

Rodney Greenways Local Paths Plan

Kumeu, Huapai, Waimauku and Riverhead

December 2016

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Riverhead, overlooking Riverhead Tavern, Riverhead Forest top of aerial photo.

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Riverhead, overlooking Rangitopuni Stream, the Coatesville Riverhead Highway shown centre image.

1.0 Introduction

1.1 Purpose of the Document

Purpose

This document defines the long-term Greenways Plan for Kumeu, Huapai, Waimauku and Riverhead within the Rodney Local Board area. In other parts of Rodney, a Greenways Plan has been adopted for Wellsford and one is underway for the southeast coast from Puhoi to Pakiri. A final Greenways Plan to connect the balance of the Rodney Local Board area will begin to be prepared in 2017.

This long-term Greenways Plan 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

Greenways 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 Auckland's Greenways network is now well underway across the city with plans 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 the Greenways Plan, the Rodney 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 greenways plans will ultimately become a chapter of these.

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 Rodney Greenways Plan can deliver on a number of the aims of the Auckland Plan, including:

Chapter 5: Auckland's Recreation and 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 and 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 Greenways plan, a number of related Council and non-Council initiatives have been investigated and - where possible - included in the network:

- High level documents prepared by the former Rodney District Council and Auckland Council; including; the Auckland Plan, Operative District Plans and the Proposed Auckland Unitary Plan (PAUP);
- The large number of Special Housing Areas (SHAs) within the region, as well as other areas of development, including Orahua Road (Kumeu), the Kumeu Huapai Triangle (planning underway by Cabra Developments), 29 Dinning Road, and 202 and 218 Matua Road;
- Area-specific Council planning documents, including; the Kumeu Town Centre Outline Plan, Huapai North Outline Plan, Riverhead South Outline Plan and the Riverhead Structure Plan;
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN) and Auckland Transport for Future Growth (TFUG); and
- Community or joint initiatives, including the Northwest Wildlink



The North-West Wildlink, initiative by Forest and Bird.

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 has been instrumental in shaping these plans, they provide a touchstone for the aspirations of each area's community.

Greenways have potential to fulfil a number of the aspirations set out in the 2014 Rodney Local Board Plan, including that set out in the overall vision statement and goal:

OUR VISION: CREATING THE WORLD'S MOST LIVEABLE CITY AT THE LOCAL LEVEL

"Our goal is to develop a thriving, safe and well-connected vibrant community."

RODNEY LOCAL BOARD PLAN OUTCOMES

- Roads, paths and public transport enable us to get around easily and safely**
Our communities will be well connected by transport links and have a range of transport options available to them.
- Parks and sports facilities are easy to access and enjoy**
Our communities, young and old, will have increased access to a wide range of recreation opportunities for health, wellbeing and enjoyment.
- Communities are empowered and plan for their own futures**
Our communities know what they want for their futures. Local people will plan for their own areas and determine what is important.
- Our environment is healthy, cared for and enjoyed by all**
Local community groups take ownership in the quality of their environment. River and stream water quality will be improving, pest species reduced and waste minimised. Our wastewater servicing will be reliable and environmentally friendly.
- Local halls and libraries are familiar, valued and well-used community spaces**
Our halls and libraries meet the needs of local communities. They are highly valued, welcoming friendly spaces in which local residents take pride and have a sense of ownership.
- Local economies are strong and growing**
Our local economy will strengthen and businesses will thrive through working together. A growing economy will provide more jobs for local people.
- Arts, culture and events enhance our communities and express who we are**
Our communities will celebrate, learn and grow through arts, culture, events and a variety of community-led initiatives. These activities will strengthen communities, provide opportunities for people to connect with each other and build a sense of pride.



Supporting this vision, the Board Plan sets out a number of more tangible outcomes to guide allocation of funding and advocacy over the Local Board term. Construction of greenways, as set out by this document, can help to deliver on a number of these outcomes, specifically:

1. "Roads, paths and public transport enable us to get around easily and safely"

Increasing the network of safe walkways and cycleways across Rodney, and encouraging these alternative modes of transport as safe, practical, healthy options for community and regional connections is a main aim of any Greenways plan.

