

Rodney Local Board workshop programme

Date: 11 October 2023
Time: 10am – 3pm
Venue: Kumeū Meeting Room, 296 Main Road, Kumeū
Apologies: Member L Johnston potentially

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	Hills Street Intersection update (Non-public)			
2	10.30 – 11.00am	Auckland Transport monthly update Supporting information <ul style="list-style-type: none"> • Memo 	Beth Houlbrooke (Elected Member Relationship Partner North)	Keeping informed	An opportunity to receive an update the different Auckland Transport projects in Rodney
3	11.00 – 11.30am	Warkworth Town Centre Parking review Supporting information <ul style="list-style-type: none"> • Memo • Presentation • Parking review report 	David Martin (Parking Designer) Beth Houlbrooke (Elected Member Relationship Partner North)	Oversight and monitoring	An opportunity to receive and update on the Warkworth Town Centre Parking review
4	11.30 – 12.30pm	Te Hana playground	Geoff Pitman (Manager Area	Local initiative and preparing for specific	An opportunity to receive an update on the Te Hana playground

		Supporting information <ul style="list-style-type: none"> • Memo • Options analysis table 	Operations) Claire Bodmin (Senior Project Manager)	decisions	project
	12.30pm – 1.15pm	Break			
5	1.15 – 3.00pm	Local board annual plan - workshop 2 - Direction setting (Non-public)			

Role of Workshop:

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

Memorandum

To: Rodney Local Board
From: Beth Houlbrooke, Elected Member Relationship Partner
Date: 11 October 2023
Subject: **Auckland Transport Update**

Purpose

1. To update the local board on a variety of transport related topics currently under action in Rodney.

Discussion

Rural Road Maintenance Update

2. The next Rural Road Maintenance report for September was due to be distributed to the local board at the time of writing this memo.

Storm Recovery

3. Updates on the status of storm recovery projects are provided weekly through the SitRep report, published fortnightly on Thursdays. The SitRep report is for internal use only, please continue to refer constituents to the website www.at.govt.nz/roadrepairs for publicly available information.

Local Board Transport Capital Fund (LBTCF) – Current Programme

4. Below is an update on the current LBTCF programme:

RODNEY LOCAL BOARD TRANSPORT CAPITAL FUND PROJECTS 2022/2023 PROJECT MANAGERS – RAHUL GOWTHAM and GURJANT SINGH		
Project name	Update	Expected construction start
Matua Rd / Tapu Rd Intersection	Detailed Design has been completed, IFC (Issued for Construction) drawings have been issued. Resolution report /plan is still in approval process. Additional budget required for construction and to be approved by the local board	TBA 2023, subject to budget approval
Coatesville Riverhead Highway Pedestrian Crossing outside shops	Currently in design phase. Subject to the local board approval at the 18 October 2023 business meeting, construction is now forecasted to start in October as this will be delivered at the same time as the Rodney Local Board	October-December 2023 subject to budget approval

Memorandum

	Transport Targeted Rates (RLBTTR) footpath project nearby	
Kaipara Coast Highway, Kaukapakapa Pedestrian crossing outside school	Transferred to RLBTTR programme. Decision-making report coming to local board on 18 October	
Raised Zebra Rodney St outside the Wellsford Library	No longer proposed as part of the forward LBTCF 2022-2025 programme. Pursuing through Waka Kotahi instead	Unknown
Taupaki Road Pedestrian Crossing outside Harry James Reserve	Waka Kotahi do not support raised table design in 60km/hr zone. Further investigation has been completed to find the most feasible/appropriate crossing option. Two alternative options were brought to the local board workshop of 14 June and Option 1: Kerb Extension and Raised Refuge Island, was the preferred option and will proceed	On hold subject to budget approval
Leigh School raised crossing/school zone signage	Transferred to RLBTTR programme. Decision-making report coming to local board on 18 October	February-April 2024
Point Wells Village traffic calming measures as identified in the Point Wells Community and Ratepayers Association Traffic Management plan	Road Markings/Signage installed. Driver feedback sign to be completed in October .	
Puhoi Village red carpet	Contract awarded	Construction to be completed in October 2023 subject to additional budget approval

Local Board Transport Capital Fund (LBTCF) – Forward Programme



Memorandum

5. A report is coming to the Rodney Local Board business meeting on 18 October to resolve on the projects the local board wishes to progress through this programme in the current political term.

Rodney Local Board Transport Targeted Rate (RLBTTR)

6. Footpath construction is underway in a number of locations.
7. In Kumeū:
 - Alice Street
 - King Street.
8. In Warkworth:
 - Pakiri Road, Leigh
 - Wech Drive, Warkworth
 - Leigh Road, Whangateau.
9. In Wellsford:
 - School Road.
10. We are finalising the contracts with Wharehine for:
 - Albert Street, Leigh
 - Puhoi Road, Puhoi
 - Goodall Road, Snells Beach
 - Rodney Street, Wellsford.
11. Coming up:

Auckland Transport will attend a future workshop to discuss the on-demand/shuttle bus and unsealed road improvement options that could be funded from the RLBTTR for the Warkworth subdivision.

Katoa Ka Ora Speed Management Plan

12. The final draft of the plan is coming to the 18 October 2023 business meeting with a summary of public consultation feedback, responses to previous queries and to seek formal resolutions supporting the location and scope of proposed speed limit changes.

A local board members online briefing is being delivered on Monday 16 October in lieu of AT Katoa Ka Ora Speed Management Plan staff attending the local board business meetings. Should local board members have questions about the plan they are encouraged to attend this briefing.

Current Consultations

13. There are no currently open consultations for Rodney-specific transport projects.



Memorandum

14. Auckland Transport is moving to a new online platform to host public consultations. As new consultations open, individual links will be published and sent to relevant local boards.
15. Details of recently closed consultations can be found on the old AT webpage here: <https://at.govt.nz/about-us/have-your-say/>
16. Upcoming consultation: Regional Land Transport Plan.

Other Activities

17. Hill Street intersection upgrade – separate item at 11 October workshop
18. Warkworth Town Centre parking review – separate item at 11 October workshop.
19. Regional Public Transport Plan – report due to 18 October business meeting.
20. Waka Kotahi Northwest Rapid Transit - report due to 18 October business meeting.



Memorandum

To: Rodney Local Board
From: David Martin, AT Parking Designer
Date: 25 August 2023
Subject: **Draft Warkworth Town Centre Parking Review**

Purpose

1. For Auckland Transport to share the findings of the draft Warkworth Town Centre Parking Review and seek direction from the local board before progressing further.

Summary

2. Warkworth central town centre has limited parking availability at peak times.
3. The occupancy survey results support a change of parking management from time limits to demand responsive priced parking.
4. Time restrictions to be considered in the unrestricted spaces closest to the town centre – especially the car parks due to their close proximity.
5. Paid parking is unpopular so can be introduced in stages.

Context

6. The purpose of this parking review is to provide guidance on parking management to support existing activities and future growth.

Discussion

7. Current parking time limits in the Warkworth town centre are no longer appropriate. The existing variety of time limits may not support the activities of the town centre.
8. Information collected by the occupancy survey indicates customers are staying longer than the posted time limits and there is little availability in the central town centre at peak times.
9. **Benefits of demand responsive paid parking.** Paid parking has no time limits, this ensures that customers are able to park as long as they need to whilst a reasonable level of availability is maintained on-street. A graduated tariff can be applied which encourages short stays and the price of parking can be based on demand responsive pricing principles (this means the price can go up or down, depending on demand - occupancy being reviewed regularly and prices adjusted to achieve 85 per cent occupancy).
10. The occupancy survey and the business survey outcomes have been analysed and are covered in detail in the draft Warkworth Town Centre Parking Review document.
11. The main theme from the business survey is a perceived general lack of parking for both staff and customers.
12. Auckland Transport took the draft review document to the One Mahurangi Business Association for discussion. Feedback from the business association is demand responsive priced parking would be supported at times of peak demand from Monday to Friday but not on the weekend. The business association suggested Wharf Street by the river may also be a suitable location.

Memorandum

Next steps

13. Once the Warkworth Town Centre Parking Review is finalised any outcomes that require proposals for changes can be added to the Parking Design work programme
14. Any proposals for changes to the existing restrictions would be publicly consulted on.

Attachments

- A - Draft Town Centre Review report
- B - PowerPoint presentation



Warkworth Town Centre Parking Review 2023

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Executive summary

While overall across the study area there is parking capacity, the central Town Centre area of Warkworth has limited availability at peak times. This Town Centre Review recommends a change of parking management from time limits to demand responsive priced parking in areas of high occupancy. Restrictions are also to be considered in the unrestricted spaces in the town centre, starting with the car parks.

1. Introduction

1.1 Background

Warkworth Town Centre is located in the Rodney area of Auckland and is classified as a town centre in the Auckland Plan. It is an established town centre with a core characterised by generally small boutique shops with narrow frontages. There are a range of retail and business activities in Warkworth Town Centre including fashion retail, cafés, bars, restaurants and supermarkets.

The purpose of this parking review is to provide guidance on parking management to support existing activities and future growth.

1.2 Scope and Exclusion

The scope of the parking review was to:

- (i) Review the existing parking demand and supply
- (ii) Identify the location and nature of parking problems
- (iii) Identify and evaluate potential measures to address the problems and improve the overall parking management
- (iv) Recommend specific short-term actions for implementation and medium-term options for future parking management.

The development of the Warkworth Town Centre parking review involved:

- (i) Parking utilisation and turnover study
- (ii) Local business perception survey
- (iii) Consultation with internal and external stakeholders (Rodney Local Board and the One Mahurangi Business Association)
- (iv) Public transport information
- (v) Infringement data

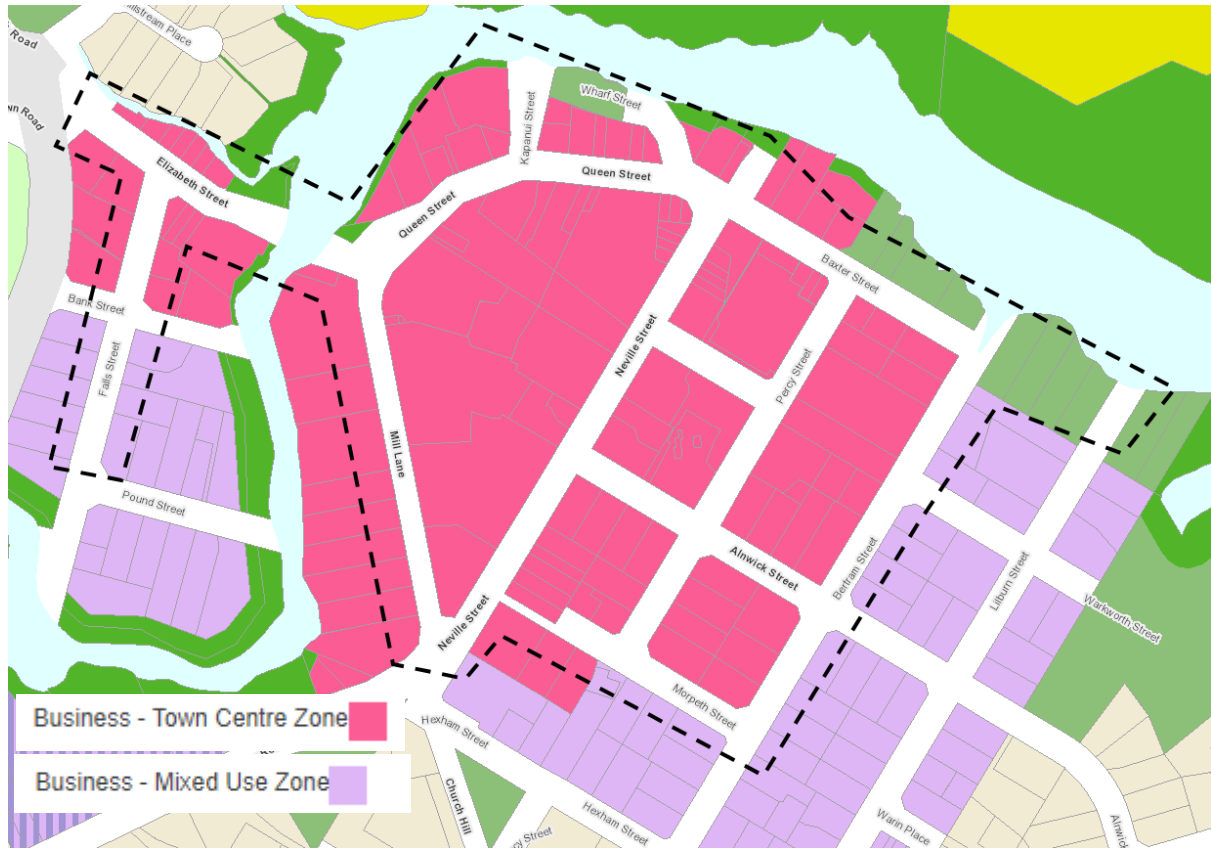
(vi) Customer relationship data.

Privately owned and controlled parking provision was not included in this review

1.3 Study Area

The parking plan study area is shown in figure 1. All of the on-street parking spaces within the highlighted area were included in the parking surveys. The surveys also included off-street public car parking areas located within the study area.

Figure 1 – Warkworth Town Centre Parking Review study area



The off-street parking areas are;

Baxter Street car park (AC Property) (survey shows this as 3 Warkworth Street, upper level)
Percy Street car park (AT Property) (survey shows this as Baxter Street, Offstreet 3a)

1.4 Parking Stock

Inventory – this map is from 2009 but is largely unchanged. Please zoom in for detail.

Figure 2



The commercial and retail activities in the Warkworth Town Centre are supported by on-street parking, Auckland Council (AC) or Auckland Transport (AT) managed off-street car parks and private on-site parking provided as part of individual developments/buildings. AT’s direct management of existing parking resources is largely restricted to the operation, maintenance and enforcement of Percy Street off-street car park and on-street parking within the study area.

A summary of the existing public parking supply is shown in **table 1** below.

Table 1 Summary of parking supply

Parking type	Number available	%
Public on-street	521	78
Baxter St and Percy St carparks	147	22
TOTAL	668	100

On-Street parking

On-street parking is available along most of the streets within the study area. The survey identified 521 parking spaces in the town centre, with close to 25% of these spaces unrestricted. Parking restrictions range from P10 to P120 with unrestricted spaces located further away from the central town centre. Mobility parking spaces and loading zones are generally well distributed across the study area. This can be seen in Figure 3 below

Figure 3



Off-Street parking

There are two public car parks that provide 147 parking spaces, 135 of which are unrestricted. The car parks provide 22 percent of the existing public parking supply and are made up of mainly unrestricted parking.

2. Strategic context

This section summarises the main observations and comments on the general policy situation and planning context related to parking in the Warkworth Town Centre.

2.1 Auckland Plan 2050

The Auckland Plan 2050 sets out the 30-year spatial framework for the growth and development of Auckland to become the world's most liveable city. Over that period, Auckland is expected to grow by around one million people. The Plan sets a number of targets that Auckland Council wants to achieve, including increasing public transport mode share, reduced greenhouse gas emissions, improved accessibility, lower congestion for public transport, and travel time savings. Under the Auckland Plan 2050 parking supply and pricing should:

- facilitate safe and efficient access to land use activities
- reduce car travel to contribute to reduced energy consumption and climate change mitigation
- reduce dependency on car travel
- support the transformation of the public transport system.

Further, the location, design and management of parking facilities should enhance walkability, especially in metropolitan and town centres.

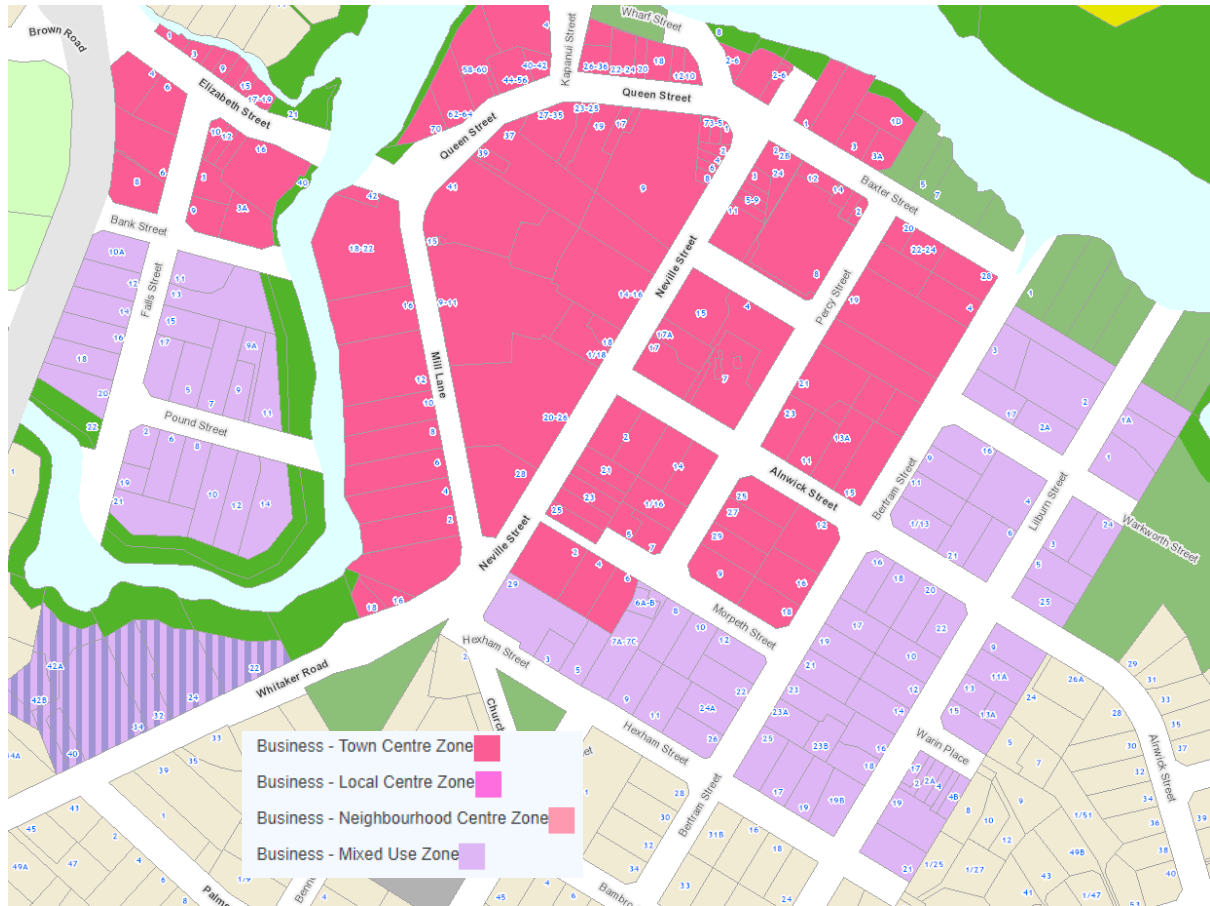
2.2 Warkworth Structure Plan

The plan sets out a pattern of land uses and the supporting infrastructure network for the Future Urban zoned land around Warkworth. It is designed to accommodate growth around the town centre. Future land uses will be implemented through plan changes to the Auckland Unitary Plan.

