Algerion Avenue Busil Stop Rebosition  Control Verd Control  Control Verd Control  Control Verd Control  Contro	Reference Programme of work			SAS												
Figures Location Country Ward Country Project Description: Optionals  Forget Description: Optionals  Forget Description: Optionals  Fastorial Consultation List																
Anna	Engineer			·												
Project Descriptions Options Consultation List  Sectional General Recommendation School Consultation List  Sectional General Recommendation School Consultation List  Sectional Consultation List  Sectional Consultation List  Sectional Consultation List  Engagency services - Fire	Location															
Project Description:  Consultation List  External Consultation  Residence Businesses School(s)  Consultation  Residence Businesses School(s)  Consultation  Residence Businesses School(s)  Consultation  Residence Businesses Residence Busines																
Consultation List    Consultation List	Project Description:				p. 2001.											
Residential Businesses   Schools    Mill Albert Crammar School, Marist College, Marist Print Schools    Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist College, Marist Print School   Mill Albert Crammar School, Marist Print School   Mill Albert Crammar S	Option/s:			one												
Coasilisation Strategy   Consultation Strategy   Consultation package to include:	Consultation List															
Consultation Strategy  Consultation package to include:  Consultation Letter Design Plan's Survey Monkey Survey AWS Travelwise A to Km/h Consultation package will be delivered by: Post Hand delivery Include Stakeholder here Include Stakeholder he					Transport Portfolio Lead  Enter details here											
☐ Consultation Letter ☐ Design Plan/s ☐ Survey Monkey Survey ☐ AWS ☐ Travelwise ☐ 40 Km/h Consultation package will be delivered by: ☐ Post ☐ Hand delivery ☐ Post ☐ Hand delivery ☐ Email ☐ To all internal stakeholder here ☐ Include Stakeholder here ☐ Include Stakeholder here ☐ Include Stakeholder here ☐ Post include Stakeholder here ☐ Post include Stakeholder here ☐ Include Stakeholder here ☐ Include Stakeholder here ☐ Post include Stakeholder here ☐ Post include Stakeholder here ☐ Include Stakeholder here ☐ Include Stakeholder here ☐ Post include Stakeholder here ☐ Post include Stakeholder here ☐ Post include Stakeholder here ☐ Include Stakeholder here ☐ Include Stakeholder here ☐ Post include Stakeholder here ☐ Include Stakeholder here ☐ Include Stakeholder here ☐ Post include Stakeho	Consultation Strategy															
Timescales for Consultation  Close Out Date Overall Risk Rating  Risk/Issue Log  Date RAG Risk/Issue Description Mitigating Action  Dependencies:  Name Approved by:  Position					Include Stakeholder here  To all internal stakeholders, local board, emergency											
Overall Risk Rating  Risk/Issue Log  Date RAG Risk/Issue Description Mitigating Action  Dependencies:  Name  Name  Position	Timescales for Consultati	ion		Internal to span one week before Christmas breal	k, one week after return from break.											
Dependencies: Name Approved by:  Name Position	Close Out Date Overall Risk Rating															
Name Position Approved by:	Risk/Issue Log Date		RAG	Risk/Issue Description	Mitigating Action											
Name Position Approved by:	Dependencies:			l												
		Name			Position											
Erotem Economican) (* 1	Approved by: Project Coordinator:															

Summary of Fee	edback											
Details of Consultation Undertaken	Consultation Period:	S El	Start C 65029010   S	Close 3032010	internal : 23/12/15 - 1	5/1/16	(A7)					
								bus stop relocation -	because the school buses have certain routes they follow, to relocate the bus stops to the other side would force the buses to u-turn somewhere on the			
	No. of External Consultees:							opposite side, further away	because the school busish have certain routes that, follow, to relocate the bus stops to the other side would force the busies to u-turn scennihare on the streat, which would cause traffic blockage and potentially property diamage as the road carriage width is limited. And the bus stop needs to stay in relevant proximity for the achool use.			
