

Below is examples of how the application of poorly thought-out council policies and rules is resulting in unaffordable operating costs. Moreover, the absence of cost-to-benefit outcome monitoring worsens the situation. Management also lacks awareness of the unintended practical consequences and contradictory effects which further hamper the intended policy outcomes.

Example 1

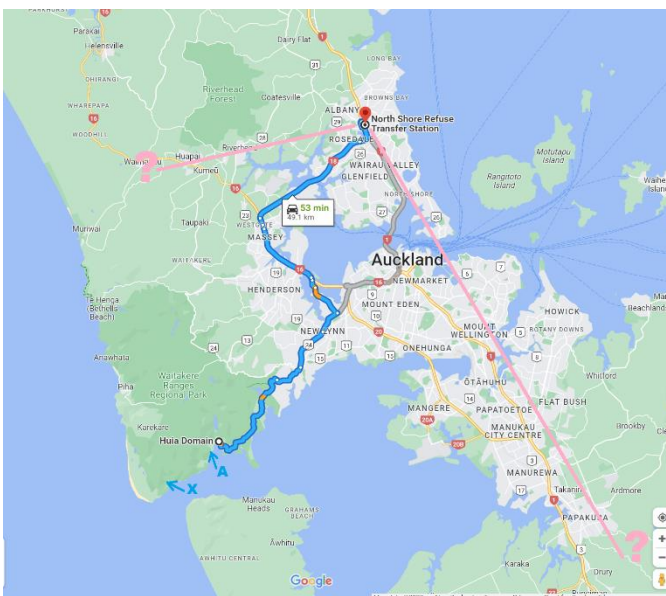
The pile of dirt below (around 2000 tonnes or 200 truckloads) occurred as an over road slip at point **A** on the 30th May. It was cleared away fast and efficiently and the road reopened to traffic within 48 hours. This efficiency was achieved in part by stockpiling the dirt at the Huia Domain car park.

This clean-fill could have been used to raising the height of the Huia Domain playing field, local residents would have been very happy.

Another local place this clean-fill could have been disposed of was a previous slip site at point **X** on Whatipu Rd.

Despite this, on the 9th of June Council determined policy required this clean-fill to be trucked away. I was told to North Shore Refuse Transfer Station in Rosedale (100km round trip), where it was reloaded onto larger transporters to another destination. I was told two different locations for it's final resting place, but both entailed another significant trip by truck.

Council's decision not to dispose of this material locally (normal practice in the past) increased the cost of this work by, in my estimates, 1000% and associated carbon emissions by far more. This despite the reduction of councils costs and carbon emissions being a primary policy objective.



Example 2

Contractors did a great job of cleaning and maintaining roads side drains on Whatipu Rd between June 8th to 14th.

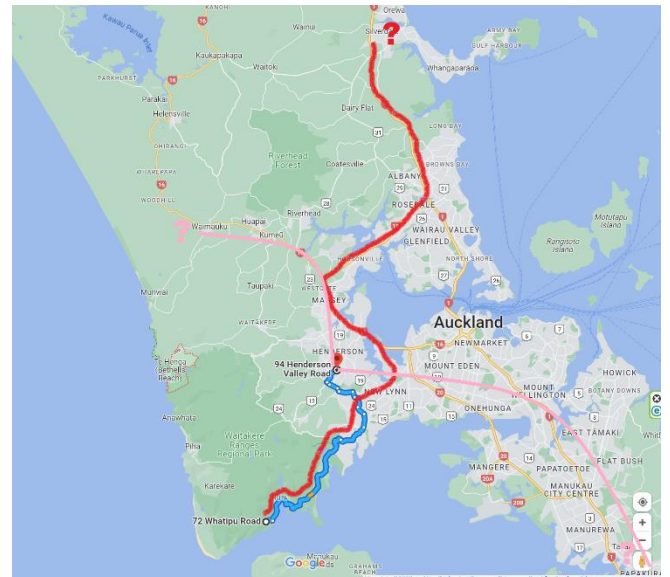


Accompanying the four workers with their digger and truck were four traffic control staff and two TC vehicles.

The digger in picture A and B is cleaning the drains. In picture B a red circle identifies a small pile of dirt which has been cleared from one section of drain. This dirt and all other dirt could be disposed of locally, but instead Council demands it trucked away. This dirt was trucked back to a transfer location on Henderson Valley Rd where it cannot be left. I presume it will eventually end up at one of the same landfill locations as Example 1.



I have discovered that the Traffic Control ute shown in picture C travelled from the Silverdale area each day.