2.3 The Auckland Unitary Plan (AUP)

Under the Auckland Unitary Plan Warkworth is zoned as Business – Town Centre. It is surrounded by Business - Mixed Use zone.

Figure 4



The Business – Town Centre Zone applies to suburban centres throughout Auckland, the satellite centres of Warkworth and Pukekohe, and the rural towns of Helensville and Wellsford. The centres are typically located on main arterial roads, which provide good public transport access.

The zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth. Most centres are identified for growth and intensification. Expansion of these centres may be appropriate depending on strategic and local environmental considerations

This zoning applies to centres located in different sub-regional catchments of Auckland. These centres are second only to the city centre in overall scale and intensity and act as focal points for community interaction and commercial growth and development and contains hubs serving high frequency transport. These centres are identified for growth and intensification. This is shown in the plan below.

[H10 Business - Town Centre Zone.pdf \(aucklandcouncil.govt.nz\)](#) provides detail relating to Town Centre Zones.

The Business Mixed Use Zone is typically located around centres and along corridors served by public transport. It acts as a transition area, in terms of scale and activity between residential areas and the business areas. It also applies to areas where there is a need for a compatible mix of residential and employment activities. The zone also provides for residential activity as well as predominately smaller scale commercial activity that does not cumulatively affect the function, role and amenity of centres.

[E27 Transport.pdf \(aucklandcouncil.govt.nz\)](#) Chapter E27 of the Unitary plan specifically addresses the management of the location, number and design of parking and loading. The Auckland Unitary plan is a key tool for implementing the Auckland Plan 2050, the 30 year vision and the spatial plan to make Auckland the world's most liveable city. Parking is an essential component of Auckland's transport system as it can have major implications for the convenience, economic viability, design and layout of an area. It is important that parking is managed and provided in a manner that supports urban amenity and efficient use of land. The requirements for parking can reflect the trip characteristics of a range of activities at different locations that occur at different times. Parking can also be managed to have a significant influence on reducing car use, particularly for commuter travel. This in turn reduces the growth in traffic, particularly during peak periods and helps achieve a more sustainable transport system. The management of parking supply includes a region wide approach to regulating the amount of parking to support different activities (accessory parking). This regulation generally occurs by requiring parking (minimums) or limiting parking (maximums) or a combination of these approaches.

The purpose of limiting parking through maximums is to manage potential parking oversupply and in turn reduce traffic congestion and provide opportunities to improve amenity in areas earmarked for intensification. Maximum parking rates have been set at a level which appropriately provides for the management of on-site parking demands.

Requiring on-site parking through minimums has generally been used to manage the effects of parking (e.g. spill over effects) associated with development. Accommodating growth in areas where land is scarce and a highly valued resource requires reconsideration of the use and benefits and costs of required parking. The planning framework to facilitate this growth includes managing parking minimums and recognising situations where removing the requirement to provide parking will have direct land use benefits in regard to reducing development costs, improving housing affordability, optimising investment in parking facilities and supporting the use of public transport.

There is generally no requirement or limit for activities or development, excluding office, educational facilities, hospitals, retail and commercial services to provide parking in Metropolitan Centres, Business Mixed Use or Residential –Terrace Housing and Apartment Buildings zone. This approach supports intensification and public transport and recognises that for most of these areas access to the public transport network will provide an alternative means of travel to private vehicles.

Standalone parking (non-accessory) facilities are individually assessed, this includes park and ride and other facilities that support public transport. This may be appropriate to facilitate rationalisation of centre based parking resources to support activities in the centre and improve urban design outcomes.

Table E27.6.2.3 details the parking rates which apply to the zones within the study area. There are generally no minimums or maximums though the table details the exceptions.

[I546 Warkworth 3 Precinct.pdf \(aucklandcouncil.govt.nz\)](#) Warkworth is also identified as a precinct (I546) the purpose of which is to protect the character of the older parts of the Warkworth town centre by requiring new development to be of a compatible scale. The historical establishment of the Warkworth town centre has resulted in a fine grained retail area (i.e. generally small boutique shops with narrow frontages) with a human scale that contributes strongly to the amenity values and characteristics associated with this area

Sub-precincts are utilised to address unique outcomes specific to a particular site or group of sites, 4 such sub-precincts are identified as follows

Sub-precinct A (Core Area) contains the core of the town centre's retailing and related commercial activities and lies in the older areas near the Mahurangi River.

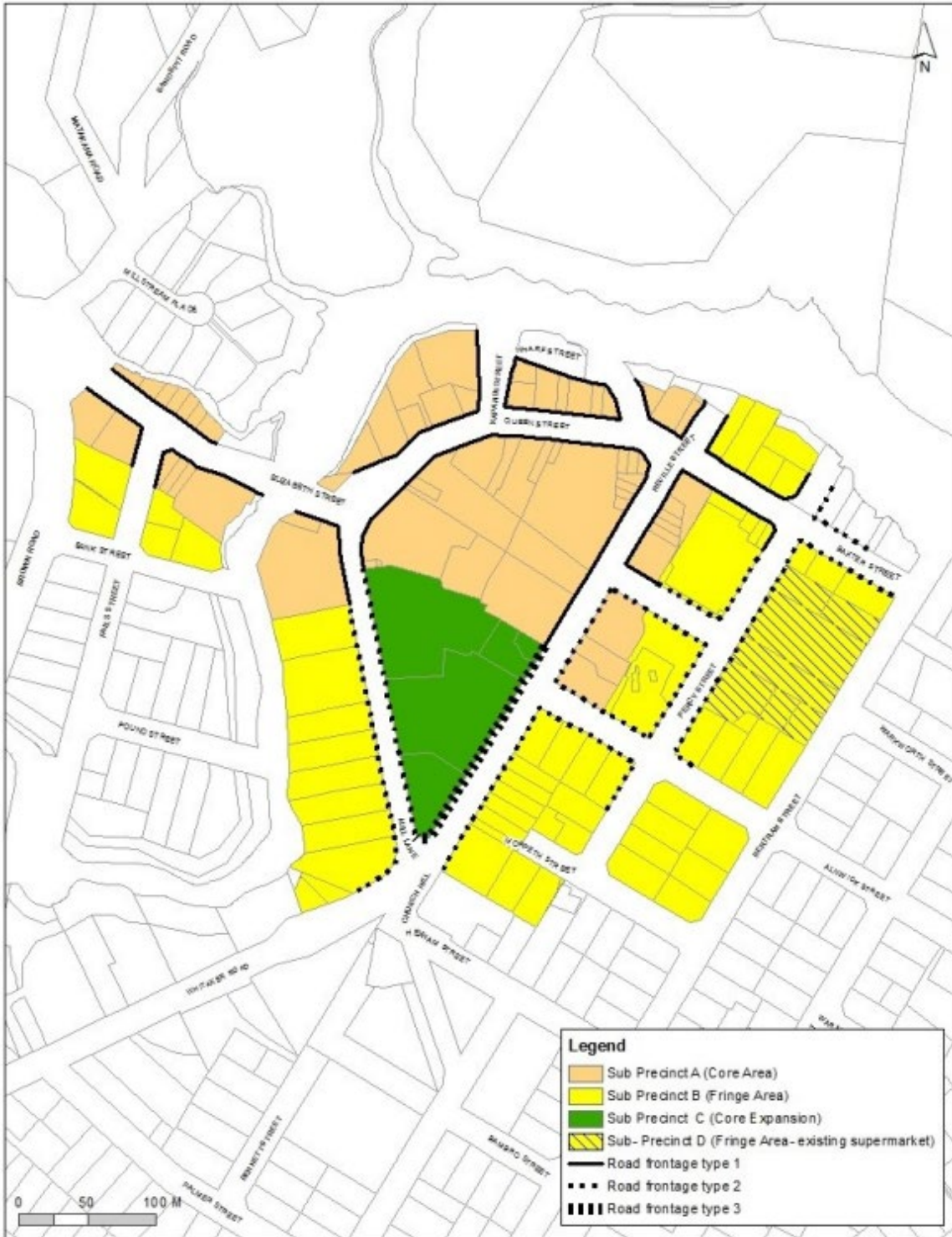
Sub-precinct B (Fringe Area) includes the balance of the existing retail area on the fringe of the Warkworth town centre where activities such as offices, visitor accommodation and smaller scale retail activities are considered appropriate.

Sub-precinct C (Core Expansion) has been identified to provide the opportunity for the establishment of larger format, high pedestrian generating stores, that have the potential to enhance the economic vitality of the adjoining core area (Sub-precinct A) in order to support the fine-grained retail activities that contribute significantly to the character of the town centre.

Sub-precinct D is part of the Fringe Area, but less restrictive rules apply to this site than to the rest of the Fringe Area due to it being the site of an existing supermarket.

DRAFT

Figure 5



2.4 AT Parking Strategy – Room to Move

The new AT Parking Strategy, Room to Move, [auckland-transport-room-to-move-tāmaki-makaurau-aucklands-parking-strategy-may-2023.pdf](https://www.aucklandtransport.co.nz/assets/Uploads/aucklands-parking-strategy-may-2023.pdf) sets a clear direction for the future management of public parking

across the region by setting out principles which will guide parking delivery and management, supported by policies which detail specific approaches which will be followed for different parking types, uses and users.

Principles of Parking Management

The following principles guide how public parking in Auckland will be managed over the coming years, as endorsed by Auckland Council and Auckland Transport.

Principles guiding the role of the road corridor, and the role of parking within the road corridor

- I. The road network is a valuable public asset that needs to be managed to benefit all Aucklanders. Acknowledging this, parking will be supplied and managed in a way that helps deliver:
 - the Government Policy Statement on land transport 2021
 - the Auckland Plan 2050
 - Auckland’s strategic objectives for transport
 - other agreed strategic planning documents, policies, and tools (Future Connect, The Roads and Streets Framework etc).

- II. To align with Government and Council direction we need to ensure that the way we manage parking:
 - enables kerbside space to be utilised for the most beneficial activities, as indicated in Principle III below
 - contributes to a better transport and land use system and supports Council’s land use aspirations
 - supports transport emission reduction plans.

- III. Kerbside space will typically be allocated in the following priority order:
 1. To ensure and improve the safety of people using the transport system
 2. To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties)
 3. To support the overall movement of people and goods (e.g. allocate space for public transport, cycle and micro-mobility, walking, freight, transit lanes and general traffic in accordance with the Strategic Transport Network)
 4. Specialty parking, such as mobility parking, loading zones, car share parking, cycle and micro-mobility parking, motorcycle/moped parking or low emission vehicle parking, or public space improvements
 5. All other general vehicle parking. Note that the way that kerbside space is allocated is context-sensitive and needs to reflect the needs of the local area. For example, movement of people is more important on the Strategic Transport Network but enhancing the local environment could be more important in locations such as town centres.

- IV. On the Strategic Transport Network, the important movement needs for people and goods will be prioritised over permanent space allocated to vehicle parking (except in exceptional circumstances*). A flexible approach will be adopted, to ensure that the right mix of space is allocated for the right purpose at the right time, and this will change at different times of day and on different days. Therefore, where and when space is not required to achieve our level of service targets for strategic modes or other key objectives, then the provision of parking can be enabled.

V. Principles I-IV need to be applied in a way that is consistent with Principles VI-XIII that follow.

*exceptional circumstances are defined with the **Parking management on the Strategic Transport Network policy**.

Principles guiding how the approach to parking management should be applied to different locations across Auckland

- VI. Tāmaki Makaurau Auckland is a large and diverse region, with varying levels of public transport access and differing land use patterns. To recognise this, the parking implementation approach will be dependent on, and tailored to, the transport and land use characteristics, and community needs, of each location.
- VII. In areas with the highest readiness for change (i.e. good public transport access and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by a range of modes. A broad approach to the management of AT controlled parking is proposed.
- VIII. For areas with moderate readiness for change, we will focus on encouraging sustainable modes for commuting while still supporting short-stay parking.
- IX. In areas with lower access to public transport and less dense land use activities, we will manage parking responsively (i.e., respond to issues as they arise).
- X. The parking management approach for an area will be updated as the public transport and active modes networks improve, and land uses change (e.g., land use intensifies in an area). The ‘access indicators’ (readiness for change) will be refined over time, as better information becomes available. Principles guiding how we will work with communities to implement the approach to parking management.
- XI. In areas where significant changes to parking management and supply are likely to occur, we will work with the community and local boards to develop parking management plans.
- XII. Our communities’ receptiveness to change is diverse. We will work with communities as we develop and implement projects that impact on the management and supply of parking.
- XIII. Projects on the Strategic Transport Network will be treated differently, however. We are aware that parking repurposing for new projects on the Strategic Transport Network, under Principle IV, may inconvenience vehicle users and impact some businesses that may have customers using parking. However, we consider that generally such individual interests are likely to be outweighed by the benefits of improved network performance to the Auckland community as a whole – except possibly in exceptional circumstances. Parking-related consultation on these projects will, therefore, be limited to seeking feedback on possible exceptional circumstances that may outweigh the benefits of parking repurposing.

Principle XIII will help alleviate the frustration of Aucklanders being asked for their views on elements of proposals where there is little room for change. This is not about removing public feedback/consultation opportunities. Rather it’s a more honest and upfront way to manage expectations through this process.

Parking Management will be tailored to individual areas - Warkworth has been assessed and classified as Tier 1 – this is classed as having a low readiness for change. Tier 1 will not have any proactive parking management, unless requested by the local board/community, or if a safety issue is identified.

This Town Centre Review was on our work programme from 2022/23, before the Room to Move strategy was implemented.

Policy that relates to Tier 1 areas – Group 2 On-street and off-street

On-street parking management for Tier 1

Responsive parking management. This means where on-street parking issues arise, such as high demand or safety issues, we determine the most appropriate parking management response, such as priced parking.

Projects to improve the Strategic Transport Network, or localised improvement projects, may affect parking.

Otherwise, there will be little or no change to the management or supply of on-street parking.

Off-street parking management for Tier 1

Retain off-street parking as an alternative to relieve pressure on on-street parking

Only redevelop off-street parking if approved by Council. This may be considered where there are major opportunities for commercial development. In those instances, keep parking provision as part of those development conditions.

Gradually convert off-street parking to short-stay parking when occupancy rates are high and as land use develops and public transport services improve.

Increase the price of off-street long-stay parking progressively, using demand-responsive pricing.

Optimise off-street parking to ensure 85% occupancy, using appropriate time restrictions.

2.5 Consented and known development

2-6 Queen Street – single level, multi tenanted retail/hospitality.

2.6 Public transport connectivity

Warkworth has been identified as a transport hub and is served by buses.

Figure 6



Bus Network:

In September 2018 AT launched a new bus network for Warkworth and the Kowhai Coast. This brought the following to Warkworth:

- more services, especially from 7am to 7pm, 7 days a week
- three new routes - 995 to Hibiscus Coast Station, 996 and 997 servicing the Kowhai Coast along with the 998 to Wellsford.

Warkworth Community Transport Hub (interim)

A new 137 space park-and-ride facility, funded by the Rodney Local Board Transport Targeted Rate, opened in 2022 in preparation for the opening of the new Ara Tūhono motorway. This facility in Great North Road now services the bus commuter customers, freeing up parking in the Town Centre. 118 spaces are unrestricted, there are 15 short term spaces and four accessible spaces.

The 998 bus between Warkworth and Wellsford includes the hub along its route.

The 995 bus between Warkworth and Hibiscus Coast Station in Silverdale has extended its route to include the hub.

Future public transport interchanges have yet to be funded but will have two new bus interchanges - a northern bus interchange with park and ride to replace the interim site and a southern bus interchange to encourage a shift to public transport.

