

## Rodney Local Board workshop programme

**Date:** 27 March 2024  
**Time:** 10.00am – 1.45pm  
**Venue:** Kumeū Meeting Room, 296 Main Road Kumeū  
**Apologies:** Member C Smith

Local Board Services / Members only administrative time 9.45 – 10.00am					
Item	Time	Workshop item	Presenter	Governance role	Proposed outcome(s)
1	10.00 – 10.30am	Milldale development <b>Supporting information</b> <ul style="list-style-type: none"> <li>• Presentation</li> <li>• Memo (information to follow)</li> </ul>	<b>Ian Kloppers</b> (Head of Infrastructure Funding & Development Strategy)	Oversight and monitoring	An opportunity to receive an update on the Milldale development projects
2	10.30 – 11.00am	Community lease - New fees and charges <b>Supporting information</b> <ul style="list-style-type: none"> <li>• Memo</li> </ul>	<b>Karen Walby</b> (Community Lease Specialist)  <b>Julie Sutherland</b> (Senior Community Lease Advisor)	Keeping informed	An opportunity to receive an update on Community leases – New fees and charges
3	11.00 - 11.30am	Pedestrians crossing on State Highway 1 – Rodney Street and State Highway 16 – Port Albert Road in Wellsford	<b>Chibinda Mwaijumba</b> (Communication & Engagement Advisor Waka Kotahi NZ Transport)	Local initiative and preparing for specific decisions	An opportunity to receive and update on Pedestrian crossings on State Highway 1 – Rodney Street and State Highway 16 – Port Albert Road in Wellsford

		<b>Supporting information</b> <ul style="list-style-type: none"> <li>• Presentation</li> </ul>			
4	11.30 – 12.00pm	Silverdale Bus Priority Lane project <b>Supporting information</b> <ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<b>Rex Faithfull</b> (Senior Project Manager Waka Kotahi NZ Transport)  <b>Ritiksha Narayan</b> (Communications & Engagement Senior Advisor Waka Kotahi NZ Transport)	Keeping informed	An opportunity to receive an update on the Silverdale Bus Priority Lane project
	12.00 – 12.45pm	<b>Break</b>			
5	12.45 – 1.15pm	Rodney Parks Provision Assessment <b>Supporting information</b> <ul style="list-style-type: none"> <li>• Presentation</li> </ul>	<b>Matt Woodside</b> (Parks & Places Specialist)	Keeping informed	An opportunity to receive an update on the Rodney Parks Provision Assessment
6	1.15 – 1.45pm	Rodney Local Board Targeted Transport Rate – Warkworth Bus Loop <b>Supporting information</b> <ul style="list-style-type: none"> <li>• Memo</li> </ul>	<b>Graeme Gunthorp</b> (Programme Director, City Centre Transport Integration - Auckland Transport)  <b>Beth Houlbrooke</b> (Elected Member Relationship North)  <b>Dave Hilson</b> (Senior Service Network Planner)	Keeping informed	An opportunity to receive an update on Rodney Local Board Targeted Transport Rate - Warkworth Bus Loop

**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

26 March 2024

**To:** Rodney Local Board

**CC:** Lesley Jenkins – Local Area Manager, Robyn Joynes – Local Board Advisor, John Dunshea – GM Development Programme Office

**Subject:** Update on the Milldale development

**From:** Ian Kloppers – Development Programme Office, Head of Infrastructure Funding & Development Strategy

## Purpose

1. To provide an update on the Milldale Development ahead of a workshop on 27 March 2024.

### Summary

2. The Milldale development will provide a possible 4,500 houses, a primary school, social infrastructure, and commercial facilities in Silverdale the area.
3. The infrastructure required to enable the Milldale project is delivered through an Infrastructure Funding Agreement, which was signed in October 2018.
4. The parties to the Infrastructure Funding Agreement are Crown Infrastructure Partners as the facilitator of the overarching financing transaction, Fulton Hogan Land Development Limited as the developer and Auckland Council group as the regulatory authority and eventual asset owner.
5. Residents in the development will pay an annual levy over 30 years per house, starting at \$1,000 per year.
6. The infrastructure required to enable the development is delivered through five distinct projects including transport and wastewater upgrades.
7. The delivery of the infrastructure is currently making good progress, tracking in line with the project timelines. The final project is expected to be completed in mid 2025.

## Context

8. Milldale is a residential development to the west of Silverdale. Planning for the development began in 2017.
9. Once complete, the development will incorporate 4,500 houses, a primary school as well as commercial facilities.
10. The infrastructure delivery is financed through an Infrastructure Funding Agreement (IFA) between:
  - Crown Infrastructure Partners (CIP) – the overseer of the financial transaction
  - Accident Compensation Corporation (ACC) – the external financier
  - Auckland Council group – the regulatory authority
  - Fulton Hogan Land Development – the developer.

11. The alternative financing and funding mechanism used to enable the Milldale infrastructure delivery is the first of its kind for New Zealand.
12. The ACC portion is repaid by recovering an annual levy over 30 years from every house owner.
13. Auckland Council recovers the levy as a line item on the rates bills for houses built as part of the new development, and pay it back to ACC through CIP, as the facilitator.
14. The annual levy started off at \$1,000 per house per year and escalates annually.
15. The infrastructure will be delivered through five projects:
  - Project 1 – extension of Argent Lane from Milldale, across the Weiti river along Pine Valley Road to Dairy Flat Highway and eventually to the Silverdale Interchange
  - Project 2 – the Wainui Road and Argent Lane intersection upgrade, including walking and cycling facilities
  - Project 4 – a new wastewater tunnel and pump station from Wainui Road to the current Millwater wastewater treatment plant
  - Project 5 – extending Project 4 to the Milldale development through private land
  - Project 6 – a new bridge from the Milldale development, across the SH1 to Parkway Avenue on the eastern side of the SH1.

## Discussion

16. The timelines for delivery of the infrastructure projects are shown in Table 1.

Table 1. Milldale infrastructure project timelines

Project	Start Date	Completion Date
Project 1 – Stage 1 – Argent Lane	Completed	Completed
Project 1 – Stage 2 – Link to Silverdale Interchange	Late 2024	Mid 2025
Project 2 – Wainui Road Intersection	Late 2024	Mid 2025
Project 4 – Wastewater upgrades	Completed	Completed
Project 5 – Project 4 extension	Completed	Completed
Project 6 – Milldale bridge	Late 2023	Late 2024

17. Approximately 1200 houses have either been completed or are currently under construction. A further 300 sections are currently under contract and in the final stages of being development ready.
18. The first neighbourhood centre is due for completion in the third quarter of 2024.
19. The earthworks for the town centre will be completed in early April, with civil works to start in May 2024.
20. Two pre-schools are already in operation, with construction on the third one to start in April.
21. Construction of Milldale Primary School is completed. The first intake of learners was in the second part of 2023, in temporary facilities. The final school facility was occupied at the beginning of 2024.

22. Fulton Hogan completed the initial works on the Waterloo Park. Potential further work, mostly funded by the local board is currently under investigation.
23. Land acquisition of the land to the eastern side of the development, where the new bridge across the SH1 lands, is still outstanding. The Land Valuation Tribunal hearing scheduled for 8 April 2024.
24. Several Private Plan Changes (PPC's), at various different stages, are currently either being processed by Council, or Council is in pre-application discussions with the developers. Some of these PPC's in the immediate vicinity are:
  - Silverdale West – PPC lodged with Council – Fulton Hogan & Fletchers – Lite Industrial
  - Milldale North – PPC expected to be lodged before end of March 2024 – Fulton Hogan – Residential
  - Wainui West - PPC expected to be lodged before end of March 2024 – Fulton Hogan – Residential
  - Ara Hills – PPC lodged with Council – AV Jennings – Residential.

### Next steps

25. Auckland Council will continue to work with the developer to ensure the timely delivery of the infrastructure required to enable the future construction of houses, schools, local parks and commercial facilities in Milldale.
26. Auckland Council and Auckland Transport will progress discussions to find further appropriate public transport solutions.
27. Fulton Hogan will continue to deliver the infrastructure required as well as ensuring development-ready sections become available throughout to continue the delivery of houses.
28. Infrastructure projects will continue to be delivered through to late 2025.
29. Staff will provide further detail on the development at a workshop on 27 August 2024.

