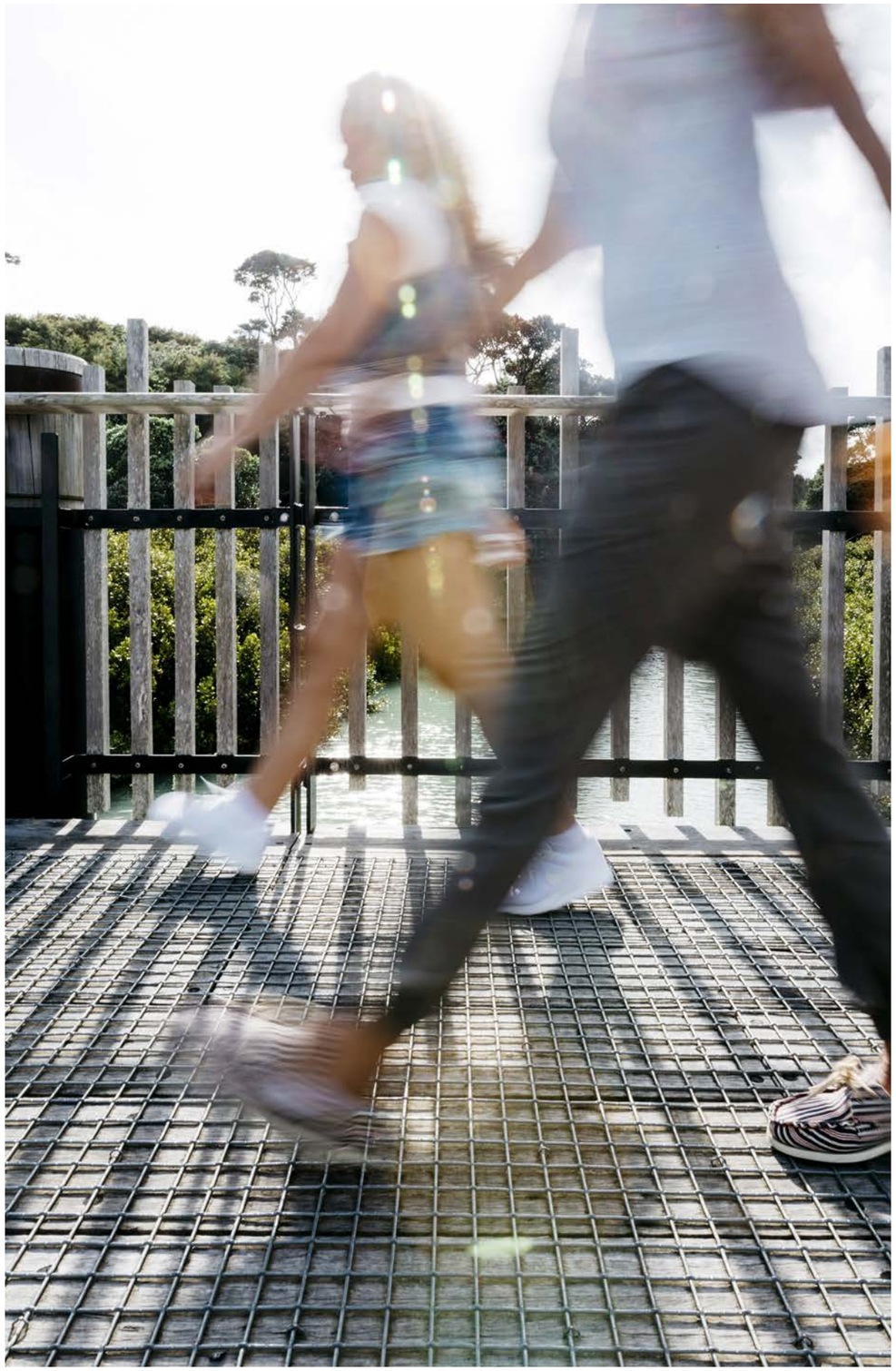
HOWICK WALKING & CYCLING NETWORK

Adopted Report, November 2018

Howick Local Board
Auckland Council

◀ *Cover image: view of Eastern Beach and Rangitoto from Macleans Park*



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Kids on Bikes Project, Auckland

1.0 Introduction & Background

1.1 Purpose of the Document

PURPOSE

This document defines the long-term walking and cycling network plan for the Howick Local Board area. It is a visionary and guiding document intended for use by elected members, Council and CCO officers, community and volunteer groups, private developers and other interested parties.

VISIONARY DOCUMENT

Network plans similar to this have been successfully developed throughout the world. One of the most notable examples is in Portland, Oregon, where the local government and residents worked together to develop their network of cycleways, walkways and parkland. This was then extended further into the urban environment to include a wholesale retrofit of streets, parks and industrial developments to achieve a fully connected city.

Planning and delivery of an overall Auckland network called 'Local Paths' (formerly known as Greenways)* is now well underway across the city, where plans are being developed in a ground-up manner by Local Boards with a shared vision; to greatly improve walking, cycling and ecological connections throughout the region.

GUIDING DOCUMENT

Upon adoption of this walking and cycling network plan, the Howick Local Board will identify a series of priority projects and look for opportunities to fund and create these connections over the coming years. Auckland Council will continue to develop Open Space Network Plans under its Open Space Strategy for all Local Board areas, and Local Paths plans will ultimately become a chapter of these.

*The Howick Local Board has opted to rename their Local Paths project as the Howick Walking and Cycling Network (HWCN), and will be referred to as such from here on in.

1.2 Strategic Fit

LINKS TO THE AUCKLAND PLAN

The Auckland Plan sets Council's long-term strategic direction, and sets out a vision to create the world's most liveable city. It provides an opportunity for integrated planning to significantly improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

Implementation of the projects contained within the HWCN plan can deliver on a number of the aims of the Auckland Plan, including:

Chapter 5: Auckland's Recreation & Sport

Priority 1:	*Encourage all Aucklanders, particularly children and young people to participate in recreation and sport*

Chapter 7: Auckland's Environment

Priority 1:	*Value our natural heritage*
Priority 2:	*Sustainably manage natural resources*
Priority 3:	*Treasure our coastlines, harbours, islands and marine areas*

Chapter 12: Auckland's Physical & Social Infrastructure

Priority 2:	*Protect, enable, align, integrate and provide social and community infrastructure for present and future generations.*
Directive 12.8:	*Maintain and extend the public open space network, sporting facilities, swimming pools, walkways and trails and recreational boating facilities in line with growth needs.*

Chapter 13: Auckland's Transport

Priority 3:	*Prioritise and optimise investment across transport modes.*

LINKS TO OTHER INITIATIVES

In developing this walking and cycling plan, a number of related Council and non-council initiatives have been investigated and, where possible, included in the network:

- Auckland Unitary Plan;
- Local Board future planning documents such as the Howick Heritage Plan, Howick Village Centre Plan, and Howick Local Board Plan (2017);
- The large number of Special Housing Areas (SHAs) within the region, including those currently progressing around Flatbush;
- Auckland Council or private development proposals such as the Greenmount Reserve and Ostrich Farm Concept Plans, Barry Curtis Park and Lloyd Elsmore Park Masterplans, and the Mangemangeroa Development Plan;
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN), AMETI Eastern Busway, East West Connections project, and the Half Moon Bay Ferry / Bus Interchange.

LOCAL BOARD ASPIRATIONS

Each Local Board plan is a reflection of what elected members have heard from their community. Feedback gained both formally and informally is instrumental in shaping these plans, and they provide a touchstone for the aspirations of each area's community.

Successful implementation of high-performing walking and cycling routes has the potential to fulfil a number of the outcome aspirations in the Howick Local Board Plan (2017):

Outcome 1: Involved and connected communities

"We are proud of our area and participate in our community to make Howick a great place to live, work and play."

Outcome 2: Our future growth is managed effectively

"We want to ensure future growth is well planned a with good quality design and transport connections that enable people to move easily around our area."

Outcome 3: Valuing our cultural diversity

"We are culturally diverse and have great facilities for creative activities including music and dance, theatre and visual arts."

Outcome 4: A treasured environment

"We will keep our wonderful environment and admired coastline clean and safe for all to use."

Outcome 5: Our people are active and healthy

"Our extensive network of public places, and recreation and leisure facilities will be looked dafter so people of all ages and abilities can use them to remain healthy and active."

Outcome 6: A prosperous local economy

"We will attract new businesses to support our economy and provide opportunities for training and skills development. We will also continue to attract tourism to our area."

Supporting this vision, the Board Plan sets out a number of more tangible objectives per outcome, to guide allocation of funding and advocacy over the Local Board term. Construction of the walking and cycling network, as detailed by this document, can help to deliver on a number of these objectives, specifically:

Our future growth is managed effectively:

- A well integrated, well designed and efficient public transport system.
- Provide a quality network of better used parks and open spaces to meet existing and future growth needs.

Increasing the network of safe walkways and cycleways in Howick, and encouraging these modes of transport as practical, healthy options for community and regional connections is a main aim of any walking and cycling network plan.

A treasured environment:

- Our natural and built environment is well managed with ongoing support for pest and weed control, and pollution prevention.

The HWCN plan is a tool which can be used to deliver this outcome, by providing re-vegetated riparian ecological corridors. Such corridors offer habitat for both flora and fauna in the area, as well as doubling as a movement corridor to allow animals to move between larger areas of habitat.

Our people are active and healthy:

- Sport and recreation opportunities responds to the needs of our growing communities and offers a wide range of activities
- Planning and development of parks, walkways and cycleways and 'green fingers' are continued

The HWCN plan provides a connected recreational network, allowing residents to move safely through and between their existing open spaces. This has benefits for the health and well-being of those people actively using the network, as well as offering an opportunity for people to get out and meet others from their local community. It also has the potential to see a greater uptake of usage of existing recreational facilities in Howick.

1.3 What is a walking and cycling network?

DEFINITION

The aim of a walking and cycling network is to provide connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, the HWCN may cross existing areas of parkland, and follow street connections between parks. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

Implementation of the HWCN plan will better connect Howick to the neighbouring Otara-Papatoetoe, Maungakiekie-Tamaki and Franklin Local Board areas, and will also connect to regional walking/cycling proposals for the greater Auckland area. The adjoining map shows routes either under development or adopted by other participating local boards. Each board sets their own 'Local Paths' definition for their respective areas, based around a common aim.

BENEFITS OF A WALKING AND CYCLING NETWORK

There are many benefits from developing a network, including:

Recreation – Improving people's access to outdoor recreation and enjoyment close to their home;

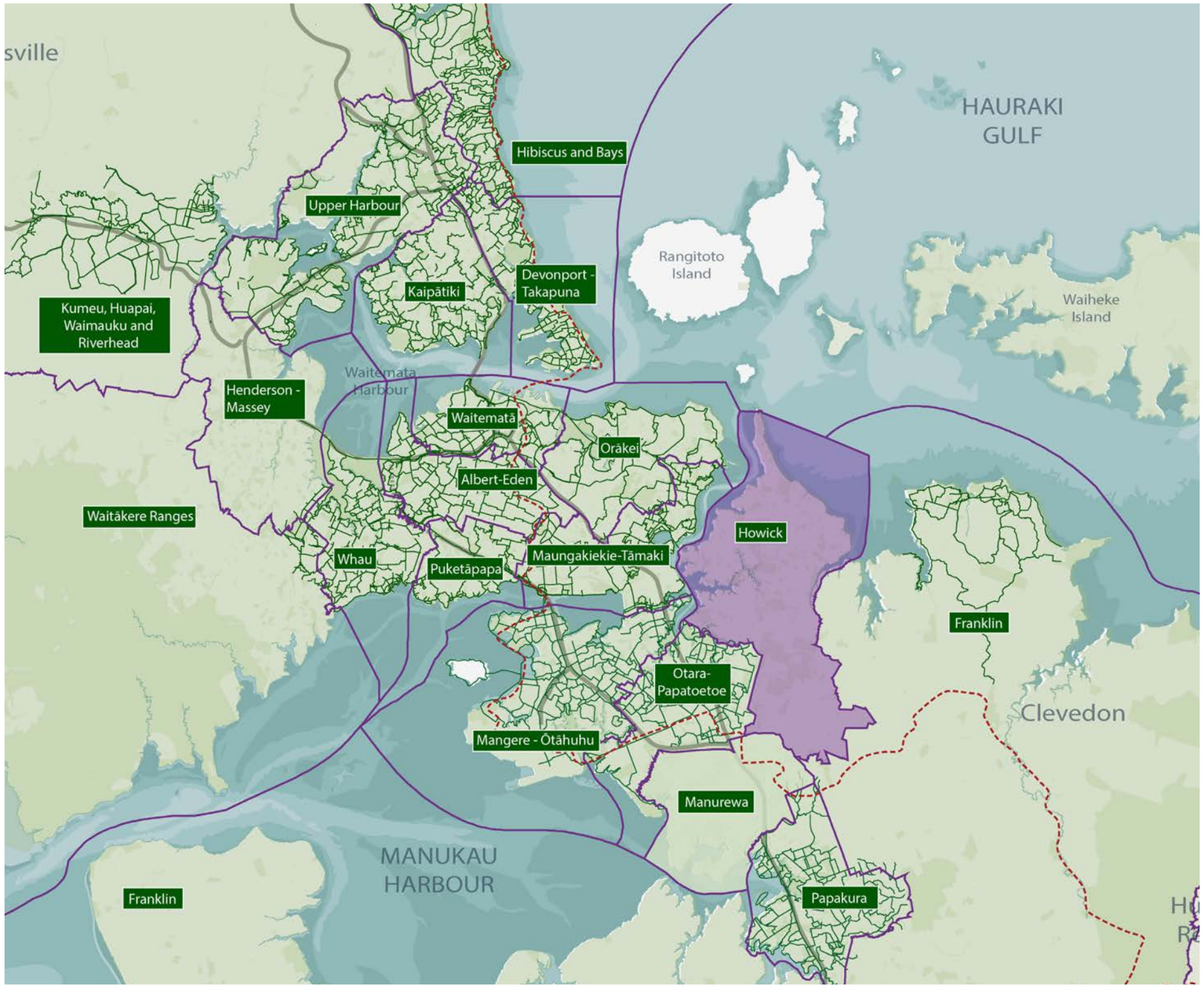
Environmental – reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving stormwater quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;

Social – providing improved opportunities for people to get outside and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities;

Health – providing improved opportunities for activity and fitness;

Education – Providing opportunities to learn about the vegetation, wildlife, ecology, history and people of the landscapes that they pass through; and

Economic – Increasing local employment as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors, and improve property values.



LEGEND

- Planned network routes (partially constructed)
- Local Board boundaries
- Te Araroa Walkway (National Walkway)
- Boards with planning underway

Local Paths Network, Auckland

WHAT THE ROUTES MIGHT LOOK LIKE

The appearance of the network will vary dependent on its location. For instance, a connection that runs through parkland may look and function quite differently to a connection adjacent to a road or in a built-up urban environment. The adjacent images show what the network could look like in a variety of settings, including:

- parks, reserves, and connecting to bush areas
- alongside streams or ecological areas
- alongside industrial land or residential properties
- slow-speed traffic environments and major transport corridors.

The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area. It is also important that the network is connected through appropriate wayfinding signage and/or other forms of markers.

These aspects have been considered by Auckland's 'Local Path Design Guide', which will see the construction of each individual project following a consistent set of 'rules' to allow the projects to work together consistently as part of the overall network. See over the page for examples from the Local Path Design Guide.

CONNECTIONS IN OPEN SPACES

CONNECTIONS IN STREETS & TRANSPORT CORRIDORS

ECOLOGICAL OPPORTUNITIES

1.4 Local Path Design Guide

POSITIONING HOWICK'S WALKING & CYCLING ROUTES WITHIN THE WIDER AUCKLAND NETWORK

Over the last few years, Auckland Transport and Auckland Council have worked to produce a 'Local Path Design Guide' (March, 2017) for shared walking and cycling routes across all of Auckland. The purpose of this network planning document is to detail where the routes are to go, while the design guide describes their look and feel. It details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic, and it also spells out the minimum ecological aspects of the routes. Together, these two documents will form the backbone of the ongoing delivery of these projects for the Howick area, and ensure that the routes connect up in a logical manner to those in surrounding areas.

WHAT ARE LOCAL PATHS?

Local Path - Street

An on-street Local Path had pedestrians accommodated on footpaths with streets that are safe enough to cycle on without the need for separated cycle lanes. Traffic calming tools, pavement markings and signage are used to improve safety for all street users.

Local Path - Open Space

Off-road Local Paths run through parks and open spaces and accommodate both cyclists and pedestrians. Together with on-street Paths, they are designed to create linkages to local centres, parks, schools and transport links including Express Paths.

Express Path

Express Paths are major cycleways on busy streets or off-road paths. They connect people to major centres and form the base structure of the cycleway network.

Trail

A trail is distinct from a Local Path in that it is found in rural or bush settings and is primarily for recreation. Many trails will connect to Local or Express Paths, but may also allow for horse riding alongside walking and cycling. A trail can also be a bush walk, which due to topography would not be shared by cyclists. Trails are not generally intended to form a connection between destinations, and often run in loops.


1 Sandringham, Auckland


2 Beach Road Cycleway


3 Grafton Gully Cycleway


4 Mount Roskill War Memorial Reserve


5 Mahurangi East Track


6 Henderson Creek / Opanuku Stream

1.5 Auckland Context

This map shows the Board area within its wider regional context, sitting approximately 20km east of Auckland's CBD. It is bound by the Huraki Gulf in the North, Tamaki River and the Mangakiekie-Tamaki and Otara-Papatoetoe local boards to the West, and the Manurewa and Franklin local boards to the South and East.

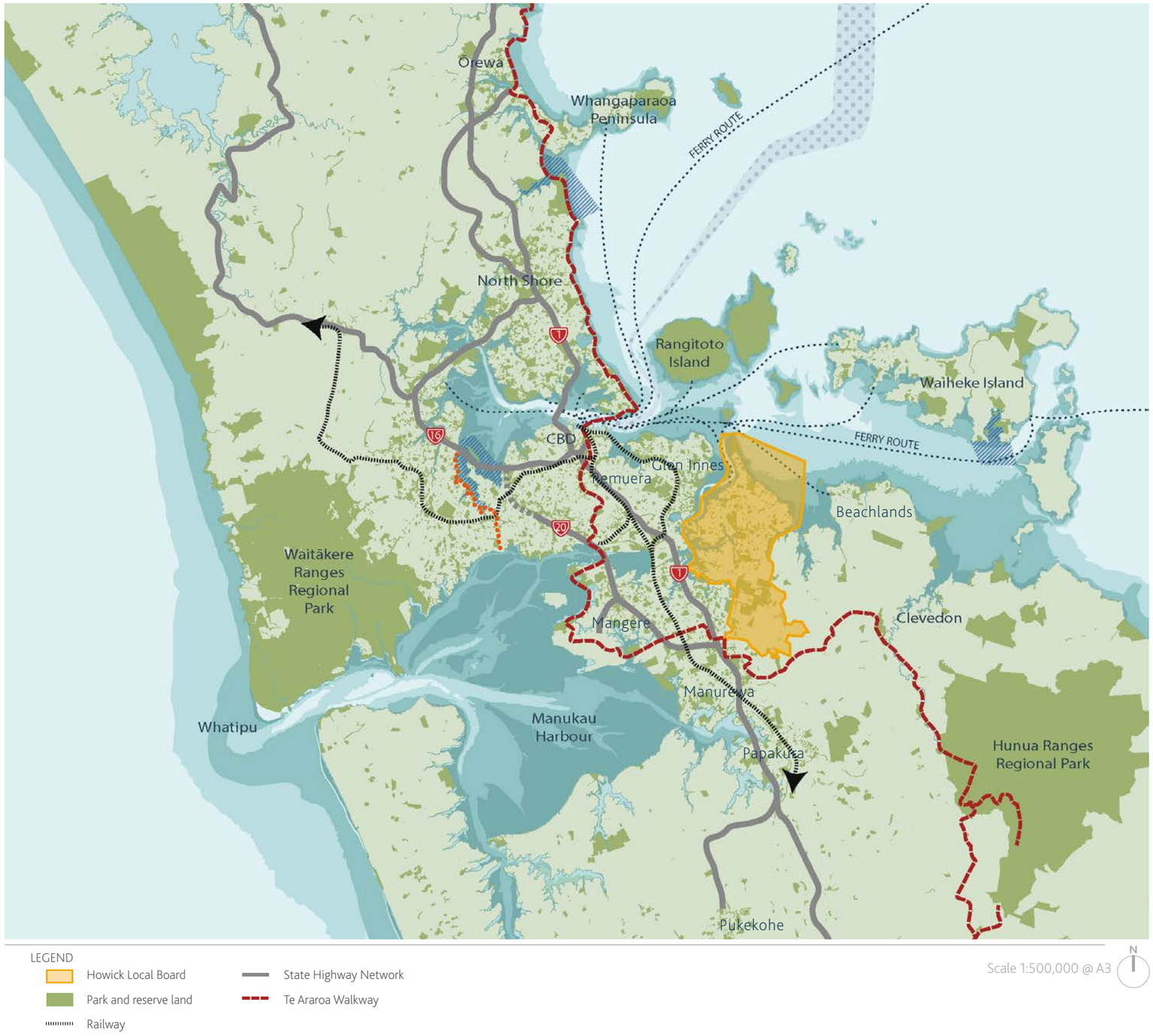
The Howick Local Board area takes in the established suburbs of Howick, Pakuranga, Bucklands Beach and Botany, as well as the industrial East Tamaki sector and the more recently developed Flatbush area. A significant increase in the residential population is forecast over the coming years, with a Special Housing Area (SHA) located within the board's boundary. This makes it uniquely positioned to take advantage of a pre-planned walking and cycling network, as these can be incorporated into new residential areas as they are constructed.

BROADER TRANSPORT CONNECTIONS

The Southern Motorway and railway line both sit outside of the Howick Local Board area, presenting a challenge of how to get people to these important corridors, or the transport hubs that link up to them (i.e Panmure and Manukau Transfer Stations). This is where planned walking and cycling routes may help to fill those gaps. From a safety perspective, the fact the area is not bisected by rail or motorway corridors means there is more opportunity to provide a safe and fully connected walking and cycling network. In terms of public transport access directly into the CBD, Howick has access to a number of ferry services running from Half Moon Bay, as well as a comprehensive bus network.

BROADER WALKING AND CYCLING CONNECTIONS

The walking trail 'Te Araroa' is a continuous 3,000 km track spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. While this route doesn't currently feature within the Howick area (instead running just beyond the southern boundary), there may be future potential to link other routes in with the national trail or out towards Hunua.