	No. of Internal Departments Consulted:							Marking	the bus drivers are likely to stay with the buses while norked at the his story also in most times the			
		18	Strongly Oppose	10				driveways/access ways	driveways/accessways will be kept clear and extra space is needed the drivers can accommodate space is needed.			
	No of External Responses Received:	D N S	Oppose Neutral Support	0								
	Total of Feedback Received: External	8	Strongly Support	1 14								
	No. Subdivision	Name of Consultee A	Address P	Phone	Email (	Date Received		Position		What aspects of the proposal would you change, and why?	Do you have any other comments or concerns about the proposal?	Additional Action / Outcome
	Residents/ Businesses					24-Feb	Post and phone	Support	Removal of bus stop outside 73/75 Alberton Ave. This will allow clear visibility for vahicles turning from Alexis Ave into Alberton. It will also be safer for students crossing and the palea crossing after	As above (perhaps referring to a note stating "but not the new 'no parking lines").	However we do not support the new no stopping line outside of 73/75 Alberton Axe. This does not need to be permanent as is only required 8- Slam and 3-4pm. This will greatly impact on parking space required for weekendlooks/personal use. Cars do not block visibility. Buses do.	also called to discuss the new no-stopping lines and ask if they could be timed instead of permanent.
									and before school. Currently buses at this stop block visibility and make the crossing dangerous.		revenue of the control of the contro	We spoke on the phone a few days ago about the proposal near your property of Aberton Avenue.
												I've spoken with the engineer, and unfortunately the proposed broken yellow lines outside No. 75 Alberton Avenue could not be replaced with time-
												Eve spoken with the engineer, and unfortunately the proposed broken yallow lines outside No. 75 Abbroton Avenue could not be replaced with time-sessible No-3ttopping restrictions. These broken yallow lines are in encosary to ensure wisibility amount the abbra cressing, which could be used at any time.
												However, you would be able to park at the proposed bus stop (i.e. outside #65, 67, and 69) outside of the operating hours.
												outside of the operating hours.  I hope this answers your question, feel free to contact me if you have any more questions.
												contact me if you have any more questions.  Kind Regards
						24-Feb	Post	Support	Better safety for students.	change the largeth of the bus stops	Yes, Between 3-3:30pm it is almost impossible to use the cineeracy at as I'm (semmed (7) in by 2 bus stops. Some has to be done about it is ongoing problem!	
		_				3-Mai	surveymorkey	Strongly Oppose		The bia steps should be located on the opposite side of the road, where the existing car parting bays are currently marked jointable the pool and heading on Alberton Ave bosen the school goals. This ensures a much safer environment for potentians and case as there are no restdented diversips with frequent entering and esting of vehicles.	ments. Been han has been deer deer deer deer deer deer deer d	
											current shadon at the school crossing is very lightly managed by a school bascher, other 2 teachers, who are highly viable and control traffic allowing for safety at the pedestran crossing. While the issue of the current bus step impeding the view of the crossing needs	
											and padestrians for the length of the new continuous bus stop. When the proposed bus stop is busy we have no confidence that buses will not pack in such a fashion as to block or partially block residential driveways, given the length of the proposed bus bays between	
											leases when we turn into our residential driveways, as well as safety concerns when pulling out to join traffic on Abarton axe. If there are buses parked either side of our driveway then how can residential drivers assess safety to pull out to the road - the curren shadon with a bus parked ophill from our driveway is very unsale as there is no shability	
											of oncorring cars coming down the road when exiting the driveway. If the proposed new bus bay to the other side of our driveway is also implemented then we will not have visibility in either direction. We are extremely concerned about the potential for accidents pulling out of our driveway. In the same accessio (buses both sides) of our driveway	
											access), we are also very concerned about the limited (none) visibility of pedestrians on the footpath behind the buses as we pull INFO out driveway, we can not see the kilds and they will not be looking for us. We think this is extremely unable. We leave our properly most days to collect from primary achool around 2-K5 pm. There are also 2 other hamiles	
											with small primary school children at numbers 73 and 69. Therefore at the nuch hour of end of school day, we are all eating and arthing back in our drieways at the very time that there will be heavy but presence. Again if safety is paramount then the opposite side of the road is the obvious option.	