2.7 Previous parking reviews

Parking surveys have taken place in 2004, 2010, 2011, 2015 and 2022

Comparison of streets surveyed in 2015 and 2022

Figure 7 - 2022

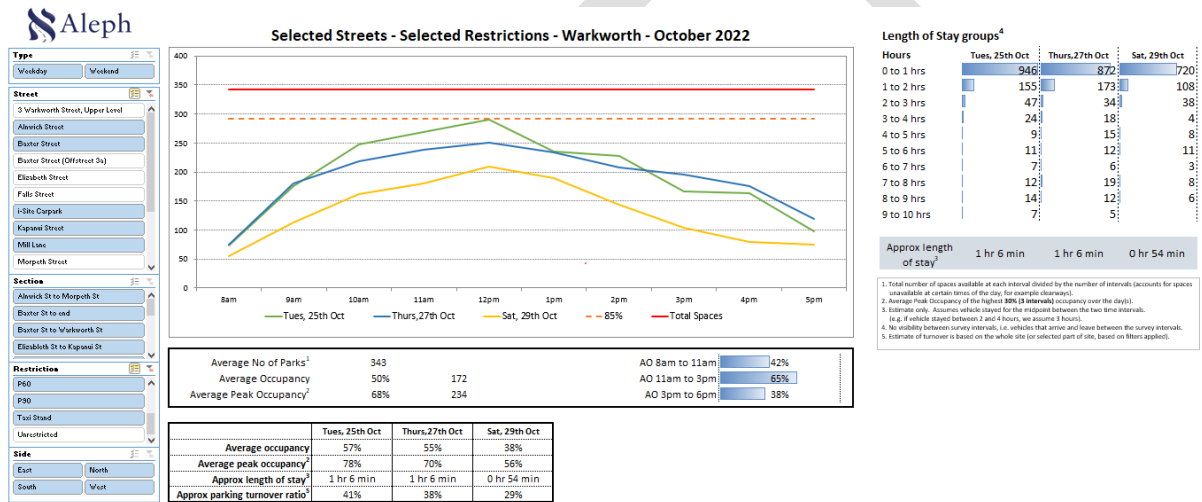
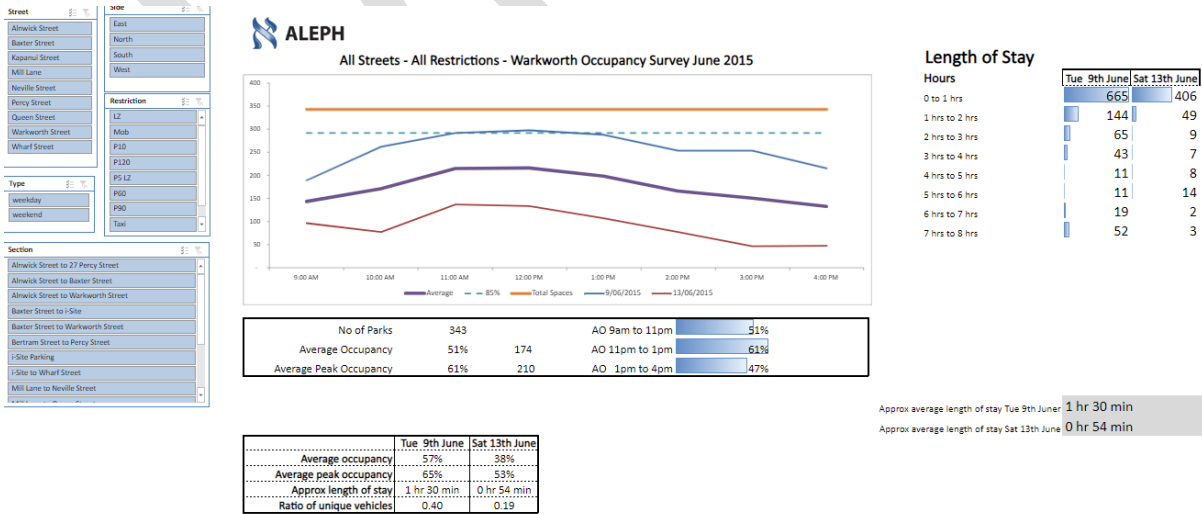


Figure 8 - 2015



The graphs and the figures show more vehicles are parking in 2022 than 2015 and are staying less time overall. They also show there is more of a peak around the middle of the day both on weekdays and weekends.

3. Existing parking situation

Optimal parking utilisation levels are often quoted at around 85%. AT will apply various parking restrictions to achieve a target peak occupancy rate (the average of the three highest hours in a day) of 85% for on-street parking. This means the parking resource is well used but people can still easily find a space, thus reducing customer frustration and congestion. In other words, one parking space in every seven should be vacant. When peak parking occupancy is regularly above 85%, AT will recommend a change to the parking management approach. This is a recognised international approach to the management of on-street parking.

3.1 Parking Survey methodology

A parking survey of the Warkworth Town Centre was conducted on

- Tuesday 25th October
- Thursday 27th October
- Saturday 29th October 2022.

Weather conditions were fine during all survey days and no special events were observed. Vehicle number plates were recorded every hour throughout the study area. Trained surveyors walked predetermined routes, using electronic tablets to capture this parking data. The data was split by street, section side and restriction. Each parking space was geocoded retrospectively.

3.2 Overall parking Occupancy

The study area has a total number of 668 spaces. 631 of these spaces are available as general parking (time restricted or unrestricted) with an APO of 66% (weekday 76%, Weekend 44%)

Figure 9

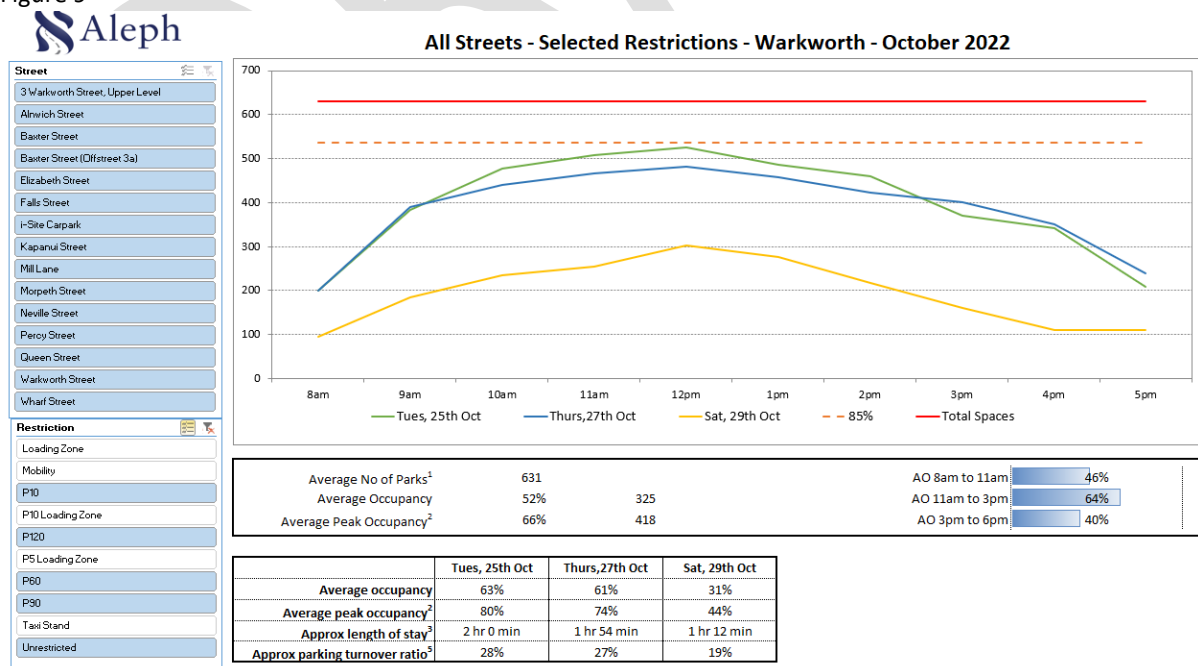


Figure 9 shows the utilisation of all general parking areas within the study area during the survey period.

This shows the day time parking demand for the 631 spaces peaks arounds midday. Parking was readily available in both unrestricted and restricted areas by mid-afternoon.

There are a total of 264 unrestricted spaces and 399 with some form of restriction.

On weekdays 373 vehicles stay longer than 2 hours, 272 of those staying longer than 4 hours.

The average duration of stay during the survey period was 1hr 54 min weekdays and 1hr 12 min on weekends and the majority of vehicles (79%) stay for two hours or less.

Demand on weekdays was 75% but the data collected shows demand on Saturday was noticeably lower with an average peak occupancy of only 43%.

The demand for parking was typically concentrated close to the centre of the town.

The surveys revealed the overall parking supply is able to meet the demand for parking of the town centre.

3.3 On-street parking supply and occupancy

The study area has 521 spaces on-street spaces with an average peak occupancy (APO) of 64%. The approximate length of stay was 1 hour and 15 minutes.

392 spaces are restricted. The restrictions all apply 7 days a week.

P60 – There are 255 spaces with an average peak occupancy of 70%. This rises to 76% on weekdays. While the length of stay averages out to approx. 1 hour, 20% of vehicles stay longer than 1 hour.

P90 - There are 57 spaces with an average peak occupancy of 62%. This rises to 65% on weekdays. While the length of stay averages out to approx. 1 hour, 9% of vehicles stay longer than 2 hours.

P120 - There are 44 spaces with an average peak occupancy of 84%. This rises to 93% on weekdays. While the length of stay averages out to approx. 2 hours and 9 minutes, 27% of vehicles stay longer than 2 hours.

Unrestricted - There are 129 spaces with an average peak occupancy of 56%. This rises to 71% on weekdays. While the length of stay averages just less than 3 hours, 35% of vehicles stay longer than 3 hours. 23% stay over 7 hours.

Figure 10

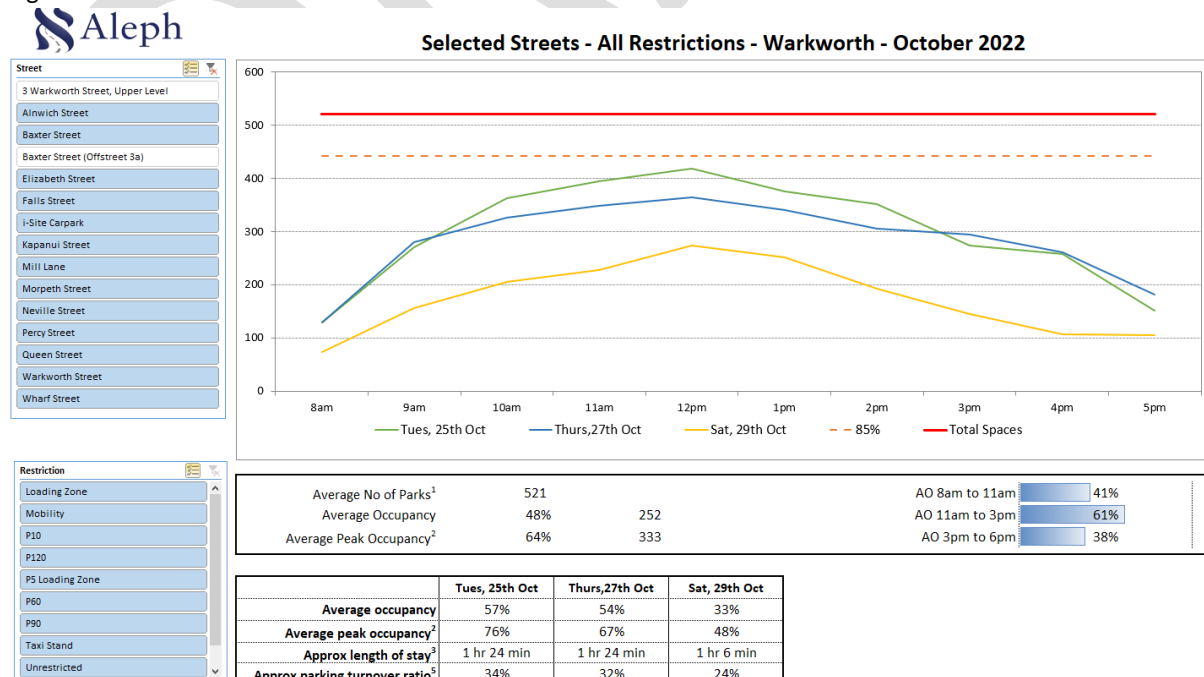


Figure 10 shows the utilisation of all on-street parking areas within the study area during the survey period.

This shows the day time parking demand for the 521 spaces peaks arounds midday.

The average duration of stay during the survey period was 1hr 24 min weekdays and 1hr 6 min on weekends and the majority of vehicles stay for two hours or less.

Figure 11

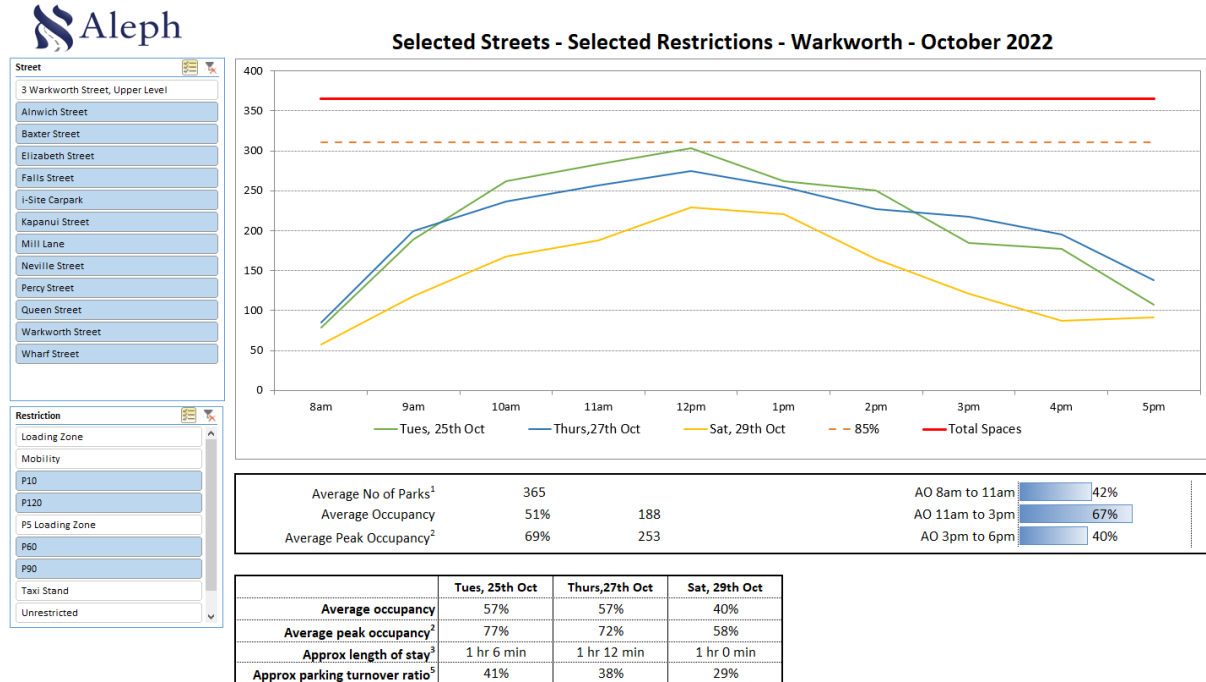


Figure 11 shows the utilisation of the restricted on-street general parking areas within the study area during the survey period.

This shows the day time parking demand for the 365 spaces peaks arounds midday.

The average duration of stay during the survey period was 1hr 9 min weekdays and 1hr on weekends and the majority of vehicles stay for two hours or less. It is worth noting that approx. 12% of vehicles stay longer than 2 hours across all the restrictions.

Length of stay for both P60 and P90 restrictions was 60 minutes and for the two hour restrictions 2hr 9 min weekdays.

Figure 12

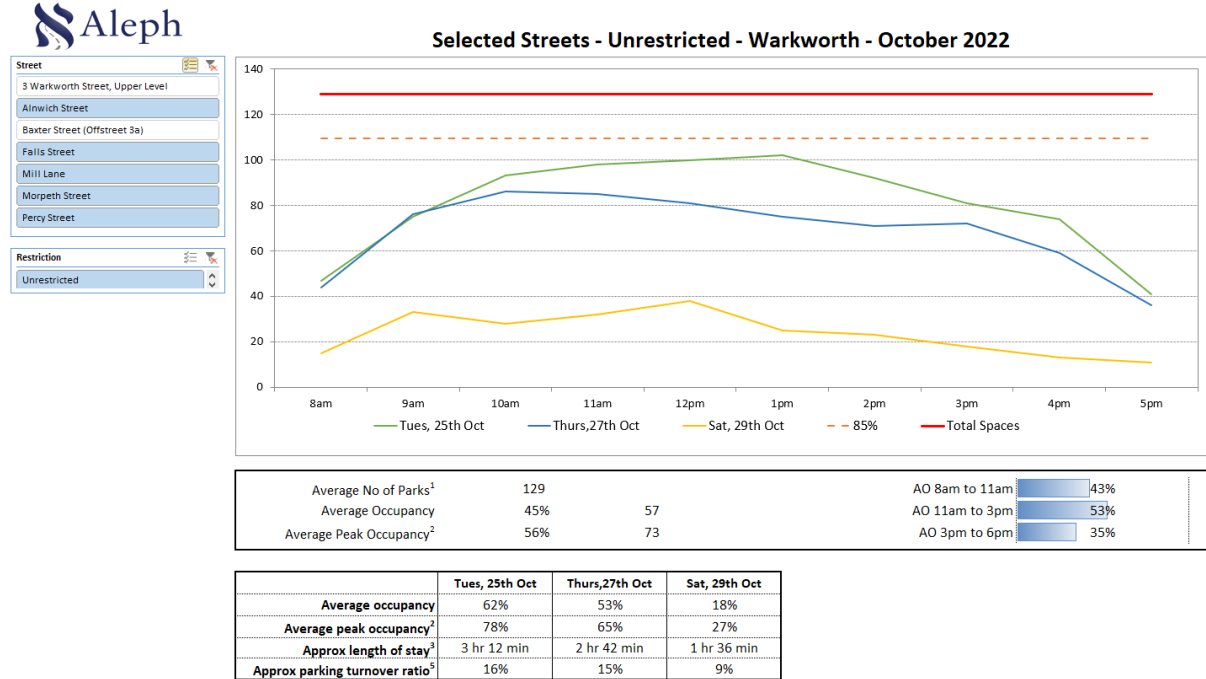


Figure 12 shows the utilisation of the unrestricted on-street parking areas within the study area during the survey period.