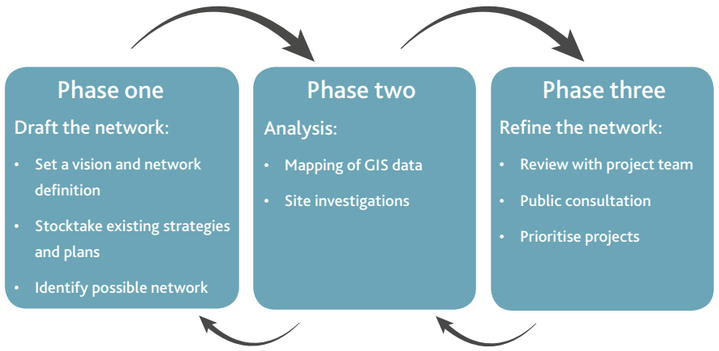


Picton Street, Howick Village

2.0 Methodology

2.1 The Process

The Howick Walking and Cycling Network was developed using a three-stage process as outlined below:



PHASE ONE - DRAFT THE NETWORK

As a first step, previous studies and planning documents relevant to the area were collected and reviewed. The Howick Local Board Plan (2017) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years. After this, a definition for the Howick Walking and Cycling Network (HWCN) was discussed and agreed upon with the Local Board, and a 'working party' was set up, which met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a high-level plan of walking and cycling connections as per the agreed components set out in the local network definition. Ecological improvements were also given consideration, to improve links between existing vegetated areas, including significant areas of bush, wetlands, coastal edges and streams. These desktop studies gave an understanding of the broad landscape patterns within the Howick area, and were used to guide phase two of the process, where the network was investigated on site.

This stage of the draft network plan was taken to the working party for review prior to undertaking site investigations, to ensure that it was aligned with the Board's aspirations and objectives for the project.

During this phase, discussions were held with Auckland Transport and other Council officers to inform them of the project, and to understand linked policies or projects that would affect the HWCN.

PHASE TWO - ANALYSIS

Following the desktop mapping, the draft route was overlaid with GIS data (in Appendix - Section A) to ensure that the network made appropriate connections to local destinations such as schools, community facilities, town centres and transport nodes.

The draft network plan was then assessed on-site to ensure that it provided logical, practical and safe connections. This process involved analysis of a number of aspects that could influence the suitability of the route, such as topography, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of any roading corridors identified as greenway routes.

All proposed connections were sighted and evaluated, and photo-record taken. Some connections were found to be inappropriate (where there wasn't enough space for a connection, the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

PHASE THREE - REFINE THE NETWORK

Following the analysis phase, the Howick Local Board and Council officers from Parks Sports and Recreation, Community Facilities and Local Board Services reviewed the proposed HWCN routes in detail, and a two-phase community consultation process was then carried out.

The first phase of community engagement / consultation was carried out as follows:

- Botany Community Day, 3rd March 2018
- Howick Village Market, 10th March 2018
- Digital communications via Shape Auckland, and Howick Local Board websites such as Facebook. Online consultation closed on the 8th April 2018.

Feedback was received from local organisations, members of the local community and residents of the wider Auckland area, and was generally supportive of the proposed routes.

The second phase was a targeted stakeholder session held mid May, which sought to gain feedback from groups with an active interest in this type of work. Invitees to this session included:

- Local recreational and interest groups, such as members from Bike East Auckland, and Fisher & Paykel Healthcare
- Auckland Transport
- Schools and Local Sports Clubs
- Local Business Association

Feedback from both phases of community consultation was then incorporated into the plans. This feedback helped to modify the draft routes based on real community needs, and was also very valuable in determining the priority routes described below.

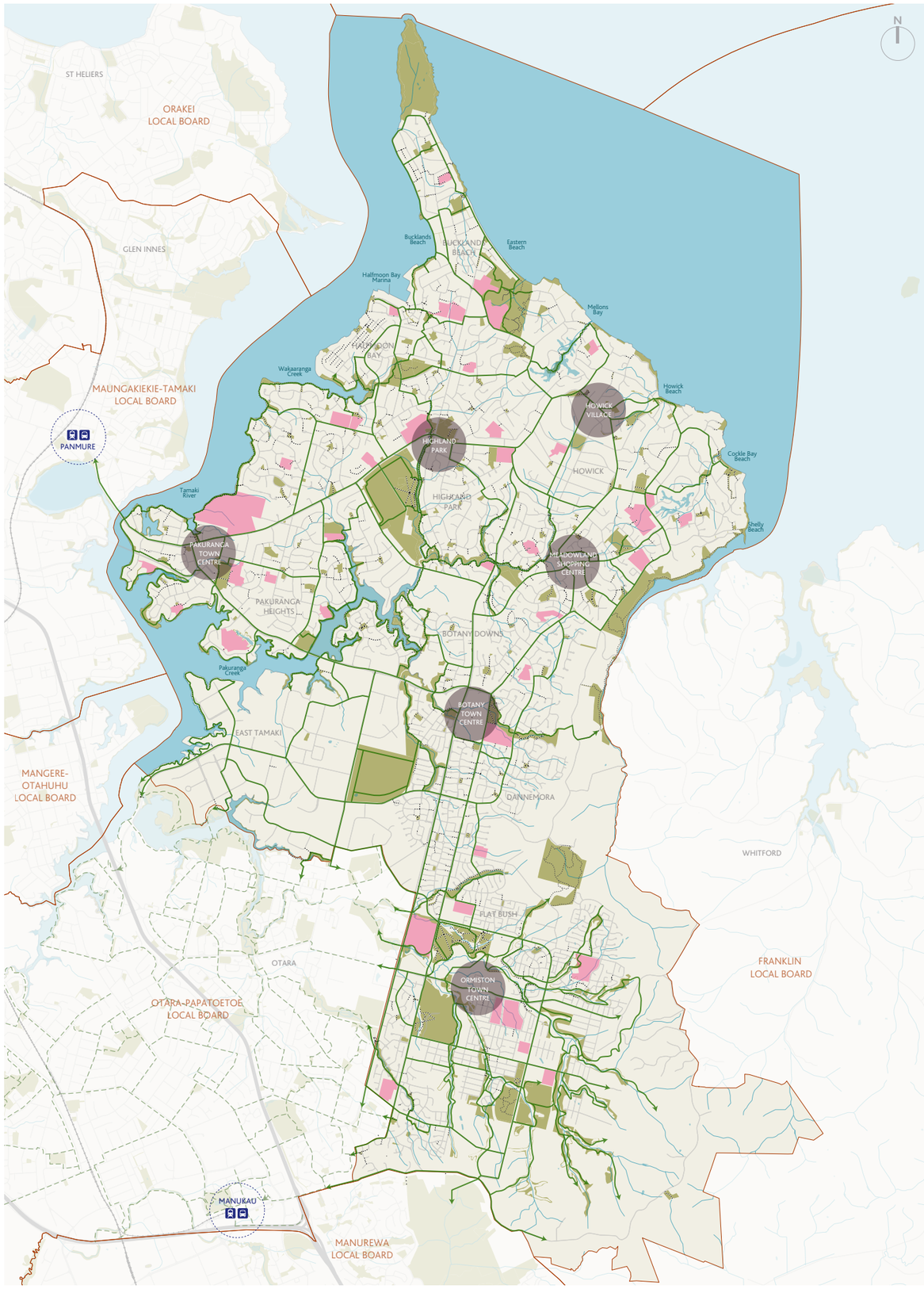
Following consultations, routes were identified that could be prioritised for delivery and/or advocacy. The HWCN is a long-term project, to be developed over the next ten-twenty years, and project prioritisation helps the board focus on achieving sections of the plan within its three year term. Prioritisation is based on a number of factors including costs, benefits, constraints and opportunities, often driven by other local projects - including those by Auckland Council, Council Controlled Organisations and external stakeholders, such as NZTA.

The priority sections can be viewed in Appendix - Section C of this document.

3.0 Network Mapping

3.1 Long-term Aspirational Routes

This map shows the completed Howick walking and cycling vision identified by the Local Board, including both the priority sections as well as longer term routes. This vision is aspirational, and will be reviewed on a regular basis as priority sections are completed, and as other related projects are completed.



LEGEND:

Base information

- Schools
- Parks & reserve land
- Streams & River
- Roads

HWCN connections

- Proposed route
- Existing paths
- Transport Interchange hub
- Neighbouring local board routes

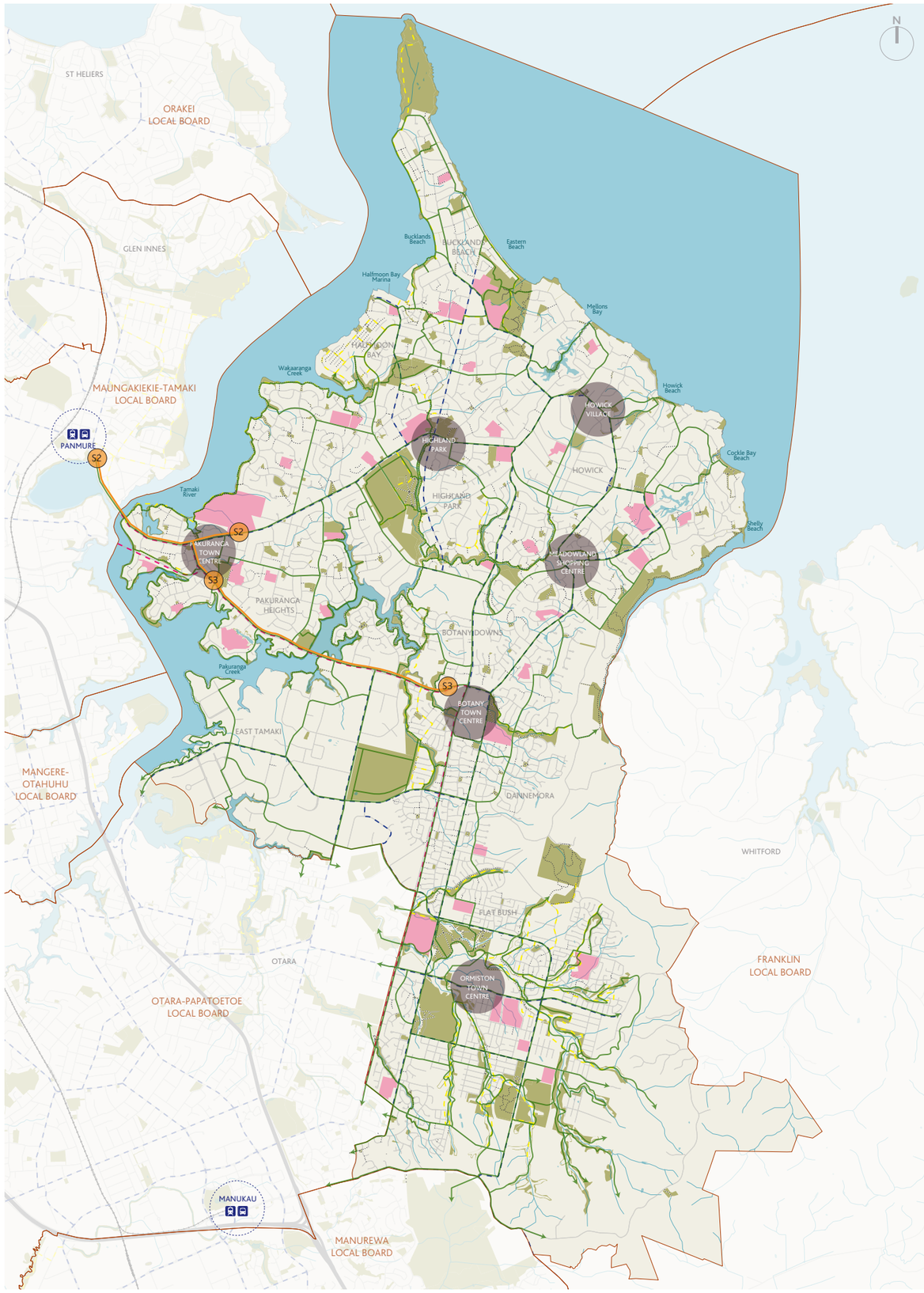
3.2 Long-term Aspirational Routes with Additional Future Planning Overlays

This map shows the walking and cycling network as it relates to the draft Auckland Cycle Network (ACN), and other long term planning overlays. The other planning overlays shown here include:

- AMETI Eastern Busway

It is worth noting that the routes do not often overlap with the ACN's 'highway' or 'connector' routes, as these are predominantly on busy roads where opportunities for amenity, recreational and ecological improvements are very difficult to achieve. Routes tend to overlap with the ACN's 'feeder' routes much more closely, and are included in AT's definition of a feeder route. These routes are usually on low traffic volume, 'minor' streets where improvements to the streetscape are more practical to achieve.

It is also of note that the ACN is currently in draft form, and a process to better align the 'feeder' routes with the various Local Board Local Paths plans is currently underway. It is intended that both the ACN and the HWCN plans are 'live' documents, which will be updated at regular intervals. ACN routes shown on this map were current as of November 2017.



LEGEND:

Base information

- Schools
- Parks & reserve land
- Streams & Rivers
- Roads

HWCN connections

- Proposed route

Future Planning Overlays

- ACN Metro
- ACN Connector
- ACN Feeder
- S2 AMETI project stages

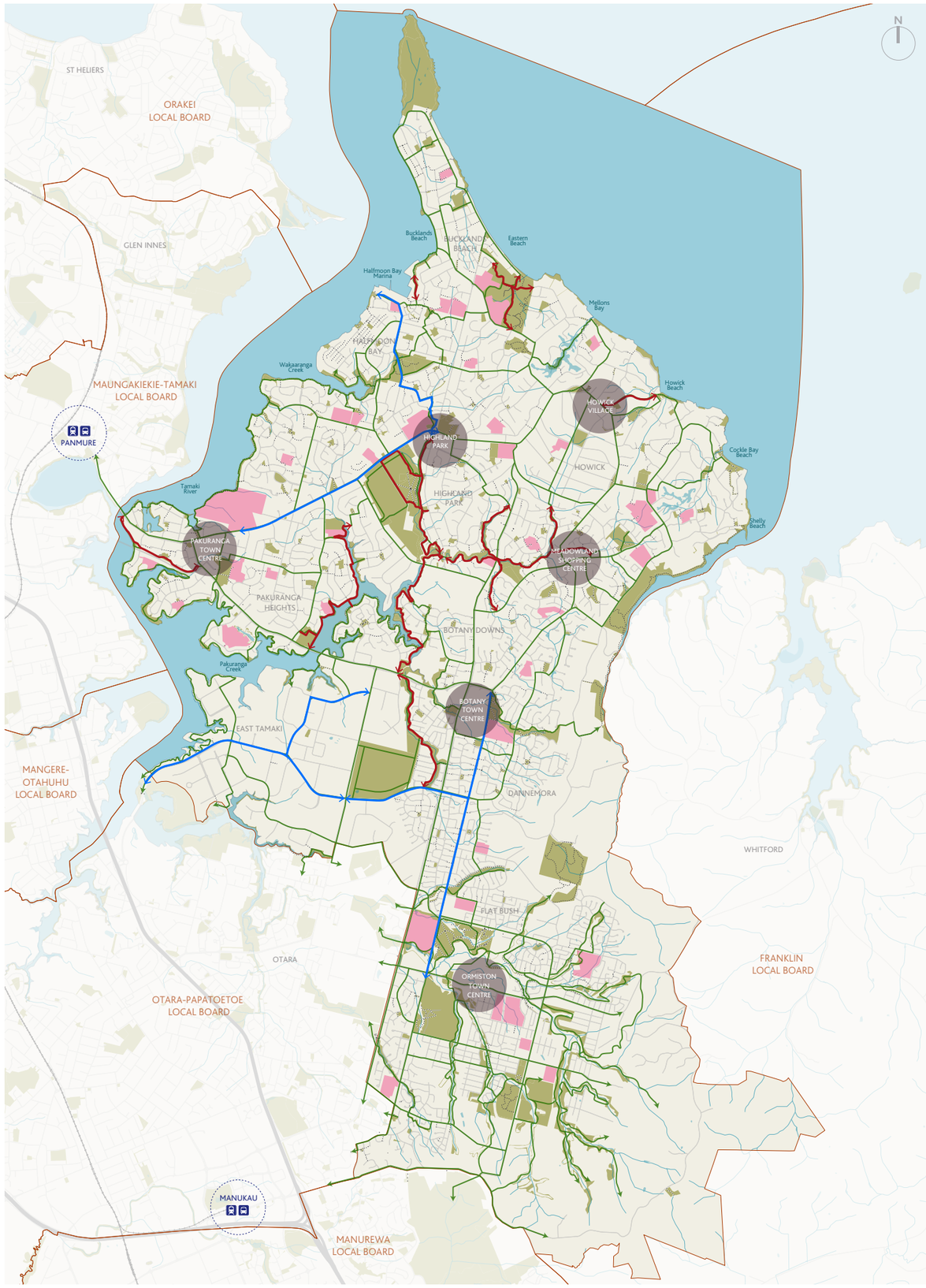
3.3 Proposed Priority Routes

As noted earlier, the HWCN plan is a long term vision, and in order to deliver a tangible result, a number of routes have been prioritised for delivery and/or advocacy over the next 3-5 years. Not all of these routes will be delivered, due to financial constraints - but these routes give an indication of where attention will be focused in the short term.

The routes have been split into recreational and commuter routes, as there are clear distinctions between them in terms of context and location.

- Recreational routes are typically on council-owned park land and may follow existing paths (i.e upgrading the Cascades Walkway to shared path standard).
- Commuter routes are typically on-road, and will require strategic design and implementation working alongside Auckland Transport.

Further detail on these routes is contained within Appendix C.



LEGEND:

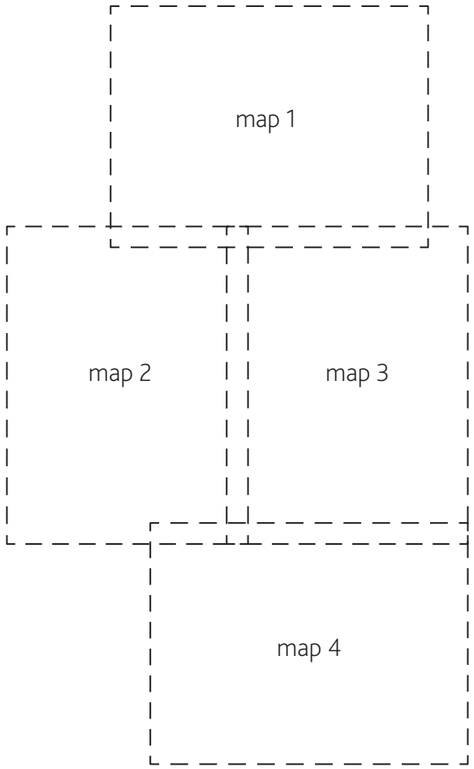
Base information

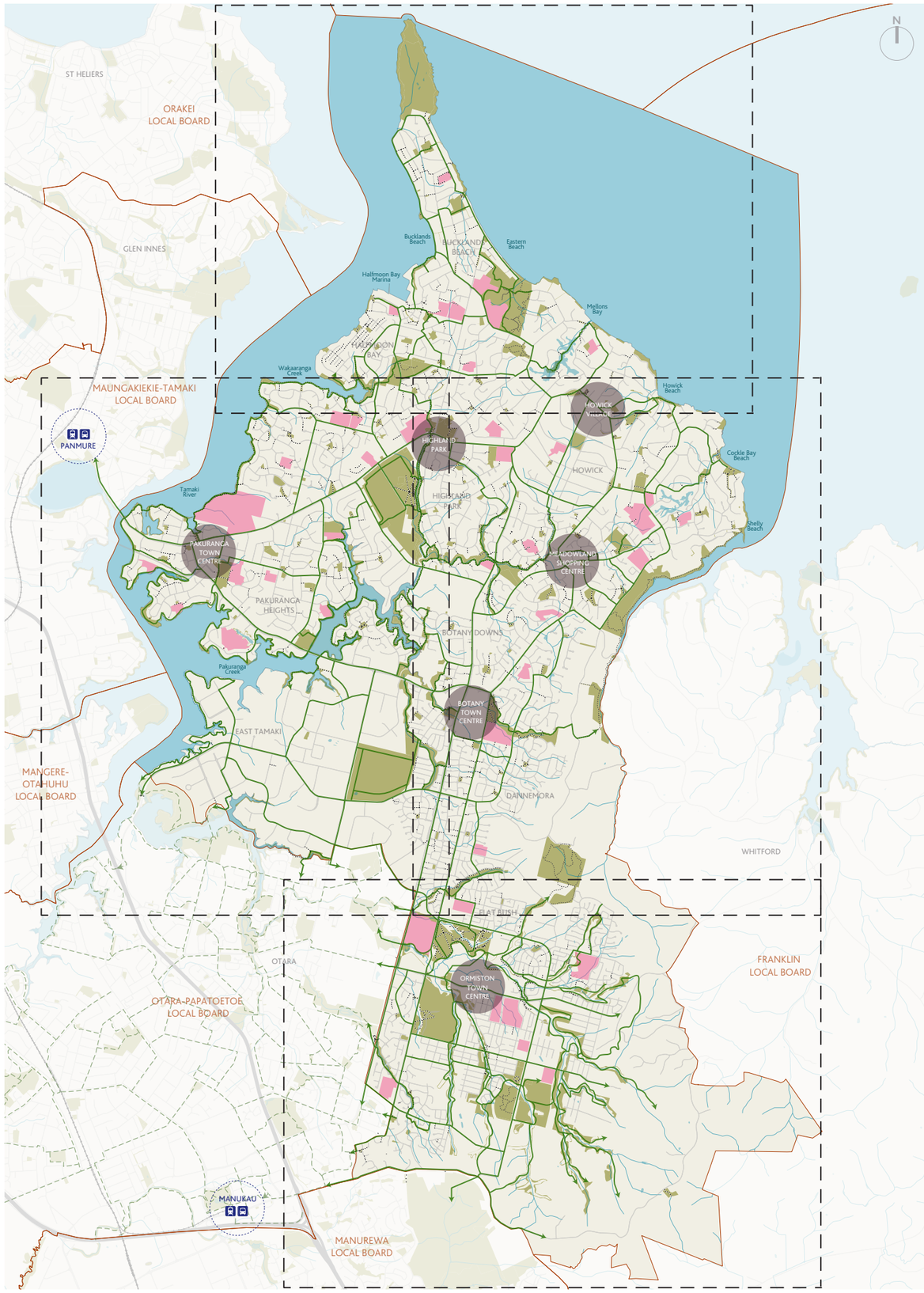
- Schools
- Parks & reserve land
- Streams & Rivers
- Roads

HWCN connections

- Proposed route
- Existing paths
- Priority Routes (Recreational)
- Priority Routes (Commuter)