				= .		3-Mai 3-Mai	surveymorkey surveymorkey	Strongly Oppose Strongly Oppose	No.	Mose the stop to in the school. We don't work has step outside our house. How will we get in or out? Almady my son has to leave bits or early because of school traffic.  There is currently no accommodity, visibility or safety insue regarding the eating packets for consists. Also packet this half is finise as which has finise as which		
						Solia		уу оурсын		a but in large to be using the entiring has step models 27 Alberton And, there are to be taken to be filled positions start; make proceedings as the process of the filled positions of the contribution of th		
										schicacity converting some of the corpolar on the school side of the rest (which investibility proceds the entiting that they into but stops. This would make changed of on the school side of the rest and then no need to cross and as these are no residential deelings would also not impose accessability or create satisfy have for other investibles or create satisfy in season to other (in resident to which are boiled). The space currently proposed for a long but stop concess the driveness of multiple residential deelings, The gaps between those control proposed for a long but stop concess the driveness of multiple residential deelings. The gaps between these		
										We find the growth in the first We find bear from any qualitation for the growth in th		
										exact if a long has they platful apparently exact give beams the right to block the access to residential dealings) were implemented. Even if a driver was related to pull treased in the proposed based up to able an estimate entry or with from they propers, that would be received by the propers. This such able. This is because they are such part in one to the light and significant enough to able to consider a form of the propers. The such part is received to the property of the such as a resident of all the such as the property of the such as a resident of the such as the property of the such as a resident of		
										sating for except haven to most in above entry to find offeneary. In addition, when turning into an enderfield delineary between the hause notified and common greater and except an extra production as without some part brought was comprised by except of the common greater and production as unique to be copied, which the same yielded per district, which is the common greater and production being this first way are very high. Emission, statement of a production being this first way are very high. Emission, statement and extra production being this first way are very high. Emission, statement and extra production being this first way are very high. Emission, statement and extra production and was in a high elitherood of accession with or except parties or washing very district production.		
									Removing the existing but step outside 75 Alberton Ave, as it is not necessary to have a permanent but step anywhere on Alberton Assets.	the basis on either side. (The only mason was wait to softly sell our divisionsy styrement is due to the provinty of the pudentian crossing, which means there is some distance between ordinarys or drive earling has the pudentian of 2-Netwin As are shot to propose of mality or divide occurs when the pudentian crossing is inpenting; it but dealing on Netwin As which would be afficied that school age children. Accordingly it will be received by the compared to have sell an unique detail and early to their correction between 1-Am and 21-Am. (Am that it has been because of which the has also are desired in the sound have a form of the has also are desired.)		
ŀ						3-Mai	surveymonkey	Strongly Oppose	Aberton Avenue.	way high.	I am a resident at number Aberton Ave with others and we all have private vehicles which do need parks for them on the roadside. The proposal I see should be on the	
											I are a resident of number of "Aberton Are with others and on all times profite whiches which the read post to the one or the resident. The proposal is set to be one or the resident. The proposal is set to provide a resident of the proposal is set to provide a resident of the base to until yet the school pushing and if the base to handward and also price from any law provident and also price and the resident to be form the spread bump near the selection provident side to the schooling but attrip for the base. Challes the school the base the price of the schooling but attrip for the schooling the school provident the committee of the schooling the school provident the committee of the schooling the school provident the committee of the school provident the school provident the committee of the school provident the school providen	
-			_:				surveymorkey	Strongly Oppose Strongly Oppose	<del>-</del> -	The proposed changes will the see the bus step be extended over our drivewsy. These changes will invede the access to our property during peak times both in the morning and attenuors. Without access to our property we will have to both for other places to park the can which will be externely difficult at peak pick up times around the activate.	We use the partiting sheat for our cars, we simply cannot all not not being able to back in the sites of the	
			:			3-Mai 3-Mai	surveymorkey	Strongly Oppose Strongly Oppose	None		prises properly access. Also see and students and need access as all times or day lorisides need wheel nink on times.  As a market? I have considered a has blockloss mu diseases on a franciard hasis. On	
						3-114	saveymorkey	Strongly Oppose		The intention of bar-ground is a provide solely and controlled. The propose soled committed solely and controlled, "Dark is to trade described for deared and controlled to the controlled solely and th	has a reason, it and to wait had an hour for the driver to return and move their bus. The buses are too large to have based. Some, not all, bus drivers can also be extremely surly in their willingness to unblock a driverey. Actually having a bus stop across a residents.	