Example 3



Drone trail June 14th. I observed the trialling of a commercial drone to spray gorse and other invasive pest plants on roadside cliffs at points A and B, again on Huia and Whatipu roads.

Presumably this was to assess effectiveness and cost efficiency.

The drone and associated equipment were transported to site in a small box body truck and looked to be accompany by two workers, one being the drone operator.



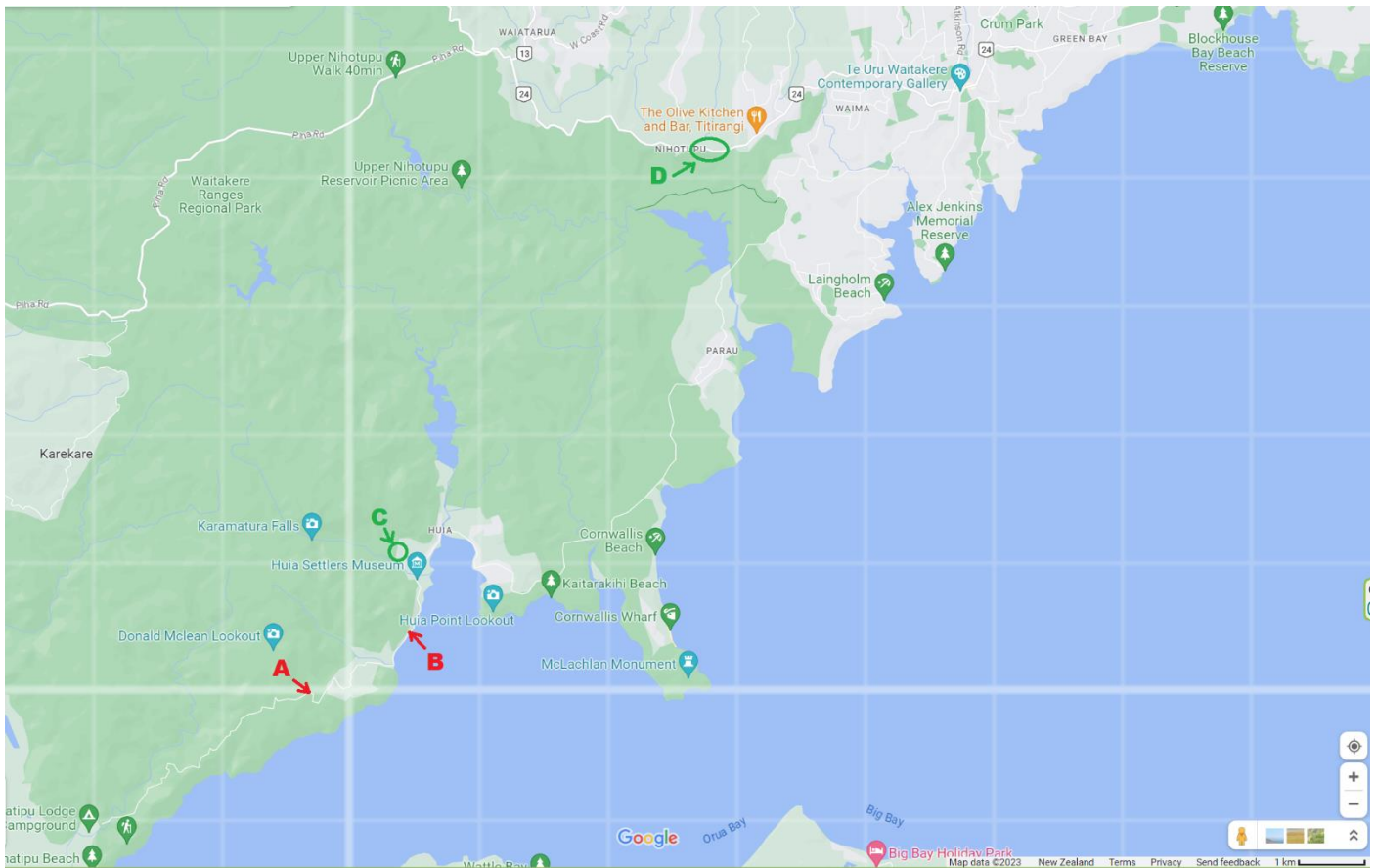
However, Traffic Control had been deemed necessary for this quite site on a dead-end road just in case of drone failure and possible spray drift.

This led to the presents of two TC trucks and eight more people (although some of these extra individuals may have been directly connected to the trailing of the drone).