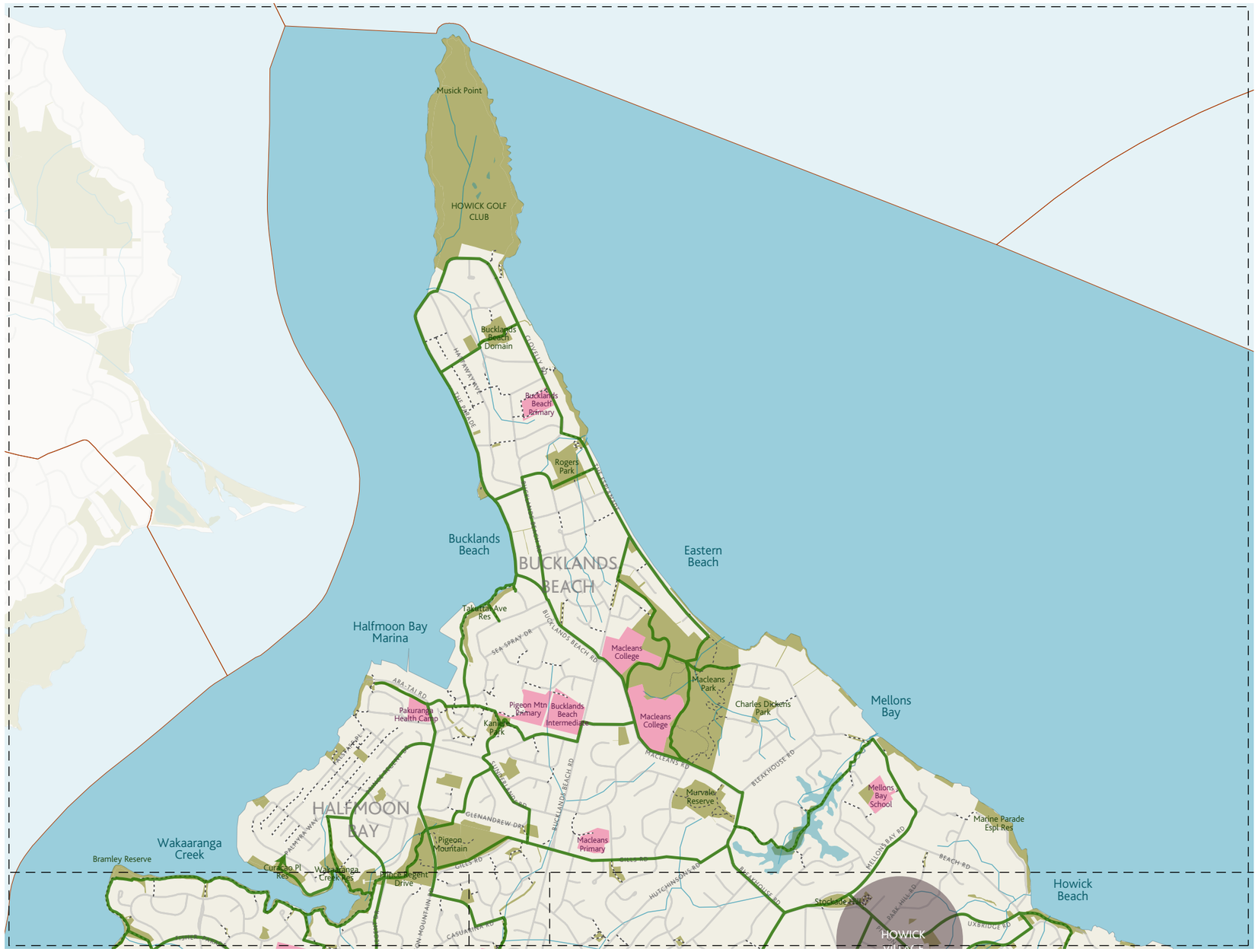
3.4 Proposed HWCN Reference Plan

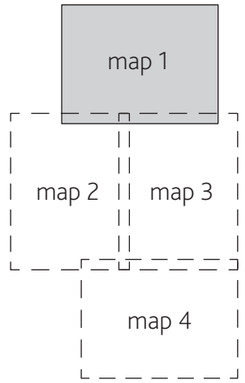




3.5 Proposed HWCN Plan

MAP 1 OF 4





LEGEND:

Base information
- Schools
- Parks & reserve land
- Streams & Rivers
- Roads

HWCN connections
- Proposed route
- Existing paths
- Neighbouring Local Board routes

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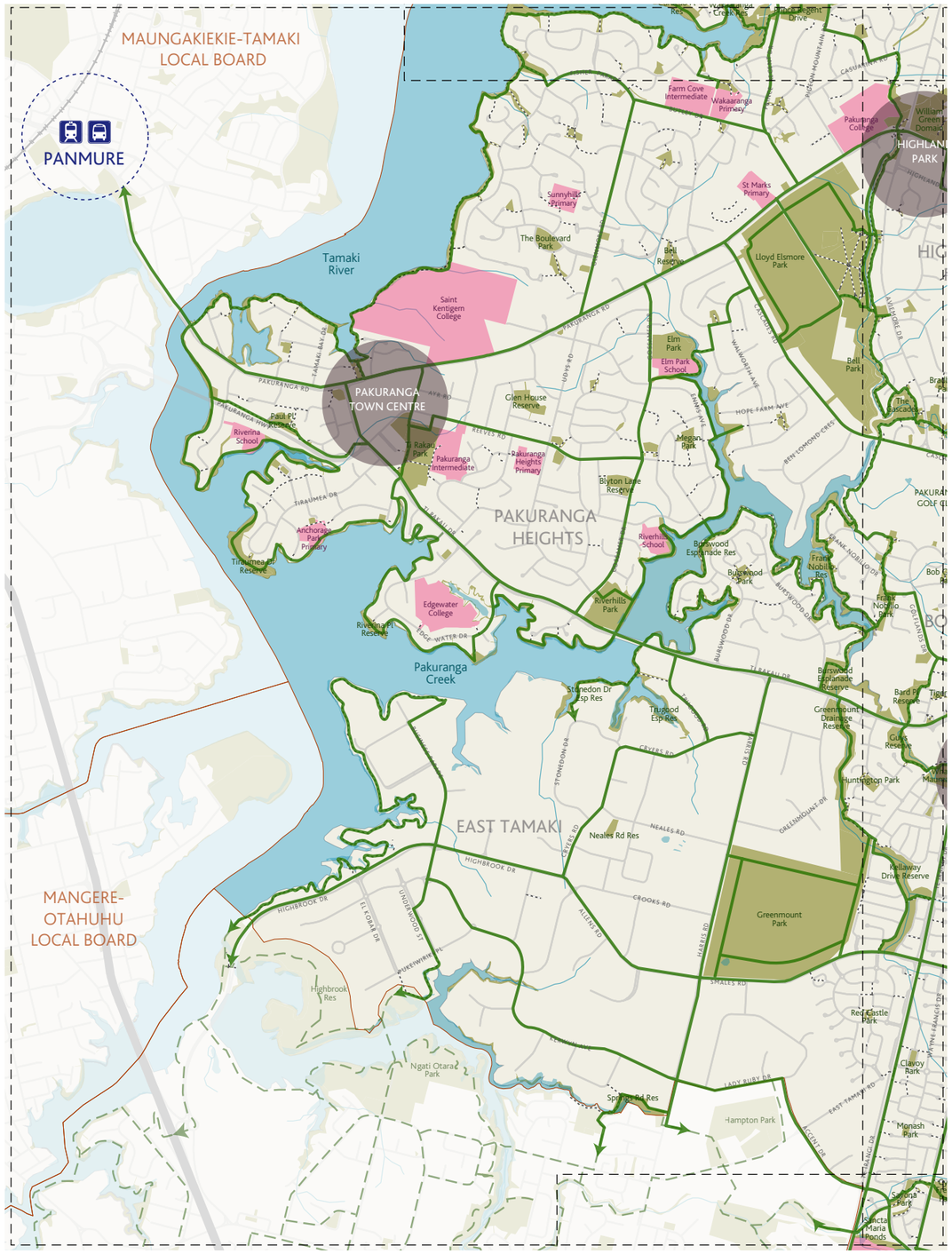
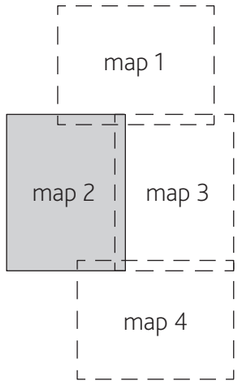
3.5 Proposed HWCN Plan

MAP 2 OF 4





LEGEND:

Base information
- Schools
- Parks & reserve land
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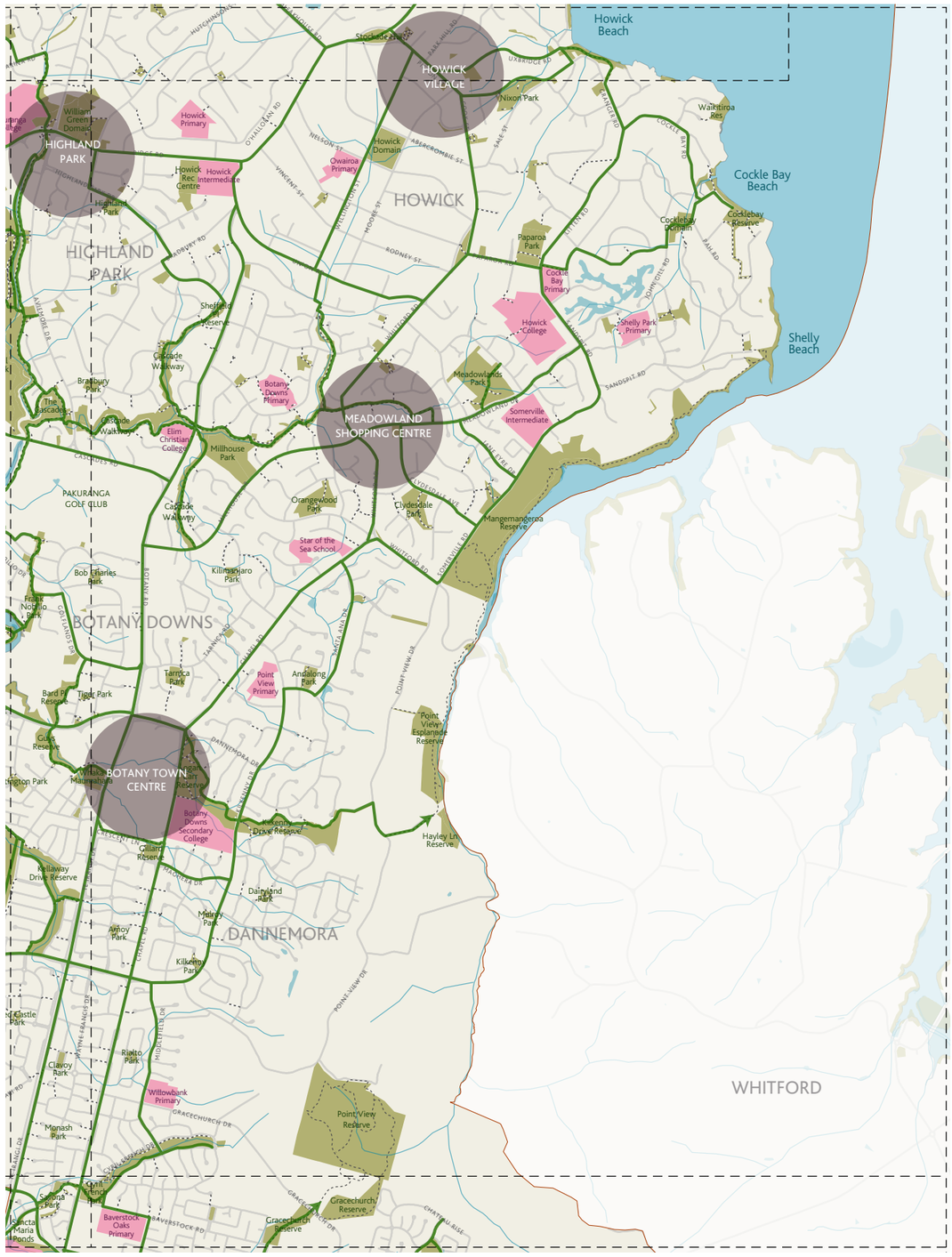
- Roads

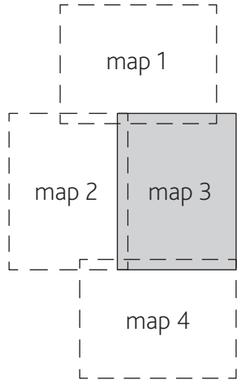
HWCN connections
- Proposed route
- Existing paths
- Neighbouring Local Board routes

N

3.5 Proposed HWCN Plan

MAP 3 OF 4





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- Roads

HWCN connections

- Proposed route
- Existing paths
- Neighbouring Local Board routes

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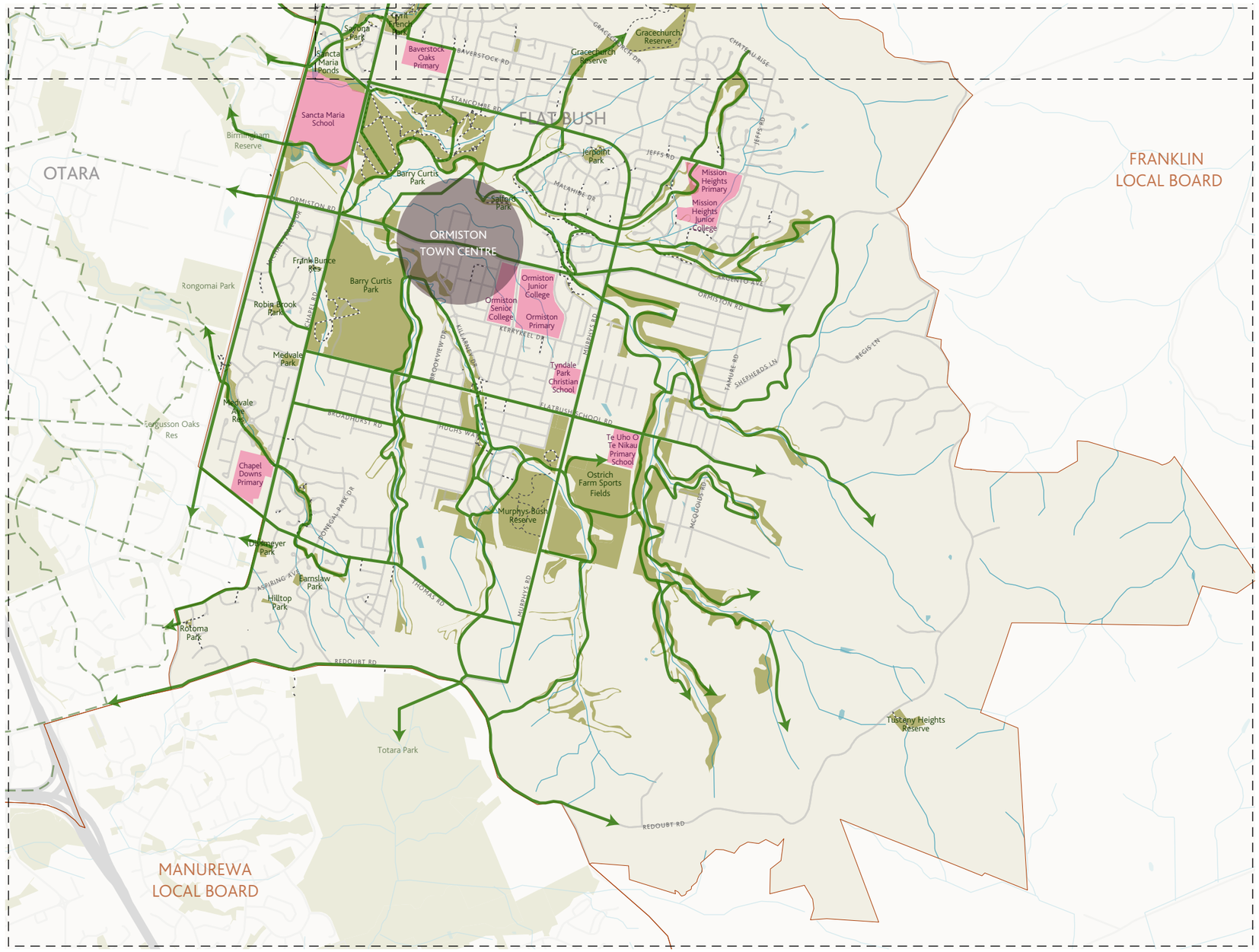
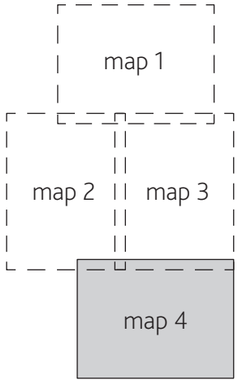
3.5 Proposed HWCN Plan

MAP 4 OF 4





LEGEND:

Base information
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- Roads

HWCN connections
- Proposed route
- Existing paths
- Neighbouring Local Board routes

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4.0 Future Development

4.1 Future Development

The Howick Walking and Cycling Network will be implemented over time to achieve (in part) the outcomes envisaged in the Local Board Plan. Implementation of this plan will include the upgrade of existing walking and cycling connections (both on and off-road), as well as the creation of new connections within open space land, through designation areas, and/or via partnerships with non-council parties.

Successful implementation of the plan requires co-ordination and commitment from the Howick Local Board, Auckland Council, Auckland Transport, as well as relevant public agencies such as the NZTA, Watercare Services Ltd, Transpower and Vector. Assistance from community groups, local businesses or schools would also greatly improve delivery of the network.

The following section gives an overview over the future development and implementation of the HWCN plan in the short-medium term, including best practice for implementation, stakeholder involvement and funding availability, related case studies and the prioritisation strategy.

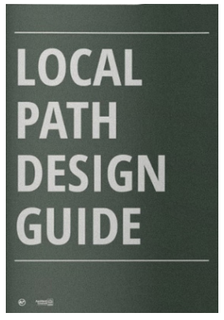
4.2 Best Practice for Implementation

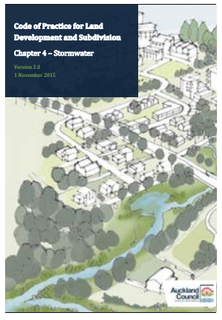
Successful implementation of the HWCN plan relies on a co-ordinated approach between Auckland Council's Parks, Healthy Waters (Stormwater) and Community and Cultural Policy departments, as well as Auckland Transport. Future detailed planning shall take into consideration best practice guidelines, which include:

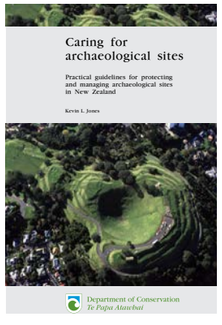
- Auckland Council/Auckland Transport Local Path Design Guide (2017)
- Auckland Transport Code of Practice (ATCOP)
- Auckland Council Stormwater Code of Practice (Healthy Waters)
- Auckland Council Parkland Design Guidelines (Community and Cultural Policy, Draft)

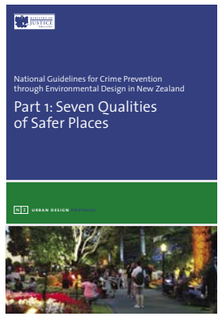
In addition to the above and all relevant unitary plan controls, there are related 'best practice' documents developed by external agencies that should also be taken into account as designs develop, including:

- Bridging the Gap: NZTA Urban Design Guidelines
- DoC Caring for Archaeological Sites: NZ Guidelines
- Ministry for the Environment (MFE) National Guidelines for CPTED









4.3 Stakeholder Funding and Information

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the walking and cycling network.

Likely stakeholders, other than those previously mentioned include:

- Neighbouring Local Board areas (Franklin, Otara-Papatoetoe and Maungakiekie-Tamaki)
- Mana whenua
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Local residents and business associations
- Forest & Bird

Grass-roots community involvement is very important to ensure the ongoing success of the network plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of planting/weed clearance days, 'adopt a stream/street' groups, fundraising, lobbying and artistic input.

Funding has been allocated for roading improvements in the board area in Auckland Council's Long Term Plan (LTP) for the next 10 years, and it is envisioned that a portion of this will be used to implement the HWCN. Other funding avenues include Auckland Transport and the NZTA's regional cycleways fund. In addition the Local Board has planned open space projects to assist with implementation of the priority sections of this Plan.

The maps contained in Appendix - Section C, break down the prioritised projects in more detail, to assist with budgeting, advocacy and programming.

Barry Curtis Park

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Image reference

Cover Page
1. Photographer - Liesching, Claire (2017). Macleans Park looking towards Eastern Beach, Howick.

Page 3
2. Photographer - Farnworth, Jay. (2017). Maraetai Walkway, Omana Regional Park. ID: 38-318464

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4. Adapted from Howick Local Board Plan (2017). Plan objectives.

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6. Local Path Design Guide (2016). Positioning Local Paths in Auckland's Walking and Cycling Network.

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7. Auckland Council Design Team (2018). Auckland Isthmus.

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8. Photographer - Lowe, Brian (2017). Howick Village. ID: 38-332240

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9. Photographer - Blizzard, Kellie (n.d). Bucklands Beach Walkway. ID: 38-321142

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10. Photographer - Blizzard, Kellie (n.d). Barry Curtis Park. ID: 38-322644

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11. Photographer - Hasset, Mike (n.d). Mangemangeroa Walkway. ID: 38-225003

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12. Photographer - Farnworth, Jay (2012). Farm Cove Reserve, Pakuranga. ID: 38-231251

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Farm Cove Rotary shared walkway

Appendices

Tamaki River Festival, Bramley Drive Reserve

A. Analysis Mapping

NTS

A.1 Howick Local Board Area

This aerial photograph shows the broad landscape patterns of the Howick Local Board area within its surrounding context. The area is bound northwest to northeast by the Waitemata Harbour, specifically the Tamaki and Mangemangeroa Estuaries on either side of the peninsula, and several small bays in between.

Howick is one of the older 'urbanised' board areas on the isthmus, with large zones of residential land which have been established for a long time. A pocket of rural land is visible at the southern boundary of the board, from Flatbush towards Murphys Road. Some of this is set to change however, with sections of this rural pocket posited for residential development under the Unitary Plan.