										regrots usely craminous. Or flowing the loss and to the school load schools of greatly erranded. Intelligence of single or the school load schools of greatly erranded. Intelligence of single or the school load and the comparison in the spreach could be surned into but stops. This is the most beginning our deschools of the school load and the corporate or its approach could be surned into but stops. This is the most beginning our deschools selected way to improve visibility, safety, and accessibility.	crisivally will only inclusion to some or emissions: The cuses since in absorbed or the fines the bus stops are supposedly in operation so the proposal will most Rely impede access and egress of ons's house for much longer internals. If the bus stops remain on the current side, any residents whicide returning to their house and walting for a bus to	
									The removal of the bus sibo outside 75 Alberton Ave is the first		urbook 3 driveley will most seley company book near road users une the dust has mosed. By having a continuous stop, there is kilely to be contained as the failabilities of a stationary bus. Surely a resident can't suddenly be prevented from entering or eating their dealing simply because Auckland Tarraport refused to use an existing bus bay and	
-						8-Mai	post	Strongly Support	The service of the bux step cutation TA Aberton. Also is the form that pin the right direction. However, all the bux steps should be relocated to the school side of the read. as a laucher at this school when is other and the country of the school school. The country after a school school school school school school school according the read from the first side of the activations of the activity bux step. Crossing about service is other more discreases that countries for the school but step. Crossing about service is other more discreases that consists Aberton America.	You could reconside the value of a stop calcide my house of Aberton Ave (jus to the left of your map) buses with here, however, before moving further down the road and you may wish to relate that facility.	five or six car parks on the salest side of the sheet for students to access the bus front. This proposal will create issues for worse than the ones it seeks to solve. none	
									school, I am accase states of the transc states point.  Crossing the road from the far side of the school back to the school is dangerously impeded by any bus parked at the existing bus step. Crossing alexis seenue is often more	you may with to relatin that facility(		
					_	3-Mar	surveymorkey		But nuisance for Mount Albert residents	put on the other side of road.  Have it on the other side of the road. It's going to block my driveway and be very annoying.	put on other side of road	
						3-Mai 21-Mai	surveymorkey Post	Strongly Oppose Support	Safety of the school students is main factor but also better safety for all, public included	Have it on the other sate of the road. It's going to block my driveway and be very annoying.	We are owners of Aberton Avenue. We can accommodate the hours involved and so can our tennents	
	Schoolis								better salety for se, public mouded		TOURS INVOICED SEC SEC OUT SETTINGS	
	Local Board va stacted mamber lesson- Key Stakeholders: AA Key Stakeholders: NZTA National Board Corriers											
	National Rosal Carries NZ Heavy Harlane Association Emercency services - Fire Emercency services - Ambulance Police											
	Police Police SCOs Local Board Representative											
	Other  No. Subdivision / Department	Name of Consultee	ŀ	Phone	Email (	Date Received	Channel			Internal Feedback/ Comments		Additional Action / Outcome
	Asset owner Public Transport Operation						email, meeting	Some feedback from				From Sure. Worksky, 16 January 2016 3:31 p.m.
