

ATTACHMENT A: SUMMARY TABE OF SEVEN PRIORTIY ROUTES

Section A – Alice Eaves Scenic Reserve to West Hoe Heights

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Alice Eaves Scenic Reserve to West Hoe Heights: Section 1	Completed by Developer of subdivision as part of there footpath routes within the subdivision	Low	Potential future connection to Grand Drive should be investigated as will provide a convenient loop to shops, schools and beyond	Limited due to topography	Limited on street greenway	Limited on street greenway	Access to stormwater reserve within subdivision	High	N/A
Alice Eaves Scenic Reserve to West Hoe Heights: Section 2	Completed by Developer of subdivision as part of their footpath routes within the subdivision	Medium	Connection to Nukumea Stream tracks	Easy ride downhill due to topography but return ride more difficult. Access to wider tracks at Nukumea/Alice Eaves track system once route complete	Access to central reserve within subdivision and Nukumea/Alice Eaves track system once route complete	Limited on street greenway	Access to SEA reserve within subdivision and connection to Nukumea Stream	High	N/A
Alice Eaves Scenic Reserve to West Hoe Heights: Section 3	Average. Step site so construction is more difficult. Consenting and consultation easy	Medium Low	Yes. Connects to Hillcrest Road where a fitness loop could be achieved through the Alive Eaves network and back up the Nukumea Stream once track network is complete	Not for cycle use	Yes. Provides access to new esplanade and stream environments. Will provide significant viewing opportunities over Orewa	High. Exposure to vast bush areas and Nukumea Stream at bottom of track	Yes. Opens new areas of stream previously in accessible	Moderate *Limited user typology due to steep nature of track	\$265,000
Alice Eaves Scenic Reserve to West Hoe Heights: Section 4	Difficult. Land owner approvals necessary.	High	Yes. Connects large catchment to Orewa town and beach via accessible route	For the most part. Connects large catchment by cycle to Orewa town and beach	Yes. Provides access to new esplanade and stream environments	High. Stream enhancement planting possible	Yes. Opens new areas previously land locked	High	\$2,240,000

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)

Section B – Alice Eaves to Hatfields

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Alice Eaves to Hatfields: Section 1	Average	High. Existing track is well used (particularly as a fitness circuit) so upgrades will be highly beneficial	Yes. Connects to other Alice Eaves tracks and Hillcrest Road	Not for cycle use	High. Recreational walkers and fitness users	High. Kauri forest a draw card for this track. No further planting in this area due to the risks of Kauri dieback when bringing in additional plant materials	Yes. Indirectly through additional tracks in Alice Eaves	High	\$155,000
Alice Eaves to Hatfields: Section 2	Easy	Low. *Numbers may increase when the Chin Hill project is delivered, but until such time numbers will be limited	Yes. Will better connect Hatfield's to Alice Eaves Reserve	In part, but not constructed for this purpose	Limited	Low. Opportunity to do more street trees planting along the length of the path where it follows the road	No	*Moderate	\$38,000
Alice Eaves to Hatfields: Section 3	N/A. Path already exists, and no consenting required for additional street tree planting	Low. *Numbers may increase when the Chin Hill project is delivered, but until such time numbers will be limited	N/A. Path already exists	N/A. Path already exists	N/A. Path already exists	Low. Opportunity to do more street trees along the length of the path where it follows the road	No	*Moderate Easy and cheap to achieve.	\$25,000
Alice Eaves to Hatfields: Section 4	Moderate	Low. *Numbers may increase when the Chin Hill project is delivered, but until such time numbers will be limited	Yes. Will connect in the future to Chin Hill Pathway	Not for cycle use	Moderate. Good access into regenerating bush area but without the link to Chin Hill or other existing tracks it is limited. Opportunity to cross stream and join with Hatfield's Reserve network which would increase numbers of users	Moderate. Riparian planting opportunities and enrichment planting within bush environment possible	Yes. Provides another access point to the Otanerua Stream	*Moderate Easy and cheap to achieve.	\$75,000

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)

