

Rodney Greenways | Paths and Trails Plan

Pūhoi to Pakiri

MAY 2017



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Puhoi Town Library on Puhoi Road

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Mahurangi West Regional Park

1.0 Introduction

1.1 Purpose of the Document

Purpose

This document defines the long-term Greenways Plan for Puhoi to Pakiri, the southeast coast of the Rodney Local Board Area. To the west, a Greenways Plan has already been adopted for Wellsford, and for the Kumeu, Huapai, Waimauku to Riverhead area. A final series of Greenways Plans to connect the balance of the Rodney Local Board area will begin preparation in mid 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);
- Area-specific Council planning documents, including; the Moir Hill Subdivision and Puhoi to Warkworth Motorway
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN) and Auckland Transport for Future Growth (TFUG); and
- Community and joint initiatives, led by the Matakana Coast TrailsTrust



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."

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. Greenways can also provide a tourist destination for international and national visitors, and improve property values.

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 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 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 re-vegetated stream corridors. Such corridors offer habitat for local fauna in the area, and double as a movement corridor to allow animals to move between larger areas of habitat.

4. "Local economies are strong and growing"

Greenway connections and the development of green infrastructure increases connectivity and improves the quality of open spaces. These new connections increase the number of visitors and strengthen local economies.

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.



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



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 way-finding signage and/or other forms of markers.

These aspects are considered within the 'Local Paths Design Guide', 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.

1.4 Local Path Design Guide

Positioning Greenways within the Puhoi to Pakiri 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





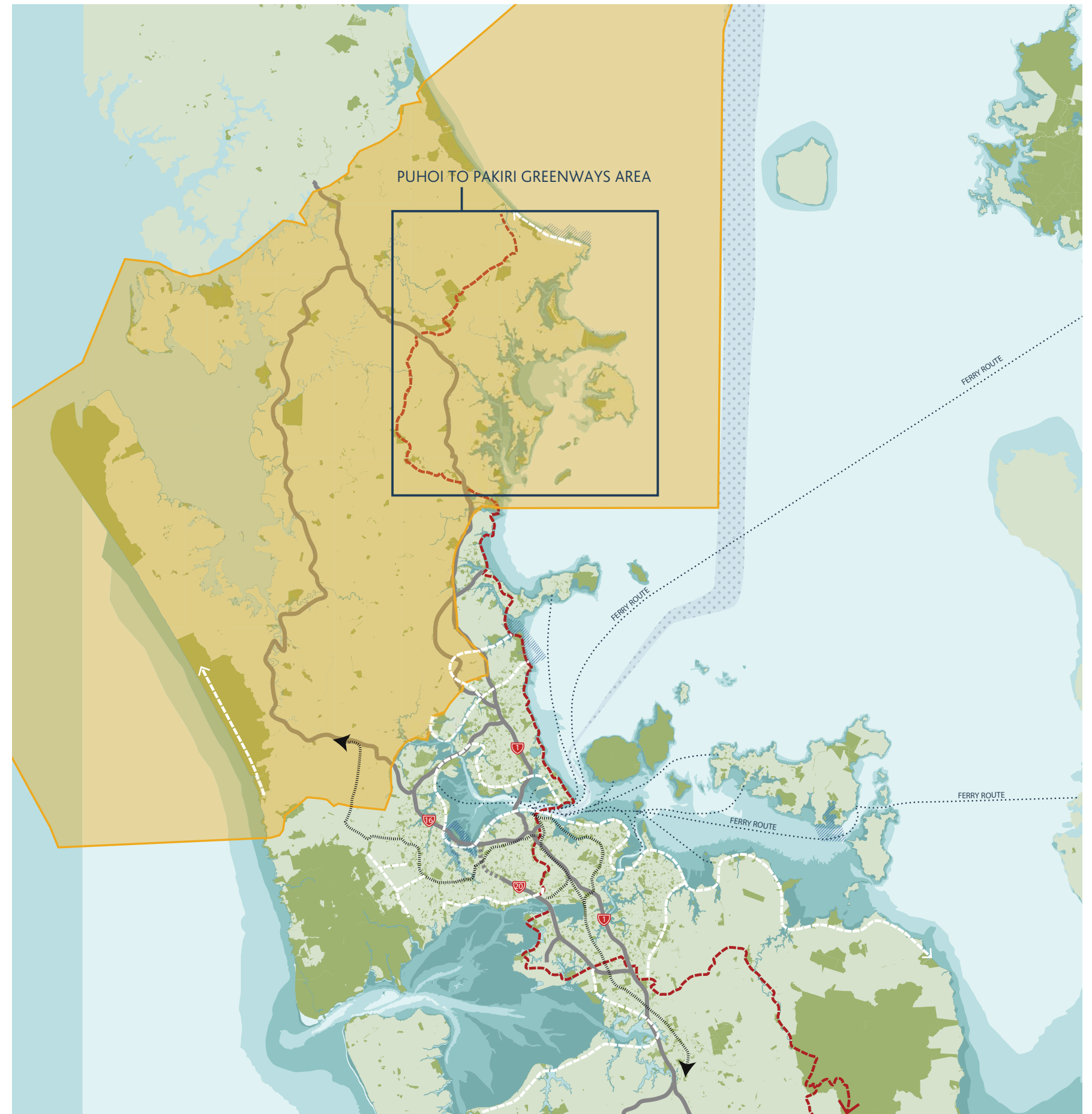
Wenderholm Regional Park

1.5 Auckland Context

This area of the Rodney Local Board takes in the established rural settlements of Puhoi, Mahurangi, Warkworth, Matakana, Omaha and Pakiri. This map shows the study area within its wider regional context, sitting approximately 40km north of Auckland's CBD, connected by the Northern Gateway Toll Road (SH1). The settlements sit well outside of Auckland's urban fringe, retaining a mostly rural character - although development pressure is starting to increase in some areas, and a future conversion of small pockets of farmland to housing is anticipated.

Broader Transport Connections

Due to anticipated future regional growth and the desire for better connections between Northland and Auckland for motorists, tourists and freight, the Ara Tuhono - Puhoi to Wellsford Road of National Significance project has been planned, and is scheduled to commence construction shortly. This project will divert SH1 around many of the townships in the study area. The resultant drop in traffic presents a number of walking, cycling and ecological opportunities that the greenways plan can leverage.



LEGEND

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

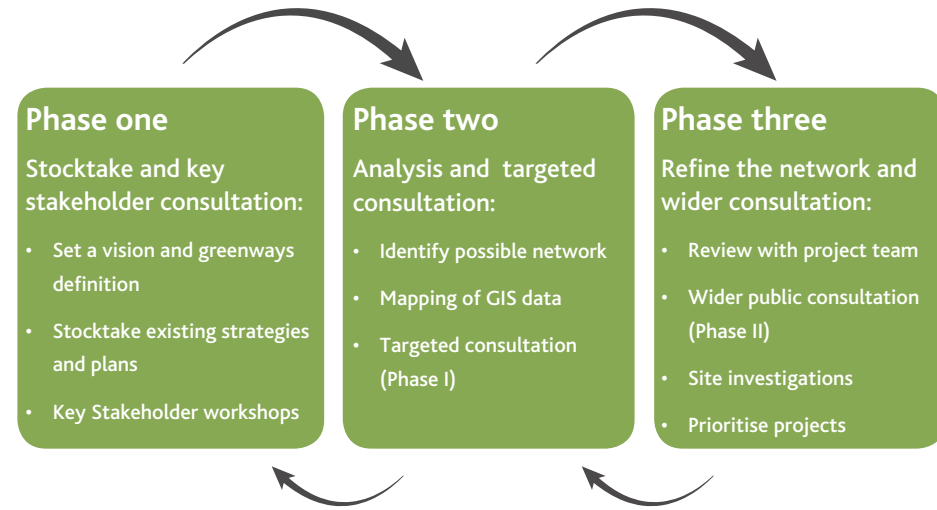


Matakana Village cycleway bridge opening, 2016

2.0 Method

2.1 The Process

This plan was developed using a three-stage process as outlined below:



Phase one - Stocktake and key stakeholder consultation

As a first step, previous studies and planning documents relevant to the area were collected and reviewed for the study area. The Rodney Local Board Plan (2014) 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 Rodney Greenways 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 network of walking and cycling connections as per the agreed Greenways definition. Ecological improvements were also given consideration, to improve links between existing forests, wetlands, coastal edges and streams. These desktop studies gave an understanding of the broad landscape patterns within the study area, and were used to guide phase two of the process, where the network was investigated on site.