# Milldale – CIP projects update

Project	Description	Completion Date	Comments
<b>Project 1</b>	Part 1 – Milldale to Old Pine Rd. Road construction and new Weiti bridge	Completed and operational	
	Part 2 – Old Pine Valley Rd to Dairy Flat Highway	Mid 2025	<ul style="list-style-type: none"> <li>• WSL holding up the project because of the FDS timing.</li> <li>• WSL assets have to go into the road corridor to service new PPC areas</li> <li>• WSL new pumpstation targeted for 2031.</li> </ul>
<b>Project 2</b>	Wainui / Argent Lane roundabout	Mid 2025	<ul style="list-style-type: none"> <li>• Consent granted</li> <li>• Change is design from a double lane roundabout to a single lane.</li> <li>• Land holding and design will allow for a double lane in future.</li> </ul>
<b>Project 4</b>	Wastewater tunnel and pump – Millwater to Wainui Rd	Completed and operational	
<b>Project 5</b>	Wastewater tunnel – Wainui Rd to Lynsar Rd and connection to Milldale	Completed and operational	
<b>Project 6</b>	Highgate bridge across SH1	Late 2024	<ul style="list-style-type: none"> <li>• 63% completion milestone achieved.</li> <li>• Land acquisition still outstanding.</li> <li>• Land Valuation Tribunal hearing scheduled for 8 April</li> </ul>

Private Plan Changes and other developments of interest				
New Private Plan Changes	<ul style="list-style-type: none"> <li>Silverdale West</li> </ul>	<ul style="list-style-type: none"> <li>West of SH1 and South of Dairy Flat Highway</li> </ul>	<ul style="list-style-type: none"> <li>Light Industrial</li> <li>90ha</li> </ul>	<ul style="list-style-type: none"> <li>PPC submitted</li> <li>S23 process</li> <li>Anticipate accepting for processing</li> </ul>
	<ul style="list-style-type: none"> <li>Milldale North</li> </ul>	<ul style="list-style-type: none"> <li>Immediately north of Milldale</li> </ul>	<ul style="list-style-type: none"> <li>Mostly residential with some local centres</li> </ul>	<ul style="list-style-type: none"> <li>Expect PPC to be submitted by the end of March</li> </ul>
	<ul style="list-style-type: none"> <li>Wainui West</li> </ul>	<ul style="list-style-type: none"> <li>West of current Milldale development</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Expect PPC to be submitted by the end of March</li> </ul>
	<ul style="list-style-type: none"> <li>Other PPC in the area</li> </ul>	<ul style="list-style-type: none"> <li>Mostly to the north</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Live zoned with new PPC lodged</li> </ul>
Parks and open spaces	<ul style="list-style-type: none"> <li>Waterloo Reserve</li> </ul>	<ul style="list-style-type: none"> <li>Bridge completed</li> </ul>	<ul style="list-style-type: none"> <li>Land acquisition</li> </ul>	<ul style="list-style-type: none"> <li>What's next?</li> </ul>
	Central Reserve			
Wastewater capacity	<ul style="list-style-type: none"> <li>Capacity expectation until 2031</li> </ul>	<ul style="list-style-type: none"> <li>Recent communication from WSL is that WW capacity will run out by 2028</li> </ul>	<ul style="list-style-type: none"> <li>FHLD in discussion with WSL to bring forward the construction of the new WW treatment plant</li> </ul>	



## Memorandum

27 March 2024

**To:** Rodney Local Board

**Subject:** Rodney Local Parks Management Plan formal adoption and impact on increases in fees and charges (specifically ground rent) to community lessees and licensees

**From:** Karen Walby – Community Lease Specialist, Parks and Community Facilities

## Purpose

1. To:
  - a) inform the local board about the amendments to the Community Occupancy Guidelines to increase fees and charges (specifically ground rent affecting community lessees and licensees) in terms of groups (predominately pony clubs) for whom their leases and licences expired years ago. These clubs have had to wait until the formal adoption of the Rodney Local Parks Management Plan before the local board would consider the grant of new agreements.
  - b) seek the local board's informal feedback on the potential options of implementing the new ground rental fees for these community lessees and licensees to occupy as a staggered approach.

## Summary

2. There are currently seven pony clubs and a model aero club operating within the Rodney Local Board rohe (geographical area). Excepting the Kaukapakapa Pony Club Incorporated at Sinclair Park, and the Matakana Branch Pony Club Incorporated at Matakana Diamond Jubilee Park, all other community leases and licences to occupy to pony clubs and the model aero club respectively, expired years ago (Attachment A – list of leases and licences).
3. The subject leases and licences to occupy have been holding over on a month-to-month basis on their existing terms and conditions, respectively.
4. As the activities undertaken by these clubs are considered 'land hungry', occupying significant open space, the Rodney Local Board would not consider the grant of new leases and licences to occupy to the clubs until after it had formally adopted its Local Parks Management Plan.
5. At its business meeting of 19 July 2023, the local board formally adopted its Local Parks Management Plan (resolution number RD/2023/100)

6. The Auckland Council Community Occupancy Guidelines (the guidelines) is council's guiding document for community leases and licences to occupy. The standard conditions within the guidelines inform staff recommendations to local boards. The guidelines also provide that: *“Local boards may, at their discretion, choose to vary from these recommendations on a case-by-case basis as they deem appropriate.”*
7. At its business meeting of 9 June 2023, the Governing Body resolved (GB/2023/101 m)) to approve the amendments to guidelines to increase rent and subsidised maintenance fees (Attachment B – details of increases to community lessees and licensees).
8. As part of the process to recommend new leases and licences to occupy, staff has been visiting the key committee members for the subject pony clubs and model aero club to review their respective premises and discuss the new standard conditions (specifically increases in ground rent from \$1.00 plus GST per annum if demanded to \$1,300.00 plus GST per annum).
9. During these visits, staff received similar feedback from key committee members for the respective clubs that they have been “disadvantaged” in terms of:
  - a) lack of security of tenure i.e. the local board would not consider the grant of new leases and licences to occupy until after the adoption of the Local Parks Management Plan, thus the clubs lacked leverage to apply for external funding for renewals or capital expenditure or reasonably spend significant funds on required upgrades (e.g. shoring up existing storage to preclude theft and vandalism)
  - b) ‘grow’ its membership (e.g. upgrades on all-weather arenas, cross-country infrastructure, clubrooms, etc, thereby attracting new members).

## Context

10. The amendments to the guidelines (increases in ground rent) took effect on 1 July 2023 and the local board adopted its Parks Management Plan on 19 July 2023. Local boards have the allocated decision-making authority relating to local parks, including community leasing matters in those parks.
11. At its business meeting on 19 July 2023 the Rodney Local Board approved the Customer and Community Services Work Programme 2023/2024 (resolution RD/2023/95). Progression of proposed new leases and licences to occupy to the subject clubs are contained within the projects on the community leasing work programme.

## Discussion

### Clubs operating on leases and licences to occupy agreements which are holding over

12. Staff have received formal applications for new leases and licences to occupy from six clubs whom, for some years, have had to operate on expired agreements, holding over on a month-to-month basis (Attachment A – list of leases and licences).
13. Staff has has been visiting the key committee members for the subject pony clubs and model aero club to review their respective premises and discuss the new standard conditions (specifically increases in ground rent from \$1.00 plus GST per annum if demanded to \$1,300.00 plus GST per annum).
14. During the discussions with key committee members, staff has identified a recurring theme to the effect that they have been “disadvantaged” by not having security of tenure and additionally, their annual rental amount for the proposed new lease or licence to occupy will be significantly increased in accordance with the amended guidelines.

**Auckland Council Community Occupancy Guidelines**

- 15. The Auckland Council Community Occupancy Guidelines (the guidelines) is council’s guiding document for community leases and licences to occupy. The standard conditions within the guidelines inform staff recommendations to local boards. *“Local boards may, at their discretion, choose to vary from these recommendations on a case-by-case basis as they deem appropriate.”*
- 16. At its business meeting of 9 June 2023, the Governing Body resolved (GB/2023/101 m)) to approve the amendments to guidelines to increase rent and subsidised maintenance fees (Attachment B – details of increases to community lessees and licensees). The guidelines continue to provide local boards with the prerogative to vary staff recommendations.