Section C – Millwater

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Millwater: Section 1	Moderate. *It should be noted this project is unable to be delivered until the final stage of the Millwater sports fields are developed due to bulk earth work requirements	High	Yes. Connects to Te Ara Tahuna Pathway. Connects to Stella Maris Lane	Yes. Te Ara Tahuna Pathway.	Yes. Provides further off-road links to the Te Ara Tahuna Pathway. Provides access to sports fields	High. Provides opportunities for ecological planting on the esplanade side of the path. Provide opportunities to partner with Silverdale Primary School to undertake planting with the Silverdale Stewardship Reserve	Yes. Provides further estuary exposure for the Te Ara Tahuna Pathway	*Moderate	\$1,050,000
Millwater: Section 2	Path completed as part of Auckland Council Parks project. Planting required to achieve objectives of the greenway	High	Yes. Connects to Te Ara Tahuna Pathway	Yes. Te Ara Tahuna Pathway	Yes. Provides further off-road links to the Te Ara Tahuna Pathway. Provides access to sports fields. Provides access to estuary	High. Provides opportunities for ecological planting on the esplanade side of the path. Provide opportunities to partner local schools/wider community for planting days and ecological education which in turn promote Kaitiakitanga	Yes. Provides further estuary exposure for the Te Ara Tahuna Pathway	High Great opportunity on easily accessible land to integrate community planting days and promote Kaitiakitanga	\$135,000
Millwater: Section 3	Existing paths	Moderate	Yes. Connects to Te Ara Tahuna Pathway and to Totara Views Drive	Could be used for cycles but not ideal due to width constraints	Existing path	Area already planted extensively	Existing connections	N/A	N/A
Millwater: Section 4	Moderate *Requires a Control and Management Agreement to be established between DOC and Auckland Council	Moderate	Yes. Connects to existing path (Section 3 of this report) and allows access to two schools and the Te Ara Tahuna Pathway	Limited due to width restrictions of receiving path	Yes. Access through existing reserve with no current track network	High. Provides opportunities for ecological planting within the entire site (7132 sq m) and management of large weed trees (which Doc support the removal of). Provides opportunities to partner with Silverdale Primary School to undertake planting days and ecological education which in turn promote Kaitiakitanga	Yes. Provides visibility of stream which is currently hidden	Moderate	\$555,000

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)

Section D – Browns Bay to Sharon Rd

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Browns Bay to Sharon Rd: Section 1 (Lotus Walkway)	Difficult. *Remedial works currently being undertaken by Auckland Council Landslides and Reactive Works Team	Moderate	Yes. Connects users directly to Browns Bay. It should be noted that an alternative route is possible 250m away (Canaan Way) which provides the same opportunity at far less cost/risk	No	No significant change	Low. Limited as planting into cliff edges is high risk due to recent slips	No more than already there at present	Low	Unknown cost of upgrade works to the track due to inability to access track currently. This work should be undertaken by specialist contractors/designers in this sensitive cliff area. It is recommended that a global geotechnical risk analysis is undertaken of the entire path/cliff before any further upgrade works are undertaken.
Browns Bay to Sharon Rd: Section 2	Difficult and expensive delivery due to requirement of many specialists and difficulty of construction	High	Yes	Cycling is possible but expected to be low numbers at slow speeds as the boardwalk is effectively a dead-end for cyclists	Improved recreation as the beachfront will no longer be dominated by parked cars, but more activated by pedestrians/cyclists.	No planting opportunities in this section	Better connection to the ocean for pedestrians and cars given second priority status	Low	\$1,050,000
Browns Bay to Sharon Rd: Section 3	Moderate. *Stormwater investigation required to manage flows	Moderate	Yes, connects users to Browns Bay and avoids the long walk along road system. Provides an alternative to Lotus Walkway should this not remain viable longer term.	Not suitable for cyclists	No significant change	Limited opportunities for additional planting	No more than already there at present	High	\$335,000

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)