In this area there were a number of established walking/cycling groups, and this plan was prepared collegially with the Matakana Coast Trail Trust, in addition to a number of other local community groups and agencies noted adjacent. We also held workshops with other key stakeholders, Auckland Transport, NZTA, NZ Walking Access Commission and Auckland Council staff to inform them of the project, and to understand linked policies, projects or aspirations that would affect the Greenways Plan. We also held meetings with Treaty Partners, Mana Whenua.

Phase two - analysis and targeted consultation

Following the desktop mapping, the draft route was overlaid with other background data (refer Appendices - Section A for Analysis Maps) to ensure that the network makes appropriate connections to destinations such as schools, community facilities, town centres and transport nodes. Consultation material was then prepared to for community engagement.

Targeted Consultation - Phase I

From October to December (2016) various sessions were held with community groups known to have an active interest in greenways. Representatives from the following groups attended the workshops, as well as some individuals:

- Mahurangi Coast Trail Trust
- Matakana Community Group
- Leigh Community Club and Business Group
- Mahurangi College
- Scotts Landing - MERRA
- Department of Conservation
- Sandspit R&R Association
- Puhoi Community Forum
- NZ Horse Network
- Snells Beach R&R Association
- Big Omaha Trail Trust
- Mahurangi Matters
- Warkworth Golf Club
- Warkworth Riverbank Enhancement
- NZ Walking Access Commission
- Baddleys Beach trail
- Omaha Beach Committee
- Forest and Bird - Warkworth Area
- Lions of Warkworth

At these sessions, the draft routes were provided and general feedback on their alignment was received. The maps resulting from this session are included in the Appendices.

Their feedback was then collated and the draft routes updated prior to wider community engagement. Comments beyond the scope of this project were collated and forwarded to the appropriate agency i.e Auckland Transport, New Zealand Transport Agency and the Department of Conservation

Phase three - refine the network and wider consultation

Following the analysis phase, the Rodney Local Board and Council staff from the Parks, Community Services, Community Facilities and Local Board Service departments as well as Auckland Transport reviewed the proposed Greenways routes in detail, and Phase II of community engagement commenced.

Wider Consultation - Phase II

A public consultation period was open from 27th January-28th February 2017 on the Shape Auckland website where the public could view the draft routes and submit online feedback (refer to Appendix - Section D for the Shape Auckland online survey results). Within the consultation period, a workshop and drop in sessions were held at the following locations.

- Static promotion - Countdown Warkworth Entrance
27th January - 28th February
- Drop in session - A&P Show Warkworth
Saturday 28th January 10am-1pm
- Workshop - Leigh Bowling and Community Club
Sunday 5th February 4:30pm - 5:30 pm
- Drop in session - Countdown Warkworth Entrance
Saturday 11th February 11am-2pm
- Drop in session - Puhoi Farmers Market
Sunday 26th February 9am-12:30pm

The feedback from these sessions and the Shape Auckland web page was then incorporated into the final network plans shown in Section 3. This local knowledge was also very valuable in determining the proposed priority routes (Appendix Section C).

As funding is not currently available to fully construct this network at this stage, the Local Board has identified priority sections. These priority sections are based on community desire, costs, benefits, constraints and opportunities, often coordinated with other local projects - including those by Auckland Council, Council Controlled Organisations and external stakeholders, such as NZTA, DoC, Community Groups and MCCT.

2.2 Consultation summary

Overall:

In general there is much support for greenways in the study area, with 70% of online submitters 'Strongly Agreeing' with the creation of the Puhoi to Pakiri greenways network. There was an emphasis placed on the importance of new walkway and cycleway linkages within new residential development as the area intensifies. The need to retain 'green space' and protect areas of native bush was also a concern. Another important aspect was the connection of beach settlements to the major hubs of Warkworth.

Safety was a key concern, for school children, recreational walkers and cyclists as well as horse riders. Many road edges (shoulders) are unsafe in that they have unsuitable edges for anyone not in a motor vehicle. Traffic calming measures in general were mentioned by many respondents.

There were comments in support of celebrating local heritage and conservation features, such as vineyards and the 1948 Cosmic Noise Expedition heritage site in Pakiri Hill. People noted that links would support local businesses such as wineries, cafés and accommodation providers.

The community identified a number of key 'gaps' at both a local and broader scale, including:

- sections of missing footpath on local roads such as Hill Road and Leigh Road
- footpaths to key destinations such as retirement villages, local shops and Mahurangi College in Warkworth
- a cycle and walking route from Puhoi to Pakiri, avoiding roads with heavy traffic
- Exploring the beaches and regional parks by creating bike routes and pedestrian access ie. Puhoi to Wenderholm Regional Park, Omaha to Tawharanui etc.
- New bike roads between Puhoi and Warkworth and Warkworth to Matakana, towards Leigh - commuting to Warkworth
- Bridle routes around farm communities
- Connections to the Te Araroa National Trail
- Loop walks to enjoy views of the Hauraki Gulf
- Mountain bike tracks

Walkways

There was an emphasis on the need for safe, connected walkways through reserves, around the coast (Snells Beach, Omaha, Leigh), the town centres and to schools. The community drew or wrote down their favoured routes on the maps or provided comments on the online feedback forms. All suggestions have been used to inform and revise the location of greenways network. The comments included;

"Safe access of new housing developments to local shops and the town centre" - Warkworth

"Connections and walks along the Mahurangi river" - Warkworth

"Connection along the coast to Leigh Scenic Reserve and Goat Island Marine reserve" - Leigh

"Easy access to Te Muri regional park and the Puhoi river" - Puhoi

Cycleways

Road cycling is popular in this area, although the high traffic speeds and blind corners on the country roads make for an unsafe environment. Feedback in relation to road safety will be shared with Auckland Transport to help develop the Auckland Cycle Network (ACN).

The majority of connections are not well developed between communities and biking is only possible on the road network.

Mapping from consultation showed new, safe connections between centres, these included:

- Warkworth to Snells Beach along the Mahurangi river
- Puhoi to Warkworth avoiding state highway one
- Warkworth to Matakana and towards Omaha and Leigh
- Warkworth Town Centre to Warkworth A+P Showgrounds

Mountain biking trails were also suggested in the Moir Hill area and North of the Omaha and Dome forests.

Bridleways

Bridleways were well supported in the feedback, especially outside the urban and future urban areas. There is a need for destination bridleways as the main roads are too trafficked and many lack the space for riders within the road corridor. Wide, safe verges away from the traffic are preferred by riders.

There was support to connect to Baddeleys Beach and Omaha from Matakana, avoiding the roads with heavy traffic.

Refer to **Appendix - Section D** for a consultation summary generated from the Shape Auckland online survey.



Greenways Consultation Workshop



Tawharanui Regional Park

3.0 Greenways Mapping

3.1 Long-term Aspirational Greenways with Additional Future Planning Overlays

This map shows the completed greenways vision adopted by the Community or supported by 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. The greenways network is shown as it relates to the draft urban growth zones, future road network and other long term planning overlays. The overlays shown here include:

- Structure Plan Areas
- Future Urban Zones
- Park and Ride (Auckland Transport)
- Proposed roads (Auckland Transport, SHA and Structure Plans)

The backbone of the proposed greenways plan is the already established Te Araroa National Trail, which is a good reference to determine the location of rural connections, and serves as the North-South axis of the network.

This map sets out both existing/partially established and proposed greenways. Existing routes (marked with a solid line) are already established connections, which might require an upgrade to meet the greenways criteria. These are existing trails, paths and rural gravel roads. To be pragmatic, the thinking is that gravel roads can be retrofitted with signage and other means to make drivers aware that there may be walkers or cyclists using the shoulder. Sealed roads are marked as 'proposed' (dashed line), unless they already have a footpath on either side. Although these are existing roads, they effectively require a new connection to be established, as sharing the road is not safe due to high traffic speeds and volumes, and the lack of any dedicated walking or cycling facilities.

A "future greenway" line type is also included, that shows possible connections in the future growth areas. The exact location of the greenway routes can be reviewed once the layout of the growth areas is determined.