2. "Parks and sports facilities are easy to access and enjoy"

The Greenways 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 wellbeing 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 Rodney.

3. "Our environment is healthy, cared for and enjoyed."

The Greenways plan is a tool which can be used to deliver this outcome, by providing revegetated stream 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. This also ties in with the North-West Wildlink project.

ROADS, PATHS AND PUBLIC TRANSPORT ENABLE US TO GET AROUND EASILY AND SAFELY

Our communities will be well connected by transport links and have a range of transport options available to them.

WHAT WE WANT TO ACHIEVE	KEY INITIATIVES	LOCAL BOARD ROLE	OTHER KEY AGENCIES	POTENTIAL COST; FUNDING STATUS
Walkways and cycleways are a healthy and safe alternative	Build footpath and cycleway extensions in and between towns and villages to provide connectivity	Advocacy and decision maker	NZTA, Auckland Transport and community groups	\$2 million (over three years) local board funding in addition to Auckland Transport Funding
	Progress walkway/cycleway connections between Warkworth and both Snells Beach and Matakana within five years	Advocacy	Auckland Transport and Matakana Coast Trail Trust	Project not costed and requires community funding

1.3 What is a 'Greenways Plan'

Definition

The aim of a Greenways Plan is to provide cycling and walking connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, Greenways 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 Kumeu, Huapai, Waimauku and Riverhead Greenways Plan will better connect this area of Rodney to the rest of Rodney as well as the neighbouring Waitakere, Henderson Massey and Upper Harbour Local Board areas. It will also connect to regional walking/cycling proposals for the greater Auckland area. The adjoining map shows other Greenways Plans either under development or adopted by participating local boards. Each board sets their own Greenways definition for their respective areas, based around a common aim.

The Rodney Greenways Plan seeks to;

Create a future network of greenways that will provide safe and enjoyable ways for people to get around, get active, and get engaged with the community and their environment.

The network of greenways identifies the location and opportunity to:

- improve walking connections
- improve cycle connections
- improve bridle connections
- improve recreation opportunities
- improve ecological opportunities
- improve access to streams and waterways.





CONNECTIONS IN OPEN SPACES



CONNECTIONS IN STREETS and TRANSPORT CORRIDORS



STREAMS AND ECOLOGICAL AREAS

Benefits of a Greenway

There are many benefits from developing greenways, 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.

What the Greenways 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 bush areas
- alongside streams or ecological areas
- slow-speed traffic environments and transport corridors

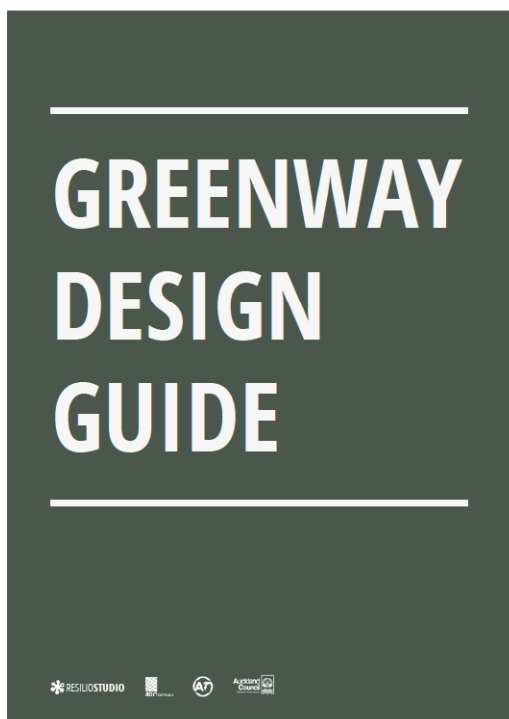
The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area. It is also important that the network is connected through appropriate wayfinding signage and/or other forms of markers.

These aspects are considered within the 'Local Paths Design Guide', which will inform the design of each individual project and which sets out a consistent 'kit of parts' to be used in construction. This will ensure that as greenways are built across the Auckland region, they will be recognisable due to their consistent look and feel. See over the page for examples from the Local Paths Design Guide.