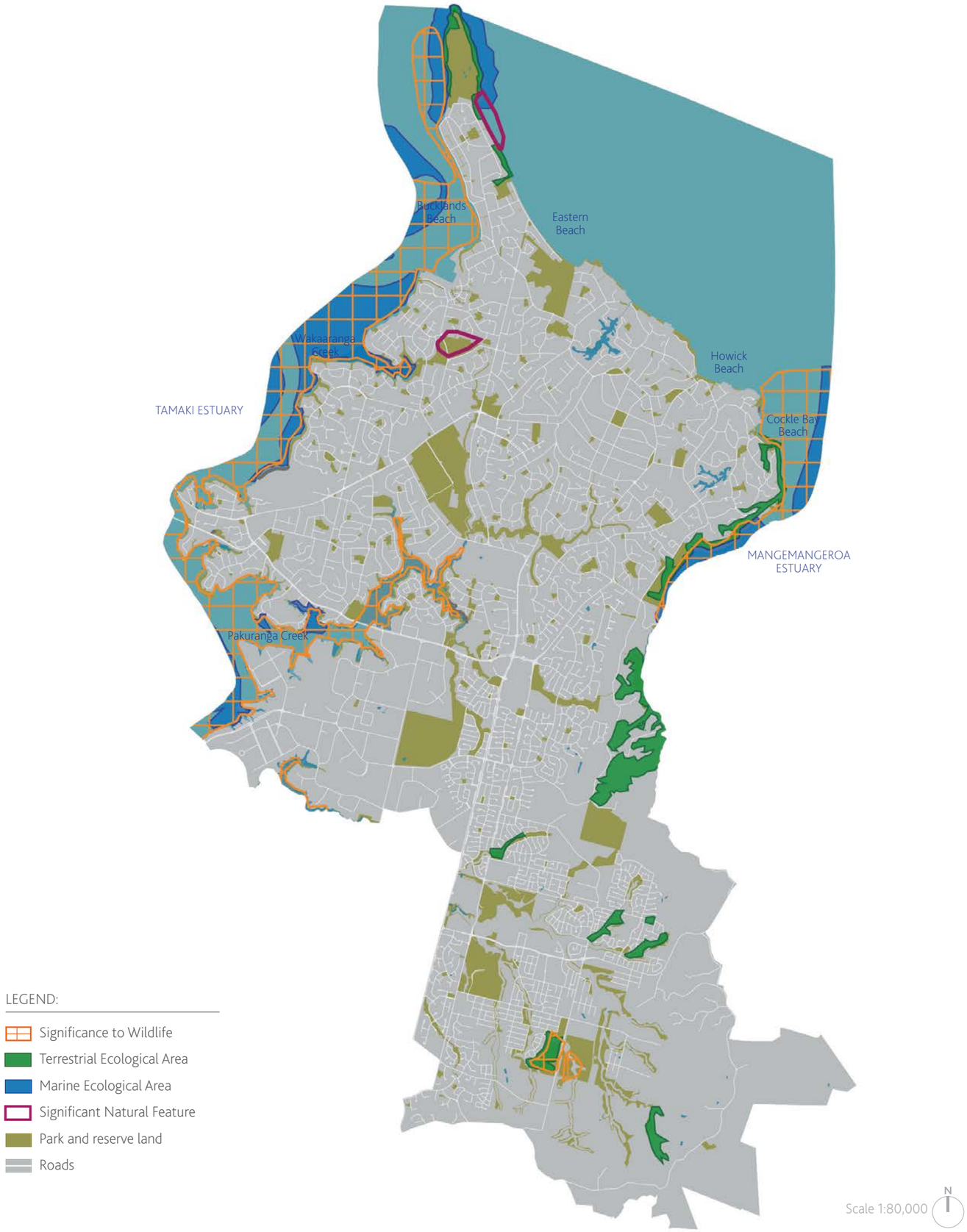
Looking at the Board area at this scale, there are three 'macro' landscape patterns which define it from a Local Paths perspective:

- Generally flat contour, meaning that the walking and cycling network can occur on good accessible grades to maximise usage.
- Relatively long sections of coastline, with good portions of this in public ownership.
- Industrial land neatly confined to the East Tamaki business precinct, while the remainder of the board area is residential. No large transport infrastructure bisects the area.

Howick connects to four local board areas;

- Maungakiekie-Tamaki (to the northwest)
- Otara-Papatoetoe (to the southwest)
- Manurewa (to the south)
- Franklin (to the east)

All four board areas have developed their own Local Paths plans, and as the Howick routes are constructed, care will be taken to ensure that the links shown flow smoothly out into these adjacent areas.



A.2 Significant Ecological Areas

This map shows Significant Ecological Areas (SEA's) as identified within the Auckland Unitary Plan. Much of the ecological significance in the Howick area relates to its marine environment. The entire western coastline of the Tamaki Estuary (Waitemata Harbour) is a regionally significant wildlife habitat, extending down to the narrow inlets where Pakuranga Creek traverses inland. The eastern coastline from Cockle Bay Beach to Mangemangeroa Estuary is highlighted as a significant wildlife area as well, but is also of high terrestrial ecological importance due to the native bush margin located in Mangemangeroa Reserve.

There are several other significant terrestrial ecological areas within the project area, primarily the protected native bush at Murphys Bush Scenic Reserve, and some nearby land on Jeffs Road. The HWCN project can support and link these ecological 'nodes', strengthening resilience of the network as a whole. Fully-formed routes can treat and reduce contaminated urban stormwater runoff, improving the health of both freshwater and coastal waterways.

The Auckland Regional Policy Statement (ARPS) notes that the intertidal flats and sand-shell spit of the Tamaki Estuary provides a number of roosting sites for hundreds of wading birds using the estuary to feed. Bird species that are known to frequent the area include the South Island pied oystercatcher, pied stilt, godwit, knot, turnstone, golden plover, banded and NZ dotterels, wrybill, black-backed and red-billed gulls, caspian terns, pied and little shags, white-faced and blue reef herons. Grey warblers, fantails, and kingfishers, along with numerous introduced species, can often be heard if not seen walking along the spit too.

In order to maintain the wader population, preservation of roosting areas is one of the most important factors. If public land access is provided to any of these areas for walking and cycling routes, it should be planned so as to least disturb these features. Protection of the intertidal sand and mud banks is also essential for bird life in the harbour.

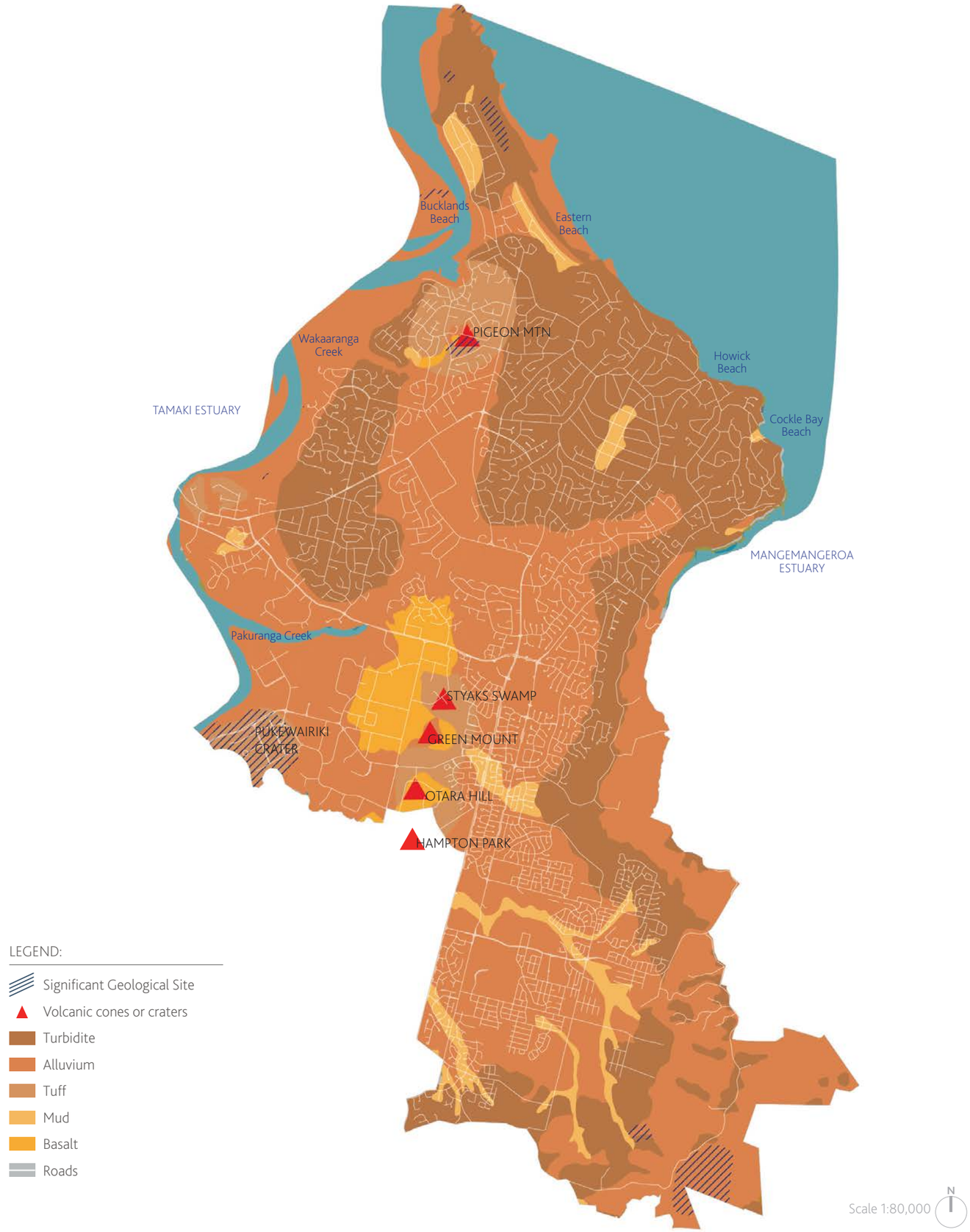
As with archaeological areas, the presence of such rich fauna brings with it specific development constraints, but adds greatly to the interest and potential education potential of any walking and cycling routes here.

A.3 Key Open Spaces

This map includes large open spaces with a recreational function (typically playing fields, attractive walks, gymnasiums and pools). These areas can be considered 'destination' points within the open space network, and connecting these via walking and cycling routes will improve usage of both.

This map shows that recreational destinations are generally well distributed within the Howick area, with a number of smaller parks and green spaces located in between.

Lloyd Elsmore Park is one of Auckland's premier parks and sporting grounds, comprised of approximately 80 ha. It is home to a wide range of sports clubs and facilities, including a council owned leisure centre and pool complex, a theatre, community hall and the Howick Historical Village. The Cascades Walkway runs through Lloyd Elsmore and connects to several neighbourhoods. A key goal for the HWCN is to replicate this sort of connection in other local open spaces, and create a more accessible network of recreational destinations.



A.4 Geology

The underlying geomorphology of the Howick area is heavily influenced by its volcanic history. The area generally comprises of low lying and gently undulating alluvium soils, as well as turbidite rock which can be seen predominantly on the eastern coast. Along the stream and coastal inlets there are areas of muddy substrate, while pockets of local volcanic deposits are situated around the volcanic cones and tuff rings in the area.

A number of prominent volcanic landscape features occur within the study area including:

- Pukewairiki Crater (Highbrook Park) - a breached explosion crater and tuff ring located on the end of the Waioura Peninsula.
- O Huiarangi (Pigeon Mountain) - a scoria cone which was created from a wet explosion crater with surrounding tuff ring, of which during the eruption some of this tuff ring arc collapsed back into the explosion crater to form a double rim. Today Pigeon Mountain only exists as half a volcanic cone, as the northern half was quarried away between 1950 and 1970.
- East Tamaki volcanoes - a line of four volcanoes, which are thought to have been wet explosion eruptions that occurred at similar times, lies in the East Tamaki industrial area between the Otara-Papatoetoe and Howick local board areas:
    - Styaks Swamp - the youngest volcano of the four, the crater once contained a swamp but is now covered by industrial development.
    - Matanginui (Green Mount) - a former scoria cone which was quarried away in the early 1900's before becoming a landfill site. Remedial works have recently been undertaken to reform the cone - and upon reduction of gas levels - turn it into a large public park.
    - Te Puke o Taramainuku (Otara Hill) - formerly a scoria cone with smaller scoria mounds, a breached crater and tuff ring 'moat', Otara Hill was completely quarried by 2002 and is now covered by industrial subdivisions.
    - Hampton Park - the oldest of the four volcanoes, the heart of the cone was quarried during the late 1800's but its lower slopes and maori terracing remain. Hampton Park sits within the Otara-Papatoetoe Local Board Area.

A.5 Hydrology and Catchments

This map shows stormwater catchments, sub-catchments and the 100 year flood plains within the Howick Local Board area, as well as local watercourses. The primary waterways in the area include Pakuranga, Wakaaranga, Mangemangeroa and Botany Creeks; which flow out to the surrounding coastal beaches and estuaries in the Waitemata Harbour.

Some of the streams in the area have been significantly modified over time – with large sections of Botany Creek and Pakuranga Stream being channelised (these streams run along the length of Lloyd Elsmore Park and the Cascades Walkway). In addition, a number of minor streams run through industrial areas and suffer the effects of pollutant runoff. These often flow out via pipes and culverts to the harbour and contribute to the poor water quality of the Tamaki Estuary. The 2016 State of Auckland Report Card marks the ecological health of both marine and freshwater environments in Howick as severely unhealthy (D and F ratings).

The Local Paths network typically aims to follow streams and their tributaries for a number of reasons, including:

- Projects along waterway offer opportunities to enhance local ecology through riparian planting, habitat restoration, and daylighting/re-naturalisation, all of which have great potential in strengthening Auckland's network of ecological corridors.
- Riparian planting also acts as a filtration system, improving water quality as pollutants from overland flow paths are removed.
- Well planned planting and pedestrian/cycle facilities will ensure that routes along waterways will be highly used, which in turn will provide increased stewardship by users alerting authorities of incidents of pollution, dumping etc.
- There are educational benefits of opening up and restoring our stream corridors, to tell the stories of local ecology to our communities, and in turn this can further promote stewardship.

LEGEND:

- 50m contours
- 10m contours
- Park and reserve land
- Roads

Scale 1:80,000

N

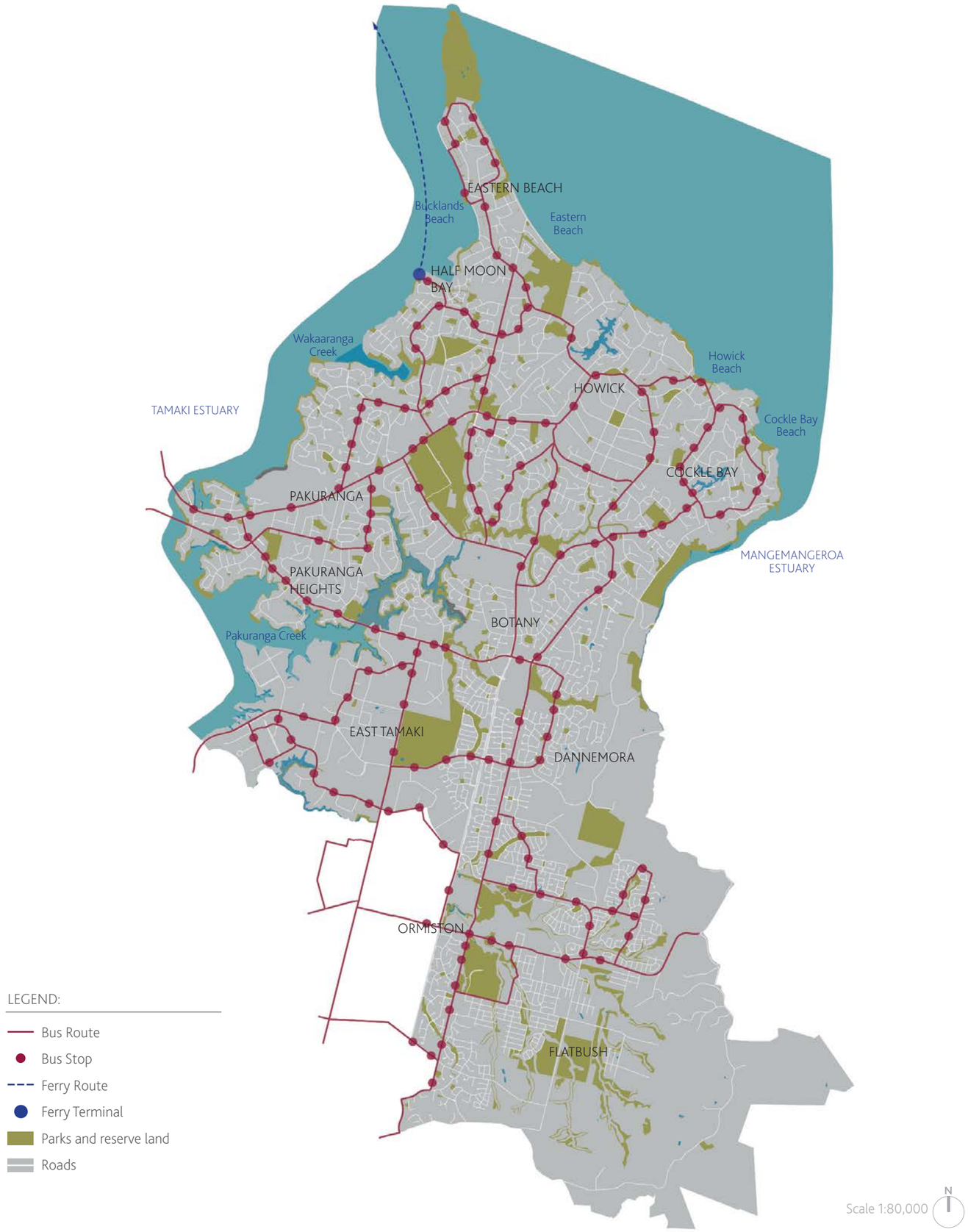
A.6 Topography

Most of the suburbs in Howick are built on relatively flat to gently sloping land, with the exception of the coastal and rural fringe areas along the eastern boundary, which grade down steeply into the Mangemangeroa and Point View/Redoubt Road valleys.

Some of the suburbs also take in small streams and channels where minor local incisions have been carved by the stream network, but topography along these corridors is generally non-challenging.

From a walking and cycling perspective a flat contour is favourable, as it is allows for a range of route options, avoiding busy roads; and is suitable for a wider range of ages and physical abilities. Where the network may encounter steeper topography, routes will be selected to minimise vertical climb, by orientating the paths along cross slopes.

In terms of the proposed routes, further investigation is required at a detailed stage to determine the feasibility of providing cycle access. There may be walking-only tracks provided where cycling is not possible due to slope.



A.7 Public Transport Network

Existing and planned public transport routes are illustrated on the adjacent map, showing residential areas of Howick, Botany, Pakuranga and Flatbush which are relatively well serviced by public bus routes. Some of these suburbs also have access to ferry services at Halfmoon Bay Marina. There is no rail within the Local Board area and it is a long trip for most residents to get to the nearest station which is in Panmure, however there are park and ride facilities available at Panmure Station.

In planning the HWCN routes, links to the major transport hubs at Panmure and Manukau were a key consideration, as those transfer stations would likely service a large amount of residents needing to travel towards the city for work etc.

Bus routes were also considered as these routes offer less potential for creating 'slow speed' walking and cycling street environments, and the buses themselves create more risk to cyclists. On-road routes therefore avoid bus routes wherever possible, although links to bus stops have been considered. However it is important to note that the HWCN routes do aim to tie into the future implementation of the AMETI Eastern Busway scheme, which will see separate dedicated bus and cycle lanes go in along sections of Pakuranga Road and Ti Rakau Drive.

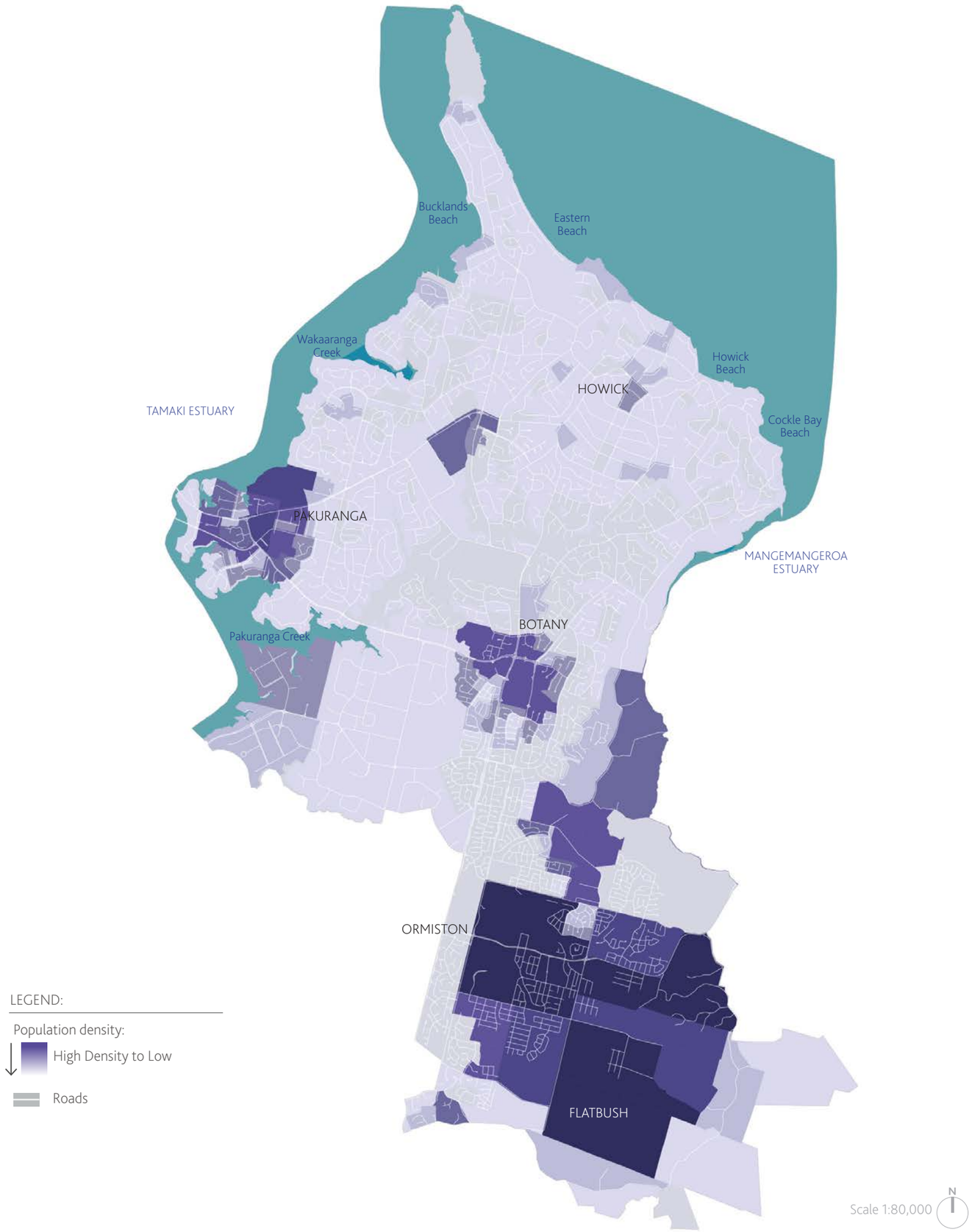
A.8 Road Hierarchy

Existing road hierarchy has been considered when determining the HWCN routes in order to create safe, desirable and high-amenity environments, encouraging use by as many Aucklanders as possible.

Major, medium and arterial roads are typically busy roads that provide for a range of transport types, including cars, buses and trucks. Careful consideration needs to be taken where the HWCN intersects or runs along these roads, to ensure desirable/safe routes are formed.

Minor or local roads are slower speed environments with lower traffic flows, and will typically provide more desirable walking and cycling connections. While these tend to be prioritised when planning the routes, careful consideration at the design stage will still be required in order to ensure there will be adequate passive surveillance and motorist awareness of pedestrians, cyclists and recreational users.

The road hierarchy also affects potential for street 'greening' initiatives, such as narrowing traffic lanes, providing vegetated chicanes and shared spaces, and treating stormwater on site. Methods for providing safe crossing points will also be affected by the road hierarchy - for instance, un-signalised crossings are unlikely to be permitted on arterial roads.