Section E – Taiareta Creek Path

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Taiareta Creek Path: Section 1	Moderate. Being undertaken by Healthy Waters. Contract due out for tender shortly. Construction expected to be completed in 2020	Moderate/high	Yes. Links to many other existing paths	Yes	No significant change	Yes. Major stream works being undertaken to improve stormwater quality and ecological planting to provide further ranging benefits	Limited change from existing environment	High	\$40,000 (as per note below)
Taiareta Creek Path: Section 2	Moderate *It is recommended that the alternative route (discussed in the report) be adopted as a more cost effective and safer route	Moderate/high	Yes. Links to many other existing paths and provide clear direct link into Browns Bay which is currently lacking	Yes	No significant change	Yes. Opportunity to upgrade the stream margin, get local Schools/community groups to participate in planting days and ecological education which in turn promote Kaitiakitanga	Limited change from existing environment	High	\$1,140,000
Taiareta Creek Path: Section 3	Difficult. *It should be noted that the final stretch of the project between Beach and Clyde Roads is extremely difficult to achieve as it is on private land and would require agreement by all landowners	Low/Moderate *It should be acknowledged that for most users of the greenway who are going to Browns Bay centre that Anzac Road will be a more direct route, and many may choose this option	Links to end of coastal walkway running south around the Bays	Yes	Limited	Significant as current environment very degraded but replies on major stream modification works (best undertaken with the Healthy Waters team within Auckland Council)	Opens section of Taiareta Creek currently inaccessible to the public	*Low	Not costed at this stage

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)

Other notes:

Taiareta Creek has a small section (28m in length) of path that joins Mistletoe Place and links to the Healthy Waters project (Section 1). This 28m section is not part of the Healthy Waters scope but is critical to facilitating access to this greenway. **It is recommended that the Local Board fund this small section and integrate the construction into the Healthy Waters construction package to secure the cost savings available with contractors already established on site.**

Section F – Murrays to Churchill Path

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Murrays to Churchill Path: Section 1	Moderate	Moderate. A popular recreation loop	Access to wider coastal clifftop walkway network	No	No significant change	Limited as most of this area is already planted. Some minor enrichment planting works could be undertaken along with weed control	Provides visual access to the ocean beyond and significant viewing opportunities	Moderate	\$490,000
Murrays to Churchill Path: Section 2	Moderate	Moderate. A popular recreation loop	Access to wider coastal clifftop walkway network	No	No significant change	Some opportunity although the open grass areas are valued by users for informal recreation	High, provides access to a small beach area at the base of the cliffs	Moderate	\$140,000
Murrays to Churchill Path: Section 3	Moderate	Moderate. A popular recreation loop	Access to wider coastal clifftop walkway network	No	No significant change	Limited as most of this area is already planted. Some minor enrichment planting works could be undertaken along with weed control	Provides visual access to the ocean beyond and significant viewing opportunities	Moderate	\$280,000

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)

Section G – Centennial Park Path

Name:	Ease of Delivery (consenting, consultation etc)	Expected user numbers	Walking connections	Cycle connection	Recreation opportunity	Ecological opportunities	Access to Streams and waterways	Benefit Ranking	Cost Estimate*
Centennial Park Path: Section 1	Moderate	High to Moderate	Yes, as part of the street network and as a loop connection for the paths with Centennial Park	Yes	Allows for commuter/school cycle route along East Coast Road	Yes, replacement street and park tree planting can reflect more ecologically beneficial species	Not directly	High	\$1,280,000
Centennial Park Path: Section 2	Easy	Moderate	Yes, as part of the street network and as a loop connection for the paths with Centennial Park	Not specifically, but could be utilised for cycling	Provides easier access into track network within Centennial Park	Opportunities for more street tree planting of ecologically beneficial species (continue Kowhai theme in more density)	Not directly	High	\$220,000
Centennial Park Path: Section 3	Easy	Moderate	Yes, as a loop connection for the paths with Centennial Park	Not intended for cycling	Formalises a well-used track within the bush environment in Centennial Park	Enrichment planting opportunities within the first (upper) section of bush. The removal of large Pine species should be investigated)	Yes at the bottom of the valley	High	\$165,000
Centennial Park Path: Section 4	Easy	Moderate	Yes, as a loop connection for the paths with Centennial Park	Not intended for cycling	Negligible as path already exists and project is more renewals based.	N/A	Not directly	High	\$65,000
Centennial Park Path: Section 5	N/A Path already constructed	Moderate	Yes, as a loop connection for the paths with Centennial Park	Not intended for cycling	Existing path	N/A	Not directly	High	N/A
Centennial Park Path: Section 6	Easy	Moderate	Yes, as a loop connection for the paths with Centennial Park	Not intended for cycling	Links existing track network within the park to the newly upgraded tracks (Section 2 and 3 in the north of the park.	Localised tree/shrub planting to be incorporated to help achieve screening of the path directly from the fairway	Not directly	High	\$50,000

*Cost estimate includes professional services, consenting, physical works and ecological planting (excl gst)