								There is no indication take this much kerb :	in the material supplied how many school services was space or not.	re are trying to accommodate here. Do we need all this space? Have we talked to the school around what the actual need is? Without some more	salty on these matters, it is hard to form an opinion on whether we need to	To the second of
												West Tamalé, Alberton Ave, Mt Albert Rd. Browns Rd, Selwyn' Buckleyi The Drive Alberton Avenue bus stop (outside Mt Albert
												Action related to the proposed an action (Grammar School)  -stop opposite the school - happy with the proposed arrangement -stop outside the school - happy with the road
												marking, however check with school to see if the proposed length is sufficient
	Parking Design					23-Dec-15	email			lable consult with Mt Albert Grammar when they recommence school in February next year.  Insection of Alaxis Ave, I do have some concerns with having two lots of bus stops opposite seich other, given this area is often congested during pair.	k drop off and pick up times. Could you ensure the appropriate surveys and	The bus stop outside MAGS is only used by the morning services and the one opposite are servicing the afternoon buses. Therefore, the chance of buses of the opposite direction waiting at the same
								modelling are done a shuttle buses are use times and is the reas afterschool periods?	t this tocation. Also we received a request from one id to transport their students. Often they will use the on they use on-street. We also suggested they leave	insection of Alleis Ave. 1 do have some concern with having two loss of bus stops opposite each other, given this area is often congressed string part of the sacriers late syet to have a separate sharing one set aside for their schole princip s. 2, 253.03(pins s hall yet adhead us a counter bus stops to pick up maderies, which adds to the congestion which beas then come along. We suggested the school use their own off-senser seeder to soot off secreptation. We suggested this cathool use their own off-senser seeder to soot off secreptation. We suggested of the State along vice community is selected to soot of the compression. We suggested with Read as stellar of community is	he school have sporting teams go to other schools for sporting events and sarking, but they said other the shuttles can't get out of their gate during peal ansport to see if it's appropriate to have a space allocated on-street during	buses of the opposite direction waiting at the same time should be significantly lowered, except like you haved mentioned when there are special services for sporting exerts atc. However, the bus stop outside the school is fully recessed so even when
								Happy to discuss fur				for sporting events etc., However, the bus stop outside the school is fully recessed so even when busite are occupying both stops they shouldn't impede traffic significantly.
	Parking Enforcement					23-Dec-15	email	Just one question in	the brief it indicates the current bus stops proposed	to be moved are only operational between 8-9am \$ 3-4pm it is not indicated on the drawing are the new locations only going to be the same operation	nal hours?	Thu 18/02/2016 13:13 RC response - Yes the operation hours for the new location will remain the
	Traffic Operation											operation hours for the new location will remain the same
	Road Safety  Road Contidor Maintenance  Lighting Contract Engineer  Community Transport School Co-ordinator											
	Parks Ren & Smitte (etiseaterana) Resource Consentina & Compliance Transport Strategie and Planning Building Control Consents Proposition									-		
	Ruikfon Control Concerts Procession Arborist Invasination & Design/Lithen DesigN Walking & cycling Solid Waste Operation											
	Solid Waste Operation					30-Dec-15	email	AC Waste Solutions	have no objections to this proposal.			Noted.
	Hose Consor Access Infrastructure Development (Project Manager Intelligent Traffic Systems (ITS) PT Natwork Management Design Delivery Leader					8-Jan	email		-	.Aut to confirm that we have nothing constremed for the area in question.		Nest.