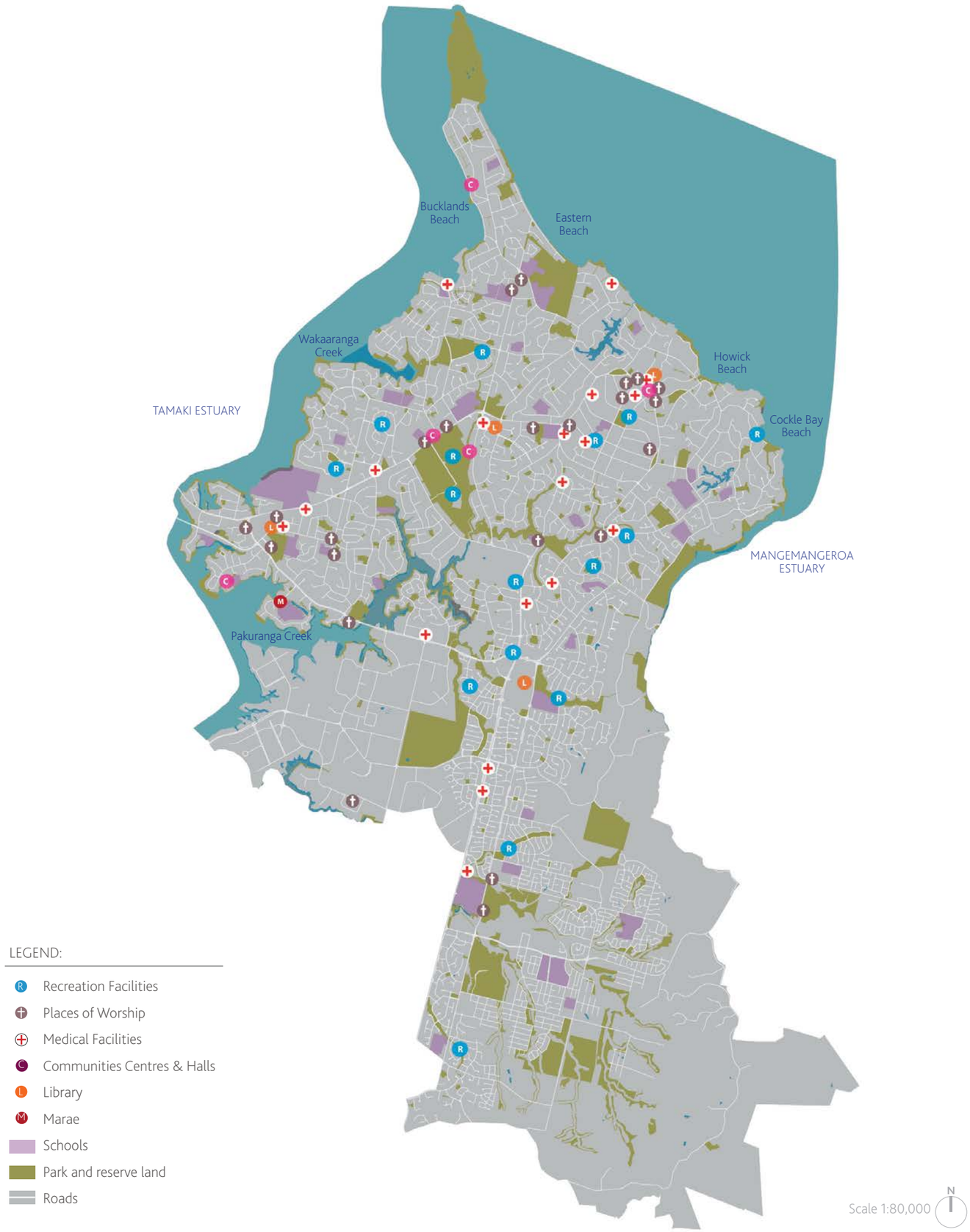
A.9 Population Density & Growth Centres

The adjoining map shows anticipated population density growth between 2011 - 2051. Population and dwelling density is important in walking and cycling planning as it shows where potential users will be coming from, and it is logical to focus efforts in these areas (in addition to providing strategic regional connections, which are not as influenced by proximity to housing).

While Howick has traditionally been comprised of three main residential areas (Howick, Botany and Pakuranga), this map shows where recent and planned growth will also be occurring, notably around the Ormiston and Flatbush developments. Growth is also anticipated at the Botany Town Centre and Pakuranga Plaza areas.

Areas of low population density on the map reflect the older, more established suburbs of Howick where larger-sized lots prevail, as well as the East Tamaki commercial industrial business precinct.

In general, as a city intensifies, residential section sizes become smaller, and residents require recreation facilities beyond their backyard. While this can be perceived as a negative impact of intensification, if well planned, these public open spaces can actually build communities by providing locations and facilities where people from different communities can come together and meet.



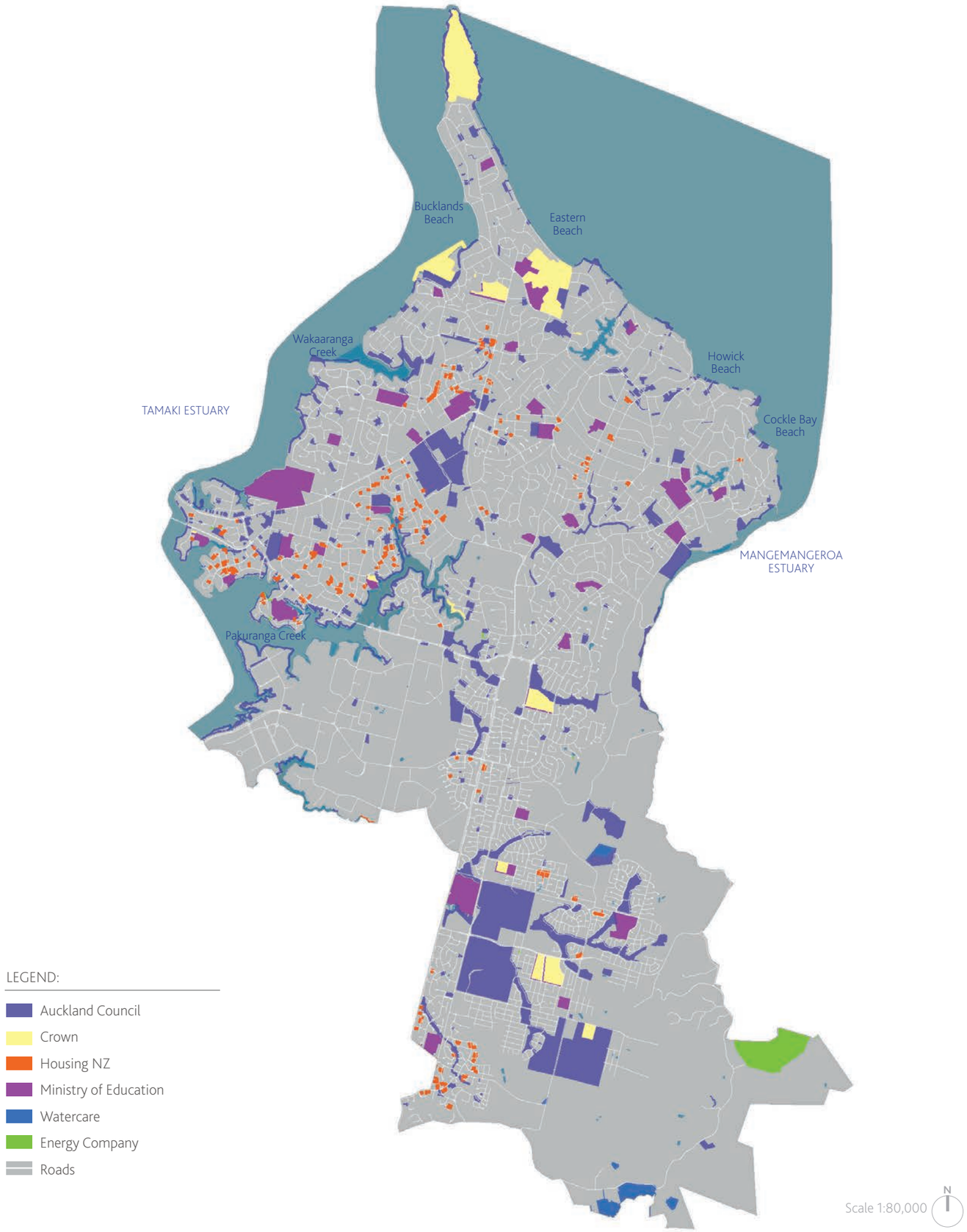
A.10 Social Infrastructure

This map shows community facilities in the Howick Local Board area, including schools, community halls, places of worship, community centres, libraries, swimming pools, recreation facilities and marae.

Schools and community facilities are critical points in planning the walking and cycling routes, as they provide both an opportunity to create connections via easements, while also providing destinations in their own right. These facilities are visited on a frequent basis, so to be able to offer safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

Proposed connections to schools may be influenced by existing 'walking school bus' routes. Auckland Transport makes funding available for walking school bus routes, and it is possible that some connections could be supplemented by this funding stream.

Any easement proposal within the boundaries of a community facility would need to be firstly consulted with the landowner or leaseholder, and needs to be carefully considered to ensure the safety of students/facility users, and minimise risk of property damage. Some access may need to be limited to certain times of day for these reasons.



A.11 Land Ownership

This map shows land within the Howick Local Board area that is in some form in public ownership. This information is important, as connections on publicly-owned land are more readily achieved than those on privately-owned property.

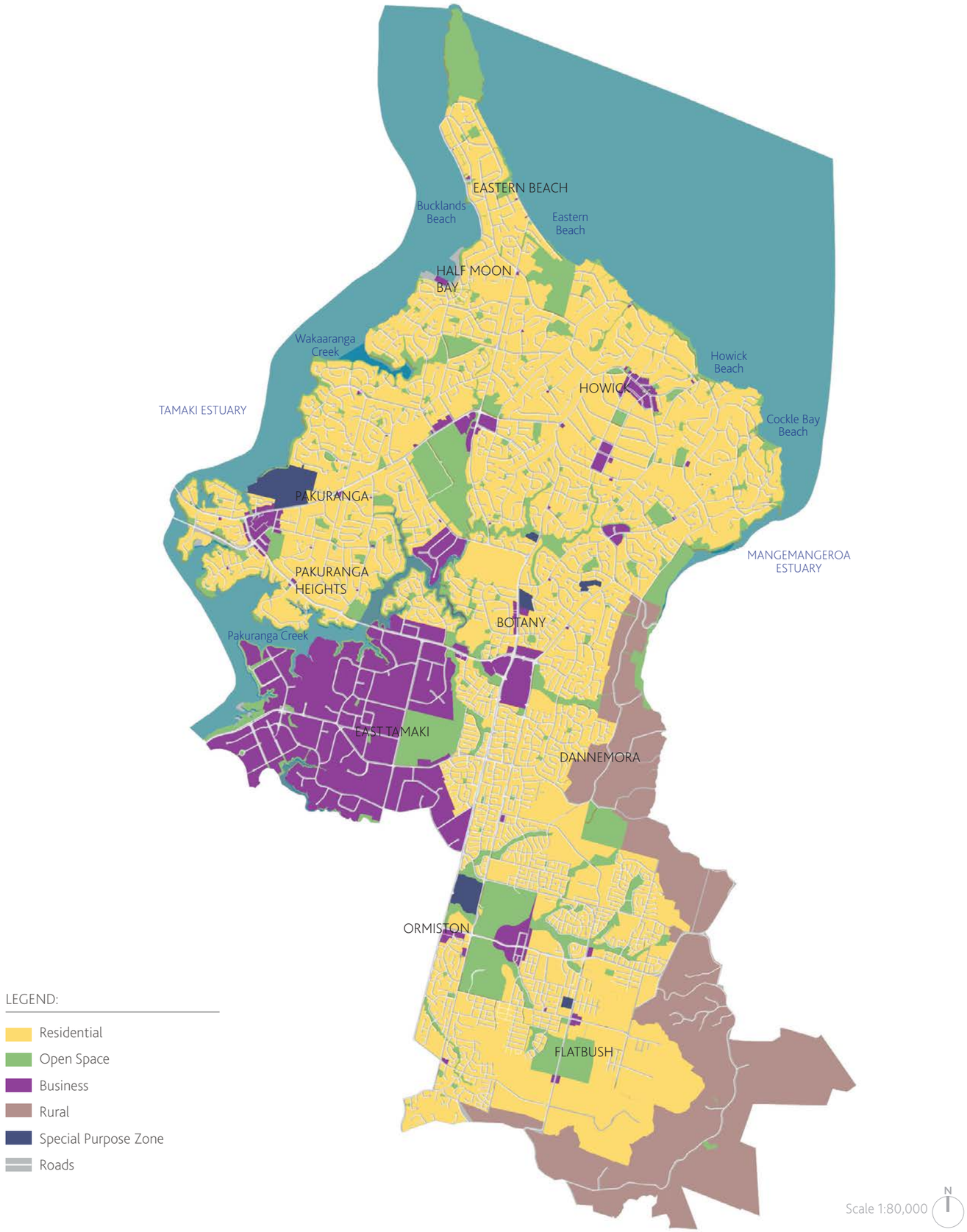
Publicly-owned land within the study area has been divided in to four types of ownership:

- **Auckland Council and Council Controlled Organisations (CCO's):** This land may be available for HWCN connections, dependent on the current or proposed usage of the site. CCO's include Watercare Services Ltd, Auckland Transport, Panuku (Development Auckland), Regional Facilities Auckland and Auckland Tourism, Events and Economic Development Ltd (ATEED).

- **Government Departments and Ministries:** Educational institutions generally feature large areas of open space, and discussions may be held regarding public use and/or connection easements over this land.

- **Housing New Zealand (HNZ):** In areas where there is a cluster of HNZ properties, discussions may be held regarding redevelopment of housing stock, and the redistribution of public open space to a layout which suits both housing and recreational purposes better.

- **Crown generally:** This is land owned by the Crown and may include conservation land administered by the Department of Conservation (for example, Macleans Park); as well as commercial forests, leased pastoral land, and marine and coastal areas.



A.12 Unitary Plan

This map shows Auckland Council Unitary Plan zoning (operative since 2016) which supersedes the legacy council District Plans. In essence, the Unitary Plan is a blueprint for future development in Auckland, covering everything from housing densities to heritage and environmental protection.

Zoning in the Howick area can be summarised as:

- **Residential Zones:** Is the largest land use, and relates to areas that are predominately but not exclusively used for residential activity. Howick is a relatively well established district, and most of the residential areas are zoned 'mixed housing suburban' meaning properties may subdivide and build up to 2 storeys. Overall dwelling density here will be similar to other Auckland suburbs.

  The pockets of housing around all the main centres and business areas are zoned 'mixed urban and terraced housing/apartment zones' to encourage higher density living in these areas. Development here can occur with 3+ storeys depending on context.

  In contrast, the residential strip running between Howick Village and Howick and Cockle Bay Beaches is zoned as 'single housing' to retain its low density character.

- **Open Space Zones:** Relate to a range of open spaces. There are 5 broad zones which facilitate the management of activities on public open spaces including conservation, informal recreation, sport and active recreation, civic and community.

- **Business Zones:** Relate to commercial and industrial activities, including retailing, servicing, offices, warehousing, manufacturing and research orientated activities. Zoning for business for Howick is predominantly concentrated in East Tamaki, which draws a large number of employees from both inside and outside the Local Board boundaries. Smaller business zones are also located at town centres and shopping precincts such as Pakuranga Plaza, Botany Town Centre, Howick Village and Ormiston.

- **Rural Zones:** Relate to rural activities, including rural production, rural character and amenity, rural industry and services. Rural areas may include areas of ecological significance as well as countryside living.

- **Special Purpose Zones:** Relate to sites or areas that require special treatment and are of particular consequence to the communities well-being, health and safety but do not conform to the provisions of the standard zones.

A.13 Auckland Cycle Network (ACN)

This map shows the Auckland Cycle Network (ACN) overlaid onto the Howick Local Board area. The ACN is based on the Regional Cycle Network (RCN), which was developed by the former Auckland Regional Transport Authority in conjunction with former legacy Auckland councils and the NZTA. The ACN is driven by the Auckland Plan growth projections and the Auckland Integrated Transport Plan 'One Network' approach, both of which share an estimated completion date of 2040.

The ACN is broken into three types of cycleways:

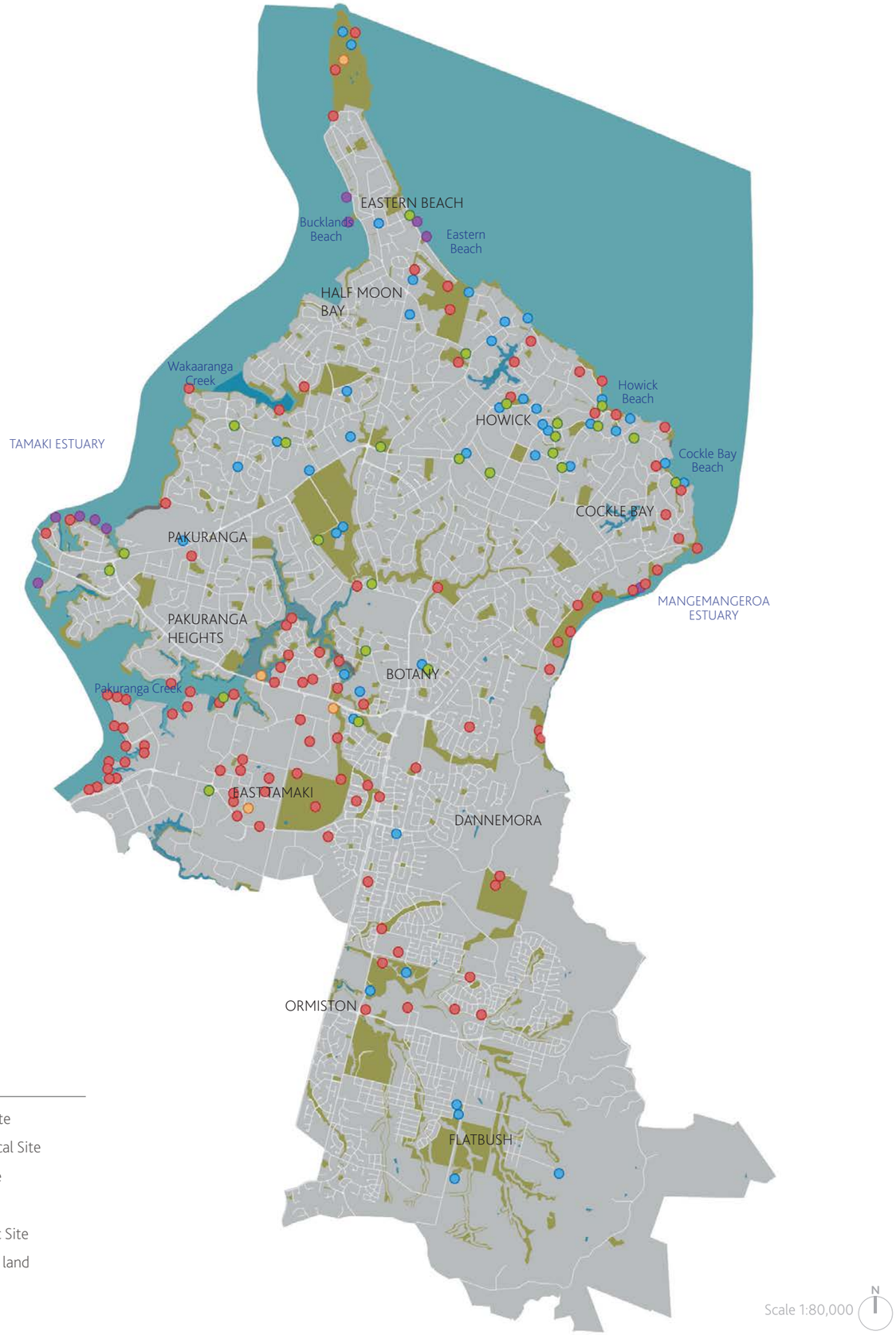
- Metro
- Connectors
- Feeders

'Metro' cycleways offer the highest level of service to the cyclist, in that they are dedicated connections, continuous, direct and traffic free. They typically exist along motorway or railway corridors.

'Connectors' follow arterial routes, and are designed to connect people quickly and directly to key destinations and public transport nodes. They are on road connections. A number of these exist already, many in shared bus lanes.

'Feeders' are local neighbourhood connections. These may include and/or double up with the HWCN routes. 'Feeder routes' are intended to connect open spaces, and like HWCN routes are likely to follow quieter streets.

Within internal officer workshops for the development of Auckland's 'Local Paths', Auckland Transport has expressed an in interest adjusting their 'feeder' routes over time to align more closely with those routes developed via Local Board plans – so as to align delivery and funding.



A.14 Cultural Heritage Inventory

This map shows sites that identified by the Cultural Heritage Inventory (CHI) that was created by the former Auckland Regional Council. The CHI was established to promote sustainable management of our cultural heritage by providing easy access to relevant information, and should be used as a resource when developing the network.

CHI sites are classified as follows:

- Archaeological Sites - e.g. midden and pa sites;
- Historic Botanical Sites - e.g. specimen trees;
- Built Heritage Sites - e.g. typically early European buildings;
- Maritime Sites - e.g. shipwrecks, wharfs, boatsheds; and
- Maori Heritage Sites - e.g. known locations of significance to mana whenua

There are large number of historic structures concentrated in and around Howick Village, highlighting its colonial origins. Majority of the historic botanical sites are also clustered in this area, representing the iconic and well established exotic species perhaps planted by the town's first settlers.

Archaeological sites are also well represented, particularly on the coastline and along Tamaki River, illustrating the significance of the area to Maori. These areas were desirable for occupation and food gathering. Walking and cycling routes will take in many of these sites, and while this will create specific development constraints, it can also add greatly to the interest of the routes.

B. Case Studies

B.1 Lloyds Crossing, Portland (USA)

Lloyds Crossing in Portland is a brownfield redevelopment site in the central city area, with the aim of:

"Developing a conceptual design for a sustainable, financially feasible, mixed-use development project that will catalyse future private development in the district.. Following conceptual master planning, a stakeholder engagement process is now underway, to create the 'Lloyd Green District."