This shows the day time parking demand for the 129 spaces peaks slightly later at around 1pm. There is still capacity in the unrestricted parking areas.

The average duration of stay during the survey period was almost 3 hrs weekdays and 1hr 36 min on weekends.

3.4 Public off-street supply and occupancy

These car parks are used for long stay parking, the majority of users appear to be commuters leaving Warkworth on buses. Once the new Community Hub is in full operation, some of this parking will be freed up. Other users are likely to be local workers, 21 of these were identified in the business survey.

Figure 13

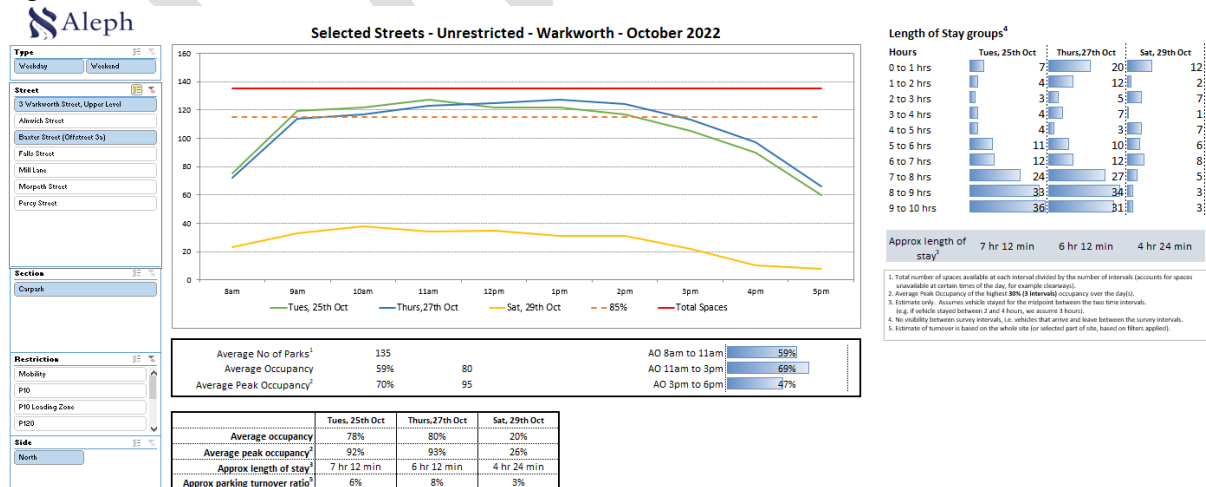


Figure 13 shows the utilisation of the off-street car parks

Baxter Street car park (3 Warkworth St on the survey) upper level has 121 spaces – this car park is an asset owned and managed by AC. General parking in the car park, 111 spaces are unrestricted. The average peak occupancy of these during weekdays is 93% and on weekends only 24%. On weekdays the average duration of stay in the car park is approx. seven hours. 85% of vehicles stay longer than five hours. The lower level of the car park is managed privately.

3A Percy Street car park (Baxter Street Offstreet 3a on the survey) has 26 spaces. General parking in the car park, 24 are unrestricted. The average peak occupancy of these during weekdays is 91% and on weekends 46%. On weekdays the average duration of stay in the car park is over five hours. 78% of vehicles stay longer than five hours.

Areas of high occupancy

The majority of the core area (Sub-precinct A) has high occupancy on weekdays.

Figure 14 – heat map



High occupancy areas are covered in greater detail in Appendix B

3.5 Private off-street parking

New World - 87 spaces.

Baxter St lower level (also New World) - 105 spaces.

Countdown – number of spaces unknown (underground car park).

New private car park rear of 41 Queen St, 34 leaseholder spaces.

3.6 Other parking/transport related issues

Puhinui Warkworth Town Centre Plan is being developed by Rodney Local Board, urban design specialists and the community.

Watercare works will take place in the town centre creating disruption. There are 3 options being consulted on.

3.7 Summary of current parking situation

Weekday peak occupancy is higher than the weekend with an average of 75%. Weekend occupancy is only 43%.

Short term parking in the central town centre area (Queen Street and surrounding streets) is over 90% average peak occupancy.

Unrestricted spaces in the public off street car parks (135 spaces) have a high weekday occupancy of 92% - this may reduce when the Community Transport Hub (118 unrestricted spaces) is fully utilised by the commuters using the bus network later this year.

Current time limits are no longer appropriate. The existing variety of time limits may not support the activities of the town centre. The town centre is developing and has changed since the current time restrictions were installed. The information collected by the survey indicates customers are staying longer than the posted time limits and there is little availability in the central town centre at peak times.

Customer Relationship Management CRM data April 2022 to April 2023

Customer complaints (CRM) related to parking – 23 cases in total - relating to 3 sign faults on Queen St, 2 sign faults on Neville St, 1 sign fault on Elizabeth St.

5 calls for enforcement on Elizabeth St, 1 on Percy St, 1 on Kapanui St.

1 request for BYL on Falls St.

Figure 19

CAS-PY3C8-Q8M6F0	PARKING	Street Parking Signs	3-Aug-22	4-Aug-22	Issue description : There is an Entry Sign but No Exit Sign	9 Queen St
CAS-PY7M1-M6H2L1	PARKING	Street Parking Signs	7-Sep-22	8-Sep-22	No Entry Sign for P60	52 Queen St
CAS-621635-Y5Q7W3	ROADS	Missing or Damaged	12-Sep-22	14-Nov-22	P60 Sign broken off left a sharp piece of metal	11 Neville Street
CAS-623922-W9G7P0	ROADS	Missing or Damaged	17-Sep-22	23-Sep-22	parking sign (P60) been pulled out and lying on the street	6 Queen Street
CAS-624055-N8D9J1	PARKING	Illegally Parked Vehi	18-Sep-22	19-Sep-22	Enforcement stationary and abandoned vehicle	17-19 Elizabeth Street
CAS-660458-P5J9D9	ROADS	Missing or Damaged	7-Dec-22	8-Dec-22	Parking sign p60 pole is damaged needs to replace	4 Queen Street
CAS-624629-V2Z5Q2	ROADS	Missing or Damaged	20-Sep-22	23-Sep-22	The 7cm stump sticking up on the footpath	11 Neville Street
CAS-648226-N5L6X2	ROADS	Missing or Damaged	14-Nov-22	16-Dec-22	The P60 sign has fallen on the ground	15A Neville Street
CAS-589918-K6C4T5	PARKING	Illegally Parked Vehi	9-Jul-22	9-Jul-22	Enforcement stationary and abandoned vehicle	4 Kapanui Street
CAS-625967-X9P7Y2	ROADS	Surface Cleaning / S	22-Sep-22	14-Nov-22	sign post that has broken off just above ground level.	11 Neville Street
CAS-PJ1W7-H3C3C7	PARKING	Street Parking Signs	19-Aug-22	27-Oct-22	P60 sign missing outside Warkworth Hotel	9 Queen St
CAS-640436-K3V4Q5	PARKING	Parking Restrictions	28-Oct-22	5-Nov-22	Request for BYL. Narrow Road	18 Falls Street
CAS-PR6Z7-R8B3X0	PARKING	Illegally Parked Vehi	31-Mar-23	4-Apr-23	Parked over time restriction	11 Elizabeth Street
CAS-PF5X3-LOG9G9	PARKING	Illegally Parked Vehi	5-May-22	6-May-22	Blocked vehicle entrance	16A Percy St
CAS-683760-J3S3H3	ROADS	Missing or Damaged	10-Feb-23	15-Mar-23	P60 sign fault	6 Elizabeth Street
CAS-PP7W9-S2V5M7	PARKING	Illegally Parked Vehi	5-May-22	5-May-22	Blocked vehicle entrance	16A Percy St
CAS-569830-M0V5V2	PARKING	Illegally Parked Vehi	4-Jun-22	5-Jun-22	Enforcement stationary and abandoned vehicle	22 Baxter Street
CAS-577823-C9N3H8	PARKING	Illegally Parked Vehi	17-Jun-22	17-Jun-22	Enforcement stationary and abandoned vehicle	22 Baxter Street
CAS-680782-X3X6B0	PARKING	Illegally Parked Vehi	2-Feb-23	2-Feb-23	Enforcement stationary and abandoned vehicle	11 Elizabeth Street
CAS-PC8F8-J2Q3Q9	PARKING	Illegally Parked Vehi	3-Feb-23	3-Feb-23	Parked over time restriction	11 Elizabeth Street
CAS-PZ5N8-L9D0S1	PARKING	Illegally Parked Vehi	10-Feb-23	11-Feb-23	Parked over time restriction	11 Elizabeth Street
CAS-650919-D1M3H3	ROADS	Missing or Damaged	18-Nov-22	13-Dec-22	P60 SIGN crooked and leaning towards the footpath.	58 Queen Street
CAS-651042-S6J0F4	ROADS	Missing or Damaged	18-Nov-22	16-Dec-22	P60 Parking sign The sign is currently leaning	58 Queen Street
CAS-688022-T4R1W5	ROADS	Missing or Damaged	20-Feb-23	8-Mar-23	P.60 Sign Pulled completely out and on the ground	4 Queen Street

Infringement data April 2022 to April 2023

Parking enforcement plays an important role in promoting road safety, maintaining access and compliance of parking controls. It is critical for short-stay users in Warkworth Town Centre that an adequate level of parking

availability is maintained close to desired areas for visitors. The enforcement of time restrictions discourages long-stay users from using these parks, leaving them open for short-stay visitors.

In total 734 infringements were issued to the whole of the Warkworth suburb.

Approx. half of these were issued within the Town Centre study area.

The majority of these infringements in the Town Centre were issued for overstaying a parking time limit. We are unable to know the purpose of the visit of the recipients of these tickets however it is safe to assume a large proportion of these infringements were issued to business customers who wished to stay longer in the area. Time restrictions can force clients to cut short their visit which may have an adverse effect on the local economy and receiving a parking infringement gives a customer a negative experience at the end of their visit.

1 Loading Zone

1 Mobility

10 BYL

208 infringements for overstaying the P60 time restrictions across Warkworth (only 39 of these on Queen St).

81 infringements issued for overstaying P120 time restrictions across Warkworth (majority on Wharf St).

Almost all of the rest are for Warrant and Registration offences (including warnings).

The low number of infringements issued is likely due to Warkworth's location and low Parking Compliance staff numbers.

Since July 2023 Licence Plate Recognition (LPR) vehicles have been used for enforcement in Warkworth.

Business Questionnaire

As part of the information gathering process associated with its town centre parking reviews Auckland Transport looks to consult with the local business community to ascertain their views.

A short questionnaire was sent out to local businesses through the One Mahurangi Business Association seeking feedback.

In total only 29 individual responses were received from 21 businesses. 3 of these were from outside the study area and were therefore not included in the results. 18 of these were businesses within the study area.

Parking was seen as vital to ensuring access to businesses for clients, customers and service vehicles, and to provide parking for employees. Various feedback was given with regard to parking in the area summarised below:

- not enough parking for staff
- not enough parking for customers
- time restrictions are not long enough
- staff parking all day in time restrictions.

We have used the information and feedback provided to help our understanding of the parking situation and how businesses are affected.

See Appendix A for more detail.

4. Parking Measures

4.1 Future parking requirements

As the number of dwellings increase in the surrounding area due to new developments, visitor numbers are likely to put more pressure on parking demand.

The new motorway bypasses Warkworth and the effect this will have on visitor numbers and parking is unknown.

The Puhinui Warkworth Town Centre Plan is an aspirational 10 year plan currently going through public consultation.

This plan points to a reduction in on-street parking capacity in the future.

Our focus should be on the management of parking occupancy for customers of local businesses and visitors to the area. This would potentially mean encouraging a mode change in two groups, firstly local staff who drive to work and park in local car parks and local streets and secondly commuters who drive to Warkworth to take the bus into Auckland.

Demand responsive priced parking will enable more dynamic parking management if the amount of parking is reduced over time to make way for cycle lanes, pedestrian improvements and to improve the character of the town centre.

4.2 Parking improvement measures

A new loading zone has been installed at 9 Queen Street at the request of the business association.

5. Development of Parking Programme and Action Plan

5.1 Short term operational measures

This parking study has shown while the overall parking supply is able to meet the demand needed to support the economic activity of the town centre, there are areas of high occupancy that should be addressed.

Sections 5.2 and 5.3 detail two important aspects that need to be included in a new parking management plan for Warkworth Town Centre.

5.2 More efficient use of existing parking resources

Parking utilisation did not reach a saturation point within the core area however it is unevenly distributed. High utilisation in these core areas creates a perception there is lack of short-term parking available in the town centre while empty spaces are available within a reasonable distance.

5.3 Improved parking experience and options

Time restrictions are currently the primary parking management tool employed in Warkworth Town Centre. These restrictions could force clients to cut short their visit which may be having an adverse effect on the local economy.

As noted in previous sections infringements were issued for parking over the time limit. This can lead to a poor customer experience.

To improve the overall parking experience, give more parking options whilst maintain a reasonable level of parking availability, the following parking management changes and supporting initiatives can be considered:

Improve wayfinding signs. More effective way finding/directional signage for Baxter Street off-street public car park. Further investigation is needed to assess if the current signs are appropriately placed and if a better location can be found.

Appropriate levels of enforcement. Develop effective enforcement plans for the monitoring of parking restrictions to ensure compliance.

Remove time restrictions and manage turnover through price. Removal of time limits will reduce the number of infringements and offer greater flexibility to the customer. To manage parking turnover, a graduated tariff can be applied which encourages short stays. The price of parking can be based on demand responsive pricing principles. This means on-street occupancy is reviewed regularly and prices adjusted up or down to achieve 85% occupancy. This will ensure that customers are able to park as long as they need to whilst a reasonable level of availability is maintained on-street. Parking infringements reduced by 27% when this approach was introduced in Auckland CBD. Replacing various time restrictions with a paid parking zone would make it easier for visitors to understand parking restrictions. To cater for people who just need to make a quick stop, a 10 minute grace period is given.

5.4 Short term measures (1-2 years)

The survey results support changing the underutilised section of P60 in Baxter Street to P120 (Percy St to end).

The survey results also support a change of parking management from time limits to demand responsive priced parking in the central town centre area (coloured red in the heat map).

5.5 Medium measures (2-5 years)

Restrictions considered in the unrestricted spaces in the town centre once bus commuters have moved to the Hub – time restrictions, paid parking or a mixture of the two suggested in the off-street car parks.

5.6 Budget implications

Any parking management improvement works can be programmed into the AT Parking Design and Solutions work programme for delivery. There may be proposed works that, because of their scale, will require further investigation to better ascertain the capital cost involved in implementation.

6. Conclusion

While overall across the study area there is parking capacity the central Town Centre area has limited availability at peak times.

AT Parking Strategy 2015 recommended changes to the parking management approach when parking utilisation is regularly above 85%.

ATs new parking strategy, Room to Move, sets out how changes will be made in Tier 1 areas. Tier 1 will not have any proactive parking management, unless requested by the local board/community, or if a safety issue is identified. In this case the Town Centre Review was on our work programme from 2022/23, before the Room to Move strategy was implemented.

The survey results support a change of parking management from time limits to demand responsive priced parking.

Paid parking options are discussed in Appendix B

Appendix A - Business Survey results

Auckland Transport (AT) has undertaken a business survey in Warkworth. The survey helps us to identify the parking (and traffic) problems and the location of these problems. It also informs us of how staff are travelling to and from work and their parking needs.

AT bases its questionnaire on a series of standard questions.

The format of the questionnaire was as follows;

1. What is your company name and address?
2. What is the nature of your business?
3. How many employees work at this site?
4. What time does your company's operating hours start?
5. What time does your company's operating hours end?
6. How many of your staff travel by each of these ways as their main mode to and from work? (Drive alone, drive with others, motorcycle/scooter, Public Transport, Bike, Walk/Run, work from home and other.)
7. If other please specify.
8. How many of your staff park at the following locations while at work? (Paid on-street, free on-street, free on street time limit, on site staff car park, off-street public car park, other.)
9. How many spaces does your company provide for staff parking?
10. How much does your company charge for staff parking?
11. Does your company provide free on-site parking for customers?
12. How much parking does your business ideally need to provide for your customers?
13. Do you think there is currently sufficient parking in New Lynn to provide for your customers?
14. Who should public parking be prioritised for? (customers or staff)
15. Are there any major parking issues that your business is experiencing?
16. Is there anything else you would like to comment with regard to parking or staff travel?
17. Would you like to upload any additional information?

The responses were collated and analysed:

Nature of businesses

Real estate, Plumbing, Clothing retail, Architect, Accountancy, Financial services, Recruitment, legal, food and beverage, florist, pharmacy, Health retail, Health GP, retirement village, wholesaler, debt solutions, newspaper, bus service.

