT are installing CCTV to monitor the Matakana/Sandspit intersection with any improvements work dependent on monitoring outputs. But one measure will be trialled once the CCTV is in place. Traffic turning in/out of Elizabeth St will also be monitored and detection links used further up Matakana and Sandspit Roads to monitor tailbacks.

AT hope to begin monitoring as soon as possible this financial year, certainly by the busy summer season. Need first to install cabling and WiFi. It was noted there is fibre already going up Matakana Rd. However it isn’t on the right side of road and still have to connect to it. In the meantime AT are working with the local wireless provider.

Overall Design

*Sebastian Reed, Transport Planner, NZTA*

Noted that CCTV cameras will also assist this project to understand intersection use and function.

Strategic concepts confirmed and a comprehensive list of options identified, from tweaking traffic signals to building a gold plated solution. From this will come the short list of options and the investigation of their design, development and testing. Wider community consultation about the short list of options is planned for August/September this year with the design to be confirmed in the new year. An update has been drafted by Mott McDonald for release, something that should happen soon.

Several more CAG meetings are planned throughout the project. Meetings which to date have been very beneficial: local knowledge for the project team and process clarification for local reps. It sets a precedent for other projects.

Sebastian agreed that information in a common message is needed for the community to provide a clear understanding of what the various infrastructure projects, ie MLR, Western Collector, NX2, etc will look like. Also need to avoid consultation fatigue.

Burnette noted that it will difficult to make meaningful comment on land use at the imminent Structure Plan workshops without really knowing about the roading projects. Discussion around whether the Structure Plan or infrastructure projects are the driver of the other.

## Western Collector

There are a number of options being looked at by the Supporting Growth Alliance for where the end of the northern link will go. Sebastian agreed to the opinion that, from a practical approach, there is only really one option but the SGA is duty bound to follow the process to look at all options. It was queried whether it is a process or a slowing technique.

Local affected land owners are still waiting for the SGA’s confirmation of land use. The argument for the MLR placement was for it to connect with the end of the Western Collector.

Council’s Structure Plan team are working closely with SGA and it was agreed they should be at these meetings.

**ACTION**: Ellen Barret to suggest to the SGA that they attend the Warkworth Transport Forum meetings.

The Western Collector is being considered by SGA in its entirety, including both northern and southern ends.

**ACTION:** Sebastian Reed to approach the SGA for updates to provide to the Warkworth Transport Forum.

The question was asked about having a CAG equivalent for the Western Collector.

## General Business

1. Warkworth Public Bus Service

Beth reported on AT’s Warkworth bus network commencing 30 September. It will link eastern areas into Warkworth and on to the North Shore transport hub with half hourly buses at peak times and hourly during the day. It is a HOP service with concessions for students and a gold card for seniors. It shouldn’t compete with the existing private business and Greg reported that Mahu City Express have been reached out to for a meeting with AT to discuss co-existing together.

1. Warkworth Park and Ride

The RLB will encourage eastern commuters to use public buses into Warkworth and Auckland. The transport targeted rate will be used for a park and ride in the vicinity of the Showgrounds. A temporary facility will be built at the old Atlas site providing overflow parking for the showgrounds as well, but not before 30 September. This won’t be a sunken investment as the site is earmarked for future community use.
The new bus service will probably take a slightly different route to incorporate the temporary park and ride.

If the temporary park and ride reaches capacity this is proof enough of the need for a permanent solution.

The Mahu City Express can be encouraged to use the temporary park and ride but cannot be compelled.

1. Mahurangi River Restoration

The MRRT is working with the provincial growth fund. If successful in dredging the river this would impact traffic volumes by providing water transport alternatives. Currently considering how the consequent increased employment and business activity from opening up the river by dredging can be quantified.

1. Warkworth Structure Plan

Ryan requested that the word by spread for local people to register for the workshops at the end of the month. Uptake has been low to date and given the team had to fight to include this consultation step for Warkworth (not usual in a structure plan process) they want it to be successful.

**ACTION:** Mark Macky offered to arrange some distribution of Structure Plan workshops flyers in Warkworth’s CBD.

The Structure Plan excludes existing urban areas. Ryan confirmed this means excluding these areas from rezoning rather than excluding them from consideration in the process.

Written feedback (223 items) to the proposed Structure Plan refers largely to transport and infrastructure. It was noted that the feedback document produced is very good.

Meeting closed: 09:50AM