



Figure 20. Te Ara Tahuna walkway and cycleway. Charlotte Grieve, 2016.

4.0 Future development

Hibiscus and Bays Greenways

4.1 Future development

The Hibiscus and Bays Greenways Plan will be implemented over time, and may include connections across open space zoned land, within the road corridor, as easements, across non-council owned land, or as agreements/joint projects with other agencies. Physical works within parks may include new or upgraded paths, stream naturalisation and daylighting, native planting, bridges and boardwalks, signage and other methods of storytelling. Within the road corridor, there may be upgrades to footpaths and berm planting, improvements to stormwater treatment, intersection treatments, and methods of slowing traffic speeds to create 'shared spaces'. The Greenways Design Guide covers all of this in much greater detail.

Best practice for implementation

Successful implementation of the greenway plan requires co-ordination and commitment from the Hibiscus and Bays Local Board in conjunction with Auckland Council and Council-Controlled Organisations (CCOs), as well as key related public/utility organisations such as the New Zealand Transport Agency (NZTA), Department of Conservation (DoC), Transpower and Vector. Local community groups can also play a key role in lobbying for funding and assisting with the construction of individual projects.

This section gives an overview of the future development and implementation of the Hibiscus and Bays Greenways Plan over the next 10 years, including best practice for implementation, stakeholder involvement, funding delivery options.

Delivery of individual greenways projects is best done via a co-ordinated approach between Auckland Council's Parks, Biodiversity and Stormwater as well as Auckland Transport. The detailed planning for these projects should into consideration all relevant 'best practice' guidelines, including:

- Auckland Council Local Paths (Greenways) Design Guide
- Auckland Transport Walking and Cycling Code of Practice
- Auckland Council Stormwater Code of Practice
- Auckland Council Parkland Design Guidelines

In addition to the above, and all relevant Unitary Plan controls, there are related documents developed by external agencies that should also be taken into account as designs develop, including:

- Bridging the Gap – Urban Design Guidelines for Bridges (New Zealand Transport Agency)
- Caring for Archaeological Sites (Department of Conservation)
- National Guidelines for Crime Prevention through Environmental Design (CPTED)

Bridleways Development and Weiti Lands

One of the more complex planning aspects of the Hibiscus and Bays Greenways plan has been the planning of bridleways. Because this Local Board is one of the few in the region with a large component of rural land, it is desirable to include provision for horse riding in the network planning here. There is a large equestrian community who live locally, and the greenways plan offers the opportunity to improve riding facilities. This group already use the area extensively, particularly around the Okura estuary, but have requested safer and properly planned bridleways.



Figure 21. Community consultation on the Greenways at Orewa Farmers Market. Charlotte Grieve, July 2016.

The proposed bridleways component of the network will connect existing equestrian hubs, such as the North Shore Riding Club and Riding for the Disabled, with areas that are currently used by riders, such as Okura Estuary. The bridleways are also planned to create loops, where possible, so that riders can enjoy continuous rides and then return to their start destination. Where roads are used, quieter roads have been chosen for the safety of the riders and horses. It is intended that these roads could be upgraded to include roadside bridleways.

Bridleways have also been included and planned around some future developments, in particular the Weiti Block. Weiti Block is a large landholding, currently covered with pine forest, which hosts mountain biking and equestrian clubs and tracks. Planning is getting underway to develop this area with low density housing. The Greenways Plan aims to see work done with the developer to include high amenity greenways and bridleways in their proposals.

Weiti Block is in an ecologically important area. It sits directly next to the DoC Okura Scenic Reserve, and the Okura River. The community group *Friends of the Okura Bush*, have expressed their wish to limit or even ban completely, use of the beach at Weiti, due to concern for the safety of endangered nesting birds, such as the New Zealand Dotterel. A careful balance must be struck between allowing recreational use, and protecting these highly valuable ecological areas.

Stakeholder involvement

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the Hibiscus and Bays Greenways. Likely stakeholders include:

- Mana whenua (refer below)
- Local residents and business associations
- Operators of community facilities
- NZ Police
- Ministry of Education and local principals
- Department of Conservation (DoC)
- Local resident groups and volunteer organisations

Grass-roots community involvement has always been critical to the ongoing success of Auckland's Greenways plans. Local knowledge-sharing has been instrumental in the development of the network routes, and volunteer efforts will greatly assist the implementation of the plan, particularly with regard to the proposed planting works. Community involvement could take the form of planting/weed clearance days, adopt a stream/street groups, fundraising, lobbying, and artistic input.

Funding and delivery options

While this is a long term plan, and beyond the ability of the Local Board to fully fund in the short term, some funding has already been allocated for greenway implementation in the Hibiscus and Bays Local Board budget. Other options include Auckland Transport funding, and NZTA's regional cycleways fund, as well as the national cycleways fund. Greenways may also be worked into projects planned by our partners within Council (such as the Healthy Waters department and Panuku), as well as by the CCO's and external agencies. Joint projects with other government departments such as Housing New Zealand and the Ministry of Education are also possible, as are public private partnerships.

Working with Mana Whenua

The Hibiscus and Bays Local Board will continue to work with Mana Whenua to implement the Hibiscus and Bays Greenways Plan, with the guidance of the Te Aranga Principles, these are:

1. **Rangatiratanga:** The right to exercise authority and self determination within ones own iwi / hapū realm
2. **Kaitiakitanga:** Managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that we as humans are part of the natural world
3. **Manaakitanga:** The ethic of holistic hospitality whereby mana whenua have inherited obligations be the best hosts they can be



Figure 22. Community consultation on the Greenways at Browns Bay Library. Charlotte Grieve, July 2016.

4. **Wairuatanga:** The immutable spiritual connection between people and their environments
5. **Kotahitanga:** Unity, cohesion and collaboration
6. **Whanaungatanga:** A relationship through shared experiences and working together which provides people with a sense of belonging
7. **Mātauranga:** Māori / mana whenua knowledge and understanding

In support of the above principles, there is opportunity to share narratives wherever the Greenways routes follow historic trails. The newly relocated Orewa Marae, on the edge of the Weiti River in Silverdale, for instance could be consulted with as greenways along the Weiti River are developed – in addition to standard Mana whenua engagement on any built project. Similarly, ecological custodianship is very important, and the greenways plan has potential to deliver on a number of recommendations in the Boffa Miskell 'North West Wildlink Prioritisation' report. There are some sites significant to Mana Whenua around these ecological areas, marked on the analysis maps (pages 54 and 75). Improving freshwater quality and restoring the health of the natural environment is a baseline objective of the Hibiscus and Bays Greenways Plan, and this aligns closely with the 'world view' of the Te Aranga Principles.