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<td>PLACEHOLDER: Waitakere Ranges Greenways Plan recommended for approval</td>
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<td>A. Proposed Waitakere Ranges Greenways Plan recommended for approval report</td>
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<td>C. Draft Waitakere Ranges Greenways Plan (September 2019)</td>
<td>21</td>
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<td></td>
<td>D. Submissions</td>
<td>117</td>
</tr>
</tbody>
</table>

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Proposed Waitākere Ranges Greenways Plan recommended for approval

File No.: CP2019/17434

Te take mō te pūrongo
Purpose of the report
1. To recommend an updated draft Waitākere Ranges Greenways Plan for adoption following public consultation and subsequent changes to the draft plan.

Whakarāpopototanga matua
Executive summary
2. The draft Waitakere Ranges Greenways Plan is intended to be a guiding document for developing and improving the walking and cycling network in this area. Its focus is on the urban and urban fringe parts of the Waitakere Ranges.
3. The draft plan was endorsed for public consultation by the local board and feedback was invited in May 2018. A total of 41 submissions were received.
4. Feedback from residents in Oratia and Henderson Valley/Swanson made up just over half of the submissions. Six community groups or organisations provided feedback on the plan.
5. Key feedback themes were rural road safety for pedestrians and cyclists; making walking and cycling to school safe; connecting to public transport; linking to commuter cycling routes in other local board areas; local walks that connect communities.
6. The design of paths fitting the character of the area is seen as important, along with amenity, and achieving good environmental outcomes.
7. In response to submissions, changes are recommended to the Parker Road route (removal of the link to North Way); a new category to acknowledge the concerns of Cандia Road residents; new sections have been added to Section 1 (Introduction) and Section 4 (Future Development) to provide additional local context to ensure the Waitakere Ranges Heritage Area, local design guides, and the risks around kauri dieback are taken into account.
8. To enhance the future greenways network, additional routes are recommended in response to the feedback received. Changes have been made to Map 2 (Swanson), Map 5 (Parrs Park/Oratia), Map 7 (Kaurilands), Map 9 (Waima) and Map 11 (Laingholm).
9. An updated version of the draft plan is attached (see Attachment B).

Ngā tūtohunga
Recommendations
That the Waitākere Ranges Local Board:

a) adopt the updated draft Waitakere Ranges Greenways Plan (Attachment B) as the approved plan.

b) delegate authority to the Relationship Manager, Local Board Services (Waitakere Ranges) to approve any minor amendments, corrections or formatting changes prior to publication.
Horopaki Context
1. The Waitākere Ranges Greenways Plan seeks to create a network of walking and cycling paths that will provide safe and enjoyable means for people to get around, get active, and get engaged with the community and their environment.
2. The draft greenways plan brings together and updates the existing walking and cycling plans in the Waitākere Ranges Local Board area into a single document. Existing plans include the Glen Eden Town Centre Plan, Western Rail Corridor Cycleway Concept, Waitakere Ranges Foothills Walkway Concept, Oratia Master Plan, and the Little Muddy Creek Walkway Concept.
3. The plan focuses on the urban and urban-fringe parts of the Waitakere Ranges Local Board area, rather than the whole of the local board area. The intent has been to consolidate the existing walking and cycling plans, identify network gaps and opportunities, and, in terms of developing a plan itself, to manage the cost and complexity of mapping walking and cycling routes over a much larger geographical area which includes the Waitakere Ranges Regional Park.

Consultation on the draft Greenways Plan
4. Public consultation was held over a four-week period in April – May 2018. Submissions were invited online through the council website, and a drop-in session was held at the Glen Eden Public Library.
5. Submitters were asked to comment on the overall plan; its objectives; what walking and cycling routes were important to them; what places they wanted to be able to walk and cycle to; if there were other routes they would like to see included in the plan; and for views on the nine priority routes.
6. A total of 41 submissions were received. A summary of the submissions is attached (see Attachment A) along with the full submissions (Attachment C, under separate cover).

Tātaritanga me ngā tohutohu
Analysis and advice
7. Most submissions (around 75 percent) were in general support of the plan or supported it in part. Of those who did not support the plan (around 15 percent), the reasons cited usually related to funding priorities, for example, the need to improve maintenance of existing infrastructure (roads, footpaths, walkways) or a preference for footpaths on rural roads that are currently seen as unsafe for pedestrians.