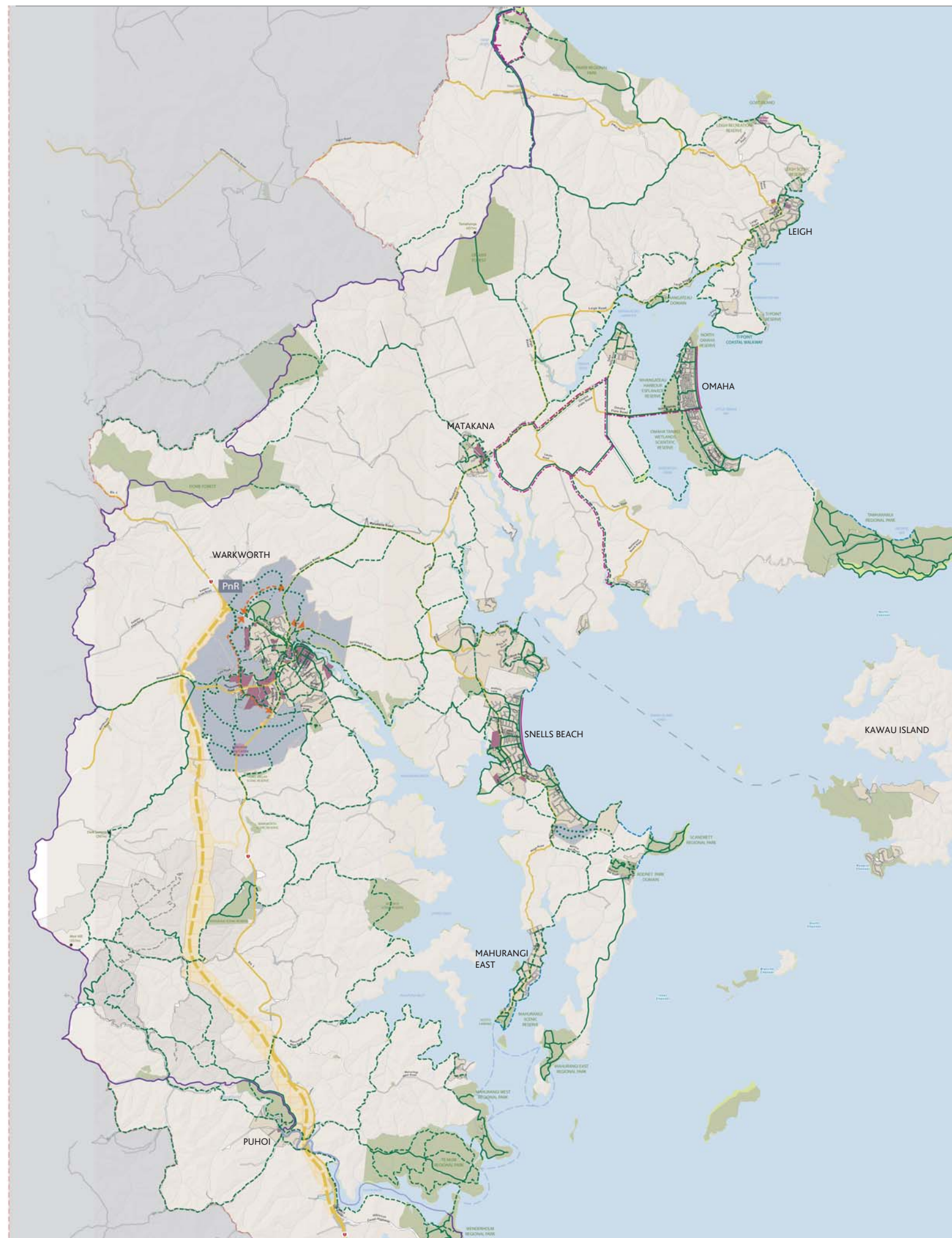
LEGEND:

Base information

- Key community destination
- Residential
- Future Urban
- Park and reserve land
- Coastal area
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)
- Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections






- Existing route
- Proposed route
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway



3.2 Proposed Priority Routes

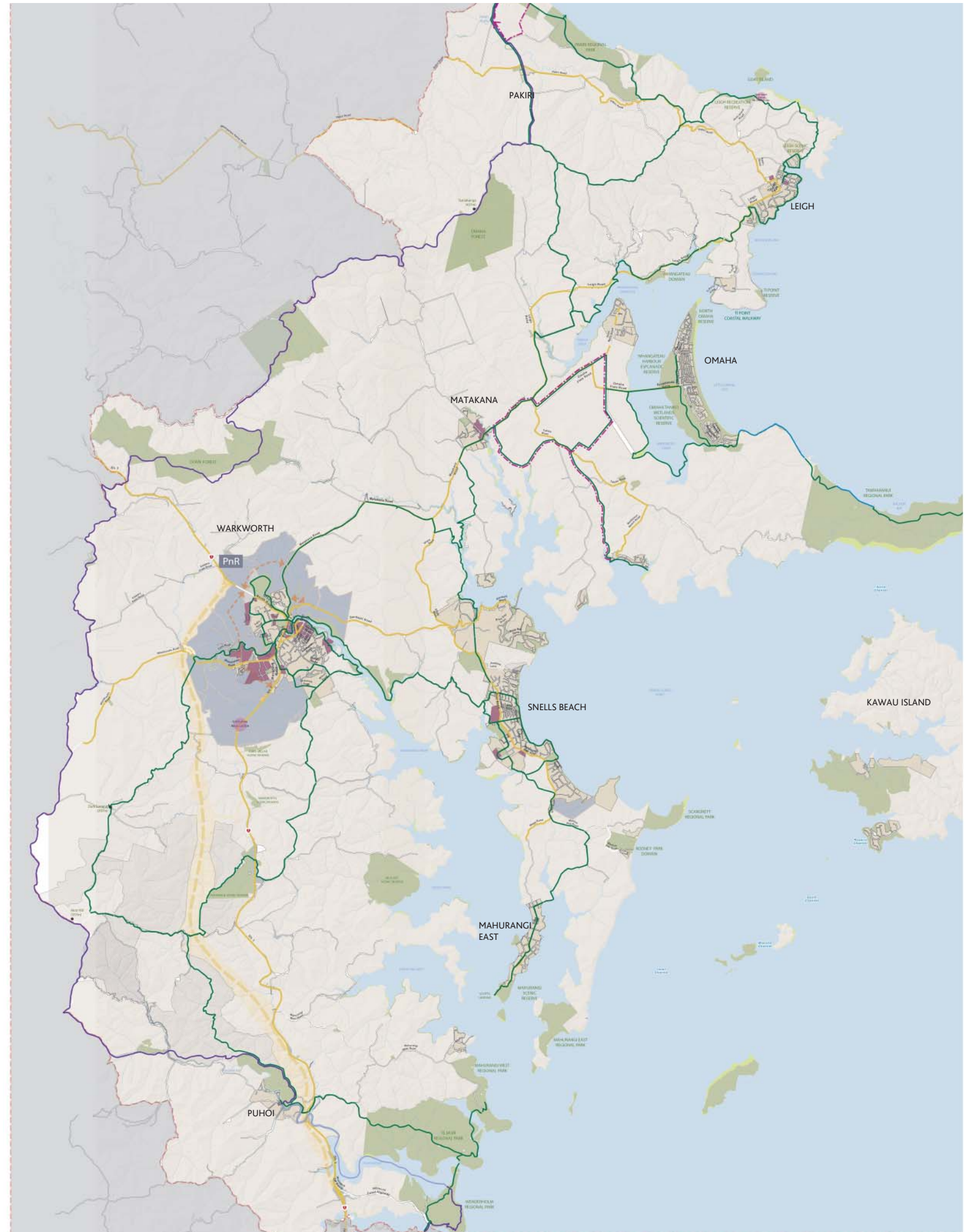
As noted earlier, the greenways plan is a long term vision, and in order to deliver a tangible result, a number of routes have been prioritised for delivery and/or advocacy over the next 3-5 years. Not all of these routes will be delivered, due to financial constraints - but these routes give an indication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

In Appendix C the priority routes are divided into two types of sections, based on the approach to be taken in a project phase: complex and straightforward delivery. Straightforward delivery sections are marked with a solid line, which means the ownership status, topography and environment enables a relatively fast evaluation. Complex delivery means land ownership, AT negotiations or topography makes evaluation necessary by these agencies in a project phase. In Appendix C, these complex delivery sections are marked with dashed lines.

