

### Walking and Cycling Model communities

Drafting note for stage 1 proposals

**Stage 1** applications should include but not limited to the following information. Proposals should be around 4 pages in length.

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| <b>Council</b>  | Rodney District Council  |
| <b>Name of project manager</b>  | Gavin Flynn  |
| <b>Contact details for project manager</b>  | Ph 427 3219  |
| <b>Councillor acting as project sponsor</b>   | Cr Suzanne Weld  |
| <b>Location</b> Include foot print size and other key features like density mix of commercial & residential, parks, river, lakes, foreshore, recreational facilities, schools, etc. | <p>Riverhead, with a total area of some 172 hectares, is a rapidly growing rural village in Rodney District, located at the head of the Waitemata Harbour. Riverhead is one of a number of historical towns in Rodney that have a rich kauri, flour and paper milling heritage. The town has a grid like survey structure with predominately 800m<sup>2</sup> size sections. It's close proximity to Auckland central (25 minutes) whilst in the rural greenbelt bordered by commercial areas of Albany (15 minutes) to the east and Westgate (10 minutes) to the south make it attractive option for young families. The density for the existing or old Riverhead village is 6.6 gross dwellings per hectare, with 8-9.5 in the new zonings, north and south. The council has recently settled District Plan appeals that give landowners the opportunity to create an additional 500 lots in a density range of 600-800m<sup>2</sup>. The recent expansion of the primary school to two stories has meant the school can grow from 255 pupils up to 400. The popular large sportsfield is home to many community facilities including the recently saved historic schoolhouse, which has been transformed through a community group to a tennis and netball club. The Riverhead War Memorial Park unfortunately does not have any footpaths which connect to this centrally located park. The village also has a number of paper roads of which some will be developed into sealed roads but most will be developed into pedestrian links in five years time.</p> |
| <b>Population</b> Include high level demographics, current mode share for walking and cycling & other relevant stats (abundance of demand).   | <p>Census 2006 recorded a resident population of 1,350 which is projected to grow to 2,388 and 2,717 in 2021 and 2026 respectively. Seven kilometres of roads serve the village some of which include footpaths.</p> <p>The community have continually shown their</p>   |

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|  | <p>commitment to Walking and Cycling. Riverhead School, which is a primary school with a roll of over 200 had many firsts in walking to school as below</p> <ul style="list-style-type: none"> <li>• First Walking School Bus in Rodney District in 2003, which continue to walk</li> <li>• First in the inaugural Auckland Feet First competition in 2006, with 95% of pupils walking to school</li> <li>• First in 2007's Walk on Wednesday Feet First competition run nationally, with 221 out of a roll of 222 walking every Wednesday for a month</li> <li>• Winners of the Walk Wednesday Class Challenge, out of 200 schools nationally</li> </ul> |
| <p><b>Policy alignment</b> Highlight all relevant strategies and policies that will support the success of a model community.</p>  | <p>The Riverhead Structure Plan (adopted 2008) notes the desirability of high levels of walking and cycling but is constrained by the many unformed (paper) roads and the fact that existing road network do not have accessible footpaths or tracks. The development of the northern and southern areas will provide the impetus to improve the connectivity and safety of pedestrian and cycle routes through the existing village. The Council's LTCCP supports the development of connecting footpaths and appropriate lighting in 2012-13 with \$339,000 allocated for Coatesville-Riverhead Highway and Kaipara Portage Road.</p>                   |
| <p><b>Vision for the Model Community</b> Include projected growth and where the model community might be in 10 years time (if funding was sustained).</p>                      | <p>Around 11% of Riverhead's roads have footpaths. The Council have allocated funds for additional footpaths and including cycleways if any existing are to be upgraded. The community strongly supports the Council vision for Riverhead which is <i>to develop a connected network of footpaths and walkways for all areas by 2020.</i></p>   |
| <p><b>Leadership and Governance commitment</b><br/>Outline high level commitment from the Council, Local Politicians, community, business leaders and other lead agencies.</p> | <p>The Council recognises that for a long time it has needed to improve the footpath network in Riverhead. With the projected doubling of the population in the next 40 years, a concerted programme of upgrades needs to be started to enable the existing area to be upgraded at the same time as the new subdivisions in the north and south come on-line. The Mayor and the Councillors supported this need with seven separate footpath or paper road connection</p>   |

