

**Attachment H – Options and Advantages/Disadvantages of Converting Road Reserve, Unformed Legal (Paper) Roads, and Pedestrian Accesways to Open Space**

**1. Road Reserve and Unformed Legal (Paper) Roads**

Option 1a - Road Stopping Option

<b>Advantages/benefits</b>	<b>Disadvantages/costs</b>
Secures additional public open space	Road stopping costs (e.g survey, valuation, legal costs - \$25-\$30,000 for average road stopping)
Positive public perception (adding/securing additional open space)	Costs of the process (e.g. Committee reports, signage etc, vesting of land as reserve)
	Possibility of Environment Court costs (if any of the changes are appealed)
	Stopped road may need to be offered back to original land owners
	In some cases, road ends provide access to adjacent private land and so would need to be assessed on a case by case basis
	Maintenance responsibility shift to Parks

Option 1b - Non Road Stopping Option but Zoning Change

<b>Advantages/benefits</b>	<b>Disadvantages/costs</b>
No road stopping costs (as road remains open but a portion of it is “zoned” open space – note GIS are able to create a phantom boundary for the zone boundary)	Plan Change costs – changing the “zoning” from road to open space
Secures additional public open space	Possibility of Environment Court costs (if any of the changes are appealed)
Positive public perception (adding/securing additional open space)	Maintenance responsibility may shift to Parks
Open Space zoning reflects current use of that portion of the road reserve	
Would not need to be offered back to the former owner as status as road is unchanged	

Option 1c – Non Road Stopping & No Zoning Change

<b>Advantages/benefits</b>	<b>Disadvantages/costs</b>
Secures additional public open space if paper road is currently shown as road	No net gain in public open space <sup>1</sup> (unless paper road is currently shown as road) as it is not adding to the open space resource
Positive public perception (adding/securing additional open space)	Maintenance responsibility may shift to Parks
Paper road remains available for public access	Less of an opportunity for a positive public message (adding/securing additional open space)

No costs of the process of road stopping (e.g. Committee reports, signage etc, vesting of land as reserve)	Often the public are unaware of paper roads or if aware they can be difficult to identify or locate
No Environment Court costs (associated with either road stopping or zone changes)	
Would not need to be offered back to the former owner as status as road is unchanged	

## 2. Pedestrian Accessways

Option 2a - Pedestrian Accessways Providing Access Between Roads Rezoned to Open Space

<b>Advantages/benefits</b>	<b>Disadvantages/costs</b>
Secures additional land as public open space (although its use does not change)	Plan Change costs (but could be bundled with other open space changes)
	Possibility of Environment Court costs (if any of the changes are appealed)
	Issues of maintenance responsibility AT v Parks
	Existing access (some properties utilise walkways to access their property – legally if these are identified as road)

Option 2b – Pedestrian Accessways Providing Access Between Roads - No Change

<b>Advantages/benefits</b>	<b>Disadvantages/costs</b>
Walkway remains available for pedestrian access	No additional open space secured <sup>1</sup>
Retains existing access to those properties which utilise walkways to access their property – legally if these are identified as road)	
No costs associated with a plan change	
No possibility of Environment Court costs	
Maintenance responsibility remains with Auckland Transport	

### Notes

- <sup>1</sup> If road reserves/walkways are recognised as part of the open space network (i.e can be used and are recognised in the metrics) then what they are zoned is not really relevant