- Greenway connections
-  Proposed greenway route
 -  Proposed bridleway
 -  Proposed coastal route
 -  Te Araroa national trail (land)
 -  Te Araroa national trail (waterway)



Scale 1:120,000 @ A3

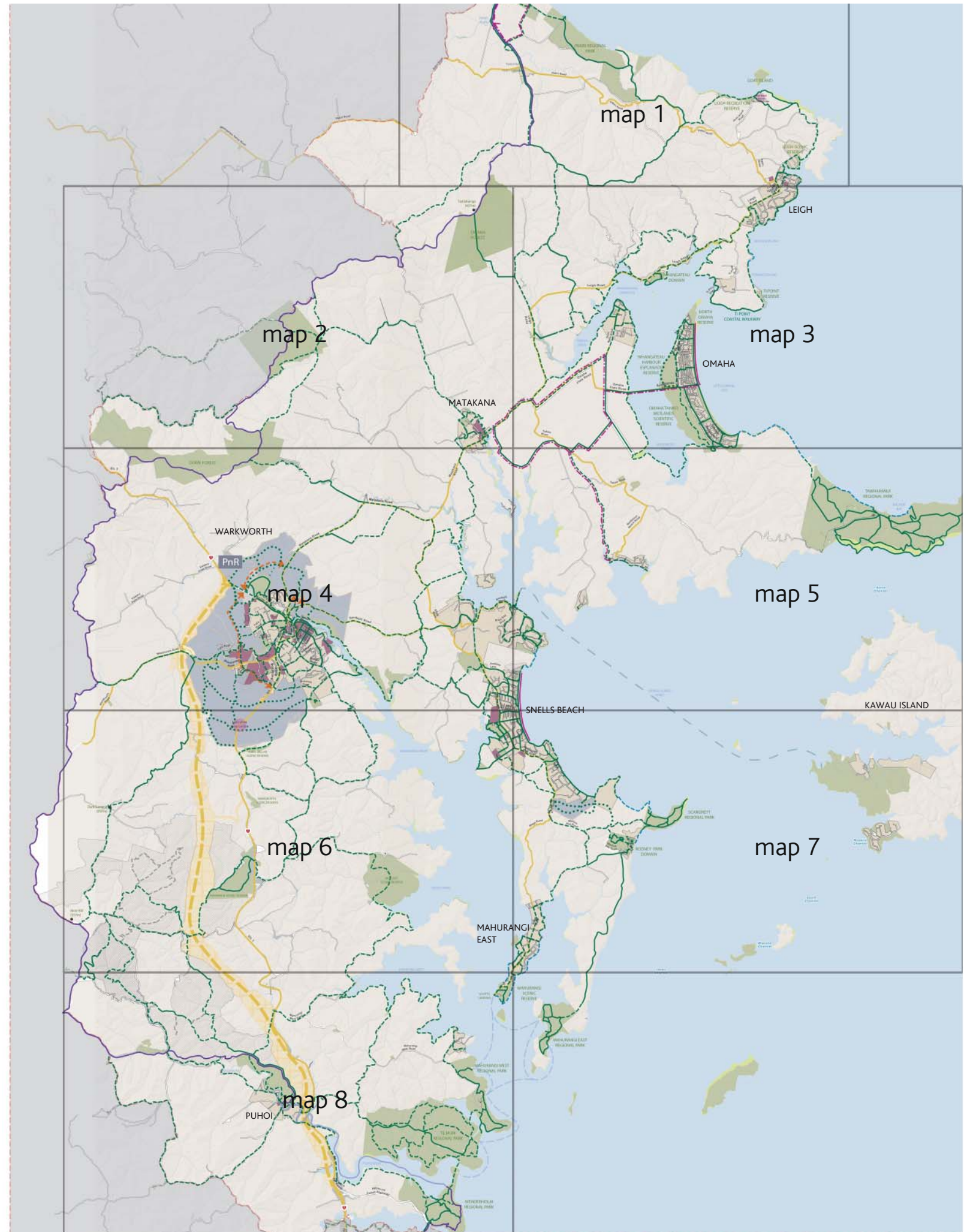


3.3 Proposed Greenway Network Reference Plan

Due to the difficulties in portraying such a large area at a legible scale, the network can be viewed at a closer scale on the following pages. On page 31 and 32 the Snells Beach and Matakana areas are shown independently. The plan adjacent shows how the network is sectioned.

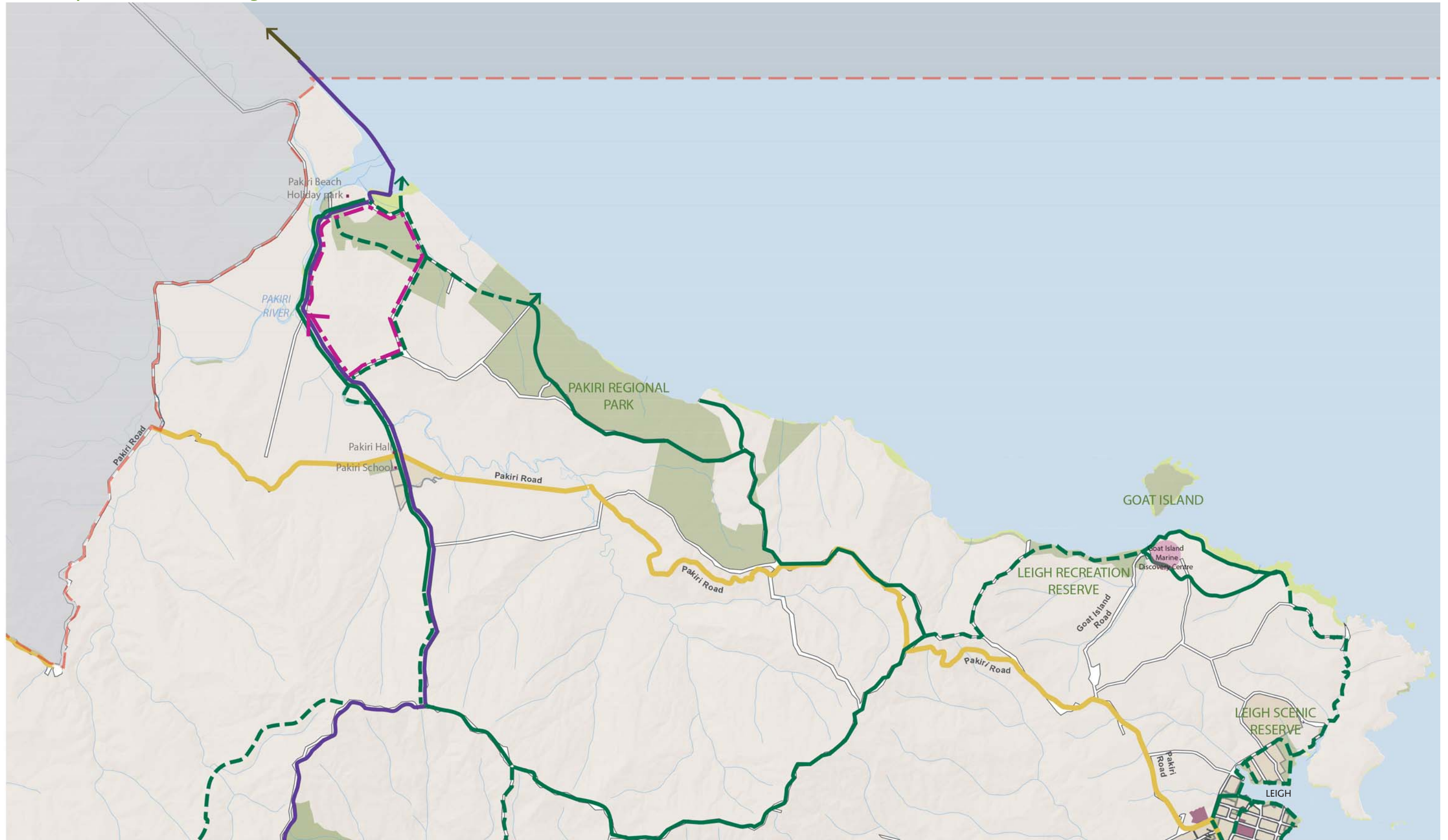


Scale 1:120,000 @ A3



3.4 Proposed Greenway Network Plan

Map 1 of 8 - Pakiri and Leigh



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Roads of local importance
- Residential
- Coastal area
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)
- Future Urban
- Streams & Rivers

- Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

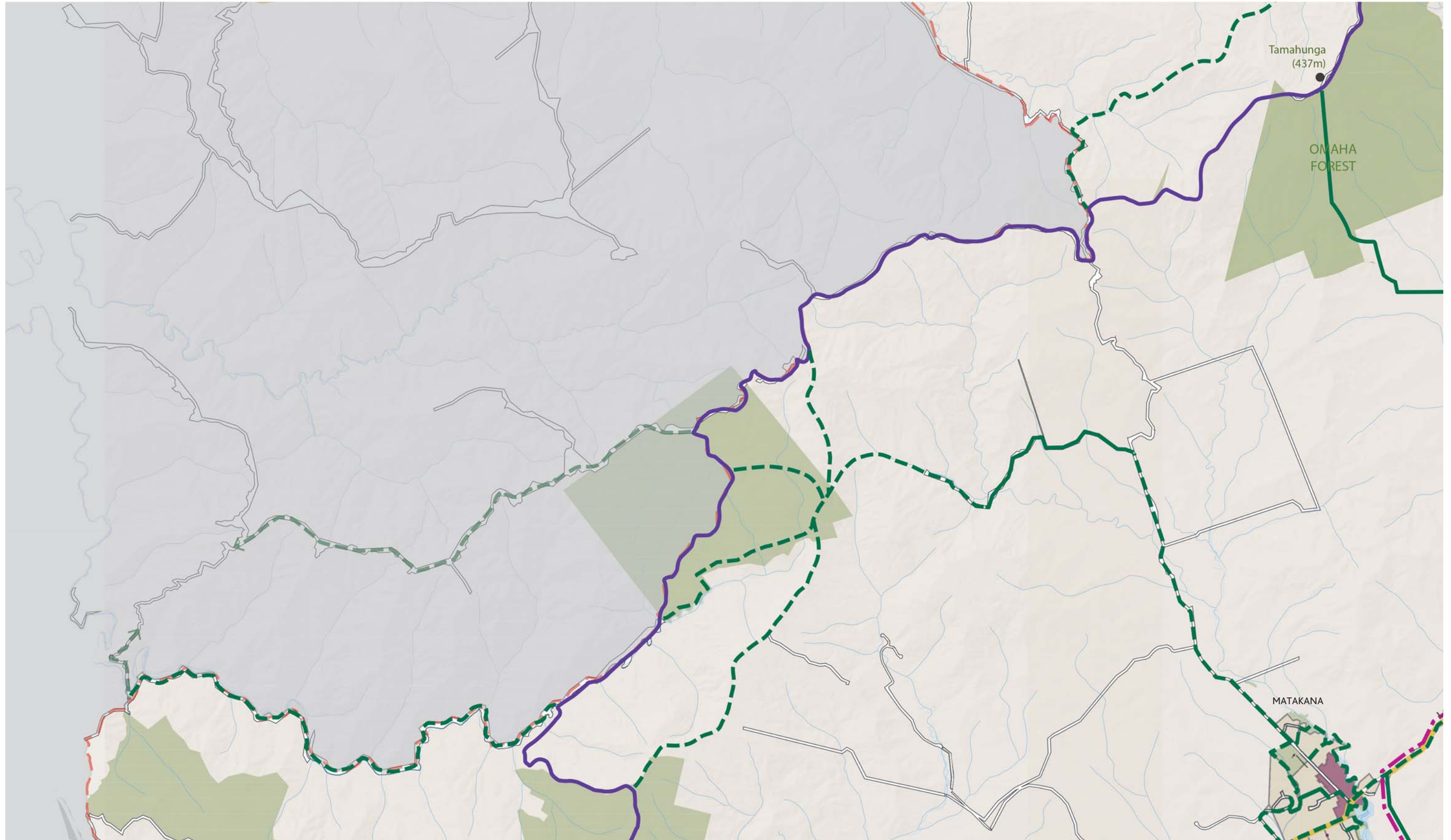
- Existing route (might require upgrade)
- Proposed route
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:30,000 @ A3



3.5 Proposed Greenway Network Plan

Map 2 of 8 - Matakana North



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Residential
- Coastal area
- Future Urban
- Streams & Rivers

- Roads of local importance
- SH1 and arterial roads

- Puhoi to Warkworth RoNS (road alignment and designation area)

- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

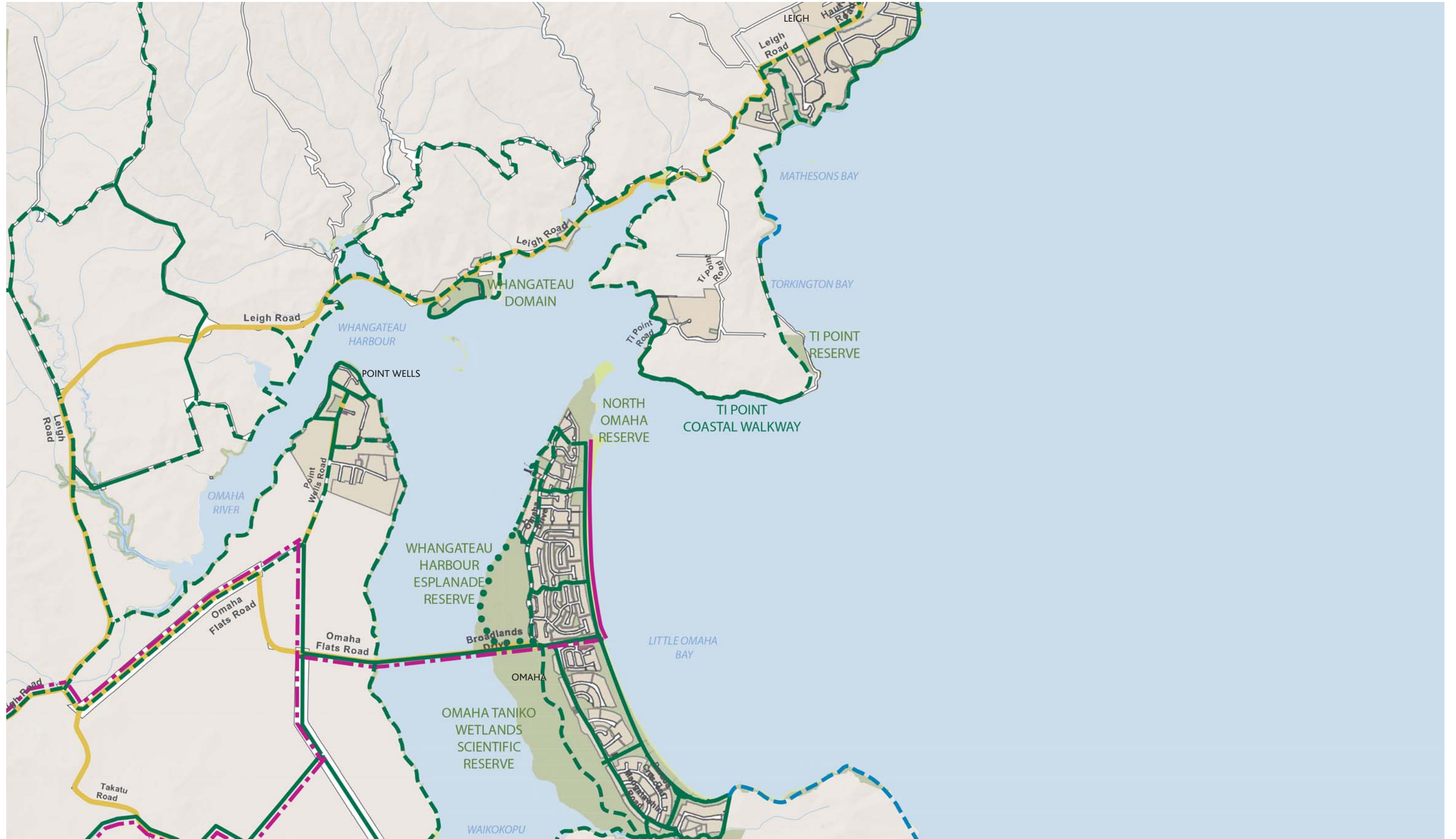
- Existing route (might require upgrade)
- Proposed route
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:30,000 @ A3



3.6 Proposed Greenway Network Plan

Map 3 of 8 - Omaha



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Roads of local importance
- Residential
- Coastal area
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)
- Future Urban
- Streams & Rivers