Rural road safety
8. The need to improve pedestrian safety on rural roads without footpaths came through strongly as a theme. Submitters in Oratia, Henderson Valley, Swanson and Laingholm commented on the need to include safe walkways along rural roads:
   - Candia Road to Swanson township and Swanson School
   - West Coast Road from Oratia School west to Kellys Road
   - Parker Road, Shaw Road
   - Laingholm roads where there are no formed paths

Maintenance
9. Six submitters (15 percent) commented on the need to improve maintenance of existing infrastructure such as roads, footpaths, walkways / tracks and stormwater with the suggestion that this should be a higher funding priority than developing new greenways.
Waitākere Ranges Local Board
26 September 2019

DRAFT

Waitakere Ranges Heritage Area and design guides

10. In response to the feedback, information has been included in Section 1.5 to provide context for the Waitakere Ranges Heritage Area (WRHA) to ensure heritage features and the objectives of the WRHA Act are taken into account when developing the greenways network in that area.

11. The design of paths in the WRHA was highlighted as a concern by ten submitters (25 percent). The shared path along West Coast Road cited was cited an example of unsympathetic design.

12. New sections have been added to the revised draft to reference the suite of WRHA design guides (see Section 1.3 and Section 4.3).

Kauri dieback management

13. The lack of any policy on kauri dieback management or acknowledgement of the rahui was also highlighted by some.

14. The revised draft has had new sections added on kauri dieback management. Local parks with kauri present are now identified in the maps. The plan does not contain objectives or policies relating to kauri dieback as it is anticipated that these will be set outside of the greenways plan.

Ecological restoration (weeds and pests)

15. Greenways encourage opportunities for ecological restoration as they often align with streams and other natural areas. There are many organisations in the area which are dedicated to improving the natural environment and particularly the streams. In addition to the broader environmental benefits, as the greenways are restored ecologically, their natural beauty will return.

16. A high-level description of ecological considerations is provided for each of the identified priority routes. While the plan looks at the opportunity for restoration it has not attempted to provide specific policies or objectives on this.

17. Submitters who commented on this had divergent views. Some saw the benefit of working with volunteer conservation groups when developing the greenways network. Others raised concern about any new tracks in ecological areas. Protecting kauri, trees generally, and managing pests was seen as important.

Table 1: summary of submission themes

<table>
<thead>
<tr>
<th>Themes</th>
<th>Submissions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance of roads, footpaths, parks and walkways</td>
<td>5,14,18,20,29,36</td>
<td>6</td>
</tr>
<tr>
<td>Road safety for walkers in rural areas</td>
<td>7, 11, 14, 15, 17, 24, 27, 28, 30, 31, 34, 37, 38, 46, 39</td>
<td>15</td>
</tr>
<tr>
<td>Design of paths</td>
<td>4, 13, 14, 18, 30, 33, 36, 38, 39, 40</td>
<td>10</td>
</tr>
<tr>
<td>Kauri dieback</td>
<td>30, 31, 36, 39</td>
<td>4</td>
</tr>
<tr>
<td>SEA’s, streams</td>
<td>13, 36, 39</td>
<td>3</td>
</tr>
<tr>
<td>Amenities</td>
<td>4, 5, 30, 39</td>
<td>4</td>
</tr>
<tr>
<td>WRHA</td>
<td>13, 39, 40</td>
<td>3</td>
</tr>
<tr>
<td>Local area plans</td>
<td>13, 46</td>
<td>1</td>
</tr>
</tbody>
</table>

Proposed Waitākere Ranges Greenways Plan recommended for approval
Waitakere Ranges Greenways Plan objectives

18. There were mixed views on the focus and purpose of greenways. Some submitters said local walking connections for day to day activities should be the priority rather than recreation and visitor attractions. Others have emphasised the importance of safer cycling and cycling commuter routes through improved links to other local board areas to access the North West cycleway.

