

PRIORITY GREENWAY PROJECTS

Location

Elliot Street to Freelance Terrace

Description

This connection forms the southern part of a link between Elliot St and the proposed NZTA bridge at Rushgreen Ave to the north. This route is strategically important to the regional cycle network and could be delivered in conjunction with AT.

Ecology and cultural considerations

The marine area in this section is of significant wildlife interest, and the same triggers as priority route 9 would be expected. No CHI logs exist here. It is worth noting that most of the mangroves shown in the aerial photo have since been removed.

Constraints

- steep topography and narrow esplanade strip in places, some boardwalk required
- issues around passive surveillance

Opportunities

- Ecological improvements along coastal edge
- joint funding project with AT. Note that this would require a reasonably direct route, as shown by the blue lines on the map.

Budget Requirements (Capex)

- Boardwalk 700K, Pathworks 25K, earthworks and sundries 25K ecological allowance 25K, PS and consenting 125K. Total 900K

Funding and Delivery Options

Urban Cycleways fund, AT Auckland Cycle Network funding, Local Board Transport Capital Fund (LBTFCF), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting)

NB: Contours placed every 1m



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- - - Proposed greenway route (complex delivery)
- ← - - Additional potential AT connection

Scale 1:2500 @ A3

PRIORITY GREENWAY PROJECTS

Location

Freelance Terrace to proposed SH1 overbridge at Pescara Point

Description

A walking/cycling overbridge is currently being constructed as part of NZTA’s southern corridor improvements project, and this route forms a connection between this bridge and Ray Small Park, along the coastal edge.

Ecology and cultural considerations

There are pockets of terrestrial ecological significance in the intertidal zone of the central inlet, below the proposed route shown. The marine area is also of significant wildlife interest, so construction impacts would need to be carefully monitored, and ecological impacts checked as part of the consenting process. No CHI logs exist in this area.

Constraints

- appears to have few constraints

Opportunities

- joint funding project with AT. Note that this would require a reasonably direct route, as shown by the blue lines on the map.
- ecological improvements along the coastal edge
- At inlets, an inlet link could remain walking only, with the boardwalk section (blue) forming the shared path

Budget Requirements (Capex)

- Boardwalk 150K, Pathworks 200K, earthworks and sundries 40K ecological allowance 25K, PS and consenting 70K. Total 485K

Funding and Delivery Options

Urban Cycleways fund, AT Auckland Cycle Network funding, Local Board Transport Capital Fund (LBTCF), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting)

NB: Contours placed every 1m



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- - - Proposed greenway route (complex delivery)
- ← - Additional potential AT connection

Scale 1:2500 @ A3