These extra people and TC equipment with their associated costs will distort any comparisons of this trial with other methods. To say nothing of the carbon emissions.

This trial could have been carried out on cliffs within Regional Farm Park land in the Karamatura Valley (point C) where there is no need for Traffic Control. Or on the side of the Scenic Drive in Titrangi (point D). The Scenic Drive is presently closed to through traffic.



Example 4

On June 16th, Council contractors picked up litter from the sides of Huia Rd (20km each way). This operation consisted of **one** person with a litter-stick collecting small litter items and placing them in a blue plastic bag.

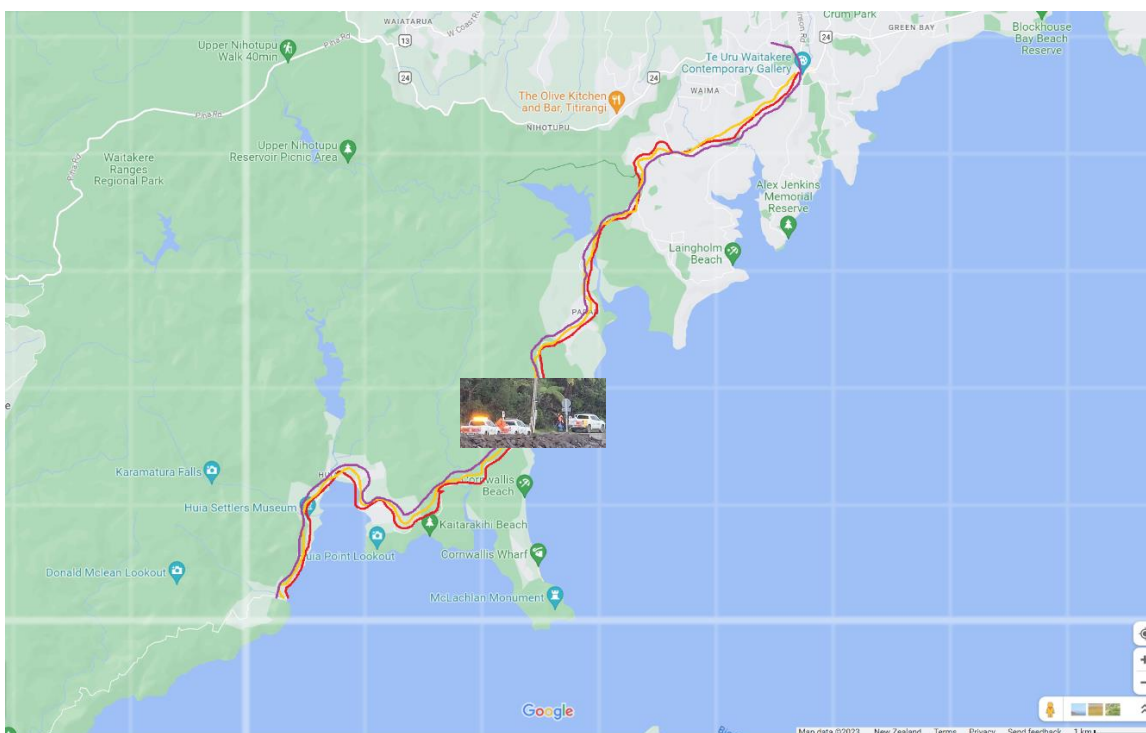
This person was a passenger in a vehicle in which the driver was accompanied by a third person. The Litter Picker hopped in-and-out of the vehicle as litter was observed.

This vehicle was accompanied by a further two vehicles who regularly spaced themselves out on either side of the Litter Picker's vehicle as a precautionary warning to approaching traffic.





Considering the significant manpower, carbon emissions, and costs associated with the current approach it is difficult to justify its continuation as meeting the criteria of being 'reasonably required'. In the past our practices reflected far more common sense and achieved more efficiency and sustainable outcomes.



This must be the most outrageously expensive and climate damaging way to PICK UP LITTER.

These examples of unnecessary costly and carbon emitting work practices that happened on one semi-rural road in West Auckland (Whatipu Rd is an extension of Huia Rd) over a two-week period.

Hundreds of millions of dollars are annually wasted across Auckland due to poorly thought-out Council policies, inadequate Council Maintenance Contracts, and a lack of monitoring. Some work practices resulting from the above are causing outcomes that directly contradict the intended goals of Councils policies. Moreover, our policies fail to empower personal common sense and intuition of the people forced to work with them. Which further exacerbates the problem.