Business Operation Hours

The operational hours of the businesses were generally starting between 8am and 9am. The close of

operating hours was far more variable between 5pm and 8.30pm

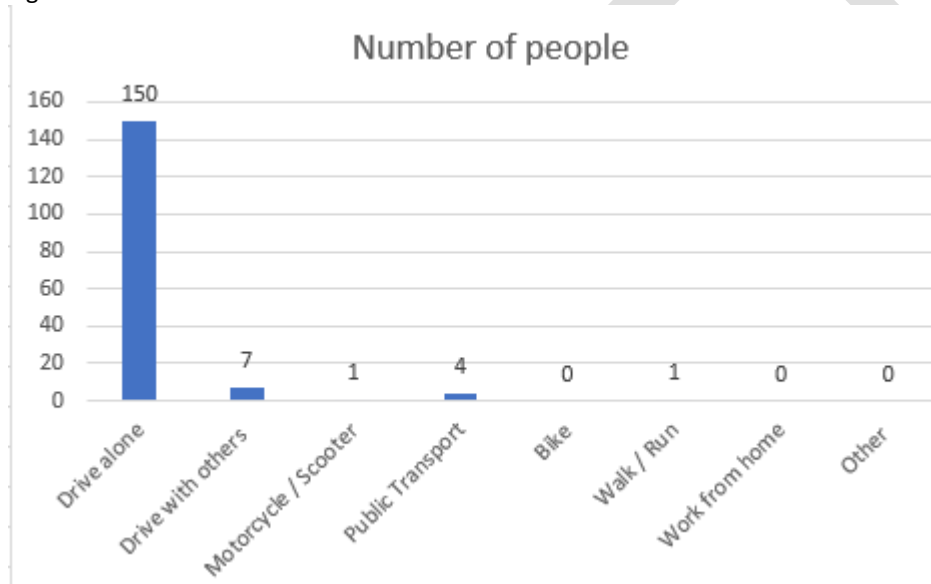
Modes of getting to and from the place of work

The majority of journeys to and from work were made by a vehicle with over 90% of these being in a single occupancy situation.

Figure 20

Method of travel to & from work	Number of people
Drive alone	150
Drive with others	7
Motorcycle / Scooter	1
Public Transport	4
Bike	0
Walk / Run	1
Work from home	0
Other	0

Figure 21



Where do staff park?

From the 18 businesses within the study area 125 staff members of the 150 that drive have shared where they are parking in total.

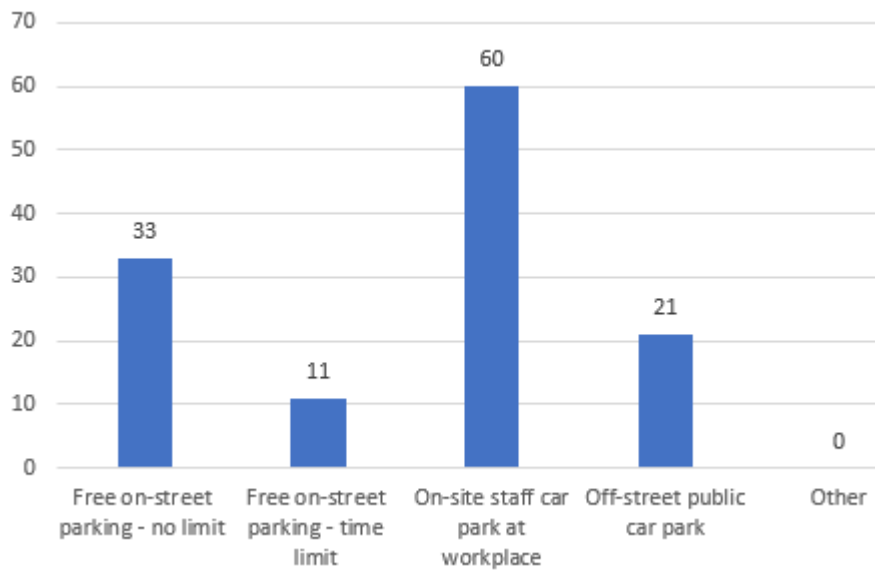
Only 35% utilise on-street parking while the majority use off street car parks.

Figure 22

Parking location	Number of people
Free on-street parking - no limit	33
Free on-street parking - time limit	11
On-site staff car park at workplace	60
Off-street public car park	21
Other	0
	Total 125



Figure 23



Does your company provide off street parking for staff?

From the responses received 12 businesses provided 1-5 parking spaces for staff and 2 provided more than 5 spaces. A total of 60 spaces used by staff. Only one of these businesses charged for parking and this price ranged from \$20-\$29 per week.

Does your company provide free on-site parking for customers?

9 businesses provided parking for customers and the majority of these were between 1 and 5 spaces. A total number of 48 spaces. The number of ideal spaces for customers was 168, a perceived deficit of 120 spaces. It is worth noting that 110 of these 168 was for two businesses, the commuter bus company, and the bar.

Do you think that there is sufficient parking within Warkworth for your customers?

13 of the responses felt that there was insufficient parking to provide for their customers, while 8 felt that there was sufficient.

Who should public parking be prioritised for?

16 respondents felt that public parking should be prioritised for customers, only 4 felt it should be for staff.

Are there major parking issues that your business is experiencing?

A number of issues were raised, and these themes are listed below;

- 1) Not enough parking/limited parking (16 mentions)
- 2) Staff using P60 street parking (7 mentions)
- 3) Parking restrictions too short (2 mentions)
- 4) 10 minute walk to find free parking (2 mentions)
- 5) Run a bus/shuttle from the P&R (2 mentions)
- 6) No parking available to drop off goods (2 mentions)
- 7) More off-street parking required for staff and visitors
- 8) Off street car park full by 8.30am
- 9) Not enough monitoring of parking
- 10) Free parking taken by commuters by 7.30am
- 11) Businesses not supplying parking for customers

12) Public transport is limited for those living in rural areas.

Is there anything else you would like to comment with regard to parking or staff travel?

- 1) Make Neville St / Queen St one way, create angle parking
- 2) Run a shuttle from the park and ride
- 3) Educate people that main street parking is for customers not staff
- 4) Do not remove any car parks (3 mentions)
- 5) Nose in parking in Queen St is dangerous and causes congestion
- 6) Don't introduce paid parking everywhere.
- 7) Reduce the speed limit in central Warkworth.

Conclusion from the responses

The main theme is a perceived general lack of parking for both staff and customers.

Staff want to be able to park close to where they work.

Parking availability is low in the central town centre at peak times.

The method of travelling to and from work shows a high dependence on single occupancy vehicles, only 4 staff members used Public Transport, and no one currently cycles.

14 of the 18 businesses provided some staff parking, accounting for a third of all staff vehicles. Only one business charges staff for parking.

Half of the businesses provided customer parking.

Many businesses did not participate in the survey.

Total spaces in the town centre are 668 including the public off-street car parks

264 are unrestricted – approx. one third of those who drive alone use these spaces (33 on-street, 21 off-street)

367 time restricted spaces (255 P60, 57 P90, 44 P120, 11 P10 spaces) – only 11 staff members admitted to using these spaces (mainly on Queen St)

135 unrestricted off street car parking spaces in two car parks have a weekday APO of 92% - this is likely to change with the opening of the new motorway.

Appendix B – paid parking options

A paid parking zone could be proposed covering some or all of 165 spaces

- Queen St, 51 spaces and Neville St (by the I Site), 9 spaces, from 8am-6pm, Monday to Saturday
- Kapanui St, 24 spaces, Wharf St, 48 spaces, from 8am-6pm, Monday to Friday
- Neville St (from Baxter to Warkworth St) 18 spaces, from 8am-6pm, Monday to Friday
- Baxter St (from Neville St Percy St) 15 spaces, from 8am-6pm, Monday to Friday.

Suggested tariff \$1 per hour for the first hour, going up to \$2 per hour thereafter.

Figure 15 – Queen street

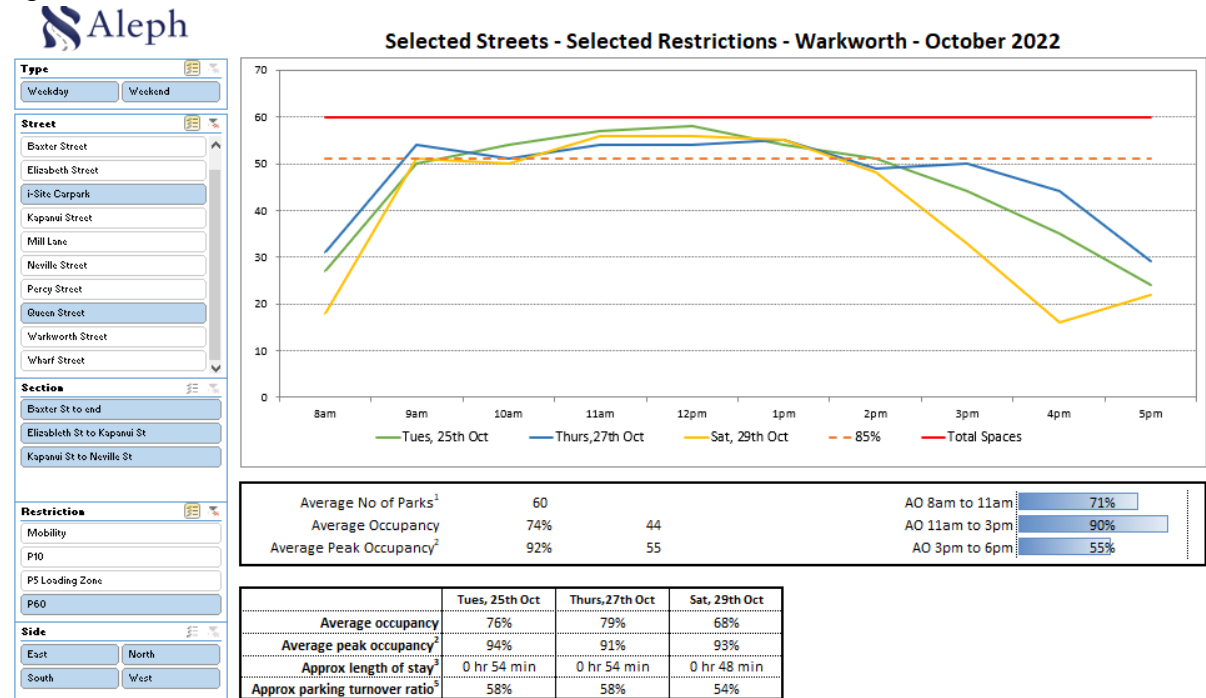


Figure 15 shows Queen Street and Neville Street by the I Site – these spaces are restricted to 1 hour and are the busiest in the Town Centre with average peak occupancy of over 90% on both weekdays and weekend. There is little availability from 9am until 2pm. The average length of stay in these spaces is 51 minutes. 15% of vehicles stay longer than 1 hour and 5% stay longer than 3 hours.

Figure 16 – Wharf Street and Kapanui Street

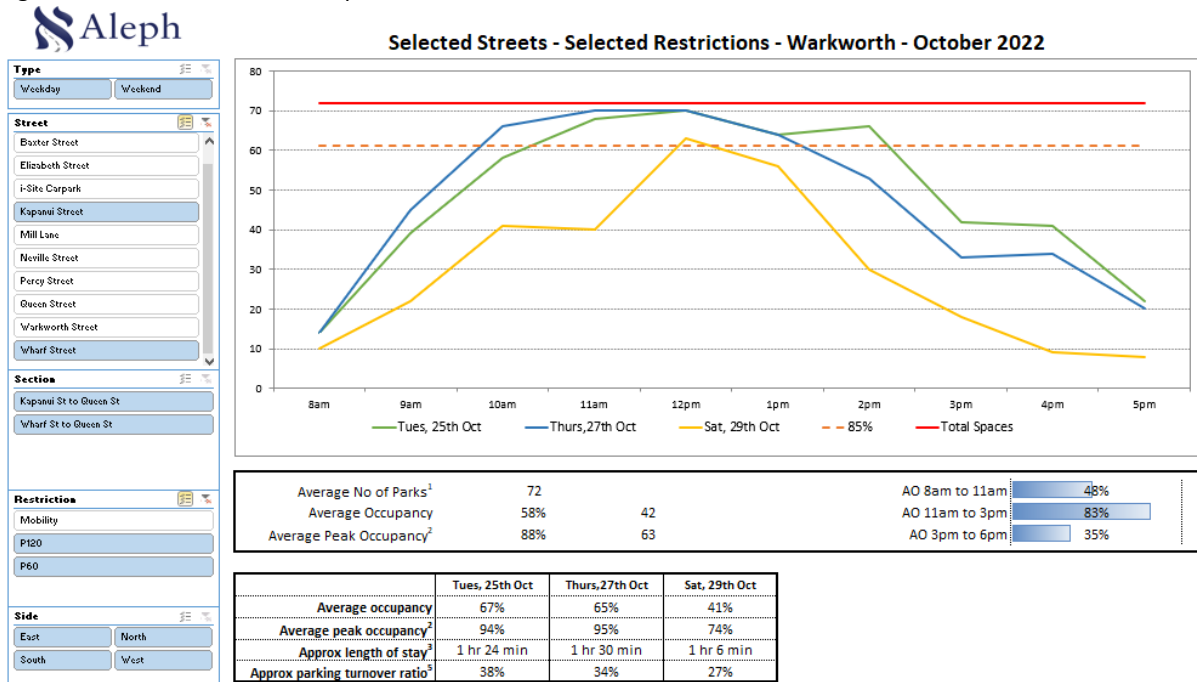


Figure 16 shows Wharf Street and Kapanui Street P60 and P120 restriction – over 90% APO weekdays, again the peak is during the middle of the day, starting slightly later than Queen street. Wharf Street has 16% of vehicles staying longer than 1 hour in the P60 area and 30% of vehicles stay longer than 2 hours in the P120 area.

Figure 17 – Neville street

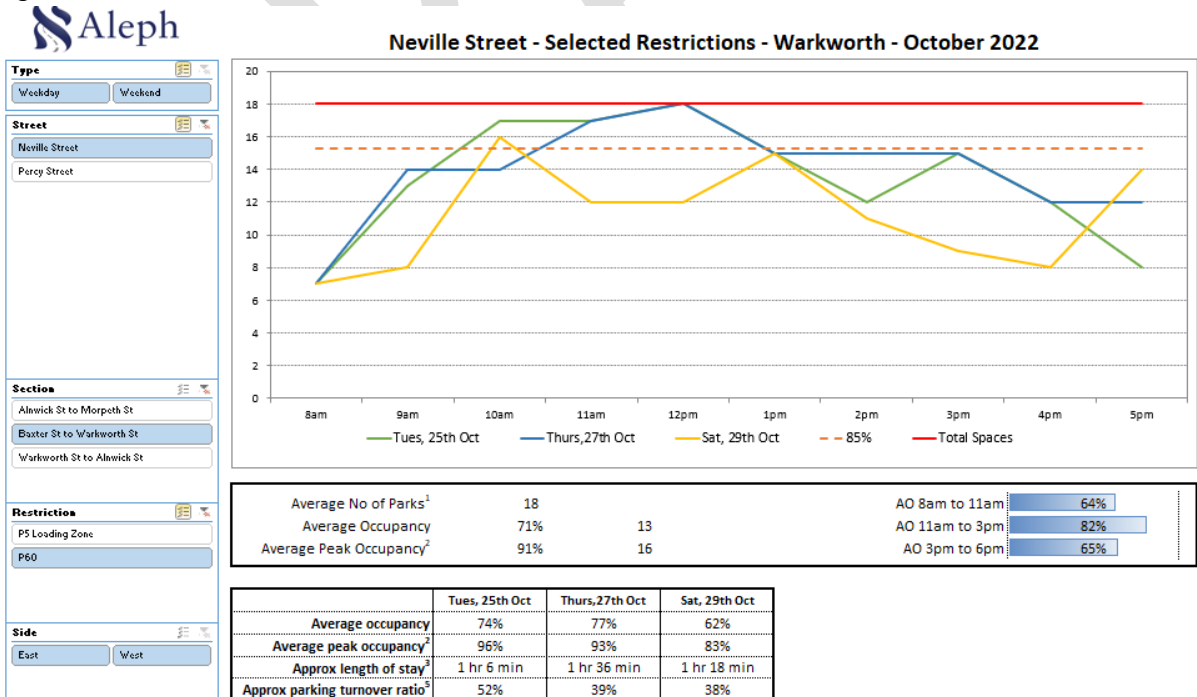


Figure 17 shows Neville Street from Baxter St to Warkworth St P60 restriction over 90% weekdays, again the peak is during the middle of the day but lasts slightly longer. 24% of vehicles stay longer than 1 hour

Figure 18 – Baxter Street

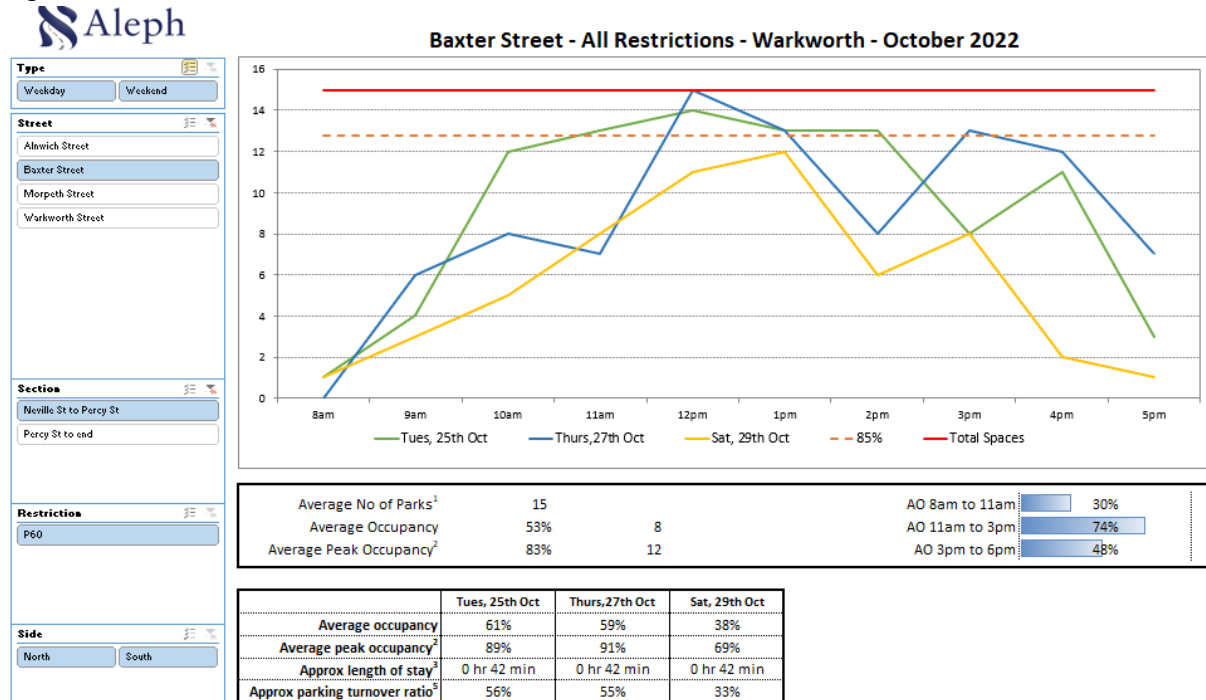


Figure 18 shows Baxter Street from Neville St to Percy St P60 restriction 90% weekdays. This area peaks slightly later and has little availability until after 4pm. Average length of stay is 42 minutes, 20% stay longer than 1 hour.