**Clubs’ ability to pay the increase in ground rent from \$1.00 +GST p.a. to \$1,300 + GST p.a.**

- 17. The increase in ground rent (per club) equates to \$25 per week. Equestrian activities are typically considered as a relatively expensive pastime, however, the various clubs do provide opportunities for ‘riders without horses’. Similarly, the aero club actively encourages attendance by non-members and provides opportunities for casual visitors and youth to try out the flight simulator and learn by watching.
- 18. The following table contains brief details on the subject clubs’ latest financials and the scale of economic and social deprivation relative to the geographical area in which the respective club is located:

Club	Income 2023 or 2022	Expenditure 2023 or 2022	Income less expenses 2023 or 2022	Level of deprivation
Coatesville Pony Club Inc (fy/e 2023)	\$55,942	\$56,975	[1,032]	2.9
Waimauku Pony Club Inc (fy/e 2022)	\$19,144	\$22,996	[3,852]	3.6
North Harbour Pony Club (Silverdale Branch) Inc (fy/e 2023)	\$37,999.68	\$26,431.63	\$11,568.05	2.9
Red Hills Pony Club Inc (fy/e 2023)	\$20,100	\$17,678	\$2,430	3.6
Warkworth Branch Pony Club Inc (fy/e 2023)	\$29,218	\$18,510	\$10,707	4.0
North Shore Model Aero Club Inc (fy/e 2023)	28,274	\$14,255	\$14,019	2.9

**Potential options for implementing the new ground rental fees in a staggered approach**

- 19. The standard recommended term of tenure in accordance with the guidelines for community groups that own their assets and improvements on parks and reserve land (a ground lease) is an initial term of 10 years with one right of renewal for 10 years. This will be applied to the future reports for the pony clubs. Conversely, the Masterplan for Green Road Reserve contemplates a licence to occupy to the aero club for 10 years in total (i.e. an initial term of five years with one right of renewal for five years).

20. Contained within community lease and licence to occupy agreements is the provision for a rental increase (e.g. triggered by a change in council policy). The increase takes effect on the date of renewal of a lease and or a licence to occupy.
21. The local board may wish to consider exercising its prerogative and vary staff recommendations (in terms of setting the amount of ground rent payable in various increments) when the subject pony and model aero club reports are presented as follows:
  - a) \$1.00 plus GST per annum (if demanded) from commencement date to the first/second/third/fourth/fifth anniversary and thereafter at \$1,300.00 plus GST per annum

or

  - b) \$260.00 plus GST per annum for five years from the commencement date and thereafter at \$1,300.00 plus GST per annum

or

  - c) any other increments.

## Next steps

22. During the next few months, staff will bring reports to the local board recommending that it grant the respective clubs a new community lease or licence to occupy. The recommended ground rental amounts will be in accordance with the guidelines. The body of the report will include the local board's informal feedback provided at this workshop.

## Attachments

Attachment A - list of leases and licences

Attachment B - details of increases to community lessees and licensees

## **Attachment A – list of expired leases and licences to occupy**

1. Coatesville Pony Club Inc at Coatesville Recreation Reserve  
Lease commenced 1 October 1999 and expired 30 September 2018.
2. Waimauku Pony Club Inc at Glasgow Park, Waimauku  
Lease and licence to occupy commenced 1 March 2016 and expired 28 February 2021.
3. North Harbour Pony Club (Silverdale Branch) Inc at Green Road Reserve  
Lease and licence to occupy commenced 1 March 2017 and expired 28 February 2022.
4. Red Hills Pony Club Inc at Harry James Reserve, Taupaki  
Lease commenced 1 May 2000 and expired 30 April 2015.
5. Warkworth Branch Pony Club Inc at Warkworth Showgrounds Reserve  
No lease or licence agreement to date.
6. North Shore Model Aero Club Inc at Green Road Reserve  
Licence to occupy commenced 1 March 2017 and expired 28 February 2022.

## Attachment B - details of increases to community lessees and licensees

### Amendments to the Community Occupancy Guidelines 2012 – increases in rent, maintenance and operational charges

The guidelines set out the criteria for and contain the general terms and conditions included in a formal occupancy agreement with council. These terms and conditions include costs such as rent, subsidised maintenance fees (relating to exclusive use of a council building) and operational fees (relating to the lease of space/rooms within a council building).

The guidelines inform staff recommendations to the local board in terms of the grant of any new community lease or licence to occupy including the consequential rent, maintenance, and operational fees. In response to council's fiscal constraints part of the mayor's proposal included amended charges to community leases.

At its business meeting of 9 June 2023, the governing body resolved (GB/2023/101 m)) to approve the amendments to the guidelines to increase rent and subsidised maintenance fees. The cost recovery increases for community lessees and licensees will provide local boards with a financial lever to ease their respective budgetary constraints.

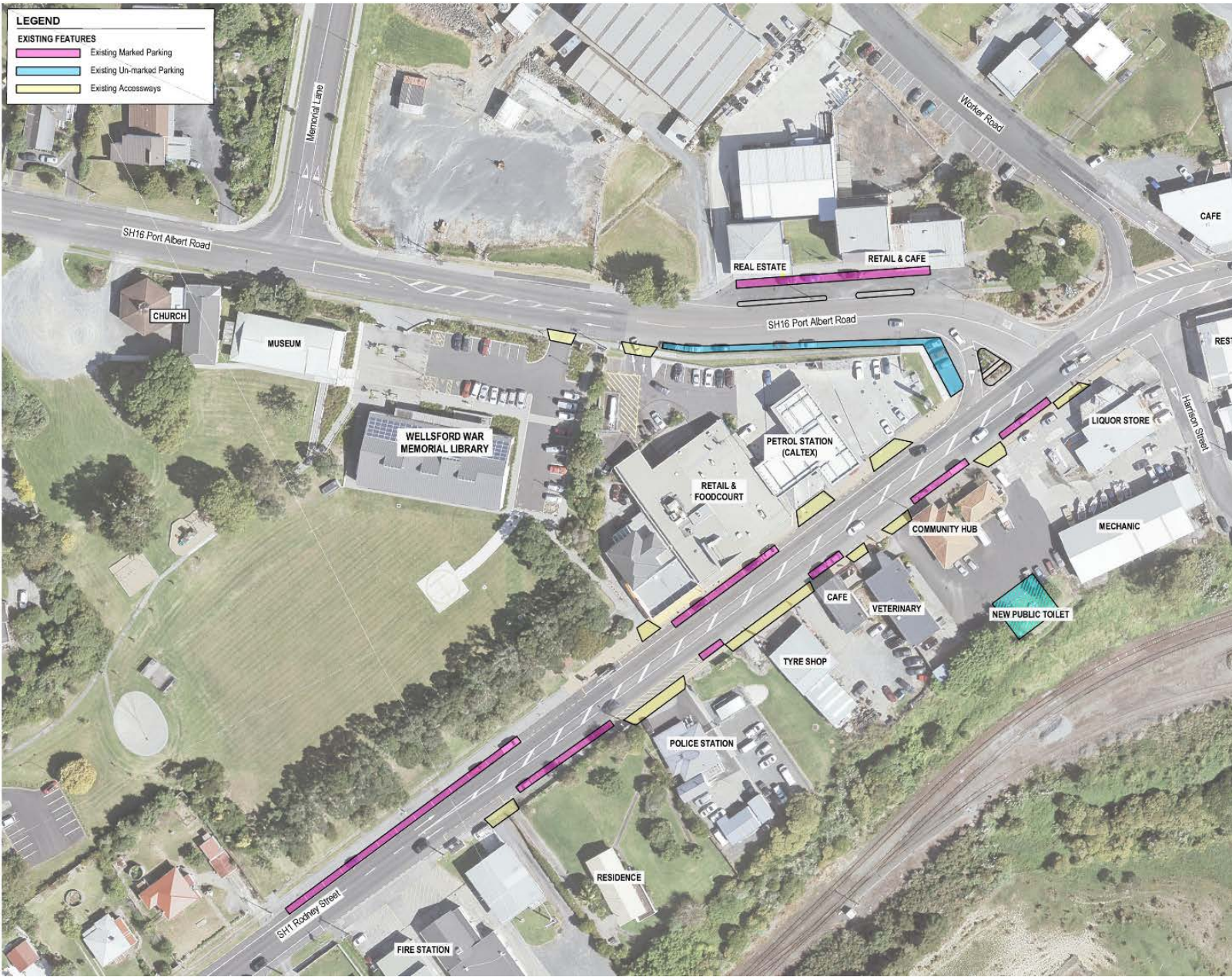
While the governing body adopted the amendments to the guidelines, local boards hold the prerogative to vary staff recommendations relating to the amount of rent and subsidised maintenance fees for leased premises.