Greenway connections

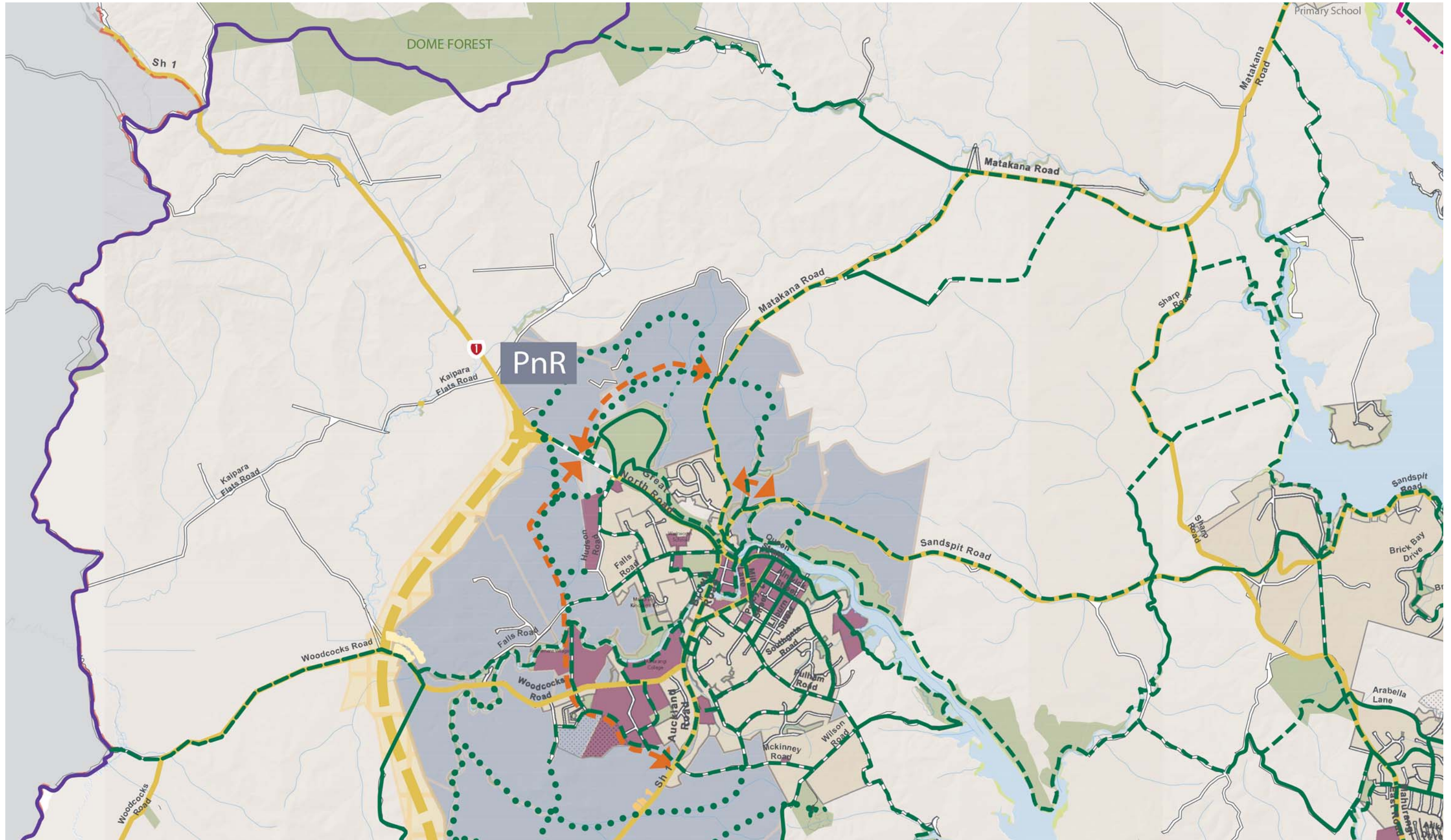
- Proposed Park+Ride
- Existing route (might require upgrade)
- Te Araroa national trail (land)
- Consented subdivision
- Proposed route
- Te Araroa national trail (waterway)
- Proposed bridleway
- Proposed coastal route
- Future road
- Future greenway

Scale 1:30,000 @ A3



3.7 Proposed Greenway Network Plan

Map 4 of 8 - Warkworth



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Residential
- Future Urban
- Coastal area
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

- Existing route (might require upgrade)
- Proposed route
- Future greenway
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)

Scale 1:30,000 @ A3



map 1
map 2
map 3
map 4
map 5
map 6
map 7
map 8

3.8 Proposed Greenway Network Plan

Map 5 of 8 - Tawharanui



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Roads of local importance
- Residential
- Coastal area
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)
- Future Urban
- Streams & Rivers

- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

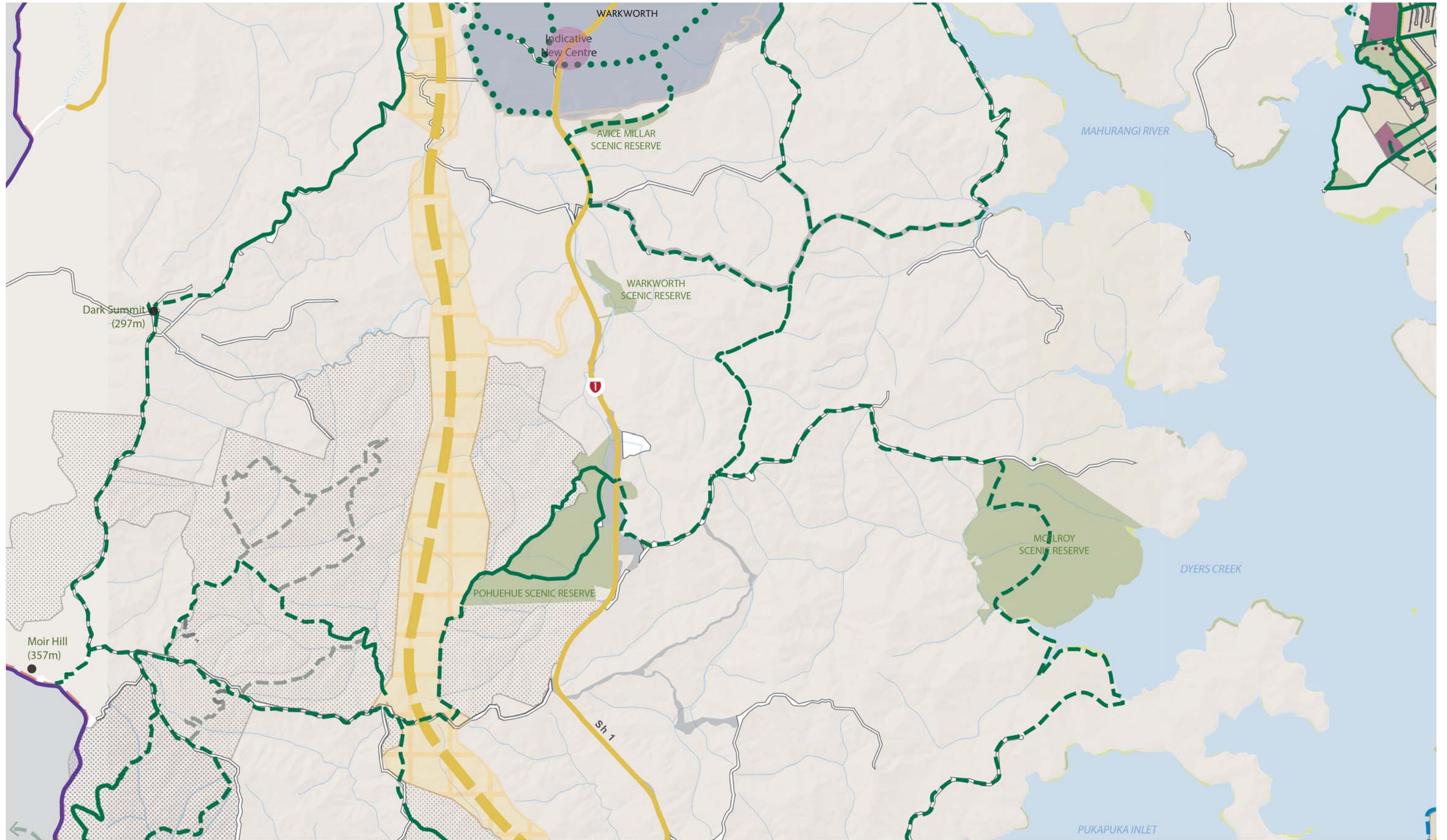
- Existing route (might require upgrade)
- Proposed route
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:30,000 @ A3



3.9 Proposed Greenway Network Plan

Map 6 of 8 - Warkworth South



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Residential
- Coastal area
- Future Urban
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

- Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

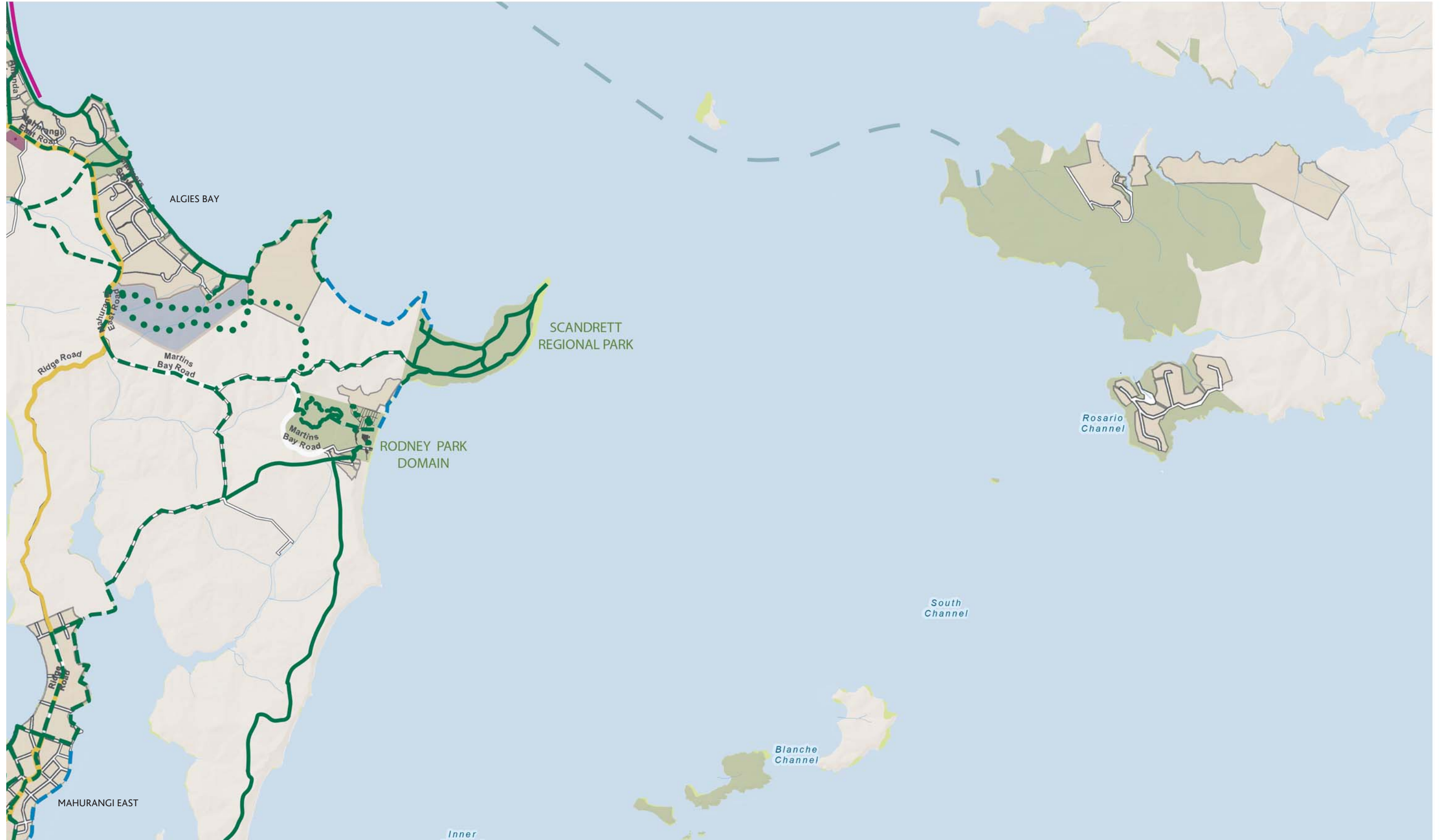
- Existing route (might require upgrade)
- Proposed route
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:30,000 @ A3



3.10 Proposed Greenway Network Plan

Map 7 of 8 - Algies Bay and Mahurangi



LEGEND:

Base information

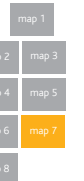
- Key community destination
- Residential
- Future Urban
- Park and reserve land
- Coastal area
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

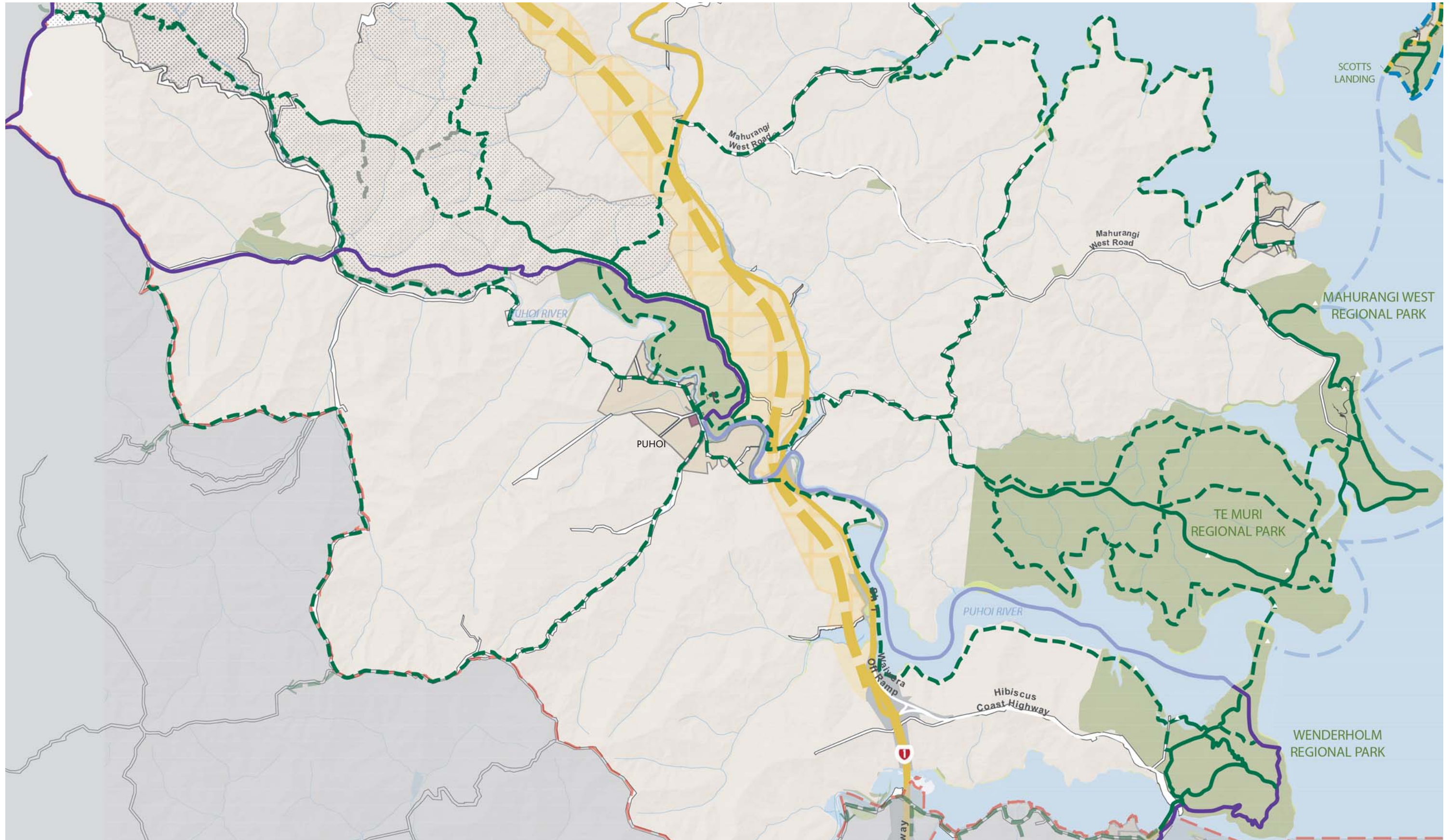
- Existing route (might require upgrade)
- Proposed route
- Proposed coastal route
- Proposed bridleway
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:130,000 @ A3



3.11 Proposed Greenway Network Plan

Map 8 of 8 - Puhoi



LEGEND:

Base information

- Key community destination
- Residential
- Future Urban
- Park and reserve land
- Coastal area
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

- Existing route (might require upgrade)
- Proposed route
- Proposed bridleway
- Proposed coastal route