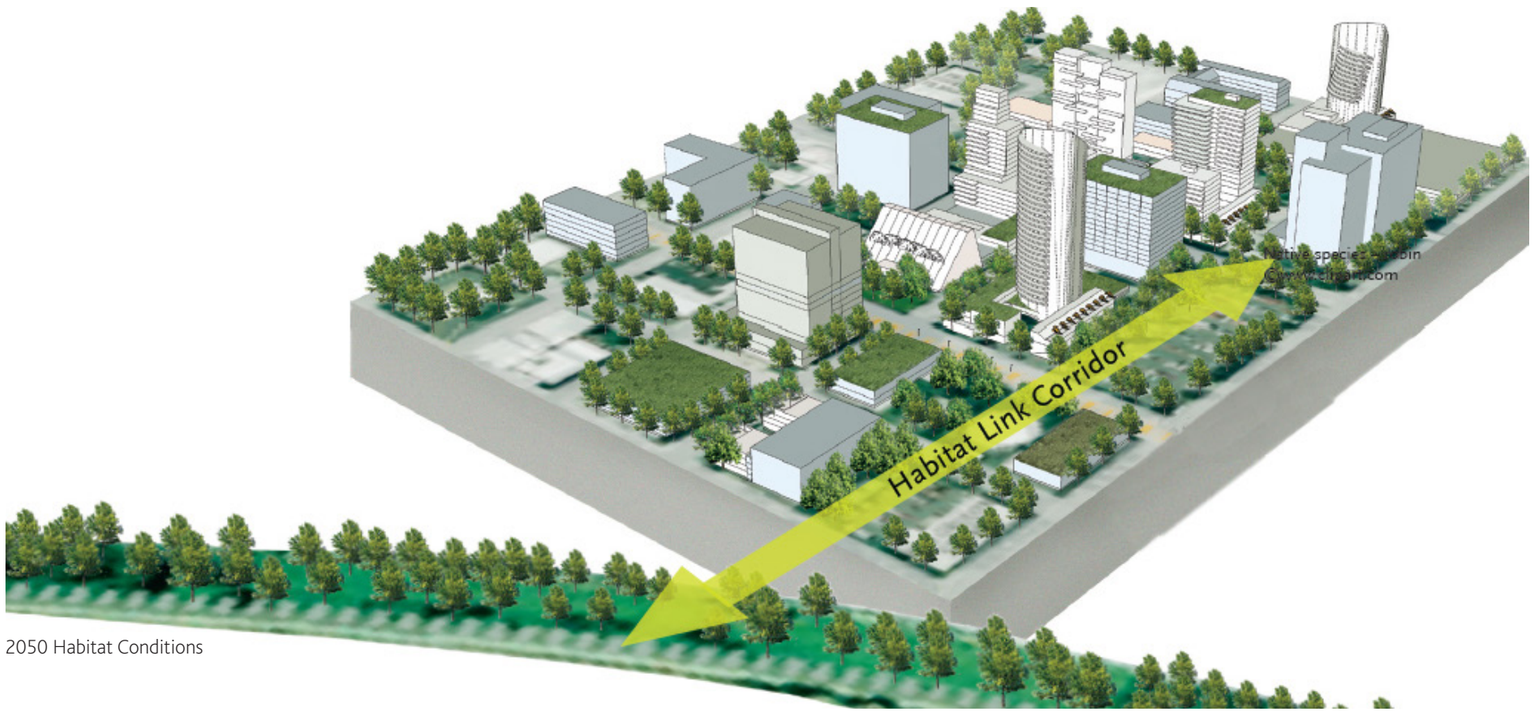
Co-conveners of the stakeholder group are the Mayor of Portland, Council President Metro and Multnomah County Commissioner. Forming the "Lloyd Green District," the group includes sponsors (Portland Development Commission, METRO, City of Portland and Lloyd TMA/BID), invited property owners, employers and developers in the proposed district area and other local and state agencies and civic organizations.

Their goal is to:

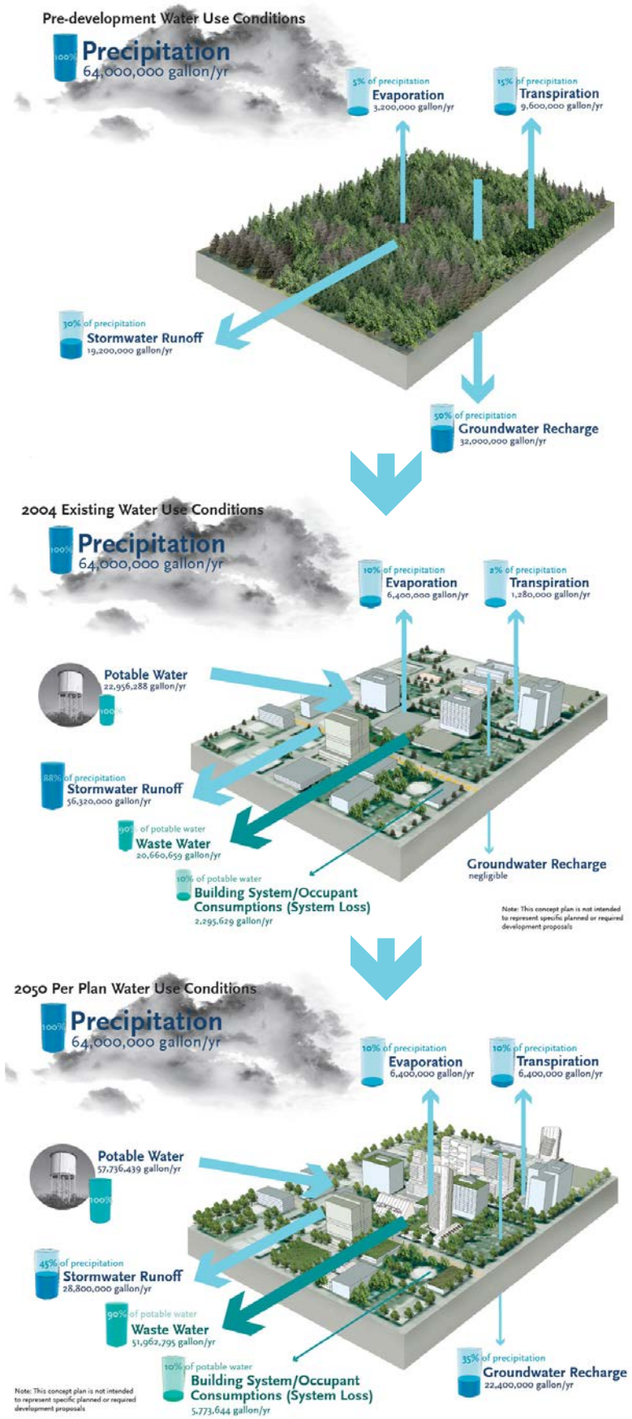
"Create a premier sustainable multi-use development district within an urban center." The District "will become a lifestyle community of choice for residents, workers, and visitors, and a showcase demonstrating Portland's leadership in creating economically viable earth-friendly development."

This will become one of the first redevelopments under Washington State's developing programme of Climate Benefit Districts - a programme which aims to:

- support the creation of "green jobs";
- support liveable, diverse and affordable urban neighbourhoods;
- reduce the impact of urban development on the environment;
- capture the innovations and life cycle cost savings for district level energy and infrastructure solutions;
- rebuild and reinvest in communities in ways that reduce the demand for driving;
- help public and private interests to work together in developing healthy, vibrant urban communities aimed at achieving carbon reduction goals;
- send a clear policy signal to attract desirable private investment and coordinate public action from multiple levels of government; and
- give communities the means to meet major environmental and economic challenges while remaining responsive to local conditions and opportunities.



2050 Habitat Conditions



B.2 Portland Green Streets (USA)

Portland has been designing and building Green Streets for many years. Their consistent monitoring has proven that they successfully reduced peak stormwater flows and runoff volumes. The images to the right show a variety of Green Streets in Portland that have been successfully implemented.

Green Streets convert impervious street surfaces into green spaces that capture stormwater runoff and allow the water to permeate through the ground as plants and soil remove pollutants. Green Streets help to create attractive open spaces, streetscapes, provide ecological urban habitats, and help to connect neighbourhoods, open spaces, schools and other areas within the city.

The city of Portland is:

"Committed to green development practices and sustainable stormwater management. Green Streets are an innovative, effective way to restore watershed health. They protect water quality in rivers and streams, manage stormwater from impervious surfaces, and can be more cost efficient than new sewer pipes. Green Streets offer many benefits that sewer pipes can't."

Green Streets offer the following benefits:

- convert stormwater from a waste diverted into a pipe, to a resource that replenishes groundwater supplies;
- 80%+ of storm water volume to be infiltrated on site;
- add urban green space and wildlife habitat;
- reduce stormwater in the sewer system;
- save money on wastewater pumping and treatment costs;
- use plants and soil to slow, filter, cleanse, and infiltrate runoff; and
- design facilities that aesthetically enhance the neighbourhood livability and property values.

B.3 Jellicoe Street, Auckland (NZ)

Jellicoe Street features over 600m² of purpose-built rain gardens. Run-off from over 9000m² of the surrounding roads and surfaces flows into the rain gardens. Other key objects for the project include:

- integrate Best Practice Stormwater Design and the efficient use of water resources;
- re-use existing structures and infrastructure where possible
- generate renewable energy on site;
- preserve coastal water quality and protect waterfront ecologies;
- protect air quality and reduce traffic congestion;
- improve permeability and establish pedestrian priority and safety;
- facilitate better access and circulation between transport modes;
- enable visual connections through the precinct to the water; and
- promote pedestrian and cycle activity.

This new initiative in a high-use area has proven to be a great way to educate visitors and residents about the merits of low traffic speed, shared space environments and 'green' infrastructure approaches.

B.4 Greenpark, Thames Valley (UK)

This new industrial development is an exemplary model of best-practice industrial/commercial development. It is acknowledged that retrofitting an existing industrial zone (such as that found in Howick) is a significantly more difficult task than greenfield development, but this case study shows a range of solutions which can be employed to improve conditions for workers, visitors and the environment. Solutions employed at Greenpark include:

Landscaped parkland:

- a network of cycleways;
- nature trails; and
- paths running around the banks of the stormwater treatment wetlands.

Community life:

- frequent, comfortable buses to bring people into Green Park from Reading station or nearby town centres;
- well-maintained, well-lit walkways make it easy to get around the Park;
- cafés and restaurants;
- health club;
- a day nursery; and
- acres of natural parkland.

Event hosting:

- Events throughout the year, attract workers and nearby residents alike, and these include a range of organised annual events and one off events, including the Reading half-marathon and the Corus Triathlon. Longwater Lake also hosts regular angling competitions.

Green energy (wind and solar):

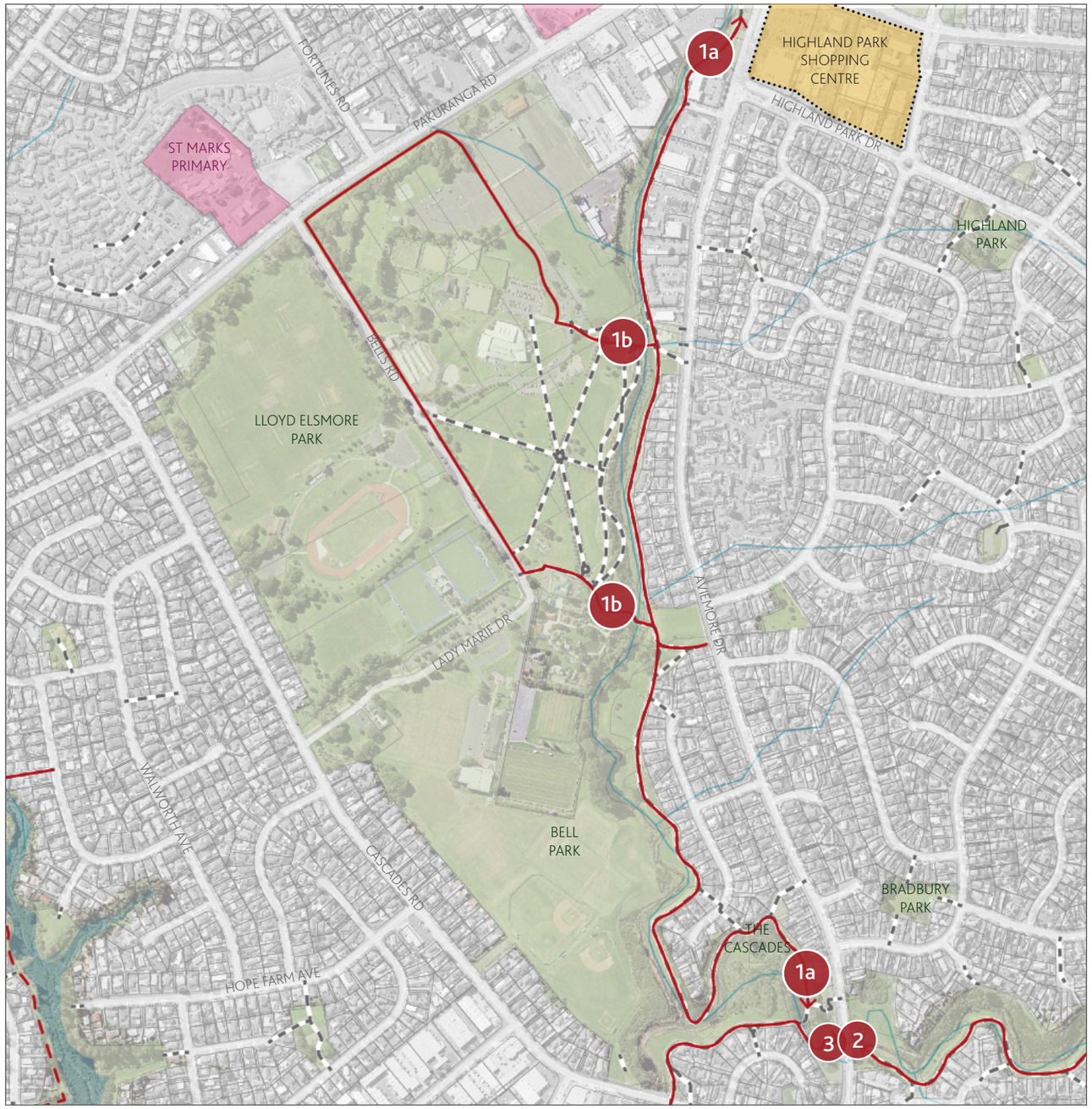
- The development generates 2.3 megawatts of clean energy, enough to power around 1200 homes.

Green Park fast track:

- A fleet of low emission eco-friendly buses. These are among the first in the UK to meet the stringent 'Euro 4' European emission standards and produce significantly lower levels of carbon dioxide and nitrogen oxide than regular fleets.
- Buses include full wireless access and a real time information system for maximum passenger comfort and security.

C. Priority Routes

NOTE:
The numbering of the following routes has been ordered geographically. The numbering does not represent the order or priority in which these routes should be implemented.



LEGEND:

Base information
- Schools
- Park and reserve land
- Town / shopping centres
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

1a 1b

Location

Lloyd Elsmore Park

Description

This route has been split into two sections. Route 1a is located on the existing path that runs along the eastern boundary of the park in a north-south direction, along the eastern bank of the Pakuranga Stream. It passes through (from north to south) Mooneys Bridge South Reserve, Aviemore Drive Drainage Reserve and the Cascade Walkway No 1 (De Quincey). This route connects to priority routes 2 and 3 at its southern end, which when combined will provide a continuous upgraded link along the length of the Cascades Walkway.

Section 1b is located within Lloyd Elsmore Park. It consists of a combination of upgraded (widened) paths along:

- Bells Road,
- Sir Lloyd Drive to Aviemore Drive Drainage Reserve, and
- Lady Marie Drive to the Cascades Walkway, via Howick Historical Village.

Also included is a new perimeter path along the north-western boundary of the park adjacent to existing sports fields and facilities, to form a recreational loop.

Ecology and cultural considerations

Nothing of ecological significance is identified along Pakuranga stream. A CHI log identifies a small stand of notable trees on the western boundary of the park at the Lady Marie Drive entrance. Care will need to be taken with locating paths within the vicinity of these trees at detail design phase.

Constraints

- Space restrictions locating new sections of path around the existing sports fields and facilities.

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure. Paths to be upgraded to meet 'Local Path' standards.
- Ecological improvements through native riparian planting.
- Strengthened connections to sports amenities and the Howick Historical Village from the western and northern sides of the park.
- Could be staged to reduce initial cost.

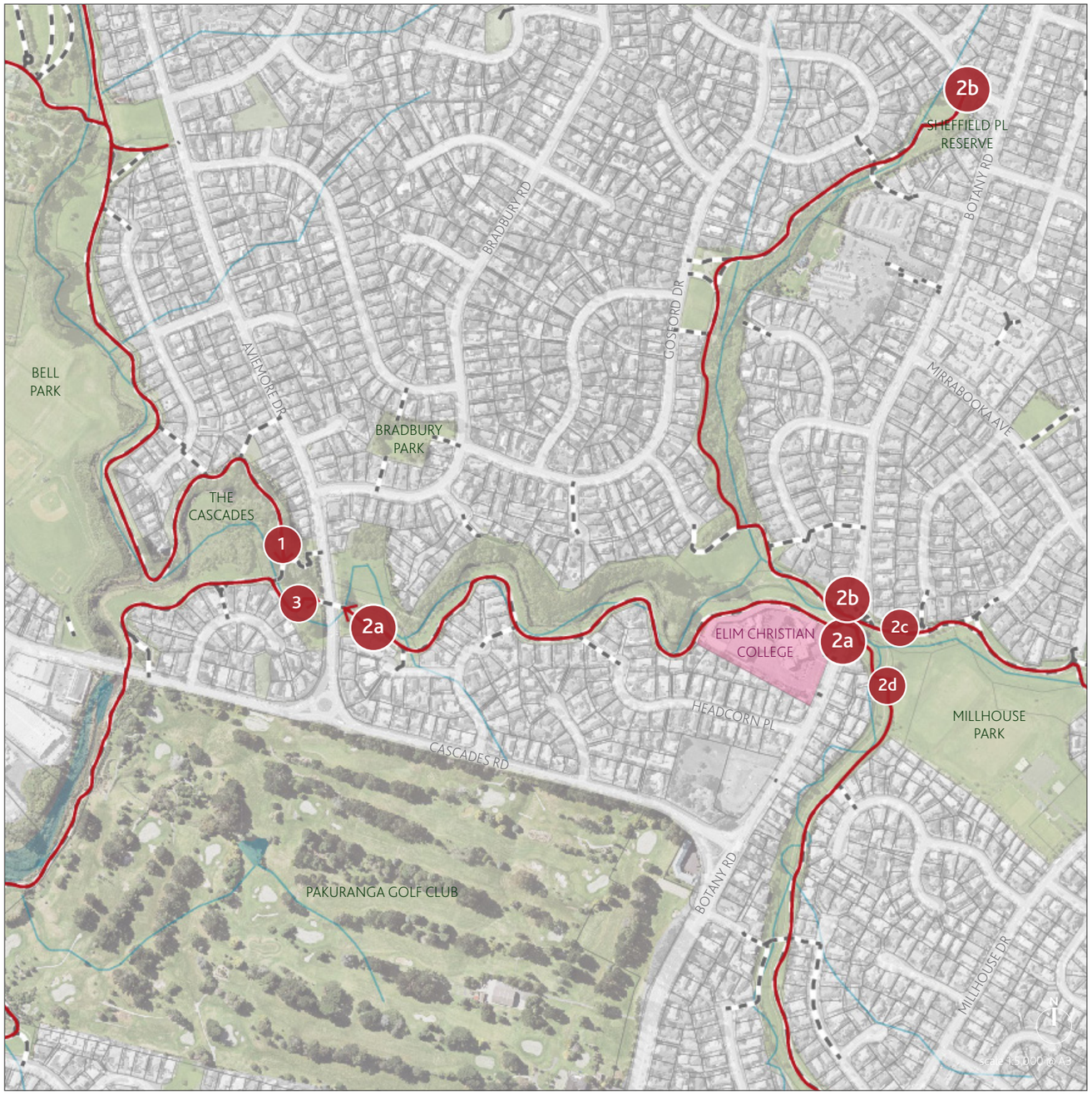
Budget Requirements (Capex)

[1a] Path improvement (widen existing) 445K, earthworks and sundries 70K, ecological allowance 100K, PS and consenting 100K. Total 715K

[1b] Path improvement (widen existing) 430K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting135K. Total 640K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information
- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2a 2b

Location

Cascades Walkway No 2 and No 3

Description

This route is a combination of the Cascades Walkways, and connects up to P1 and P3.

Route 2a is located within Cascade Walkway No 2 (Marbeth) and runs in an easterly direction along the southern banks of Botany Creek from Aviemore Drive to Botany Road.

Route 2b picks up this connection at its eastern end and runs in a northerly direction along Cascade Walkway No 3 (Gosford) and Sheffield Place Reserve up to Lexington Drive.

Ecology and cultural considerations

This is a modified environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to enhance the habitat and stream condition through ecological planting improvements.

Constraints

- Potential issues around passive surveillance along some of the narrower heavily vegetated sections of esplanade reserve along route 2b.
- Water height and flow after heavy rainfall, particularly at junctions along the channel, can be dangerous. May require fencing at crossing points.

Opportunities

- Relatively low cost improvements due to gentle topography and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

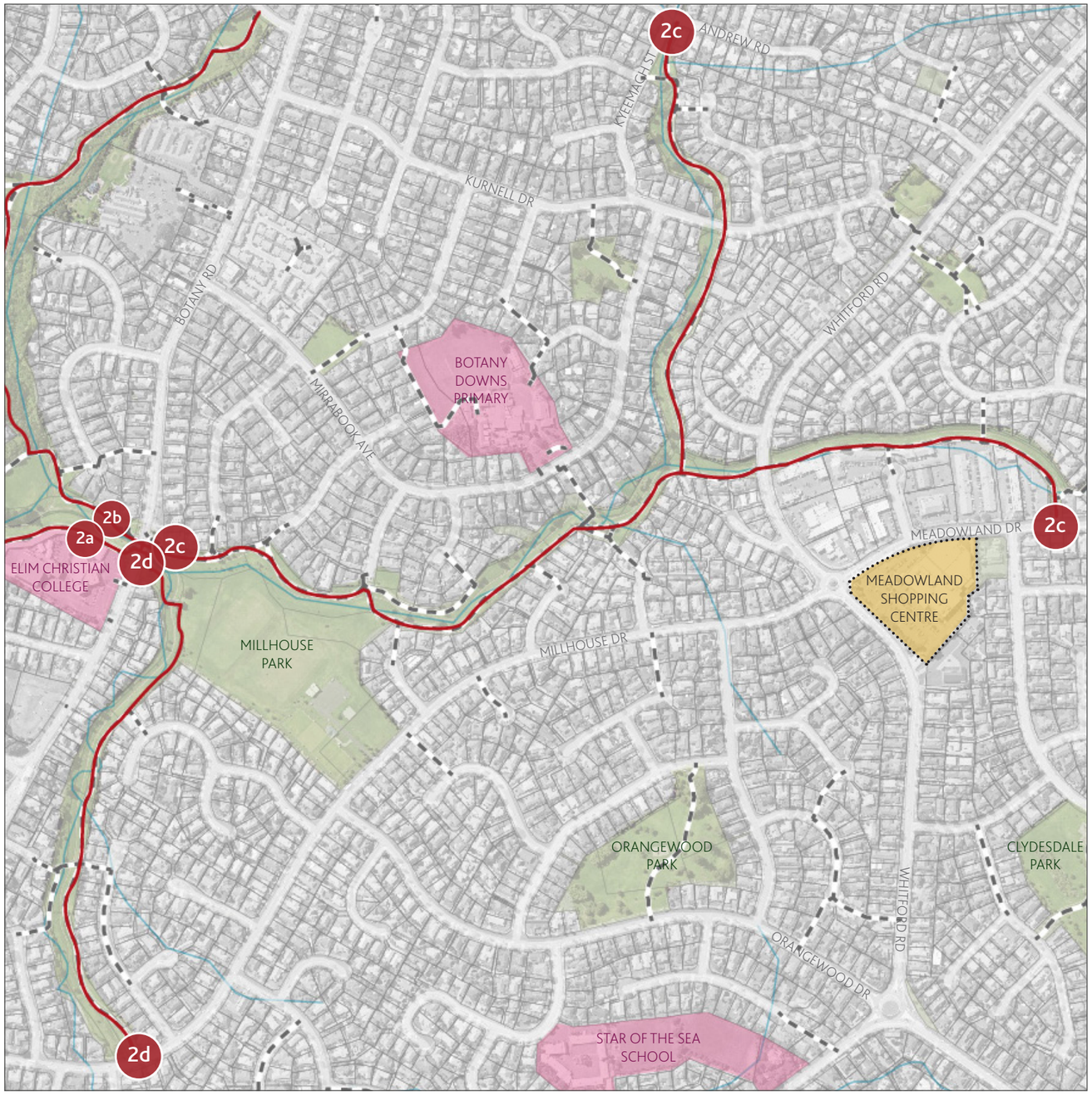
Budget Requirements (Capex)

[2a] Path improvement (widen existing to 3m) 185K, earthworks and sundries 40K, ecological allowance (planting only) 70K, PS and consenting 50K. Total 345K

[2b] Path improvement (widen existing to 3m) 150K, ecological allowance (planting only) 60K, earthworks and sundries 30K, PS and consenting 45K. Total 285K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information
- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS N

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2c 2d

Location

Cascades Walkway No 4, No 5, No 6 and No 7

Description

These routes are a continuation of 2a and 2b. Route 2c runs in an easterly direction from Botany Road to Meadowland Drive, paths are located along the southern banks of Botany Creek as it passes through Cascades Walkway No 4 (Kookaburra) and Cascade Walkway No 7 (Orinda Cnr). Just before Whitford Road another path branches off to the north along Cascade Walkway No 6 (Kurnell). Located along the eastern banks of Botany Creek, this branch terminates at Kurnell Drive.