1.4 Local Path Design Guide

Positioning Greenways within Kumeu, Huapai, Waimauku and Riverhead's Walking and Cycling Network

Also known as the Greenways Design Guide, the Local Path Design Guide was recently developed by Auckland Transport and Auckland Council to provide best practice guidance for designing and developing greenways networks through our neighbourhoods and across the Auckland region. The Greenways Plans (such as this document) 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 as well. Together, these two documents will form the backbone of the ongoing delivery of greenways in the Rodney area, and ensures that they connect up in a logical manner to surrounding areas. Note that the figures on this spread are pulled directly from the Design Guide, meaning that the images are not local.



Greenway - Street

Greenways on streets are designed to create safe and pleasant neighbourhoods that encourage walking and cycling for local trips. Pedestrians are accommodated on footpaths and streets are safe enough to walk on. Traffic calming tools, pavement markings and signage are used to improve safety for all street users, particularly cyclists.

Vehicle Volume:	1,000 - 1,500
Vehicle Speed (km/h):	30-40
Arterial Road Crossings:	50-100 per hour
Accessibility + Safety:	Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure:	Impervious surface 70-90% Tree canopy coverage greater than 30-40%

Greenway - Open Space

A Greenway through a park or open space is a path for cyclists and pedestrians that can be either separated or shared. Together with the Greenways on streets, they are designed to create linkages to local centres, parks, and schools as well as between primary paths. Greenways in open space provide opportunities to enhance ecological linkages and improve water quality.

Vehicle Volume:	N/A
Vehicle Speed (km/h):	N/A
Arterial Road Crossings:	N/A
Accessibility + Safety:	20km/h design speed / 20m sightlines and stopping distance
Green Infrastructure:	Tree park: continuous canopy with grass and assorted low level planting

Primary Path

Primary paths are designed to create direct links to regional and local centres. Pedestrians are accommodated on footpaths, cyclists are accommodated on separate paths and/or preferential use on streets. Off street primary paths typically accommodate pedestrians.

Vehicle Volume:	1,500+
Vehicle Speed (km/h):	40-60
Arterial Road Crossings:	50-100 per hour
Accessibility + Safety:	Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure:	Impervious surface <90% Tree canopy coverage greater than 30-40%

Recreational Trail

A recreational trail is a shared path designed for recreational cycling, walking and equestrian. While they may form part of a persons commute or daily trips, they are not intended to create a connection between major destinations. Recreational trails often run in loops.

Vehicle Volume:	N/A
Vehicle Speed (km/h):	N/A
Arterial Road Crossings:	N/A
Accessibility + Safety:	20km/h design speed / 20m sightlines and stopping distance
Green Infrastructure:	Park land / water system / self-generating forest