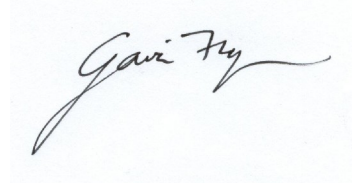
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|   | <p>projects from 2012-2015 in the LTCCP. The Riverhead Residents and Ratepayer Association (RRRA) have been right behind the need to improve the footpaths and access in Riverhead. This project would have widespread council and community support.</p>  |
| <p><b>Partnering agencies</b> List the major partners and their level of support. State any cash contributions and note in kind support.</p>  | <p>Rodney District Council (\$339k) RRRA (local liaison-project mgmt assistance), Riverhead Primary School.</p>  |
| <p><b>Existing facilities and initiatives</b> Current make up of community, i.e. Length of cycle lanes, cycle paths, specific treatments and existing programmes.<br/>Include a map of the current pedestrian and cyclist network.<br/>Include a map of proposed pedestrian and cyclist network improvements.</p> | <p>The Riverhead transport network includes nine kilometres of roads with over two kilometres of footpath. The compact township is an ideal location to promote walking and cycling short distances to school, shopping and the reserve. Map showing the existing and proposed footpath/cycleways is attached (Appendix B).</p>  |
| <p><b>Proposed programme of activity</b> Keep at a high level but provide enough detail to indicate likely suite of activities that investment would be spent on. For example completing strategic network links and delivering a Ciclovía programme.</p>   | <p>The most important priority to ensure that any new areas developed for residential housing are able to be connected through to the existing village, sportsfields, school and shops. The streets therefore that have been targeted are in priority order include; Coatesville Riverhead highway, Kaipara Portage Road, Great North Road and Newton Road/Cobblers Lane.</p> <p>Some four kilometres of new footpaths/cycleways including upgrades are proposed to be carried out during the 2010/12 period. A sum of \$339,000 (local share) has been allocated in the LTCCP for year 2012/12 will be brought forward. Total cost of the proposed programme amounts to \$800,000. Hence the need for NZTA subsidy.</p> |
| <p><b>Integration with other investment and activity</b> “Indicative level of public / private sector financial support and how Model Communities integrates with the wider transport sector and other programmes”. i.e. broader community objectives.</p>  | <p>This project will be complemented by a high level of private investment. New subdivisions will be developed with footpaths and green access tracks across reserves areas. The community wishes to keep the local traffic travel to a minimum but is equally concerned about public safety of walking on roads. It is therefore essential that the public investment matches the private investment to carry the walking and cycling attitudes to the new communities to the north and south. Construction of footpaths and cycleways will be coordinated with investment in road maintenance and renewal activities where such activities are planned.</p>  |

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| <p><b>Monitoring and evaluation</b> Highlight existing monitoring (i.e. counts) and how you plan to measure success. Indicate where appropriate the short and longer term measurable goals (i.e. willingness surveys).</p> | <p>(a) The Council has a well developed system of traffic data collection primarily geared towards motorised vehicles. Manual pedestrian and cycle counts are being undertaken on selected roads once a year. The Council have purchased automated cycle counters. Monitoring of pedestrian, cycle and motorised traffic will be carried out in Riverhead on a regular basis to assess the success of the project.</p> <p>(b) The Council also participates in ARTA's cycle monitoring at selected location. As part of the Model Walking and Cycling Community development process this annual cycle monitoring will be extended to Riverhead to enable before and after comparison</p> |
| <p><b>Funding</b> Proposed package of funding being sought (high level), &amp; additional proposed matched funding.</p>  | <p>This proposal for construction/upgrade of some four kilometres of walkways/cycleways with a total cost of \$807,000 will be funded with Council's local share of \$339,000 and matching NZTA subsidy of \$468,000</p>   |
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**Attachments:**

- (a) Riverhead Structure Plan
- (b) Map of Riverhead showing existing and proposed footpaths/cycleways
- (c) Letter of support from Riverhead Residents and Ratepayers Association

**Note:** You must some high level indication that the Council is 100% committed to implementing a Model Community prior to submitting this proposal to the NZ Transport Agency.



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Person signing of behalf of council

Project Manager

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Role within council

22/02/10

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Date