	ATOC Rapid Response					5-Jan	email	so I will make comm		allety and on the likely responses of customers to these proposals and its implications on consistency across the AT network.	defend the retention of this nation coarse. I also note that was all the coarse	<ul> <li>agree that parking space at the approach will be removed.</li> <li>It has been agreed with PT that school has stop can slightly from AVCP and their the proposal length is sufficient to cake for 3 bases. Further, achool bases generally park class or agreed each other when welling for students to entheir.</li> </ul>
										issue. It appears that AT was propriety to extensivy crease a parking space on the approach. From a Rigid Response point of view, I would struggle is approach of ATDO FILE aments in leight like one or meanth from the I is a proposach to the DOT III. Set the International Conference of the International Conference or III. In		The arrangement of the bus step has been discussed and arranged by DT
								which utilise the pran	n crossing at the zebra crossing to access off street	areas.		The formal which crossing for HTD is boarded edjournt to the prain crossing and there is a formal divisionly into this property. We have checked that this property does not have any special which crossing parent for this property to see the gram crossing as an accoss point. Hence, for whiches to constituting the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of property of pro
												the prain-crossing as an access point Flence, for whickes to park at the foreign of the house inside the second gate would most likely to use the prain crossing for access, which they should not be doing. This has been forwarded to the Compliance learn to be investigated.
Consultation Outome										completed by the Engineer		
Consultation Closure Strategy	Letter A - General response to consultees info	rming outcome of consult	ation & decision Included	de attachment	Mar to d				Consultation	close out documents to include:		
	Letter A - General response to consultees info Letter B - Specific response to consultees add Plan showing revised design include attachma Other supporting documents List documents in	treasing their concerns an nt ere and include attachme	nd informing outcome o	of consultation & dec	sion Include attachmen	ė.			Consumarion con	se out document to be delivered to:		
	Letter A  All external consultees - with the exception of t	the following :										
	A stermal consultate - with the accordion of the following:  As iteman consultates - with the accordion of the following:  Lance 8											
	The following consultees:											
	Mana		Position									
Prepared by: Approved by:		P	ositori									
	<del></del>			-								

States and Connection the biological and Connection that I was a second of the biolog

## **Risk Guidance**

Red	Action Required
Parking - high profile/lack of flexibility/Business associations/ Local Board/Commercial/business area/high	
parking demand (erg. Mt Eden, Ponsonby)	Clear story telling and scene setting required
Lack of flexibility relating to standards from external teams	Individual risks require mitigating actions
Political influences/Local Board involvement in any project	Pre-engagement with specific stakeholder groups may be
Heritage area or rural/scenic area wherever urbanisation may not be accepted (Piha Rd/Waiheke Island)	required
Bus Stop/Shelter outside property/PT	Engineer engagement with internal stakeholders during Plan ma
Tree removal (e.g. developed area Franklin Rd/Mission Bay)	be required
	Possibility to increase number of consultees
Cycling	Possibility to extend consultation period for specific stakeholder
Limiting driveway access Traffic calming	, , ,
Community requests -cost, extent of works	groups Consultation plan to be reviewed with Consultation and
Potential interest/concerns/objections from specific stakeholder groups e.g. Community groups	Engagement Lead
Environmental Issues	Team Leader sign off for all Consultation plans required
Safety Issues vs. perceived safety/efficiency	Team Leader sign on for all Consultation plans required
No feedback from local board key stakeholder	
Internal stakeholders may have strong objections	
illierilai stakeriotteis may nave strong objections	
Amber	Action Required