Route 2d also begins at Botany Road, before immediately branching off in a southerly direction, passing thorough Millhouse Park and Cascade Walkway No 5 (Millhouse), and terminating at Millhouse Drive. The path is located along the eastern banks of the channelised waterway.

Ecology and cultural considerations

This is a modified (channelised) stream environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to improve the habitat and stream condition through ecological improvements.

Constraints

- There appears to be few constraints along this route

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.
- Opportunity to provide formalised connection between 2c and 2d via short bridge located under Botany Road.

Budget Requirements (Capex)

[2c] Path improvement (widen existing to 3m) 360K, Bridge connection [to 2d] 5k, earthworks and sundries 60K, ecological allowance (planting only) 90K, PS and consenting 90K. Total 605K

[2d] Path improvement (widen existing to 3m) 160K, earthworks and sundries 30K, ecological allowance (planting only) 50K, earthworks and sundries 30K, PS and consenting 40K. Total 280K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).

LEGEND:

Base information
- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

NTS

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

3

Location

Cascades to Burswood Drive

Description

This is a continuation of P1. Beginning at Aviemore Drive, The first section of the path runs in a westerly direction through the Cascades for a short distance before turning south, passing underneath Cascades Road. It then continues in a southerly direction, located between the Pakuranga Creek and the Pakuranga Golf Club to West Fairway. The path is largely surrounded by mangrove/riparian planting and includes sections of boardwalk.

From this point the path continues along the upper slopes of Frank Nobilo Drive Esplanade Reserve until Corta Bella Place Reserve, where it crosses a bridge into Burswood Esplanade Reserve and terminates at the intersection of Burswood and Ti Rakau Drive.

Ecology and cultural considerations

The Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. In addition, the path passes within the vicinity of several archaeological sites identified in the CHI, including shell middens and a jetty/quarry.

Constraints

- Sensitive treatment of paths that pass through the coastal environment.

Opportunities

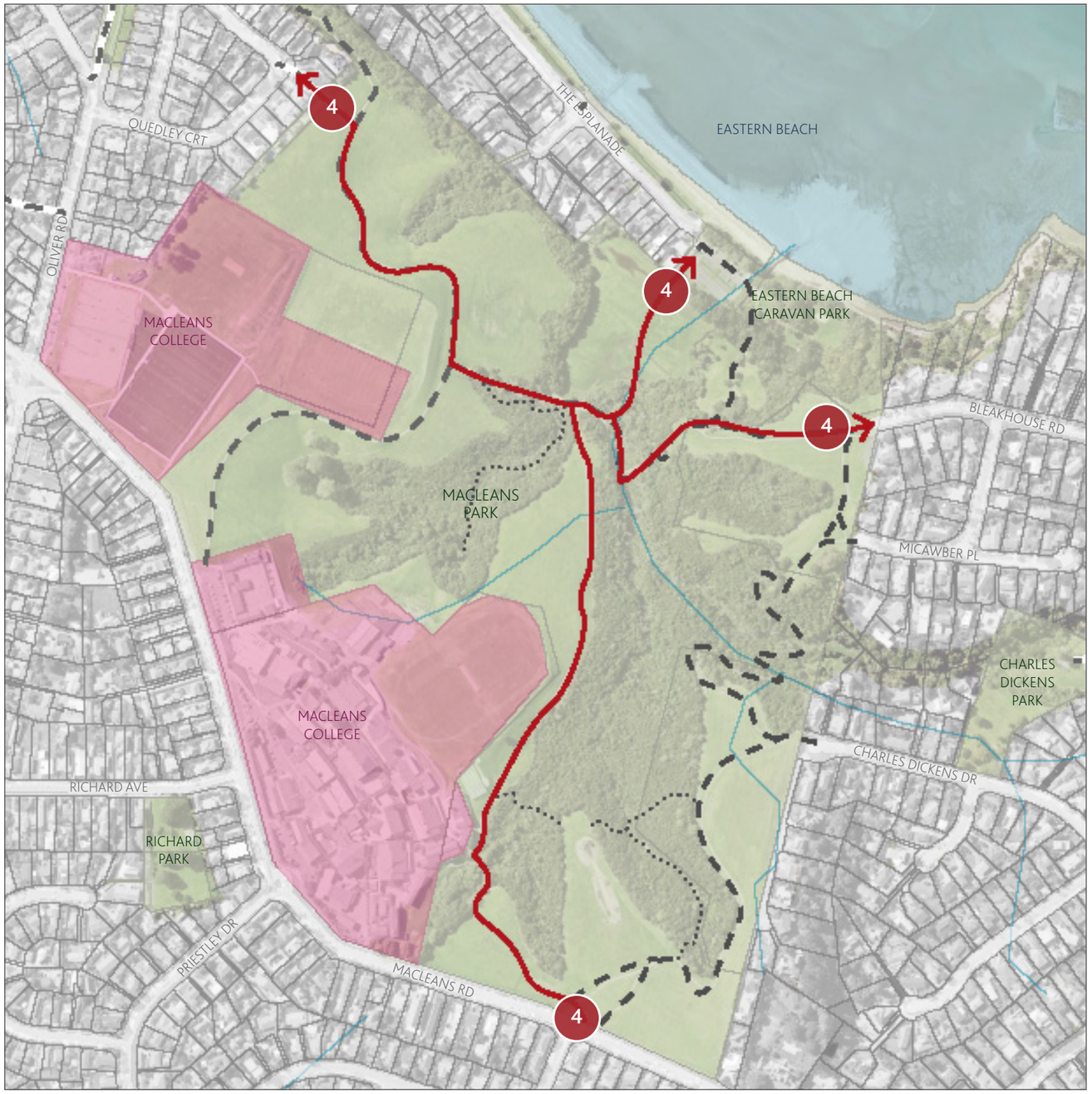
- Aside from boardwalk sections at the northern end of the route, relatively low cost improvements due to gentle topography and existing path infrastructure.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 350K, boardwalk and/or bridge improvement (widening to 2.5m) 200K, earthworks and sundries 70K, ecological allowance 50K, PS and consenting 100K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information
- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing track
- Existing MTB track

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

4

Location

Macleans Park

Description

This route starts from Macleans Road in the south, and heads north along the eastern boundary of Macleans College, taking in elevated areas with expansive views over the Hauraki Gulf. The path branches off in three directions at the northern end; one arm runs off to meet the Quedley Court entrance on the western side of the park, another links down to Eastern Beach via Eastern Beach Caravan Park, and the third connects up to the Bleakhouse Road entry to the east. While these routes do currently exist, they are gravel tracks and will require widening and concrete paving to bring them up to a Local Paths standard appropriate for both pedestrian and bicycle use.

Ecology and cultural considerations

The native bush clad gullies and stream habitat within Macleans Park is of high ecological value and has a SEA Terrestrial overlay.

Constraints

- Issues around passive surveillance in paths located in the bush clad gullies
- Steep topography in parts

Opportunities

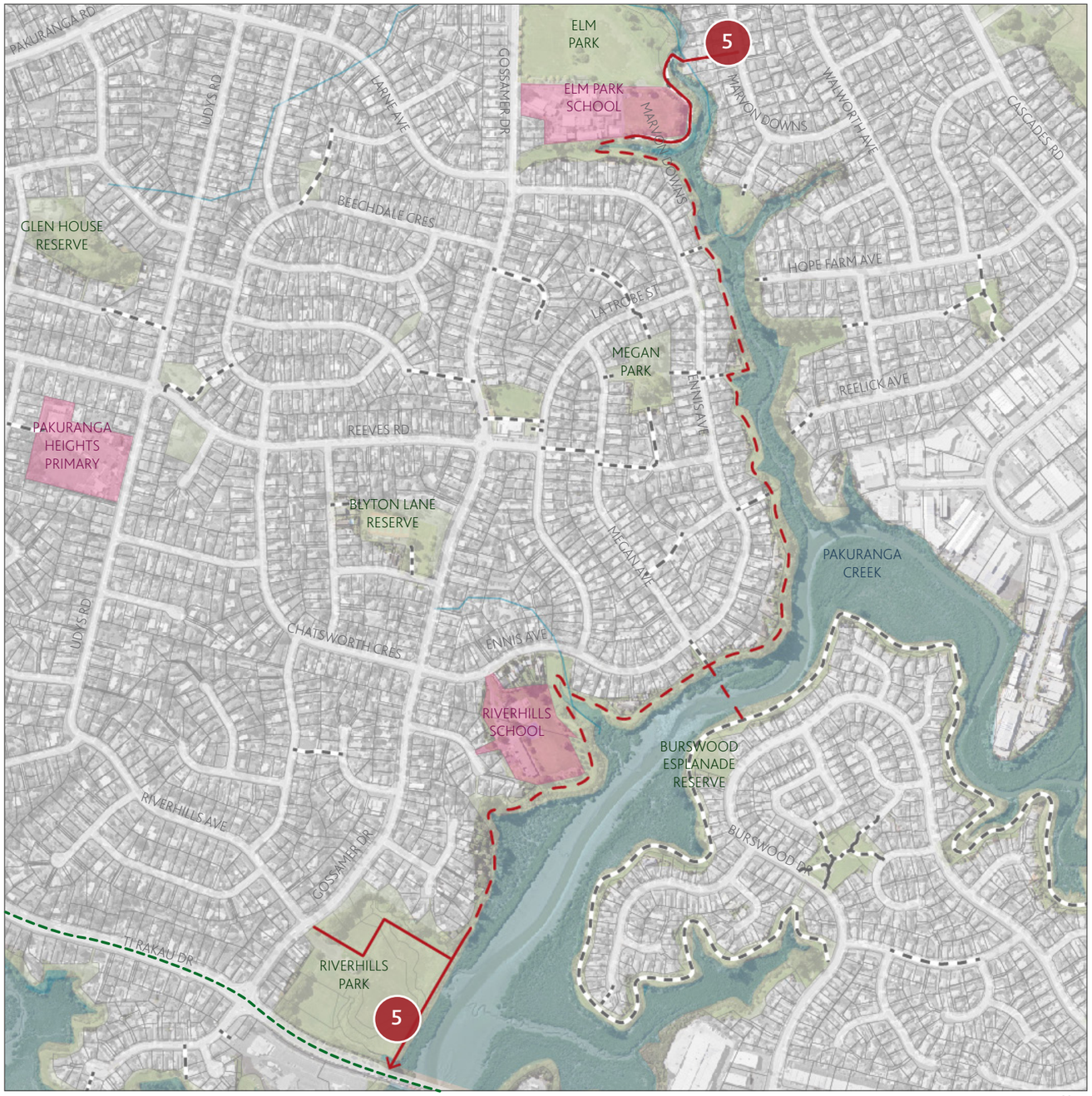
- Provides a direct link to Macleans College.
- Ecological improvements through native amenity planting.
- Ecological improvements through pest plant and animal control and enhancement planting.

Budget Requirements (Capex)

New concrete path 590K, earthworks and sundries 70K, ecological allowance 20K, PS and consenting 90K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

NTS

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

5

Location

Elm Park to Riverhills Park

Description

This route runs from Marvon Downs Avenue in the north to Riverhills Park/Ti Rakau Drive in the south, via Elm Park, Elm Park School, Ennis Avenue Reserve, Riverhills School and Riverhills Park. It is located in the esplanade reserve along the western banks of Pakuranga Creek. A section of path is also located along the northern edge of Riverhills Park, connecting Gossamer Drive to the esplanade reserve.

The majority of this route will require new paths. Only two sections of existing path currently exist here; a small section along the Riverhill Park esplanade reserve from the sports fields to Waikaremoana Place, as well as a section running alongside Elm Park School connecting to Marvon Downs Avenue. This route provides an off-road connection up a significant length of coastline and connects up a number of schools and open spaces along its length.

Ecology and cultural considerations

Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. Local paths provide an opportunity to improve habitat and water quality through native planting.

Constraints

- Some issues around passive surveillance and safety along narrow, heavily vegetated sections of esplanade reserve.
- Sections of steep topography and narrow esplanade reserve between Riverhills Park and Riverhills School, and at the southern and northern ends of Ennis Avenue Reserve.
- Bridge across Pakuranga Creek will be a large and complicated project to undertake.

Opportunities

- Ecological improvements along coastal edge
- Could be staged to reduce initial cost
- Opportunity for future connections across Pakuranga Creek to Burswood
- Opportunity in future to formalise pedestrian/cycling connection under Ti Rakau Drive to eliminate the need to cross this busy road at grade.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 70K, New path (1.8m - 3m wide depending on topography) 860K, earthworks and sundries 90K, ecological allowance 50K, PS and consenting 180K. Total 1.35M

Bridge across Pakuranga Creek requires a formal feasibility study and has not been included in the above costing.

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).

LEGEND:

Base information
- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

NTS N

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

6

Location

Ti Rakau Drive to Smales Road (Greenmount Drainage Reserve)

Description

This route is a further continuation of P1, P2 and P3 linking up Pakuranga to Botany / East Tamaki, and involves 2 sections. The first part is installation of new path from Ti Rakau Road heading south through the drainage reserve down to Millington Place. The second part is an upgrade of existing path from Millington Place through to Kellaway Reserve, terminating at Smales Road. Along its length, the route links up with a number of smaller paths which allows access to the reserve from Harris Rd, Riplington Rd, Morestead Ave, and most importantly, under the busy Te Irirangi Road via an underpass which connects with the Tamaki Heights and Botany residential catchments.

Ecology and cultural considerations

While the drainage reserve is partially channelised, there are also large areas which remain in natural condition and pockets of bush margin and ecological habitat exist. CHI logs also show several historic archaeological and maritime sites located within and around the reserve, so care will need to be taken with locating the route along here and construction impacts would need to be carefully monitored.

Constraints

- Steep topography and existing patches of planting around the eastern perimeter of the reserve (where the route is shown as a dashed line) may require regrading.
- Location of the route along the top of the stormwater culvert and Ti Rakau road side will need further consideration at detail design phase.

Opportunities

- Moderate cost improvements due to existing infrastructure along Kellaway Drive Reserve.
- Possible ecological improvements through stream daylighting and native ecological planting.
- Completes a key connection between Lloyd Elsmore Park and the future Greenmount Park, for both recreational users and commuters.
- Work with AT to improve the intersection crossings for pedestrians and cyclists at Greenmount Drive and Ti Rakau Drive.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 230K, New path (3m wide) 330K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 100K. Total 735K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Individual LTP line item, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting).

LEGEND:

NTS

Base information

- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

7

Location

Uxbridge Road (Howick Village to Howick Beach)

Description

This on-road connection is located along Uxbridge Road from Howick Village to Beach Road. It links residents from Howick's main street down to Howick Beach, connecting people to the library, Uxbridge Arts Centre and Garden of Memories along the way. It has been outlined in the Howick Village Centre Plan 2017 as a key goal for implementation.

Ecology and cultural considerations

CHI logs show this route is adjacent to several historic archaeological, maritime and botanical sites, so construction impacts would need to be carefully monitored. Coastal ecological enhancement could occur through replanting at Howick Beach.

Constraints

- Works in the road corridor are more expensive overall than those in parks.

Opportunities

- To emphasize the short distance (>1km) between Howick Village and the beach and ensure ecological outcomes are met for accessing local natural amenities. This ties into the Howick Village Centre Plan 2017.
- Working with AT to improve the road crossing on Beach Rd.
- The road is relatively quiet and wide with sufficient space between the lane markings and grassed berm which could be transformed into either a dedicated on-road cycleway or upgraded footpath.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item.

LEGEND:

Base information
- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS N

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

8

Location

Bucklands Beach (Little Bucks) to Half Moon Bay Marina

Description

The primary aim of this connection is to fill the gap between the Little Bucks boardwalk and the marina, as the existing path currently terminates at the southern end of Takutai Ave Reserve. There are two options for this route, the first is relatively straightforward and involves connecting up to the existing on-road path network from Argo Drive to the ferry. The second (shown as a dashed line) would involve a more direct connection to the ferry by cutting through the marina, but would require negotiations with the property owner. The first option has been costed.

Ecology and cultural considerations

This is a moderately modified area, and no ecological or cultural features of note, or CHI logs exist here.

Constraints

- Not all the land along this route is in public ownership.
- Some existing park features may need relocation to accommodate the route

Opportunities

- Important link between Bucklands Beach walkway and HMB marina / ferry.
- Possible ecological improvements through native amenity planting.
- Relatively low cost addition due to easy contour and existing reserve land / infrastructure.
- Potential connection directly through the marina to the ferry terminal if an easement could be worked out with the property owner of the HMB marina.

Budget Requirements (Capex)

New path (2m wide) 60K, earthworks and sundries 25K, PS and consenting 15K. Total 100K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, Renewals, Local Board Transport Capital Fund (LBTCF), Partnership with local businesses/sponsorship (marina)

LEGEND:

Base information
- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

NTS N

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

9

Location

Panmure bridge to Pakuranga Town Centre (extension of Rotary Walkway)

Description

This off-road connection is a continuation of the Rotary Walkway from where it terminates at Panmure Bridge Marine. The route travels south under the Panmure Bridge, and along the coastline and transmission corridors towards the Ti Rakau and Pakuranga Highway intersection and the Pakuranga Town Centre. The route picks up two reserves along the way (Millen Ave and Paul Place), and is expected to tie in with the future AMETI works happening in this vicinity, offering people a complete recreational route along the coast to the town centre.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the transmission power corridor requires more planning and management.
- Construction along the coast where neighbouring properties have encroached on council land will need to be managed.

Opportunities

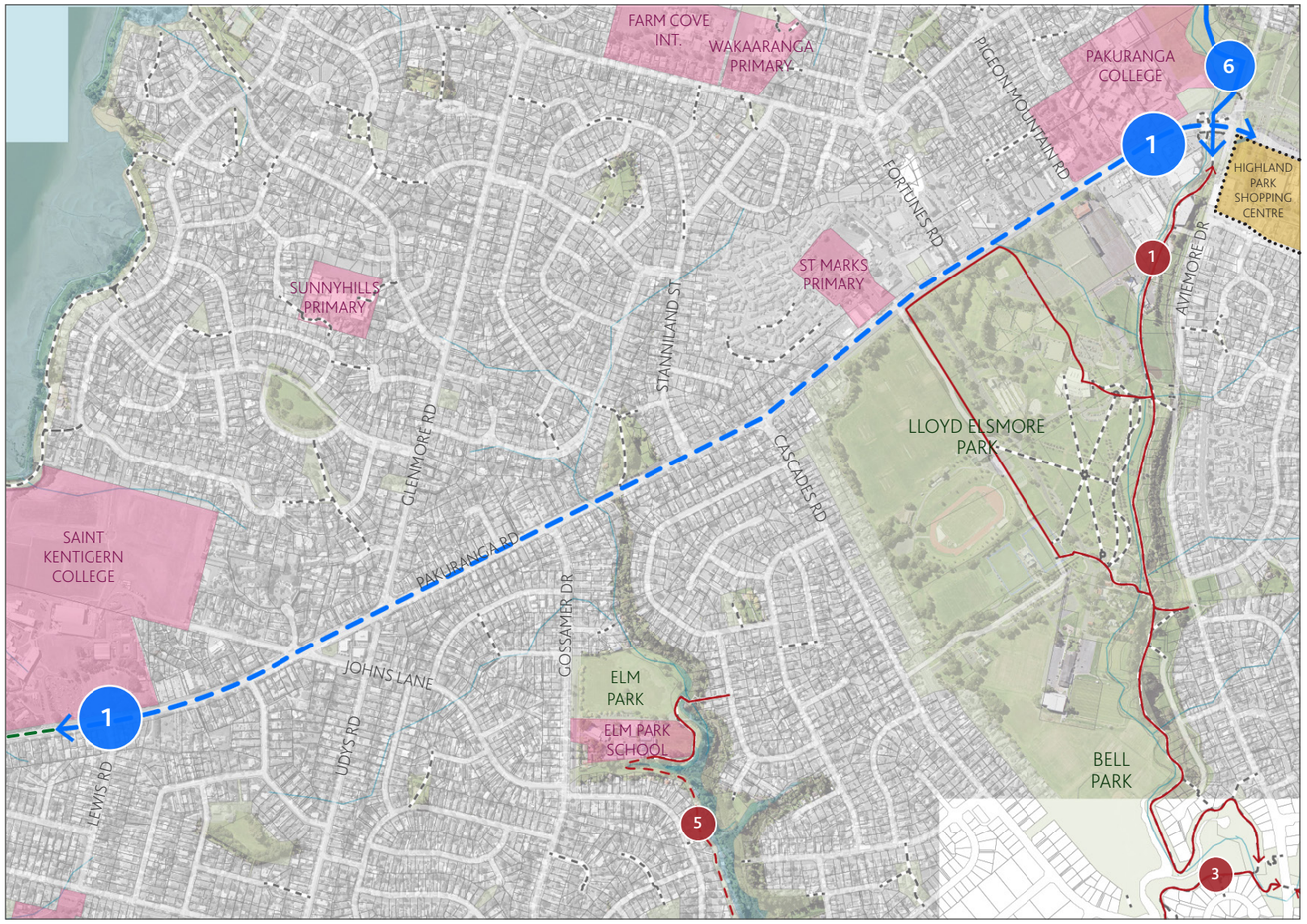
- To extend the well used Rotary Walkway under the Panmure Bridge and back around to Pakuranga Town Centre as an off-road route.
- Some of the path connections already exist, and only require widening to bring up to a Local Paths standard.
- Allows for better recreational use and ecological planting for the currently under-utilised Millen Ave and Paul Place Reserves, as well as the green corridor running parallel to Pakuranga Highway.
- Work with AT to tie in the route with the future AMETI intersection and cycleway project along Ti Rakau Road.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 100K, New path (1.8m - 3m wide depending on topography) 350K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 100K. Total 650K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCP), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

NTS

COMMUTER

PRIORITY WALKING & CYCLING ROUTES

1

Location

Pakuranga Road

Description

This route follows the length of Pakuranga Road From Highland Park Shopping Centre in the East to Pakuranga Plaza in the West, linking up with where Phase 2 of the AMETI Eastern Busway project is due to terminate (construction scheduled for between 2018 and 2020). The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists and road crossings for pedestrians. The route connects with P6 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Pakuranga Road is busy with 3 lanes travelling in either direction, and can experience heavy traffic both in and out of peak times.