An alternative may be to introduce paid parking in stages, starting with certain areas to improve availability.

Angle parking areas are the most obvious choices as each parking machine can serve a greater number of spaces.

Queen Street (11 spaces), Kapanui Street (13 spaces) and Wharf Street (12 spaces closest to Queen St) all have sections of angle parking that would be suitable. If done in stages, it would not be a zone but linear parking. This would be 36 spaces, 22 percent of the busiest central Town Centre area.

The BA also suggested the spaces by the river on Wharf Street (30 spaces). They supported priced parking only at times of peak occupancy from Monday to Friday, leaving the area free at weekends.

As occupancy of these spaces increase the area can be enlarged or the price can be changed.



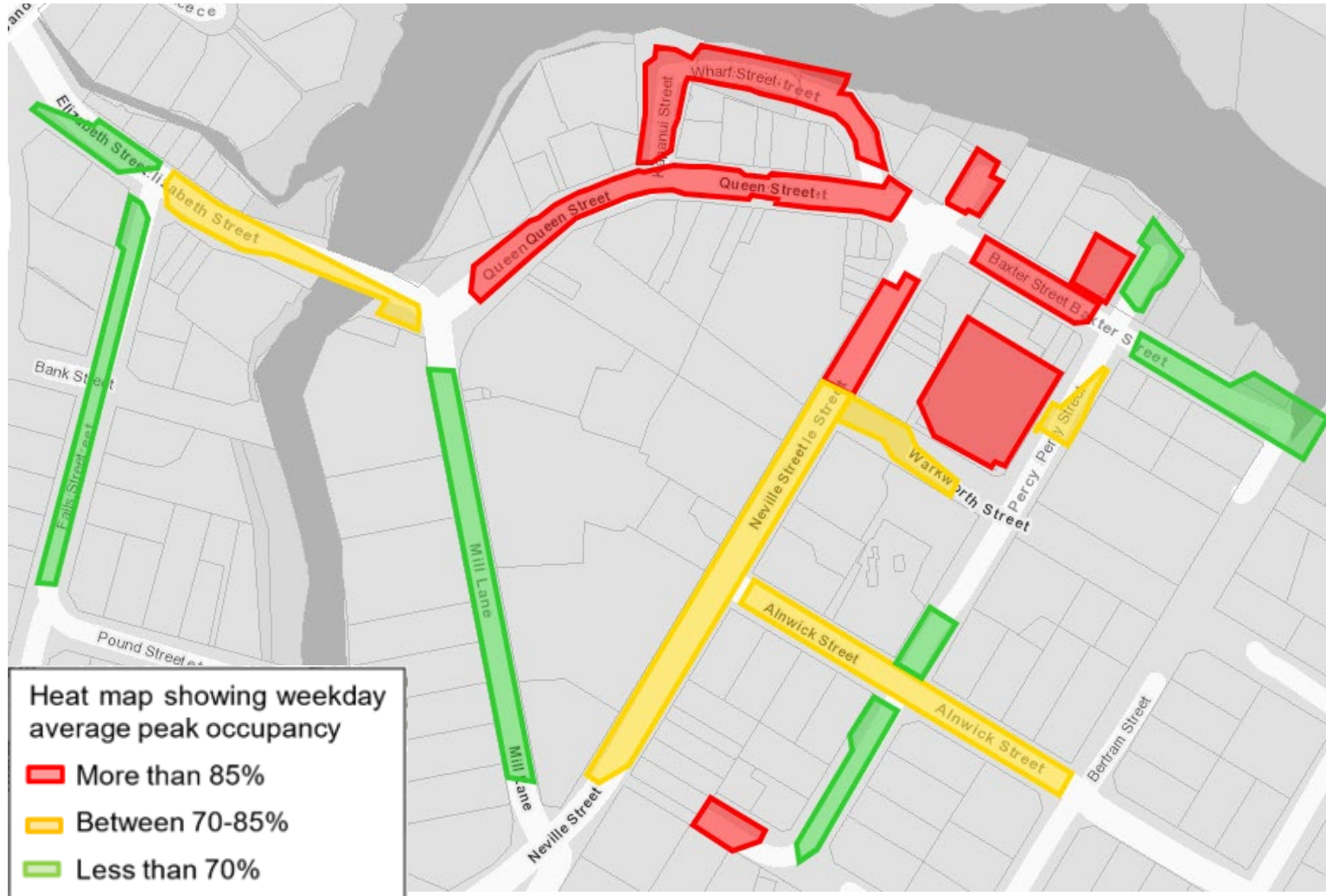
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Warkworth Town Centre Review 2023

Inventory and study area



While overall across the study area there is parking capacity, the central Town Centre area has limited availability at peak times.



The occupancy survey results support;

- changing the underutilised section of P60 in Baxter Street to P120 (from Percy St to the end).
- a change of parking management from time limits to demand responsive priced parking in areas of high occupancy (the on-street central town centre area, coloured red in the heat map).

Time restrictions to be considered in the unrestricted spaces in the town centre once bus commuters have moved to the new Community Hub – time restricted or paid parking suggested in the off-street carparks due to their close proximity to the central Town Centre area.

Current time limits are no longer appropriate. The existing variety of time limits may not support the activities of the town centre. The town centre is developing and has changed since the current time restrictions were installed. The information collected by the occupancy survey indicates customers are staying longer than the posted time limits and there is little availability in the central town centre at peak times.



Benefits of demand responsive paid parking. Paid parking has no time limits, this ensures that customers are able to park as long as they need to whilst a reasonable level of availability is maintained on-street. A graduated tariff can be applied which encourages short stays and the price of parking can be based on demand responsive pricing principles (this means the price can go up or down, depending on demand - occupancy is reviewed regularly and prices adjusted to achieve 85% occupancy).

The occupancy survey and the business survey outcomes have been analysed and are covered in detail in the draft Town Centre Review document.

The main theme from the Business survey is a perceived general lack of parking for both staff and customers.

Feedback from the BA is demand responsive priced parking would be supported at times of peak demand from Monday to Friday but not on the weekend. The BA suggested Wharf Street by the river may also be a suitable location.

The BA also spoke about shuttle buses for workers.



Ideas presented for discussion - an alternative to a full zone may be to introduce paid parking in stages, starting with certain areas to improve availability.





Contact David Martin

0272614584

Let's go there 

The logo consists of the letters 'AT' in a bold, white, sans-serif font, enclosed within a white circular border.

Memorandum

11 October 2023

To: Rodney Local Board

Subject: **Te Hana Domain Recreation Reserve – renewal of playground components and open space assets**

From: Claire Bodmin – Project Manager, Parks and Community Facilities

Purpose

1. To seek feedback and input from the local board on possible locations for the playground and proposed skate facility renewal at Te Hana Domain Recreation Reserve located at 12 Whakapirau Road, Te Hana.

Summary

2. The Te Hana – replace playground components and open space assets project (ID 32154) has been approved as part of the Rodney Local Board Customer and Community Services three-year capital work programme 2022/2023 – 2024/2025 (resolution RD/2022/79).
3. Some initial site investigations have been completed to identify possible locations for the playground, along with an opportunity to relocate the Muriwai skate half pipe facility to Te Hana.
4. The proposed renewal at Te Hana Domain Recreation Reserve aligns with the Rodney Local Board Plan 2020 - Outcome 5: Our local parks and recreation facilities meet the needs of our growing community.
5. The new facilities will provide improved play value, user experience, and park amenity for the local community.
6. Te Hana has a lack of provision of public facilities for youth. There is potential to include a small skate facility as part of the project. The location of the half pipe needs to be considered alongside the playground location.
7. Following feedback from the local board on the location options, a draft concept design will be prepared and presented to the local board at a business meeting early 2024.

Context

8. Te Hana Domain Recreation Reserve is located at 12 Whakapirau Road, Te Hana. Whakapirau Road bisects the two sections of the reserve.



Figure 1 - Te Hana Domain Recreation Reserve Location Plan

9. The project was initiated due to the condition of the existing open space assets. The condition rating definitions are shown in Table 1 below:

Table 1 – Asset condition rating definitions

Condition Rating	Rating Definition
1	Very good condition
2	Good condition
3	Moderate condition
4	Poor condition
5	Very poor condition

10. In October 2022 the open space assets at Te Hana Domain Recreation Reserve were all assessed. The asset ratings are listed in Table 2 below:

Table 2 – Asset condition rating

Assets	Condition Rating
<ul style="list-style-type: none"> Pathway to basketball court Table pads Table near playground Playground. 	4 - poor condition
<ul style="list-style-type: none"> Table near highway Cushion fall 	3 - moderate condition

<ul style="list-style-type: none"> • Basketball court • Basketball hoop. 	
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Strategic Alignment

11. The proposed renewals at Te Hana Domain Recreation Reserve aligns with the following strategic documents:
 - Rodney Local Board Plan 2020 - Outcome 5: Our local parks and recreation facilities meet the needs of our growing community
 - Rodney Local Board Strategic Parks Provision Assessment (July 2018) section 6 identified the Te Hana playground as a neighbourhood playground catering to the junior age group (0–5 years).

12. The proposed renewals also address the management intentions of the reserve as set out in the Rodney Local Parks Management Plan:
 - a) Support the work Te Hana Community Development Charitable Trust is doing to develop a tourism operation and cultural centre. The trust is exploring adding camping provision in the reserve as part of their experience. Te Hana Te Ao Marama Cultural Centre offers a unique Māori cultural and visitor experience and is a long-standing community initiative established by local Māori to help improve wellbeing and prosperity of the Te Hana community.
 - b) Support implementation of Wellsford/Te Hana Regional Gateway and Visitor Strategy and the park’s role in delivery of this concept (as outlined in in Wellsford’s Community Plan 2019).
 - c) Enable access through the park to Te Hana Creek to facilitate restoration efforts.
 - d) Investigate opportunities to further improve the play space in the park with the community. Consider how to provide: a diversity of play experiences in the area for a wide range of ages; shade; improving all ability access; and adding unique local references to lift the play network.

13. The proposed renewal will align with the provisions of a neighbourhood playground with the option to increase the target age group to include the primary / intermediate age group (6–11 years). The provision of a suite of play equipment that caters to age group 0-11 years, along with the existing basketball courts and potential small skate facility, will ensure all age groups are provided for as outlined in the above-mentioned strategic documents.

Discussion

14. Parks and Community Facilities staff have identified four potential options for the Te Hana play space renewal.

Option 1: Do nothing

15. Don’t renew the existing play facility and decommission it when it reaches the end of its serviceable life, estimated to be within the next 3 - 5 years.

Option 2: Renew the play space in the existing location

16. Renew the playground within the existing footprint, in the same location and do not install a new skate facility or pedestrian crossing.

Option 3: Renew the play space in the existing location and install a skate facility

17. The play space would be renewed in the existing location.
18. The skate facility would be installed adjacent to the existing basketball courts, where it would be visible from Whakapirau Road.
19. This option would include:
 - new access paths (shown in Figure 2 below as yellow dotted lines)
 - a new pedestrian crossing on Whakapirau Road to connect the two reserve areas and provide safe pedestrian access between the car park, toilet, and the play activities. The pedestrian crossing would be delivered by Auckland Council but would be subject to approval by Auckland Transport.

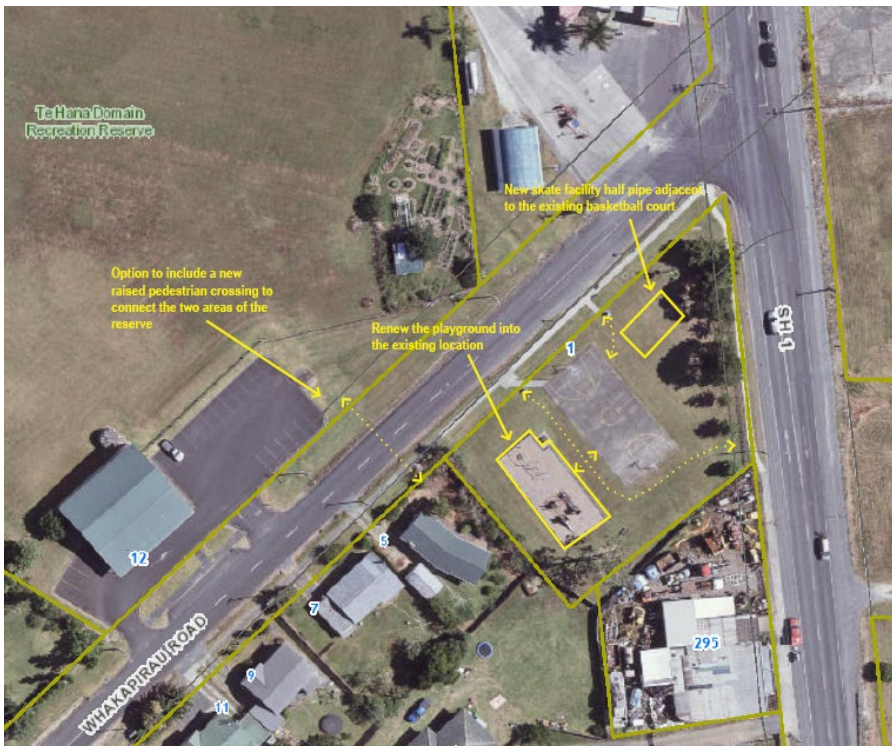


Figure 2: Option 3 – location of play space and skate facility

Option 4: Renew the playground in a new location and install a skate facility

20. The play space would be located in the northern area of the reserve adjacent to the car park and near the toilet.
21. The skate facility would be installed adjacent to the existing basketball courts, in the southern part of the reserve, where it would be visible from Whakapirau Road.
22. The facilities would be linked with new access paths (shown in Figure 2 below as yellow dotted lines).



Figure 3: Option 4 – location of play space and skate facility

Options analysis

23. The advantages and disadvantages of each option are summarised below. The high-level cost estimates are based on the renewal of a small neighbourhood style playground (approx. 230m²) and a proprietary half pipe skate ramp, ground preparation, drainage, foundations, reinstatement, and additional costs associated with pathway connections and planting.
24. On balance, staff recommend the local board support Option 4 for consultation with the local community as it provides for an expansion of services at the reserve, consistent with strategic documents, for a moderate cost and within budget. Please refer to Options analysis table attached as Attachment A.