The increases to community lessees and licensees are detailed (and the sections highlighted in yellow as relevant to this memorandum) to the in the table below.

Community Lease (exclusive use of a council building)	Subsidised maintenance fee		Annual rent	
	Prior to 1 July 2023	As at 1 July 2023	Prior to 1 July 2023	As at 1 July 2023
Building – less than 100 square metres	\$250.00	\$2,500.00	\$1.00	\$1,300.00
Building larger than 100 square metres and less than 500 square metres	\$500.00	\$5,000.00	\$1.00	\$1,300.00
Larger than 500 square metres	\$1,000.00	\$10,000.00	\$1.00	\$1,300.00
Ground lease/licence	N/A	N/A	\$1.00	\$1,300.00

# SH1/SH16 Wellsford pedestrian crossing options

# Site background





# SH1 (Rodney Street)



# Location 1 & 2 - between Caltex and toilets



# Location 3 - Near police station



# SH16 (Port Albert Road)

# Location 4 - Opposite War Memorial Library car park



# Location 5 - Between FMG and Caltex



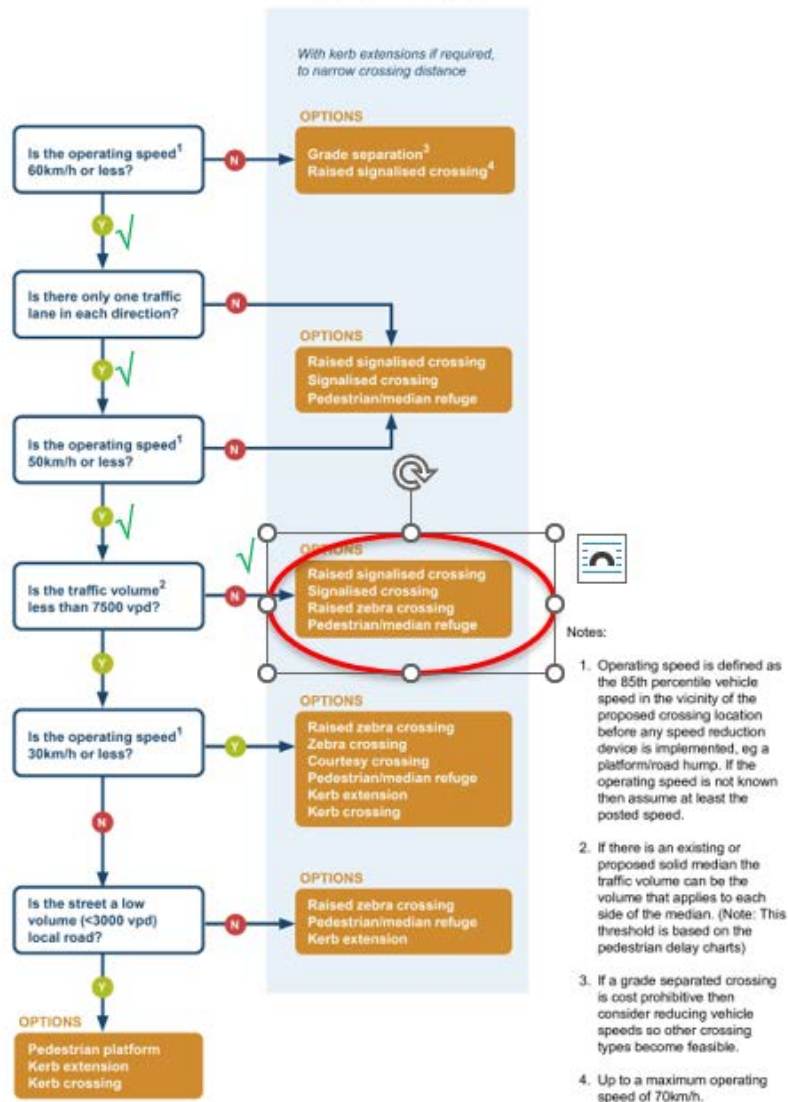
# Crossing options

# SH1 Types of crossing

The appropriate types are:

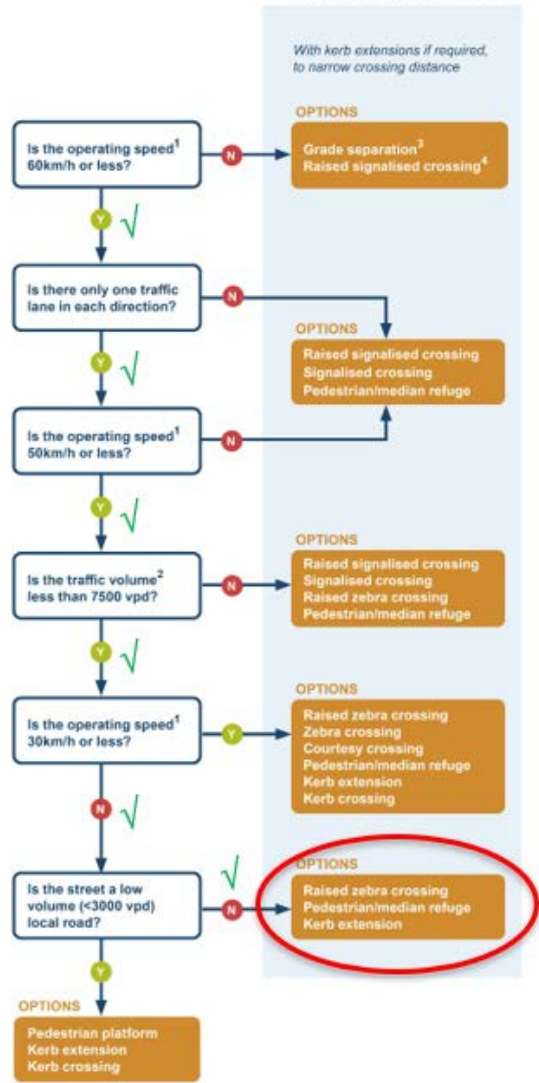
- Signalised crossing
- Zebra crossing
- Pedestrian/median refuge.

Mid-block crossing selection flowchart  
Pedestrian Network Guidance





Mid-block crossing selection flowchart  
Pedestrian Network Guidance



Notes:

1. Operating speed is defined as the 85th percentile vehicle speed in the vicinity of the proposed crossing location before any speed reduction device is implemented, eg a platform/road hump. If the operating speed is not known then assume at least the posted speed.
2. If there is an existing or proposed solid median the traffic volume can be the volume that applies to each side of the median. (Note: This threshold is based on the pedestrian delay charts)
3. If a grade separated crossing is cost prohibitive then consider reducing vehicle speeds so other crossing types become feasible.
4. Up to a maximum operating speed of 70km/h.

# SH16 Types of crossing

The appropriate types are:

- Signalised crossing
- Zebra crossing
- Kerb extension



# Signalised crossing

## Pros

- Vehicles stop for pedestrians to cross

## Cons

- Costly to install and maintain compared to alternative types of crossings
- Could cause delays on SH1 northbound



# Zebra crossing

## Pros

- Provides pedestrians with the crossing priority
- More cost effective than raised signalised crossing
- Less delays compared with signalised crossings

## Cons

- Relies upon drivers to notice and stop for pedestrians waiting to cross
- Increased noise from vehicles decelerating and accelerating



# Median refuge

## Pros

- Low-cost option
- Minimal delays to traffic
- Splits crossing of the road into two short stages, reduces crossing distance

## Cons

- Can interfere with right turn movements out of accessways
- Relies upon pedestrians' judgement to safely cross the road.



# Kerb extension

## Pros

- Low-cost option
- Minimal delays to traffic
- Less likely to interfere with right turn movements out of access
- Reduces crossing distance for pedestrians

## Cons

- Greater crossing distance compared to median refuge
- Relies upon pedestrians' judgement to safely cross the road.

# Timelines & funding

# Timeline & funding

## Further investigation

- Based on the conversation today we will investigate the discussed topics in the current National Land Transport Programme.

## Design and construction

- Will be put into the Walking and Cycling funding request in the 2024-2027 National Land Transport Programme.