Positioning Greenways within Rodney's Walking and Cycling Network





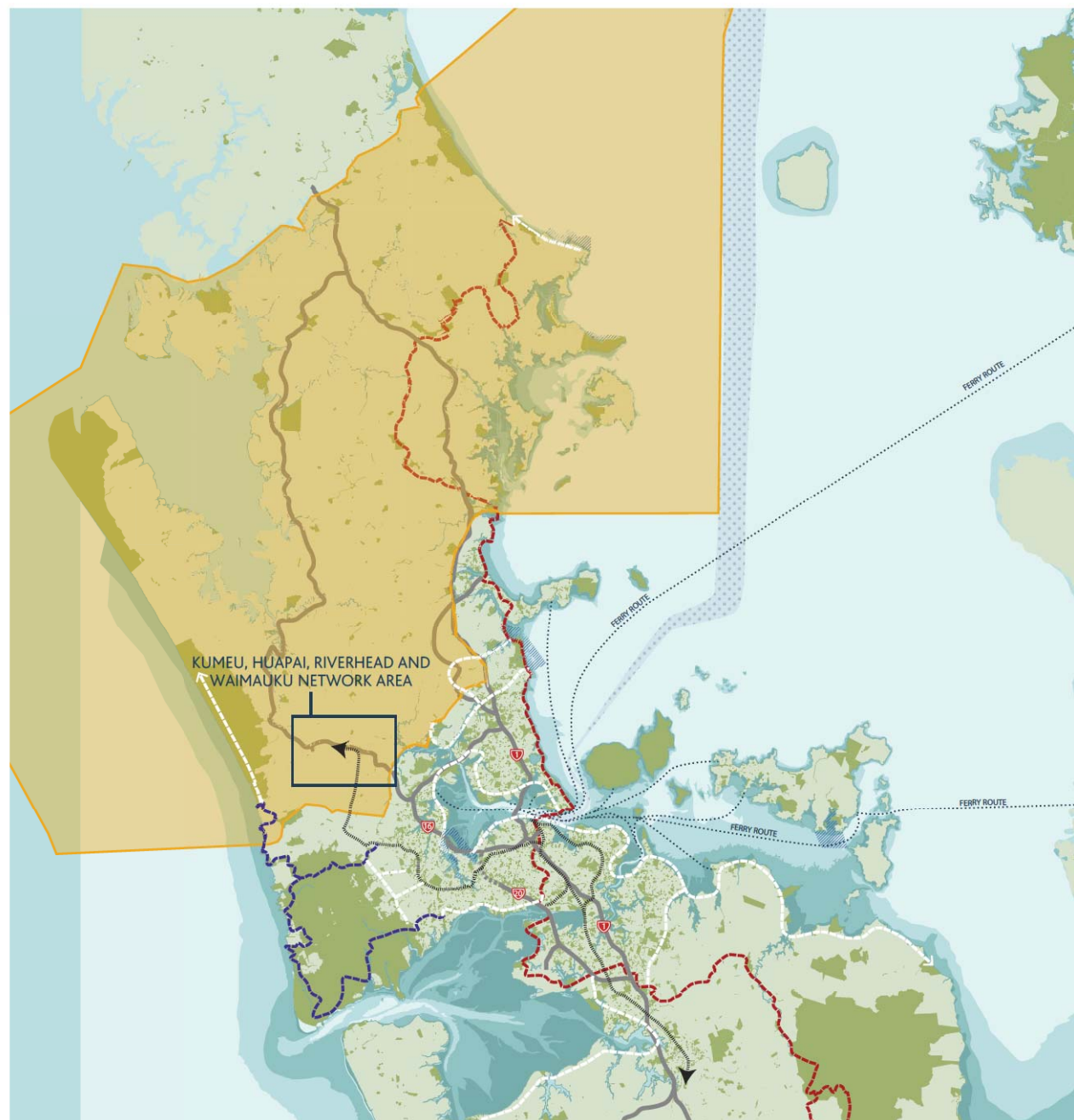
Waimauku, the Waimauku Tennis Club on the right, Waimauku Village in the centre.

1.5 Auckland Context

This area of the Rodney Local Board area takes in the established rural settlements of Kumeu, Huapai, Waimauku and Riverhead. This map shows the study area within its wider regional context, sitting approximately 25km northwest of Auckland's CBD, and connected by both the Northwestern Motorway (SH16) and the Western Rail Line. The settlements sit just outside of Auckland's urban fringe, generally retaining a rural character - although development pressure is starting to increase here, and we are seeing pockets of conversion of farmland to housing.

Broader Transport Connections

State Highway 16 and the Western Rail Line bisect the townships of Waimauku, Kumeu and Huapai, and SH28 does this to a lesser degree in Riverhead. While these transport corridors are critical for the transport needs of the townships, they do present significant barriers to people who want to move across their community. The severance effect of SH16 in Kumeu and Huapai is particularly severe, due to the industrial land uses, parking and slip lanes present along that corridor. While transport arterials can present challenges to a greenways network, at times they can also be incorporated as part of the network, depending on the available space within the corridor.



LEGEND

- | | |
|-----------------------|-----------------------|
| Rodney Local Board | State Highway Network |
| Park and reserve land | Te Araroa Walkway |
| Railway | Hillary Trail |
| Ferry routes | |

not to scale



Huapai, view over Huapai Domain.