Figure 4 - Map of underground services (Auckland Council GIS Map)

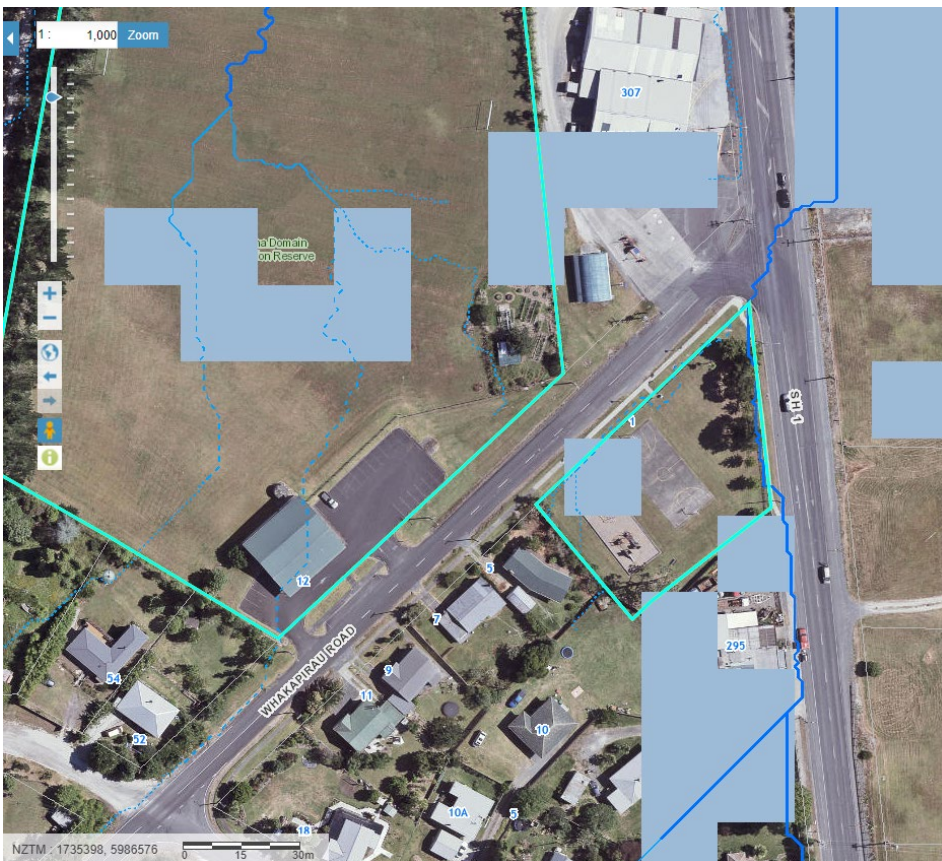


Figure 5 - Map of indicative 1% AEP Floodplain (Auckland Council GIS Map)

Design Requirements

25. Options 2, 3 and 4 will require investigations and design completed. Options 3 and 4 will need additional design information prepared to support any consent applications and physical works contracts. The design will need to address the investigation findings (Geotechnical, Survey, Traffic Safety) as well as meet all required design standards including the Play Equipment and Safety Surfacing Standards NZS 5828:2015, NZTA Waka Kotahi and Auckland Transport design standards if the pedestrian crossing is included.
26. Principals of Crime Prevention through Environmental Design (CPTED) will be implemented ensuring good passive surveillance and clear sightlines to the new facilities from surrounding roads and properties, and from within the site. Where possible planting will be native, and plants will be eco-sourced. Concrete paths and play equipment footings will be designed and reviewed by a qualified engineer.
27. These design requirements have been considered in both options 3 & 4 analysis and the high-level project costing.

Climate impact – mitigation and adaptation considerations

28. Minimal greenhouse gas emissions are anticipated during works. Project management and decision making should consider emission impact mitigation through sourcing of low-carbon material options and use of products with environmental declarations for embodied carbon reductions.
29. Existing materials would be reused wherever possible, for example reuse the swing set that is in good condition.
30. New Zealand made play equipment will be sourced wherever possible.

Engagement and consultation

31. Community, stakeholder, and mana whenua consultation will be undertaken once a preferred location option has been identified.
32. Skatepark facility development requires a high level of community and user input. This engagement also ensures a sense of ownership from the community.

Māori impacts / benefits

33. Mana whenua consultation will be undertaken to gain an understanding of any specific impacts on Māori.
34. Design and construction methodologies will align with the outcomes listed below.
 - Te Aranga Design Principles
 - Recognition of kaitiakitanga.

Project funding

35. Table 4 below shows allocated budgets.

	2022/2023 + prior years Actuals	2023/2024	2024/2025	2025/2026	Total Cost
Renewal	\$16,299.47	\$233,700.53	\$200,000.00		\$450,000.00
LDI-Capex				\$200,000.00	\$200,000.00
				TOTAL	\$650,000.00

36. Funding for the skate facility relocation will be partially funded from Locally Driven Initiatives (LDI), and Capex funding.

Next steps

37. Next steps and high-level project timeframes are detailed in the table below:

Project phase	Planned completion
Location options Receive feedback and input from the local board and incorporate into design brief.	October 2023
Prepare concept design Prepare a high-level concept.	October - December 2023
Consultation and engagement Receive feedback and input from the community and mana whenua, and incorporate into concept design.	November - December 2023
Final concept design preparation and local board approval	February 2024
Detailed design	March 2024

<p>Once the concept design is approved by the local board, the developed and detail design can be progressed.</p>	
<p>Building consent application If required</p>	<p>March 2024</p>
<p>Procure physical works contractor/build partner Once the design and consenting are complete, the physical works will be procured. The council full facility contractor will be invited to quote.</p>	<p>May – June 2024</p>
<p>Physical works Accurate commencement and duration of the physical works is not known at this time and will be confirmed at a later stage but is envisaged between the dates specified.</p>	<p>Sept - November 2024</p>

Attachments

- A. Options analysis table

<p>Option 2 Renew the playground in the existing location. No skate facility</p> <p>Allocated budget: \$650,000 Estimated total cost: \$220,000</p>	<ul style="list-style-type: none"> - Minimised costs - Maintenance of existing level of services - Minimised ongoing maintenance and associated costs - Provision of level 1 assets to the community - Playground and courts next to each other for good passive surveillance and ease of use by caregivers with children at different ages - Minimise ground disturbance and impact of construction within reserve - No consents required 	<ul style="list-style-type: none"> - Limited level of play. New equipment only provides for junior age children - Limited opportunity to increase playvalue within existing footprint size - All facilities across the road from the toilet and car park 	<p>Not recommended as this option represents the minimum level of spend to retain the status quo and will not capitalise on the opportunity to address known provision gaps and strategic goals while the opportunity exists.</p> <p>Cons:</p> <ul style="list-style-type: none"> - Does not deliver the management intentions in the Rodney Local Parks Management Plan, particularly the indicated desire to support local iwi work with the cultural centre nearby. The local board is unlikely to have as good and cost effective an opportunity to deliver on these intentions until the playground is next renewed (10+ years). - Does not deliver on existing strategic documents and known provisions gaps. - Option does not address the separation of toilet/hall to the playground and associated safety reasons. <p>Pros:</p> <ul style="list-style-type: none"> - Minimal cost, and well within budget, it is the most cost effective option while not enhancing or detracting from existing service provision. - Opportunity to involve iwi in the design of the playground. - While the option does not deliver on key strategic documents fully, it does not detract either and is thus a “neutral” option from that perspective.
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<p>Option 3</p> <p>Renew the playground in the existing location</p> <p>Install the skate ramp in an adjacent reserve area</p> <p>Provide new path connections to ensure accessibility and connectivity</p> <p>Include a road / pedestrian crossing linking the car park and toilet to the playground area, to provide a safe road crossing for younger children</p>	<ul style="list-style-type: none"> - Minimise ground disturbance and impact of construction within reserve - Lower construction costs (excluding the road crossing) - Reuse of existing playground drainage and edging if condition is good - Excellent passive surveillance of new skate ramp from roads - Skate ramp far from residential properties - All age group activities close together for caregivers of multiple children - No significant Resource Consent issues, yard setbacks, overland flow paths and earthworks to be considered <p>With road crossing</p> <ul style="list-style-type: none"> - Safe pedestrian crossing between the two areas of the reserve and the recreational facilities 	<ul style="list-style-type: none"> - Additional costs - All facilities further from the public toilet and car park - Potential conflict between activities of younger children and older users - Requirement to cross the road to access the play, skate and basketball facilities if you park in the car park or want to use the toilet facilities - Potential Works Over consent required from Watercare due to wastewater pipe proximity <p>With road crossing</p> <ul style="list-style-type: none"> - Significant increased costs for a pedestrian crossing to make access to the public toilet and car park safe for younger children. Additional professional services, consenting, construction and traffic management. - Approval from Auckland Transport, NZTA Waka Kotahi required 	<p>This option is not recommended as the distance from the car park to the playground still may be a limiting factor for some members of the community. eg older care givers, parents with mobility limitations. There are less costly options available to achieve the same strategic goals.</p> <p>Cons:</p> <ul style="list-style-type: none"> - Inclusion of the crossing creates a high cost relative to the benefits given the small local population (~120), and number of users of the hall (approx 988 in FY22). These costs and impacts can be avoided with other cheaper options while still achieving the same benefits. - Does not take advantage of the opportunity to address the separation of toilet/hall to the playground both for safety reasons and for a better use of the site while the opportunity exists - This arrangement would see younger children playing within close proximity to older children. This may be desirable for some parents but youth do value separate areas of their own where they are more free to develop skills and express themselves. <p>Pros:</p> <ul style="list-style-type: none"> - Less costly than option 4 if the crossing is removed, but at the expense of not addressing the safety issues caused by the road while the opportunity exists to do so. - Delivers on the management intentions in the Rodney Local Parks Management Plan, especially enhancing Te Hana as a gateway and cultural centre.
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<p>Allocated budget: \$650,000</p> <p>Estimated total cost: \$332,000</p> <p>Estimated cost with pedestrian crossing: \$632,000</p>			<ul style="list-style-type: none"> - Shows support for/enhances the relationship with local iwi by expanding the level of service in Te Hana with iwi involvement. - Enhances current level of service to address the shortfall in recreation for older children by including the skate ramp - Skate ramp can be obtained for minimal cost compared to a new build; this opportunity is unlikely to occur again in the foreseeable future. - Keeps younger children play close to older children which may be desirable for some parents (though may also be a negative for some parents)
<p>Option 4</p> <p>Construct the playground in a new location in the northern part of the reserve close to the car park and public toilet.</p> <p>Install the skate ramp adjacent to the basketball court in the southern part of the reserve. Provide new path connections to ensure accessibility and connectivity.</p>	<ul style="list-style-type: none"> - Dedicated area for youth facilities away from younger kids – basketball and skate - Playground closer to the toilets, avoids crossing the road with younger children - Playground closer to carpark for improved access - Potential to minimise new access path lengths - Road crossing not necessary. due to junior playground being located near the car park and toilet facility - No significant Resource Consent issues, yard setbacks, overland flow paths and earthworks to be considered 	<ul style="list-style-type: none"> - Increased professional services costs – to include survey, geotechnical investigation, and additional design for new playground location and drainage - Increased physical works disruption, two construction sites - Increased physical works costs - Separation of age group activities can be an issue if there is only one caregiver and multiple children and age groups - Less passive surveillance of the youth facilities by caregivers of younger children at the playground - Potential Works Over consent required from Watercare due to wastewater pipe proximity 	<p>Recommended because this deliver on key management intentions and strategic outcomes of the community and the Local Board including the known strategic gaps (provision for youth), bringings compatible community facilities together in a cohesive way (hall/toilet, play) and activates the northern reserve area, for a lower cost than Option 3. If the opportunity is not taken it is unlikely to be available again at a similar cost levels for many years.</p> <p>Cons:</p> <ul style="list-style-type: none"> - More costly than the basic renewal (but less costly than option 3) - Separating junior and older play may be a concern for some parents (but may be a plus for some parents) <p>Pros:</p> <ul style="list-style-type: none"> - Lower cost than option 3 while still addressing the potential issues around safety and the

<p>Allocated budget: \$650,000</p> <p>Estimated total cost: \$400,000</p>			<p>crossing of the road for young children (but not addressing it for older children). Makes the most of the opportunity available.</p> <ul style="list-style-type: none"> - Brings the junior play area close to the hall for easy access and joins the services together better than the current division. - Delivers on the management intentions in the Rodney Local Parks Management Plan, especially enhancing Te Hana as a gateway and cultural centre. - Shows support for/enhances the relationship with local iwi by expanding the level of service in Te Hana with iwi involvement. - Enhances current level of service to address the shortfall in recreation for older children by including the skate ramp - Skate ramp can be obtained for minimal cost compared to a new build; this opportunity is unlikely to occur again in the foreseeable future.
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LBAP 2 - Direction setting

Zigi Yates, 11 October 2023

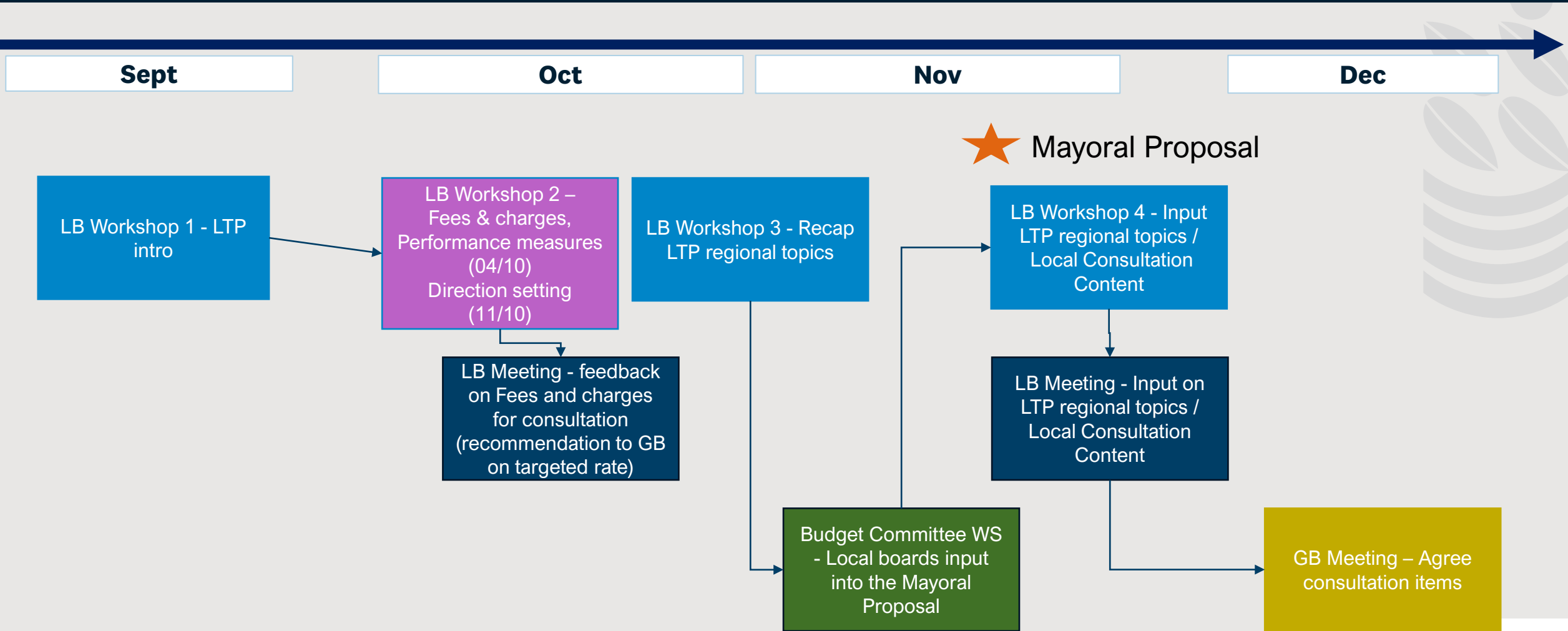


Purpose

- Seek local board feedback on priorities for development of work programme 2024/25

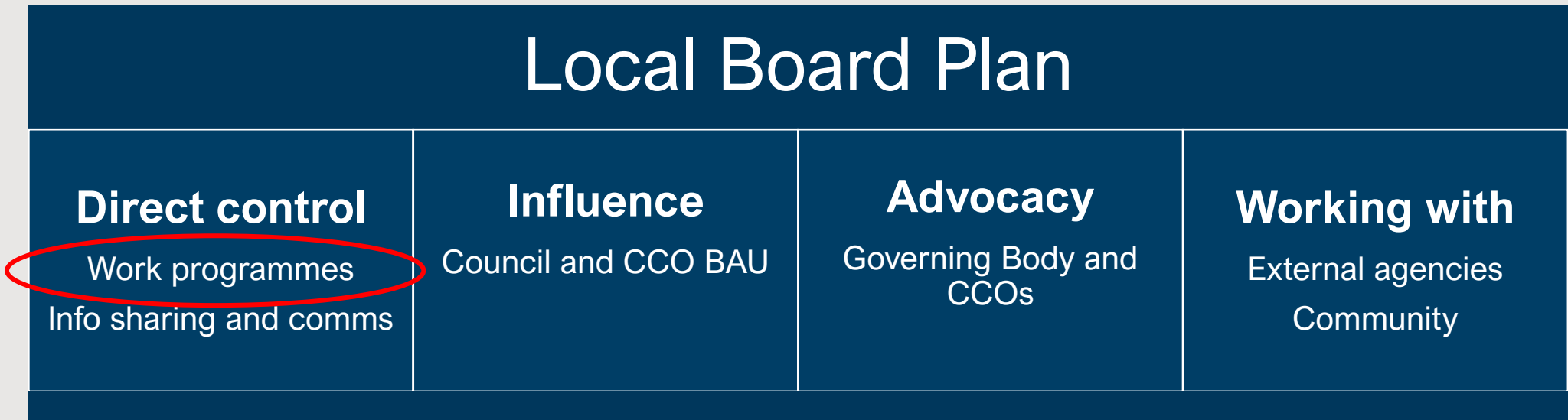


Timeline (until Dec)





Achieving LBP objectives occurs through a variety of mechanisms



← More control (scope, scale and impact?)

Less control (scope, scale and impact?) →



Long-term plan (LTP) direction and decision making

- The local board work programmes will be developed during the same time as Long-term plan (LTP) is being developed.
- There may be some direction in the development of the LTP that will have an affect on local board work programmes. It is too early to know what this is.
- We will talk to you today about work programme direction related to your local board plans but will need to take into consideration the direction from the LTP as it emerges in the next stages of the work programme development



Direction setting



One-year work programme

- First of three years delivering on the Rodney Local Board Plan – need to prioritise what to do in this first year.
- Usually in the first year of the LTP, a three-year work programme is prepared for approval
- The 2024/2025 work programme will only be for one year due to timing of decisions on equity of funding causing uncertainty of local board budgets in year 2 and 3 of the LTP



Local board direction

Background

- 2023/2024 work programmes set the baseline – there may be a lot of business-as-usual activities
- Funding for new activities will have to come from stopping currently funded activities
- We need direction as early as possible so that quality advice can be developed



Local board plan – work programme 2023/2024

- Overall, high level of alignment between LBP 2023 and current work programme
- Many 2023 LBP initiatives delivered through continuing / existing work programme lines
- A lot is being delivered this FY from Our Environment, however all is focused on one Objective.