# Questions



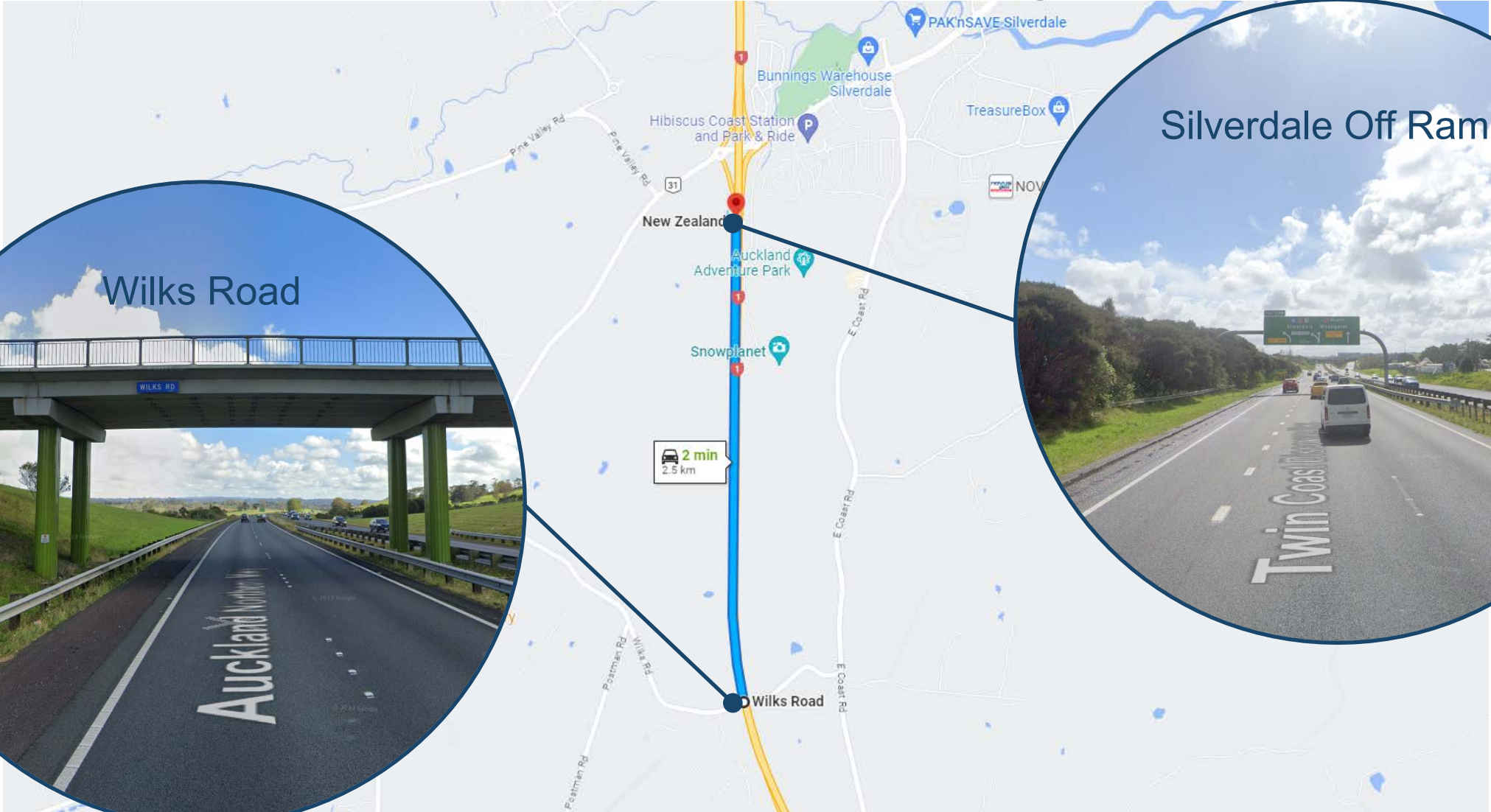
# SH1 Silverdale Northbound Bus Priority Lane

Rodney Local Board hui  
27<sup>th</sup> March 2023



# Auckland Network Optimisation programme

## SH1 NB Silverdale Bus Priority Lane



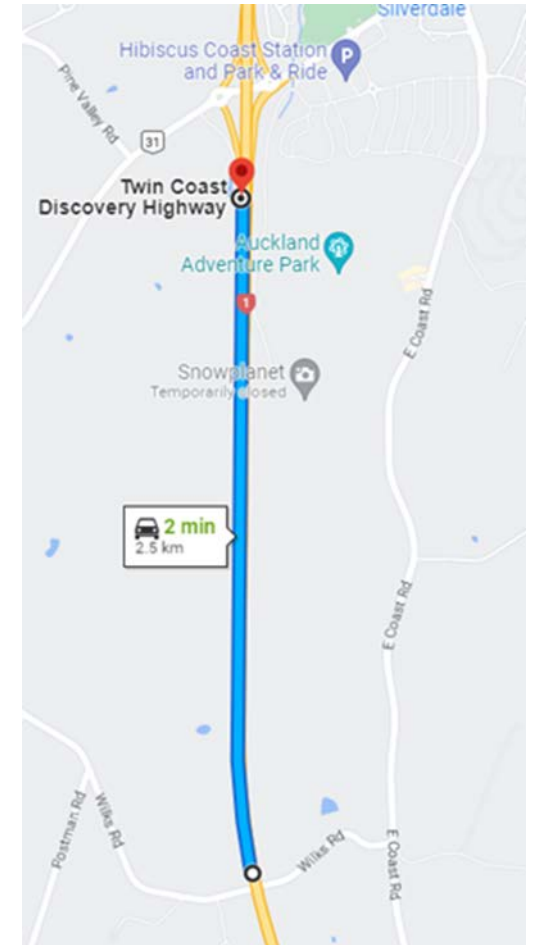
# SH1 Silverdale Northbound Bus Priority Lane Project Description

## Project Purpose

- Improve reliability and throughput for northbound buses on SH1 by bypassing PM peak queues generated from the Silverdale northbound off-ramp.

## Project Scope

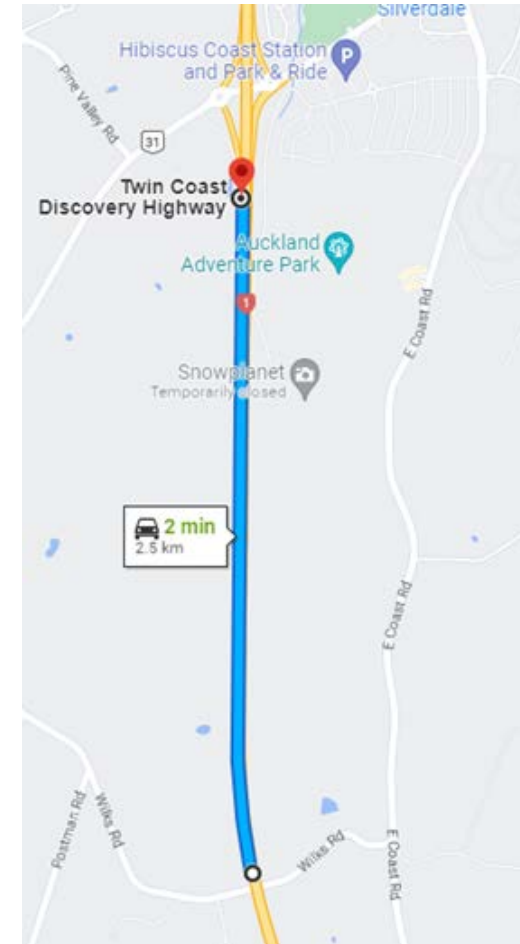
- Implement a bus only priority lane on the northbound shoulder of SH1 from Wilks road overbridge to Silverdale off-ramp
- All works to be completed within the existing highway designation
- Update special vehicle lane by-law
- First and foremost, the widened shoulder will function as an emergency stopping lane at all times. Bus use of the priority lane will be restricted to PM peak traffic only. Hours of operation to be determined by periods of congestion and sign posted accordingly.



# SH1 Silverdale Northbound Bus Priority Lane Benefits

The project will:

- Improve overall people movement during peak hours and encourage use of public transport
- Provide around 1 minute average travel time saving per bus per day
- Support the development of future urban growth areas identified to the north
- Provide a wider shoulder for vehicles that need to stop in an emergency.



# SH1 Silverdale Northbound Bus Priority Lane Project Description

## Description of Expected Physical works

- Approximately 2.5km length of shoulder widening
- Construction of retaining structures to support the new shoulder
- Roadside barrier relocation and installation
- Modification of the existing stormwater system to allow for the widening
- New and relocated street lighting and signage as appropriate.
- New pavement markings
- Installation of traffic enforcement cameras to help ensure prohibited vehicles are not using the bus priority lane (to be confirmed).