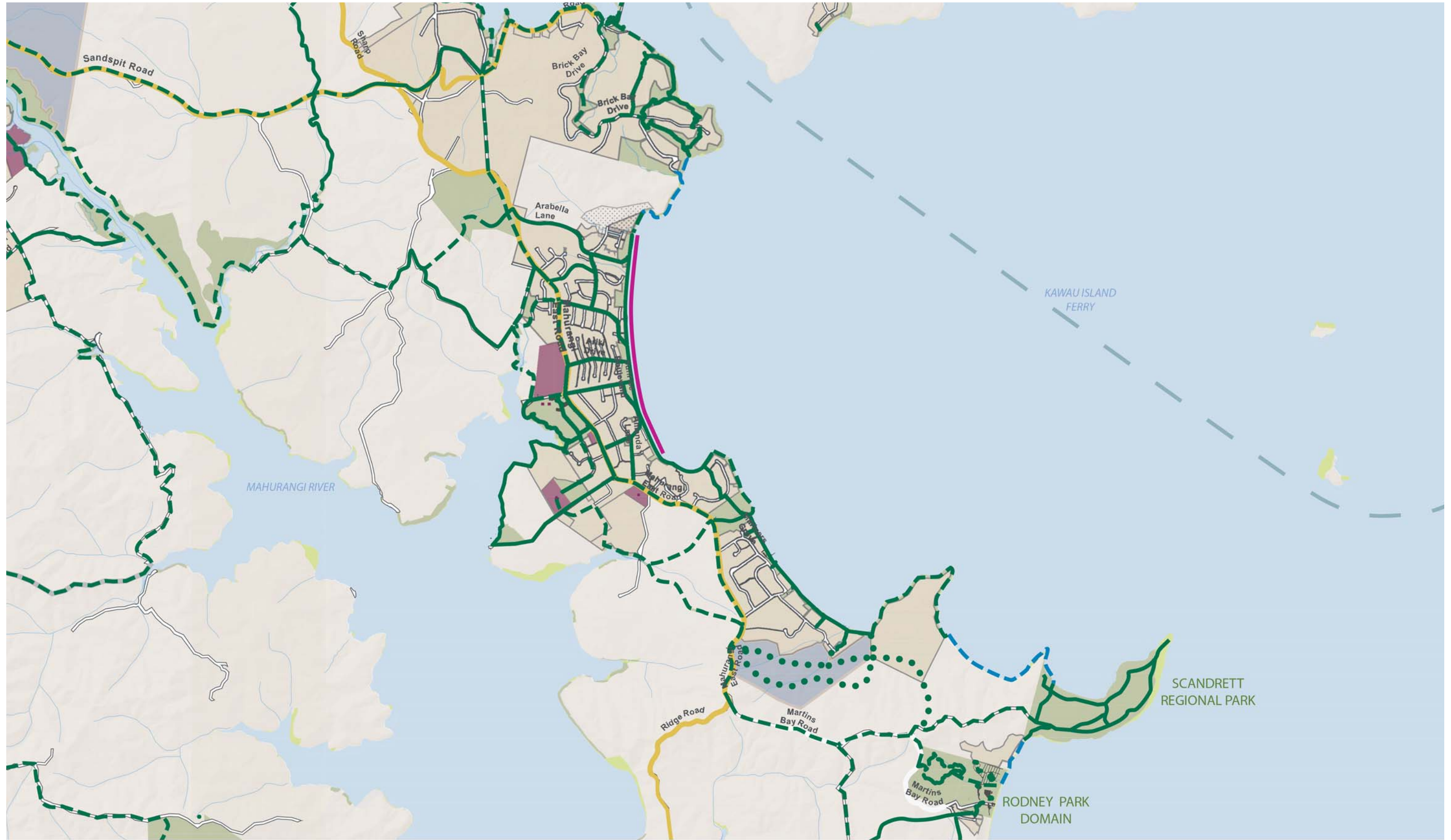
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:30,000 @ A3



3.12 Proposed Greenway Network Plan

Snells Beach



LEGEND:

Base information

- Key community destination
- Park and reserve land
- Residential
- Coastal area
- Future Urban
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)
- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

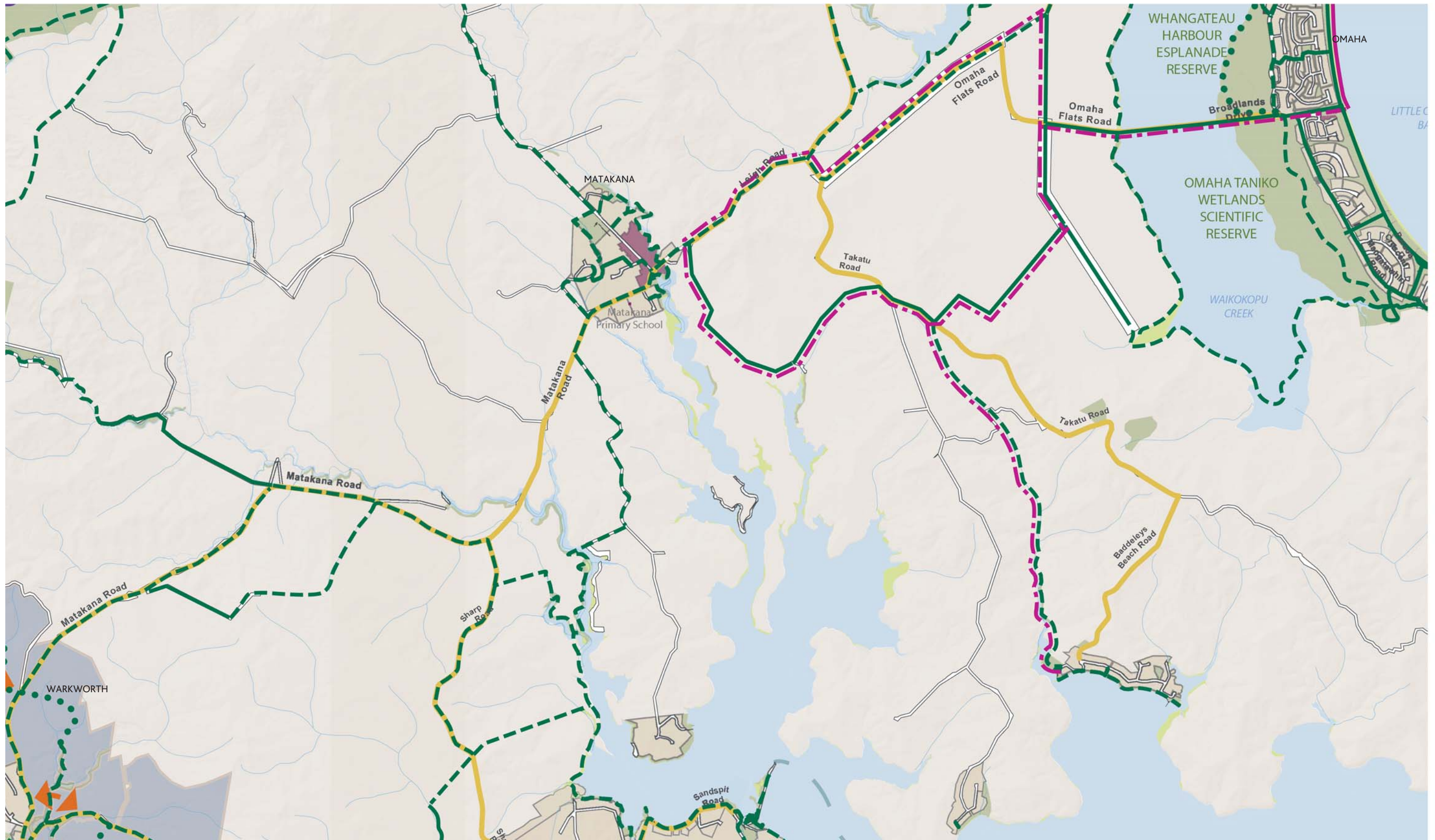
- Existing route (might require upgrade)
- Proposed route
- Proposed coastal route
- Future greenway
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Proposed bridleway

Scale 1:130,000 @ A3



3.13 Proposed Greenway Network Plan

Matakana



Base information

- Key community destination
- Park and reserve land
- Residential
- Coastal area
- Future Urban
- Streams & Rivers
- Roads of local importance
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

- PnR Proposed Park+Ride
- Consented subdivision
- Future road

Greenway connections

- Existing route (might require upgrade)
- Proposed route
- Proposed bridleway
- Proposed coastal route
- Te Araroa national trail (land)
- Te Araroa national trail (waterway)
- Future greenway

Scale 1:30,000 @ A3





Township of Warkworth (Mahurangi River Frontage)