Bus Stop/Shelter outside property/PT	Clear story telling and scene setting required
Services	Individual risks require mitigating actions
Speed management projects/limit change	
Perceived safety concerns	
Intersection control e.g. roundabout signals	
Utilities	
School Zones/AWS	
Crossing Facilities	
Change in Engineer ownership of project	
Challenging project delivery timescale	1.0.5.1
Green Category	Action Required
Maintenance Fatal crash recommendations	Scope to inform rather than consult if decision already taken
Positive political influences	Explanation for inform option required
Quick wins, small, minor improvements	
Shoulder sealing in rural road i.e. self explaining rural roads	
Edge marker post Cats eye	
Water blasting pavement	
Projects where residents not directly affected e.g. quardrails, road surfacing	
Community requests - approved	
RRPM's	
Centreline Marking	
Limit lines	
min moo	

l:	2	3	4	5	6	7	8	9	10	11	12	13	14	15 1	16 17	7	18	19	20	21	22	23	24	25	26	27	28 29	30	31 5	52 3	å
Area	Traffic Operation	Road Corridor Maintenance	Transport Strategy & Planning	Parking Enforcement	Arborist	Asset Owner		Lighting Design	School Coordinator	Streetscape Advisor (Parks, Rec & Sports)	Resource Consenting & Compliance	Building Control Consents	Solid Waste Operation	Walking & cycling		Police	Fire Service	Emergency Service	Key Stakeholders: AA	Key Stakeholders: NZTA	Key Stakeholders: RTA	Investigation & Design	лос	Road Corridor Access	Road Safety	Police SCO	Development/Project Mgr	Systems (IT	offic PT Network S) Management	Design Delivery Leader	ATOC
	Jared	Euan Ross		Zana Walker/ Rick Bidgood/ Garry Brown		Siri Rangamuwa & Robert McSpadden	cklandtransport.govt. nz:		«Alex Eton» Farr (Baucklandtransport.govt. nz»		Aut Kamdacharuk: austrapone kiamdacharuk @aucklandtransport.govt. nz		Arthony.Chaney @ aucklandcouncil.govt.nz	Debbie Lang			(roger callister@fire.org.nz) & 'Ouersell, Graeme' <graeme quersell@fire.org<br="">.nz&gt;</graeme>			(john.janssen@nzta.govt.nz)	Paula Rogers / Executive Officer Paula Rogers @ natroad.co.rz			dransport.govt.nz - for all projects involving OD and/or OW routes			Ian Bialawa (9 aucklandrian Thorson Chi Executive nathea (8rrfez ce for all projects involving OD or OW routes	ef -mitchell.tse@acdtransort.govt.nz .nz - dior		cki >, pro into Arvind Sima	cromany.sharobim@au dilandtransport.govt.nz >, (Only Signal related projects, busy intersections)
lorth		NORTH Alan Morris RODNEY: Charlise Prentice			Benedict.Free (AC)	Robert McSpedden	cklandtransport.govt. nz.			Martin van Jaarsveld Baucklandcouncil govi. nz	Mitra Presad: mitra presad @aucklandtransport.govt.nz	Richard Ritsma	chris.hogg@aucklandcoun	ci Ina Sterzel -cina sterzel@auckl andtransport.govt.n 2 >		irez. campbell-howard (lipolice, g	john.booth@fire.org.rz			(john. janssen@nzta. govt. nz)	Officer Paula Rogers@netroad.co.nz	Brittany Morgan		dtransport.govt.nz>-only for projects involving OD routes (Only for Traffic Islands, Kerb Extensions, Roundabouts)			Andrew Made -candrew m. Jonathan Bhen Thorrson Ori Executive natha@rtfre.cc for all projects involving OO ar ON reviews	ef -cmbchell.tse@ac dtransort.govt.rz .nz - dior	ucklan	> pro into	cklandtransport.govt.nz >, (Only Signal related projects, busy intersections)
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## Email Consultations:

If more than one project (site) collate all projects in the one letter.

- Internal one email to all listed on consult plan
- For all schools on consultation plan create individual letters. Email either office or
  principal and request they also forward email to Principal (if emailing office) and any relevant
  School Delegates. Request a "read receipt".
- Create consult letter for the Local Board and Feedback form (The Local Boards have a specific feedback form). Each Board has their own "elected member liaison". The consult is sent to them and they forward onto the relevant Board members.
- Police/St John / Fire send in one email
- Heavy Haulage/ AA / NZTA/ Road Carriers send in one email.
- Every consult the Local Board, Police & Emergency Services are notified.
   NB: For 40km Speed Zones the Police DO NOT need to be consulted. There is a monthly speed limit review meeting which they attend and upcoming proposals /projects are discussed then.