# Update

- Preliminary and Detailed Design Contract awarded to AECOM
- Planning Site investigation and completing preliminary design
- Construction expected to start Late 2024.

# He pātai?

Rex Faithfull – Project Manager

[Rex.faithfull@nzta.govt.nz](mailto:Rex.faithfull@nzta.govt.nz)

0275576373



# RODNEY STRATEGIC PARKS PROVISION ASSESSMENT 2024 UPDATE

March 2024 Workshop Presentation

Matt Woodside: Parks and Places Specialist







The ‘Rodney Strategic Parks Provision Assessment (RSPPA)’ is the guiding document for play network planning and development.

It was originally produced in 2018 by Boffa Miskell.

This update is being produced by the Parks & Places Specialist, in the 2023-2024 financial year.

It reflects on recent progress in developing the play network and identifies strategic priorities for the future.



This study is informed by:

- 1) **Auckland Council Open Space Provision Policy (2016)**. Guides investment decisions to create a high-quality open space network that contributes to Aucklanders' quality of life. It provides direction on the provision of open space at a network scale (across multiple open spaces rather than an individual site).
- 2) **Community Parks Service Strategy for Play (2021)** is an internal document that outlines the approach to play across the Auckland Region.



# Factors which have increased demand on open space and play provision in Rodney since 2018

## COVID 19

Social distancing

Lockdowns

Re-engaging with  
parks

## SOCIAL MEDIA

Children need  
places to disconnect

## NEW GROWTH AREAS

Requiring open  
space and play  
provision



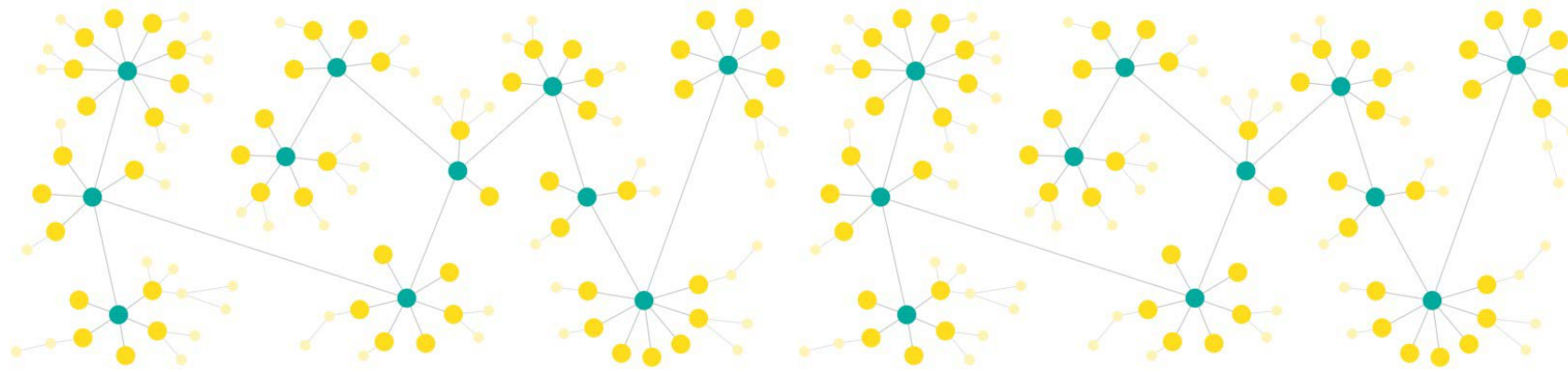


# PLAY

Is what children and young people do when they follow their ideas and interests, in their own way and for their own reasons. It is how they explore and make sense of the world and learn to take responsibility for their own decisions. Play takes many varied forms and happens in a wide variety of settings.

Source: Mahere Ratonga mo te Tākaro - Community Parks Service Strategy for Play 2021





# NETWORK

**A play network consists of a group of interconnected places where play is encouraged both formally and informally, across the local board area. A quality network is diverse, challenging and inclusive; it will encourage people to visit different parks, be able to respond to growth and changing demographics and engage communities with parks and open spaces.**

**Identifying where there are opportunities to improve a network is the basis for delivering exceptional value to our communities.**



## Gaps in provision across the Rodney play network which were identified in the 2018 RSPPA:

- An uneven distribution of play provision across the local board area
- A lack of play offering for children aged 10+
- Too much repetitive, standardised play equipment
- No all-abilities play space within Rodney, very limited accessible play areas
- High growth areas lacked play provision
- Limited fitness trails and/or exercise equipment within the network
- There are only a few opportunities for wheeled play
- There was a general lack of shade provision at playgrounds

Many of these gaps have been filled or are in the process of being filled through current workstreams.





Shoemsmith Reserve playground

- ✓ Caters to a range of ages
- ✓ Accessible play elements
- ✓ integrated footpath connections
- ✓ mana whenua collaboration

- ✓ New addition in high growth area
- ✓ Accessible play elements
- ✓ integrated footpath connections
- ✓ mana whenua collaboration



Riverhead Point playground



Wellsford War Memorial youth space

- ✓ focus on ages 10+
- ✓ wheeled play facilities
- ✓ Accessible play elements
- ✓ integrated footpath connections

- ✓ Expanded provision in high growth area
- ✓ Accessible play elements
- ✓ integrated footpath connections
- ✓ mana whenua collaboration



Riverhead Memorial Park playground







Cabeleigh playground, Helensville

- ✓ improved distribution of play facilities
- ✓ Accessible play elements
- ✓ shade provision

- ✓ fitness trails /exercise equipment
- ✓ integrated footpath connections



Rautawhiri Park fitness trail





## CURRENT FOCUS: WHEELED PLAY

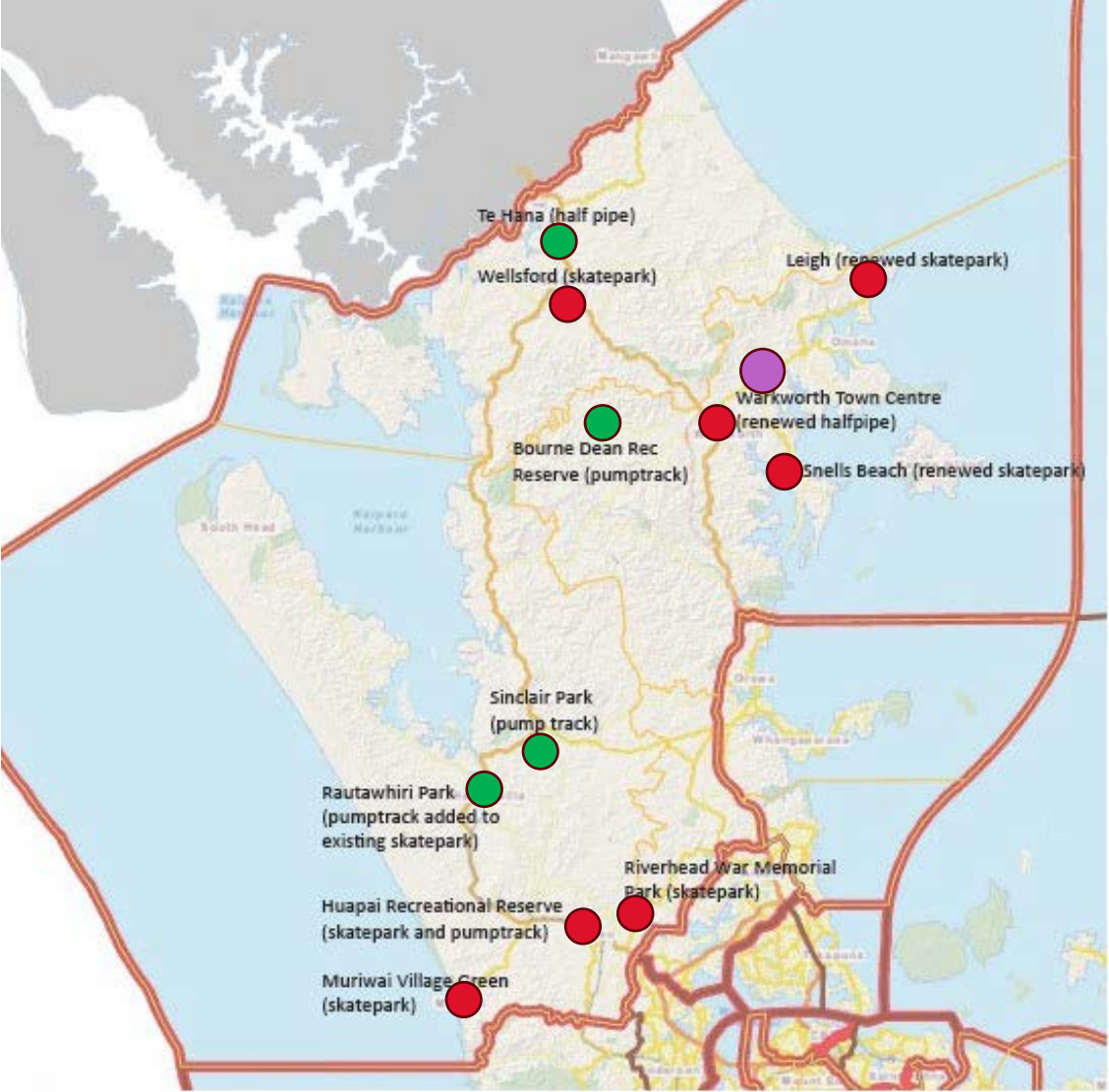
“Wheeled play” refers to play environments designed for skateboarding, rollerskating, bmx, scooter riding and related disciplines.