Opportunities

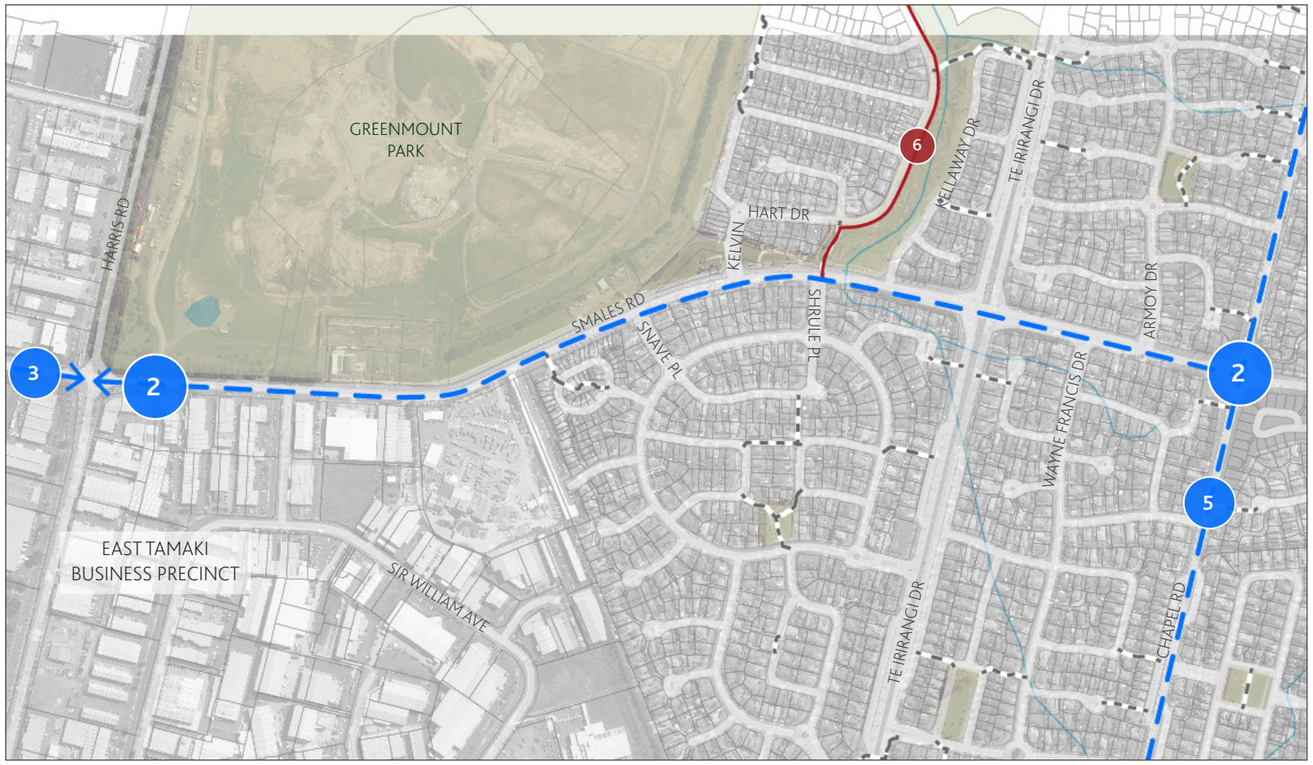
- The aim of this route is to tie in with the AMETI project, by continuing the cycleway further east towards Howick. Without extending this route on Pakuranga Rd, a significant number of suburbs in the area are cut off from accessing AMETI as there is currently no safe and efficient way for commuters to get to Pakuranga Plaza (where AMETI will terminate).
- Better connection to Lloyd Elsmore Park and a number of local shops, schools and parks.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information
- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS

COMMUTER
PRIORITY WALKING & CYCLING ROUTES

2

Location

Smales Rd

Description

This route is located on Smales Road, between Harris Road and Chapel Road and connects the East Tamaki business area to residential suburbs to the east, incorporating intersections on Te Irirangi Drive and Chapel Road. The on-road route is aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists, and road crossings for pedestrians. This is a continuation of commuter route P3 and connects up with P5 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-uses. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

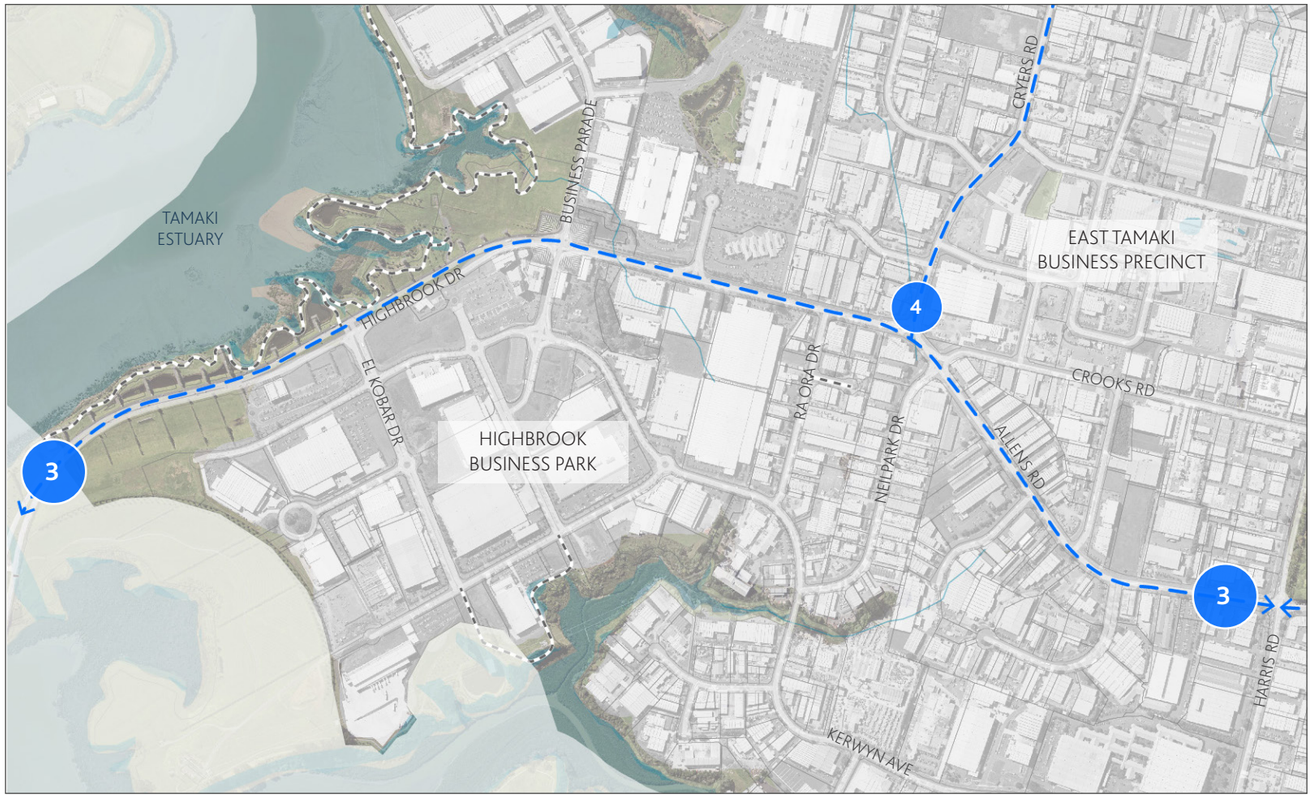
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- Connection to the future Greenmount Park development.
- Ensure ecological outcomes are met.
- The Smales Road intersection project has been earmarked by AT for construction to begin in the near future, so it may be possible to tie in this route with the wider reconfiguration of Smales Road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS

COMMUTER

PRIORITY WALKING & CYCLING ROUTES

3

Location

Allens Road to Highbrook Drive

Description

This route runs from Highbrook Drive (near Otara Creek bridge) to Harris Road, via Highbrook Drive and Allens Road. It connects the Highbrook Business Park and East Tamaki business precinct to surrounding areas. The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

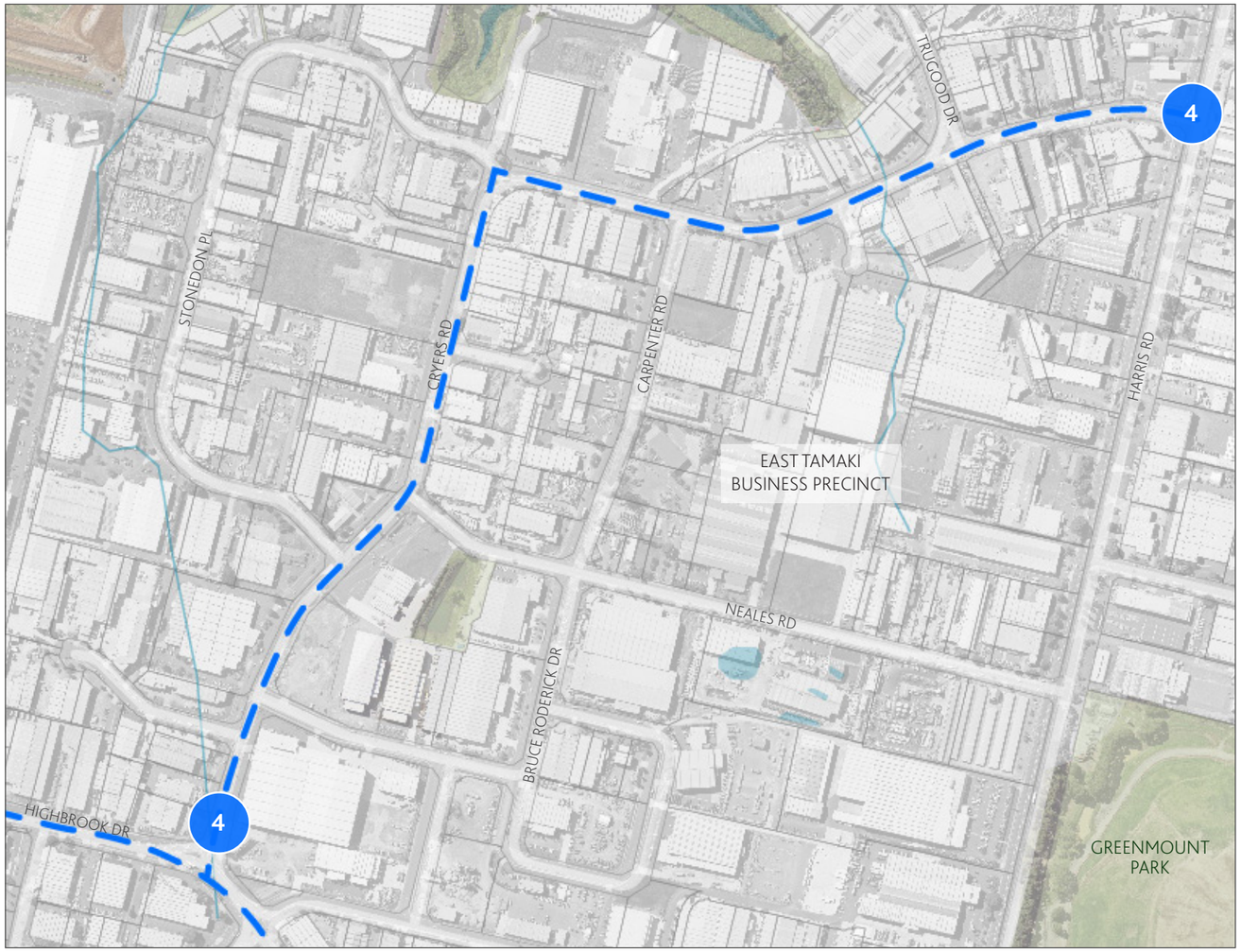
- Connects up with a Local Paths route within the adjacent Otara-Papatoetoe Local Board area.
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings. This could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS N

COMMUTER

PRIORITY WALKING & CYCLING ROUTES

4

Location

Cryers Road

Description

This route connects Highbrook Drive to Harris Road via Cryers Road. It provides access to central East Tamaki from the surrounding areas. The route is on-road and aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

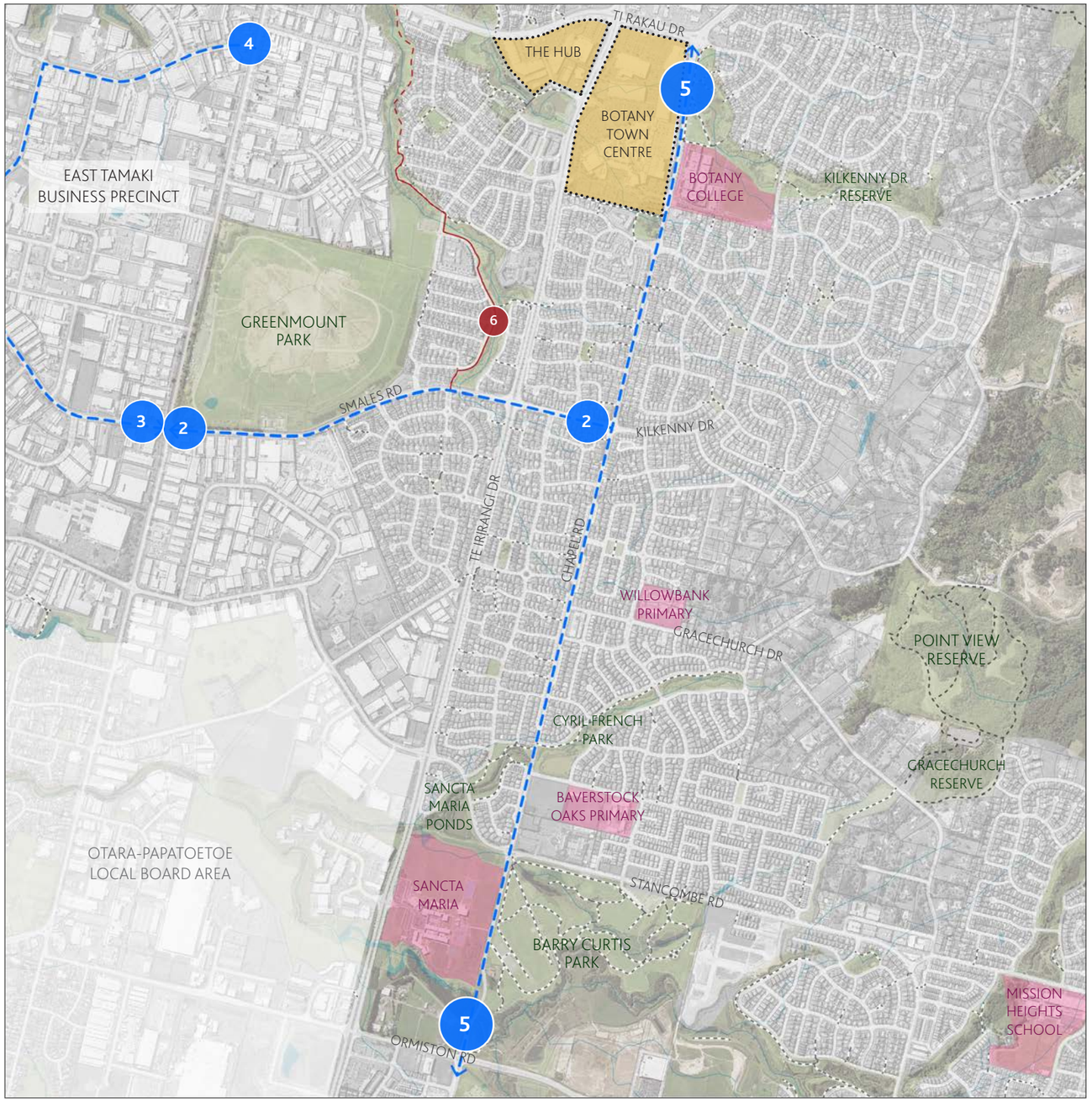
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information
- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS N

COMMUTER
PRIORITY WALKING & CYCLING ROUTES

5

Location

Chapel Road

Description

This on-road route is located on Chapel Road, between Ti Rakau Drive and Ormiston Road. It links the residential neighbourhoods of Dannemora and Flatbush, and provides a direct connection between Botany Town Centre and Ormiston. The route is aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Chapel Road is a busy arterial route with many intersections. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

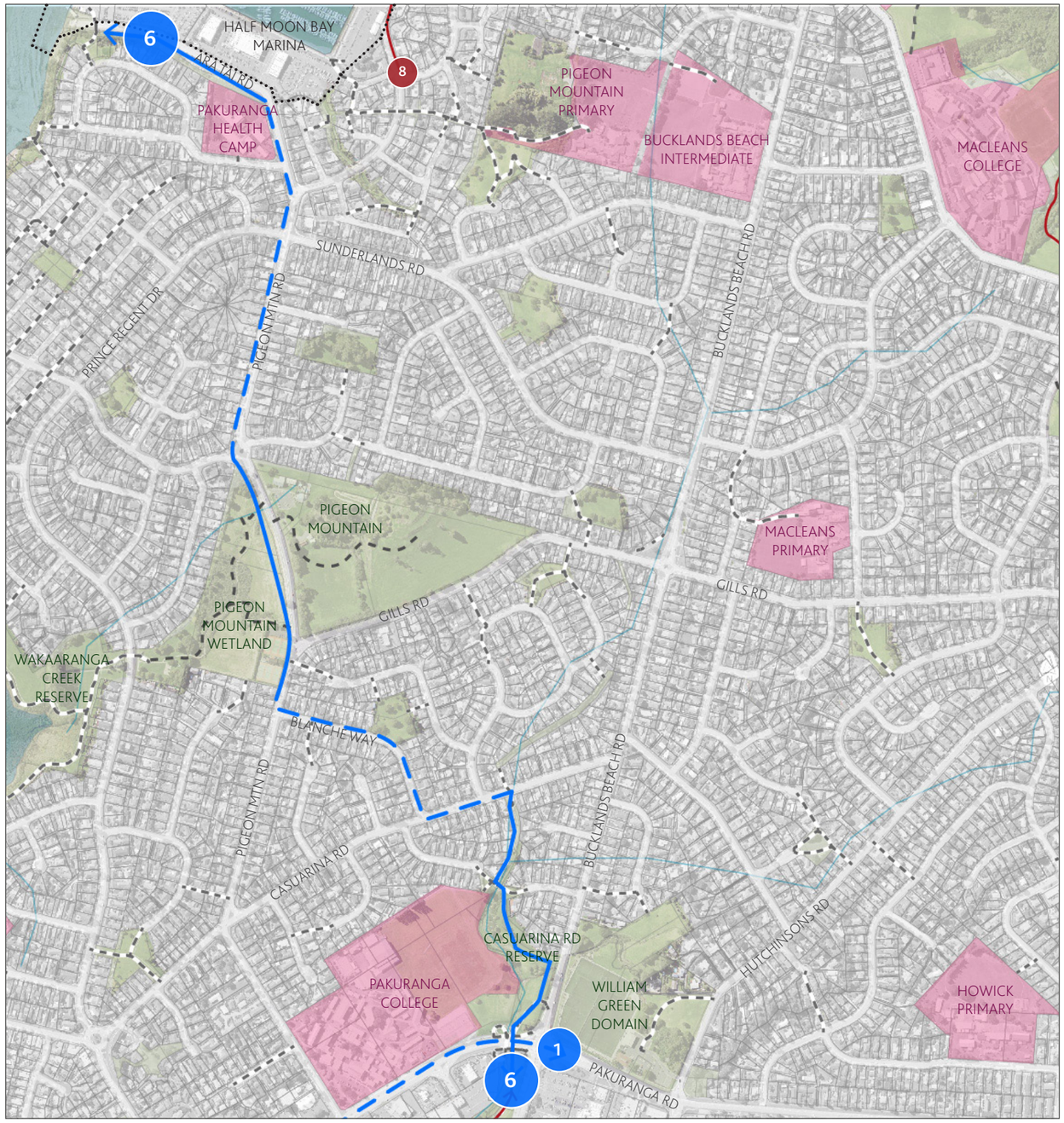
- This route connects a large residential catchment to Botany Town Centre and the East Tamaki business area, as well as to Ormiston Hospital, Barry Curtis Park and a number of Dannemora schools.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information
- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections
- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

NTS

COMMUTER
PRIORITY WALKING & CYCLING ROUTES

6

Location

Lloyd Elsmore to Half Moon Bay Ferry

Description

This route runs from Half Moon Bay marina in the North to Lloyd Elsmore in the South, via Ara Tai Rd, Pigeon Mtn Rd, Blanche Way, Casuarina Rd and Mooneys Bridge North Reserve. It is a combination of on-road [dashed line] and park [solid line] connections, joining up with both the recreational and commuter P1 routes to link a number of people and neighbourhoods to the new ferry terminal and bus interchange at Half Moon Bay. On-road routes are aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety and crossings for cyclists and pedestrians alike.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist along the road or on adjacent park land.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Not all the roads involved in this route have wide parking corridors or berms. Careful planning is required to deliver a quality commuter route in this environment.
- Sections of reserve land (i.e Pigeon Mountain) are administered by Tupuna Maunga Authority where the route may have to be diverted on-road instead.

Opportunities

- This route links Pakuranga to the Half Moon Bay ferry terminal, which in turn connects people to greater parts of Auckland.
- Ecological improvements to the stormwater channel and outfall in Casuarina Road Reserve.
- Working with AT to improve pedestrian and cycling safety at key intersections on Pigeon Mountain Road.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

[1] Where the route occurs on-road, scoping and budget estimating is required by AT at a project phase.

[2] Where the route occurs on park land: Path improvement (widening to 3m) 60K, New path (3m wide) 140K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 50K. Total 325K

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI), CAPEX, Individual LTP line item, volunteer/partnership work (planting), Urban Cycle Programme, AT Cycling Programme.

Howick Walking & Cycling Network

Adopted Report, 2018

Auckland Council
Te Kaunihera o Tāmaki Makaurau