**Milldale – A transport engineering best practice testing ground**

Milldale is a large development at the northern edge of Auckland consisting of approximately 4500 new homes with a mix of densities from standalone through to terraced and apartment buildings. It includes a new school, a retirement village, a town centre with a supermarket, medical centre and various smaller shops, as well as a range of recreational spaces. It is essentially a new suburb of Auckland.

At the previous transportation group conference in Tauranga, Bridget Carden and Clare Cassidy (Abley) presented a paper questioning why new developments continue to result in poor design outcomes for active transport.

There is always pressure from the developers to enable car use. They are in the business of selling properties, and their customers are expecting to be able to drive as a primary mode of transport, often enabling active modes is seen as in conflict with this goal. There is also a need for developers to be profitable, and providing for active modes can be seen as an additional cost.

The Milldale developer and designers have worked closely with Auckland Transport on the design of Milldale and have been able to produce a development which enables and encourages active modes while not overly compromising the ability for residents to use their cars. The majority of Milldale streets are low speed (30km/h) and larger, higher speed roads have dedicated walking and cycling facilities. The scale of Milldale has allowed us to design using best practice to enable active modes and witness the positive effects of this approach.

How do we measure success? The large pile of bikes at the school gate each morning.

This paper seeks to share the design journey that has resulted in good outcomes for the Milldale development and hopefully show that not all new developments are producing poor active mode outcomes.