Skate plazas, flow bowls, mini-ramps (half pipe), pump tracks, and learn-to-ride tracks are the typical facilities for this type of recreation.

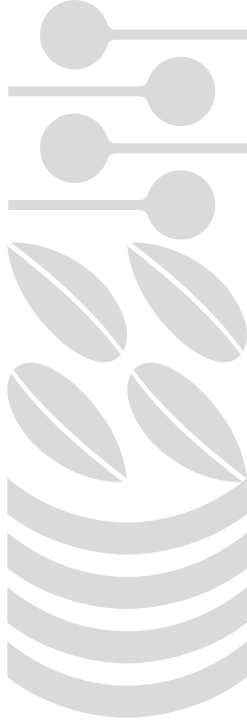
Improvements to the wheeled play network are currently being progressed in response to gaps identified in the 2018 RSPPA.



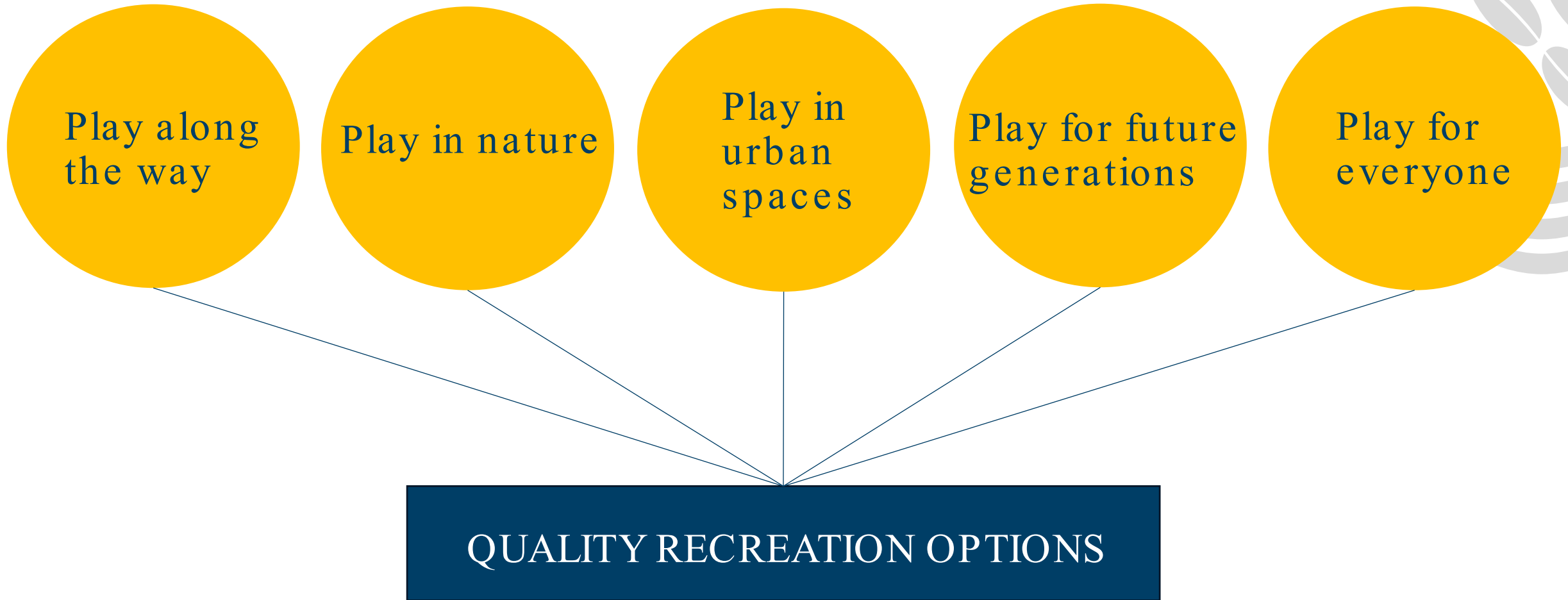
Current improvements to the wheeled play network are being achieved using a combination of renewal funding and LDI funding



- Renewal with improved provision
- Additional wheeled play facilities
- Community initiated wheeled play project



# KEY OBJECTIVES OF THE PLAY NETWORK



# FUTURE PLANNING

Strategic themes of park and play network development which continue to be important and/or have been given increased emphasis since 2018

ACCESSIBILITY  
AND INCLUSIVE  
DESIGN

MANAGING  
CLIMATE  
CHANGE  
IMPACTS

GREENFIELD  
DEVELOPMENT &  
PRECINCT PLANS

MANA WHENUA  
INPUT

COMMUNITY  
PARTNERSHIPS

PLAY ADVOCACY  
PROJECTS/  
NATURE PLAY

GREENWAY  
CONNECTIONS

RATIONALISATION  
OF ASSETS



# FUTURE PRIORITIES

These projects are to be delivered in-line with masterplans or development plans, across multiple future years. They will strengthen the existing play and open space network in Rodney and will support future network development.

**Huapai  
Recreation  
Reserve**

*Renew assets and increase provision in growth area in line with Development Plan*

**Milldale  
open  
spaces**

*Acquisition & development of open space in growth area*

**Green Road,  
Dairy Flat**

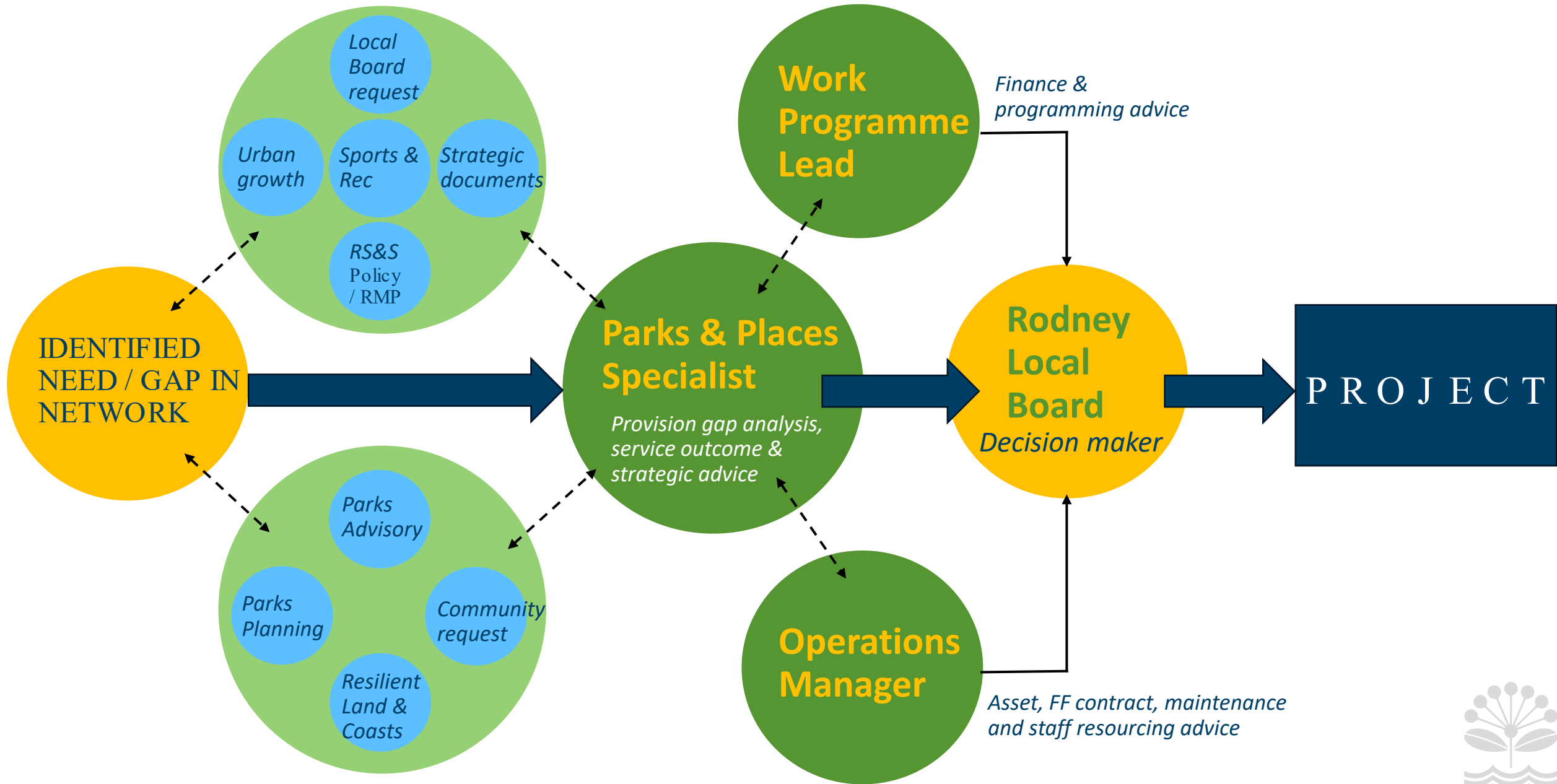
*Riparian planting and public access improvements*