Local board direction

Key questions for the local board

- Is there anything in the current programme that:
 - is a **priority** for 2024/25?
 - is **not** a priority for 2024/25?
 - could be **reduced or increased**?
 - should be **started again**?
 - should be **stopped**?

- Do you require any further advice?



Ngā Tāngata / **Our people**

Key shifts

- Increase in traditional community development activities (youth, capacity building, community gardens)
- Emphasis on building relationships with mana whenua
- New focus on engagement
- Increased focus on resilience/connection
- More accessibility and inclusion (physical, cultural, and through engagement)

Previous plan contained these elements as part of the community outcome, so this new plan structure provides greater emphasis and detail on these topics



Ngā Tāngata / Our people

Objective	Initiatives	LBWP alignment / Key shifts
<p>People have a strong sense of connection and feel included and able to participate in community life</p>	<p>Create more opportunities to build stronger connections between neighbours and communities at a local level by supporting neighbourhood champions and community based activities and events</p>	<p>Fully aligned Connected and resilient communities (#389)</p>
	<p>People have access to local spaces that are inclusive, accessible and culturally welcoming</p>	<p>Fully aligned Connected and resilient communities (#389), Hire fee subsidies (#392) and working with other departments & in particular with PCF open space infrastructural outcomes</p>
<p>People have the skills and capacity to lead and make change in their communities</p>	<p>Provide learning opportunities and initiatives that support and grow community leadership, capacity and innovation</p>	<p>Fully aligned Connected and resilient communities (#389) working with other departments</p>
	<p>Support communities to deliver community projects and activities and work collaboratively with them, including other council teams and partners as needed</p>	<p>Fully aligned Connected and resilient communities (#389) working with other departments</p>



Ngā Tāngata / Our people

Objective	Initiatives	LBWP alignment / Key shifts
<p>The local board has a good understanding of what people want and value their expertise</p>	<p>Engage with and listen to people from a range of different communities making sure all voices are heard and have the chance to be involved in decision-making</p>	<p>Fully aligned Connected and resilient communities (#389) working with other departments and LBS Gap: Engagement Strategy</p>
<p>People are engaged and able to have a say on issues that affect them</p>	<p>Improve communication and make information more easily accessible in a variety of formats and in more places, go to the people, reach out to time-poor people</p>	<p>Fully aligned Connected and resilient communities (#389) working with other departments and LBS Gap: Engagement Strategy</p>
	<p>Make a special effort to connect with children and young people, listen to their views and involve them in decisions that affect them</p>	<p>Fully aligns Youth partnering project (#4056)</p>



Ngā Tāngata / Our people

Objective	Initiatives	LBWP alignment / Key shifts
<p>People and households are resilient, sustainable and adaptable to change</p>	<p>Support community access to skills and knowledge that will help households to be more resilient and self-reliant such as community gardens and food rescue projects, bike kitchens and repair cafes</p>	<p>Fully aligned Connected and resilient communities (#389) working with other departments</p>
	<p>Support community initiatives that will encourage sharing and reuse of resources at the local level such as tools, appliances, skills and community pantries</p>	<p>Fully aligned Connected and resilient communities (#389) working with other departments</p>
	<p>Support Māori-led initiatives that build whānau wellbeing and strengthen resilience</p>	<p>Fully aligned Connected and resilient communities (#389) working with all other departments</p>
<p>Empower communities to prepare for disasters</p>	<p>Support communities to develop local community emergency leadership groups and emergency action plans</p>	<p>Fully aligned Connected and resilient communities (#389) working with AEM and PCF</p>



Ngā Tāngata / Our people

Objective	Initiatives	LBWP alignment / Key shifts
<p>We have valued and productive relationships with mana whenua and mataawaka, Māori groups and residents</p>	<p>Build relationships with Te Uri o Hau, Ngāti Manuhiri and Ngāti Whātua o Kaipara and create opportunities to understand what is important to them</p>	<p>Fully aligned Connected and resilient communities (#389) working with all other departments</p>
	<p>Develop partnerships and projects with mana whenua, mataawaka and Māori groups that respond to and further their aspirations</p>	<p>Fully aligned Connected and resilient communities (#389) working with all other departments</p>



Ngā Tāngata / Our people

Objective	Initiatives	LBWP alignment / Key shifts
<p>People have access to a variety of quality local learning, training and skills development opportunities</p>	<p>Enhance local learning, literacy and skills development programmes in libraries, community centres, and encourage new providers and programmes</p>	<p>Fully aligned Library services Rodney (#1122), Additional support for volunteer libraries (1123), Support communities running volunteer libraries in Leigh and Point Wells (1131)</p>
	<p>Support young people with local training programmes, access to council services and enable organisations to provide services for them in council facilities</p>	<p>Fully aligned Connected and resilient communities (#389) Gaps: Initiatives to be developed following youth engagement project</p>
	<p>Continue to provide access to the internet and provide digital education for those who need it such as through libraries and community centres</p>	<p>Fully aligned Library services Rodney (#1122), Additional support for volunteer libraries (1123), Support communities running volunteer libraries in Leigh and Point Wells (1131)</p>



**Local board
direction?**



Te Taiao / **Our Environment**

Key shifts

- Gone from 5 to 17 initiatives
- Water objective aligned to 2020 version: however not currently delivering on any of the initiatives
- New objective focused on flood mitigation
- Increased focus on waste
- Current work programme almost solely focused on biodiversity objective



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
The water in our streams, rivers, harbours and beaches is healthy, clean and swimmable	Improve water quality in our waterways by restoring freshwater ecosystems through appropriate riparian planting and sediment reduction, support initiatives that restore flood plains and significant wetlands, and environmentally sound forest harvesting. We also encourage the use of water-sensitive design practice.	Not currently delivering on this.
	Identify major sources of contaminants to streams and harbours and the most efficient remediation using Healthy Waters Fresh Water Management Tool	Not currently delivering on this.
	Monitor streams for contaminants and sediment to measure changes in the water quality as a result of remediation activities	Not currently delivering on this.



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
The water in our streams, rivers, harbours and beaches is healthy, clean and swimmable	Maintain and upgrade marine infrastructure on a regular basis and promote practices that stop the spread of marine pests and diseases	Not currently delivering on this
	Support initiatives to prevent pollution and litter in our waterways and marine environment	Not currently delivering on this



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
Flood mitigation initiatives respond to the challenges of climate change - sea level rising, storms, flooding	Increase the clean-up of debris from rivers and waterways and make room for water	Not currently delivering on this
	Increase programmes and activities that address stream and coastal erosion and promote adaptation to these hazards	Not currently delivering on this
	Support community groups who are working to keep our waterways clean and healthy	Not currently delivering on this
	Support the development of shoreline adaptation plans to address and mitigate the impacts of climate change	Not currently delivering on this



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
<p>We work together to protect and restore our biodiversity and natural ecosystems</p>	<p>Support mana whenua to enhance and restore biodiversity in Rodney including coastal infrastructure, waterways, sites of significance, urupā, wāhi tapu</p>	<p>Partially delivered Shorebirds Trust (#512) Gap: supporting mana whenua</p>
	<p>Partner with mana whenua to support community groups to build an understanding of te ao Māori and support opportunities for collaboration between iwi and community groups on biodiversity projects of mutual interest</p>	<p>Not currently delivering on this</p>



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
<p>We work together to protect and restore our biodiversity and natural ecosystems</p>	<p>Support community groups, landowners, volunteers and schools to manage pest plants, animals and pathogens; to carry out native planting and stream restoration work in our parks, reserves, public and private land; to improve sites of high ecological value and protect local biodiversity such as threatened and at-risk species at a landscape scale.</p>	<p>Fully delivered Restore Rodney East (#506), Pest Free Coatesville (#508) Rodney West Coordinator (#511), Snip and Chip campaign (#4059), Responsible cat ownership (#4055), Forest Bridge Trust possum control (#4056) & Ecological volunteers and environmental programme (#20)</p>
	<p>Support community groups, volunteers and schools to engage, educate and raise awareness of environmental matters within the community</p>	<p>Fully delivered Restore Rodney East (#506), Pest Free Coatesville (#508) Rodney West Coordinator (#511), Snip and Chip campaign (#4059), Responsible cat ownership (#4055), Forest Bridge Trust possum control (#4056) & Ecological volunteers and environmental programme (#20)</p>



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
We work together to protect and restore our biodiversity and natural ecosystems	Protect and develop areas of particular importance to mana whenua in ways that are in accordance with mana whenua tikanga and aspirations	Not currently delivering on this



Te Taiao / Our Environment

Objective	Initiatives	LBWP alignment / Key shifts
<p>There is an increase in sustainable waste management options</p>	<p>Support the community, and resource recovery park and community recycling centres, to minimise waste, turn waste into resources, and to promote education on waste reduction</p>	<p>Fully aligns Helensville construction and demolition waste minimization programme (#631) – but due to end this FY</p>
	<p>Ensure any local board-funded and/or permitted events are managed to minimise waste include promoting the use of public transport</p>	<p>Fully aligns Event partnership (#394), Citizenship ceremony (#393), Civic events (#395) & Anzac services (#937)</p>
	<p>Encourage businesses to increase environmentally sustainable practices, such as minimising waste</p>	<p>Fully aligns Helensville construction and demolition waste minimization programme (#631) – but due to end this FY</p>



**Local board
direction?**



Tō Tātou Hāpori / **Our Community**

Key shifts

- Increase in number of objectives and initiatives, despite Our People removed from outcome
- Increased focus on young people and whanau
- Increased focus on arts, culture, heritage and culture with:
 - Māori calendar events and stories/culture
 - Extending arts experience across Rodney
- New focus on play
- Greater focus on accessibility and inclusion



Tō Tātou Hāpori / Our Community

Objective	Initiative	LBWP alignment / Key shifts
<p>Community facilities and services are well used, inclusive and cater to the changing needs of our local communities</p>	<p>Support community centres, halls and marae to provide accessible, multiuse spaces with programmes that meet a wide range of community needs and strengthen community connections</p>	<p>Fully aligned Support and Activation - Rodney Community Centres and Halls North East (#4088) and numerous CF line items (renewals, refurbishments and remediations of facilities)</p>
	<p>Support libraries to deliver a variety of activities and programmes that cater for many diverse parts of the community</p>	<p>Fully aligned Library Services (#1122), volunteer libraries support (#1123), volunteers at 5 libraries (#1128), Support communities running volunteer libraries in Leigh and Point Wells (#1131)</p>
<p>Children, young people and whanau are able to access services, activities and programmes locally</p>	<p>Find out what activities and programmes children and young people need and want and increase support for existing and new initiatives</p>	<p>Fully aligns / New objective Youth partnering project (#4056), Library services (#1122), Support communities running volunteer libraries in Leigh and Point Wells (#1131) and Connected and resilient communities (#389)</p>



Tō Tātou Hāpori / Our Community

Objective	Initiative	LBWP alignment / Key shifts
Communities have a range of local opportunities to experience arts, culture, heritage and events	Work with and support local communities to deliver activities and events that celebrate Rodney's unique places, spaces and people	Fully aligns Event partnership (#394), Citizenship ceremony (#393), Civic events (#395), Anzac services (#937) and Events Unit Production and Civic staff costs for delivery (#3881)
	Create more opportunities to share Māori stories, heritage and te ao Māori with local communities	Fully aligns Library services (#1122) and support from other departments
	Support and celebrate events of significance in the Māori calendar – Matariki, Waitangi Day, Te Matatini	Fully aligns Library services (#1122) and support from other departments
	Support our local arts centres and look for opportunities to extend arts experiences to other parts of Rodney	Partially aligns Grants to arts centres (#385 and 386) Gaps: extending arts experience to other parts of Rodney



Tō Tātou Hāpori / Our Community

Objective	Initiative	LBWP alignment / Key shifts
<p>Communities have great local options for indoor and outdoor play, sport and recreation that provide opportunities for all ages and abilities</p>	<p>Create exciting and versatile play spaces that include play for all abilities and explore the possibility of relocatable play equipment that could be shared across communities</p>	<p>Fully aligned Connected and resilient communities (#389), Play Advocacy Rodney (#3832) and a number of asset renewals, local park developments, playground rebuilds, etc</p>
	<p>Work with local communities to provide increased nature play experiences</p>	<p>Partially aligns Connected and resilient communities (#389), Play Advocacy Rodney (#3832) and support from other departments</p>
	<p>Continue to improve our sports infrastructure and explore the delivery of more community facilities through alternative funding methods such as external partnerships, sponsorships and grants.</p>	<p>Fully aligned Renewal of sports assets, sports fields, grandstand, etc</p>



Tō Tātou Hāpori / Our Community

Objective	Initiative	LBWP alignment / Key shifts
<p>Parks and open spaces meet the needs of our growing town centres and diverse rural communities</p>	<p>Continue to deliver well-maintained high-quality parks and open spaces to ensure there is sufficient space to cater for needs in growth areas</p>	<p>Fully aligned Rodney Ecological Restoration contracts (#979) and Renewal of signage, toilet compounds pathways, storm damage, fencing, etc</p>
	<p>Deliver the plan outcomes for key parks such as Wellsford Centennial Park and Green Road in Dairy Flat</p>	<p>Fully aligned Green Rd and Wellsford masterplan outcomes</p>
	<p>Work with mana whenua and mataawaka to integrate Māori design into local parks and facilities and include māra hūpara elements (traditional Māori play) in play areas and outdoor spaces</p>	<p>Fully aligned Artwork in Snells Beach, Bourne Dean Reserve, Kowhai Park, Leigh village, Matheson's Bay, Wellsford Centennial Park, Muriwai, Warkworth Town Centre and more</p>



**Local board
direction?**



Ngā Wāhi / **Our Places**

Key shifts

- New focus on localism and local procurement
- Objective for towns and villages improvements not as specific as 2020 LBP
- Greater emphasis on including Māori culture/history in placemaking



Ngā Wāhi / Our Places

Objective	Initiatives	LBWP alignment / Key shifts
<p>Towns and villages are well planned, attractive, vibrant and cared for. They reflect local heritage, culture and identity and complement our stunning natural environments</p>	<p>Continue to deliver enhancement and streetscape improvement projects in the town centres, villages and rural communities</p>	<p>Fully aligned Multiple projects: town centre revitalisation, renewal of accessways, carpark and walkway, wharf, garden infrastructure, etc</p>
	<p>Support community involvement in the development of our public spaces, parks and reserves and support communities to help deliver projects that will improve local amenity and infrastructure</p>	<p>Fully aligned Connected and resilient communities (#389) with input from PCF and other departments</p>
	<p>When community groups and organisations are delivering initiatives contributing to improved social and environmental outcomes, explore ways to reduce their costs and assist them with council processes</p>	<p>Fully aligned Connected and resilient communities (#389) with input from PCF and other departments</p>
	<p>Reflect Māori cultural values and history in placemaking and town improvement projects and include mana whenua as a critical part of planning and design processes</p>	<p>Fully aligned Partnering on projects in Snells Beach, Bourne Dean Reserve, Kowhai Park, Leigh village, Matheson's Bay, Wellsford Centennial Park, Muriwai, Warkworth Town Centre and more</p>



Ngā Wāhi / Our Places

Objective	Initiatives	LBWP alignment / Key shifts
<p>Growth and development are supported by first class infrastructure and facilities that meet the needs of our growing communities and support sustainability outcomes</p>	<p>Develop our town centres, parks and facilities so they are fit for the future, high quality, low carbon and resilient while protecting the natural environment as we grow</p>	<p>Full aligned Developing new toilet facilities, contributing to Waterloo reserve development and new neighbourhood parks.</p>



Ngā Wāhi / Our Places

Objective	Initiatives	LBWP alignment / Key shifts
Local business communities and business improvement districts (BIDs) are resilient and prosperous	Plan for and deliver functioning and attractive business districts with great accessibility and public amenities that provide appealing places to work and spend time	Fully aligns BIDs programme and Town centre vitalisation projects (#30619 and 30622)
	Support localism and promote the 'keep it local' theme	Not currently delivering on this



Ngā Wāhi / Our Places

Objective	Initiatives	LBWP alignment / Key shifts
<p>There are more local jobs for local people and profits are kept in local communities</p>	<p>Maximise opportunities for council activities to build local skills and create local employment</p>	<p>Not currently delivering on this</p>
	<p>Use local and social procurement where possible to employ local people for council contracts and other work</p>	<p>Fully aligns PCF and other departments enabling this.</p>
	<p>Support local groups and organisations to become procurement ready</p>	<p>Partially aligns PCF supporting this.</p>
	<p>Enable the use of council assets and facilities to support social and community enterprise</p>	<p>Fully aligns Connected and resilient communities (#389), Hire fee subsidies (#392) and working with other departments</p>



**Local board
direction?**



Te Taiōhanga / **Our Transport**

- Delivered through Rodney Local Board Transport Targeted Rate
- Not part of the work programmes / discussions today



Activities in 2023/2024 work programmes that do not align to LBP 2023 objectives or are planned to end

Should these activities continue?

- Helensville construction and demolition waste minimisation programme (2023/24 final year)
- Legacy Rates Grants (2875)



Next steps

- Staff will use direction setting feedback to develop work programmes taking into consideration resource capacity
- In order to deliver on new initiatives, an existing activity may need to be reduced or discontinued
- Draft work programmes will be presented for feedback at workshops in the new year