**Wellsford  
Centennial  
Park**

*Renewal and development in line with the Centennial Park Masterplan*



# FUTURE NETWORK DEVELOPMENT



## Memorandum

27 March 2024

**To:** Rodney Local Board  
**Subject:** Route 999 Warkworth Loop Bus and Route 989 Milldale extension  
**From:** Dave Hilson, Principal Service Network Planner, Auckland Transport

### Purpose

1. To inform the Rodney Local Board of the planned route 999 and the extension of route 989.

### Summary

2. Update on route 999 Warkworth Loop and associated bus stops
3. Information on extension to route 898 Hibiscus Coast Station to Milldale Loop.

### Context

4. At the business meeting on 29 November 2023 the local board approved the allocation of \$821,000 to fund a fixed route bus service for Warkworth for a trial period of two years. This funding allocation included provision for new bus stops on this route.
5. This memo provides an update on this service and the associated infrastructure.
6. This also provides information on the extension to the route 898 in Milldale.

### Discussion

#### Route 999 – Warkworth Loop

7. AT is progressing the planning for the new route 999 Warkworth loop bus ahead of passenger service starting in mid-2024.
8. The locations of the new bus stops are being planned. These will then be subject to consultation with the local board and the public. Potential stop locations are shown in green in the map below (the blue stops are existing).
9. The loop will operate one-way in a clockwise direction.
10. The draft timetable has been developed. The route will operate every 30-minutes from 6am to 7:30pm with a run time of 20-25 minutes.



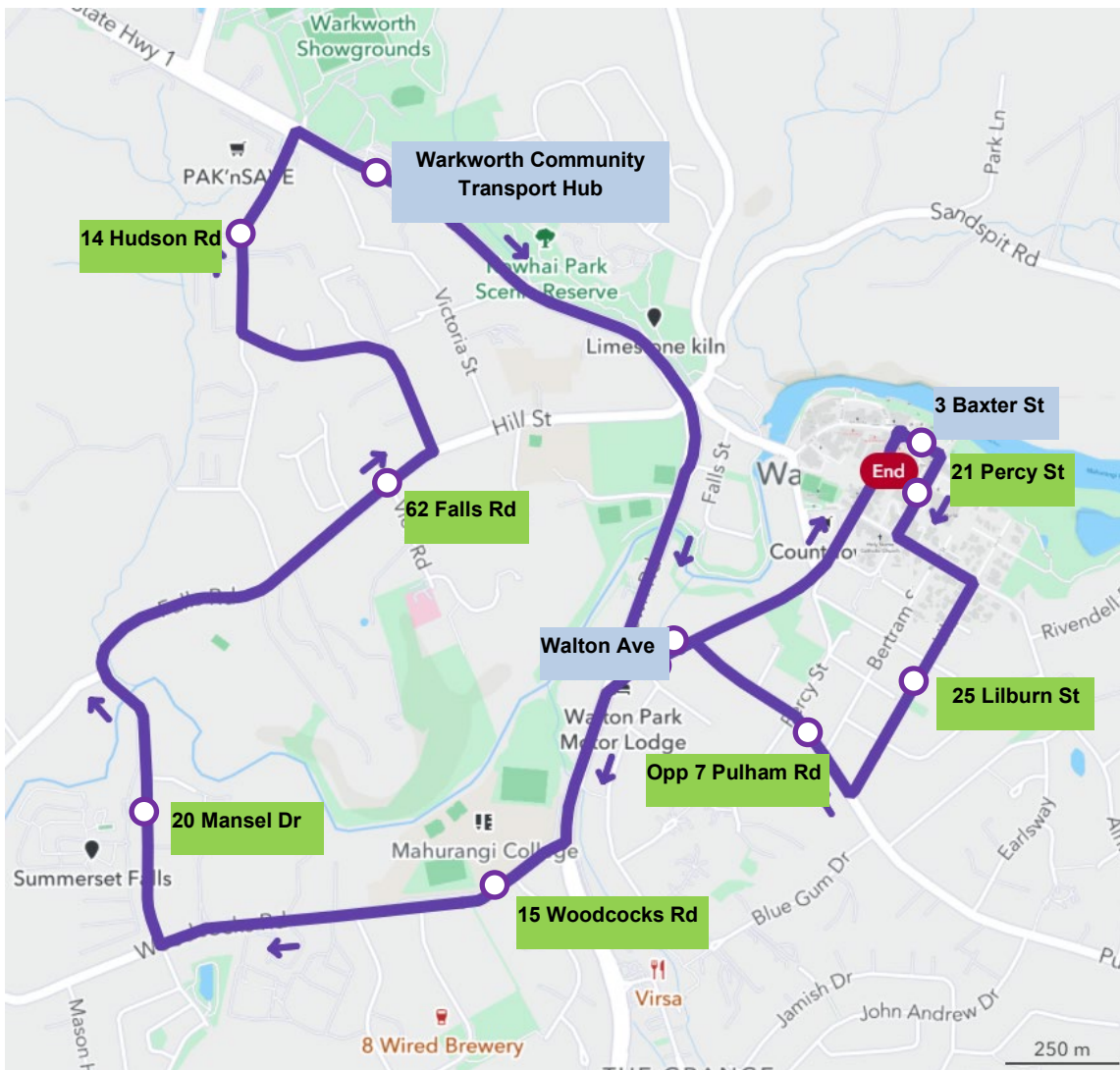


Image 1: Map of Warkworth Loop Bus route with potential bus stops

### Route 898 – Hibiscus Coast Station to Milldale Loop

11. Route 989 in Milldale will be extended from 14 April 2024
12. The 989 was implemented in November 2022 to give a connection between Milldale and Hibiscus Coast Station. At that stage there were approximately 750 completed and occupied residences in Milldale.
13. This was intended as an interim route to be extended as the road network extended and the number of occupied residences increased.
14. The number of completed homes is now up to at least 1,050, including along the section of Argent Lane Extension between John Fair Drive and Parish Drive.
15. There are four new bus stops which will be served (two pairs), these have been built by the developers.
16. Current users will have a slightly longer journey from Hibiscus Coast Station as they will first travel via the Argent Lane Extension, travelling to the station will take the same time as it currently does.



Image 2: Map of current route 989



Image 3: Map of route 989 including extension

## Next steps

### 17. Route 999 Warkworth Loop

- Engagement on the bus stops to commence in late April 2024 – the local board will be able to provide feedback as part of this process
- Ongoing work with bus operator to ensure on track to commence early in second half of 2024
- AT to continue to provide the local board with updates.

### 18. Route 989 Hibiscus Coast Station to Milldale Loop

- Operate the extended route to Parish Drive from 14 April 2024.

## Attachments

No attachments.