19. A new section has been added for Waitakere Ranges Greenways objectives (1.4) to make it easier for readers to navigate the plan. However, no changes are recommended to the objectives of the plan:

- extend and link to existing walking and cycling connections such as the Twin Streams shared path
- connect communities/neighbourhoods to key destinations such as local centres, transport nodes, sports parks and reserves
- encourage physical activity and their associated health benefits by planning for a range of routes suited to fitness level and mobility (i.e. selecting less vehicle trafficked/greener minor streets)
- provide walking connections to the track and trail network in Waitakere Ranges Regional Park
- progress the planning of walking and cycling connections in areas such as Swanson village and Oratia
- embrace our cultural heritage with signage interpretation to tell local stories along the greenway routes
- investigate and catalyse ecological connections across the diverse range of habitats in our parks, reserves and waterways
- ensure support and stewardship continues by working with community and educating visitors to respect and protect our natural and historical environment
- encourage greater use of under-utilised parks and reserves, eg pocket parks
- connect people to the natural environment and provide the opportunity for ecological restoration such as weed control and native planting.
20. Submitters were asked what places they would like to be able to walk and cycle to. Schools, public transport connections, the wider commuter cycling network, local walks that connect communities, and town centres / villages received the most feedback. The proposed greenways network takes these destinations into account, although does not address the lack of footpaths in rural or low-density living areas.

21. One submitter suggested creating a greenways zone in a radius around a school as a pilot and concentrating implementation on that.

22. Swanson School made a submission on the plan and asked for a shared path extending in both directions from the school along Swanson Road, with the eastward shared path connecting to Ranui. A footpath for the rural part of Candia Road was seen as important for residents there for getting to school, the train, or every day recreation.

23. The need for safer walking and cycling connections to Woodlands Park, Oratia and Konini Schools also featured in the submissions.

<table>
<thead>
<tr>
<th>Destinations</th>
<th>Submissions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>School</td>
<td>4, 11, 15, 17, 26, 27, 28, 30, 33, 46, 47</td>
<td>11</td>
</tr>
<tr>
<td>Public transport</td>
<td>5, 11, 13, 15, 17, 22, 28, 30, 46</td>
<td>10</td>
</tr>
<tr>
<td>Commuting / links to other local board areas</td>
<td>4, 6, 9, 11, 22, 30, 41, 42</td>
<td>8</td>
</tr>
<tr>
<td>Local walks / connecting communities</td>
<td>15, 24, 33, 35, 36, 46</td>
<td>6</td>
</tr>
<tr>
<td>Town centres / villages / shops/ cafes</td>
<td>5, 16, 13, 22, 30</td>
<td>5</td>
</tr>
<tr>
<td>Parks</td>
<td>3, 5, 14</td>
<td>2</td>
</tr>
<tr>
<td>Coast / Beaches</td>
<td>4, 7, 36</td>
<td>3</td>
</tr>
<tr>
<td>Bush</td>
<td>27, 37</td>
<td>2</td>
</tr>
</tbody>
</table>

24. Council’s landscape architect team worked with the local board to develop a draft plan that will best connect Waitākere Ranges communities through their local area and also to the wider active transport network.

25. The greenways plan was developed through a review of existing walking and cycling plans for the Waitākere Ranges, neighbouring local board areas, and the Auckland Cycle Network. This was followed by a desktop exercise to prepare a draft network for the Waitākere Ranges, and site investigations to ground-truth the network.

26. The submissions suggested a number of changes and additions to the maps which are summarised below.
Table 3: Proposed map changes in response to submissions

<table>
<thead>
<tr>
<th>Map</th>
<th>Route description</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Map 2</td>
<td>Swanson Station Park, Swanson Road to Parklands Avenue</td>
<td>Added to complete network in this area</td>
</tr>
<tr>
<td>Map 3 &amp; 4</td>
<td>Candia Road pedestrian road safety</td>
<td>Added new category for potential future investigation of pedestrian road safety</td>
</tr>
<tr>
<td>Map 5</td>
<td>Oratia Esplanade to West Coast Road, Oratia</td>
<td>Added as an indicative future route through non-council land should subdivision occur.</td>
</tr>
<tr>
<td>Map 6</td>
<td>West Coast Road from Parker Road to Oratia School</td>
<td>Added to complete network in this area</td>
</tr>
<tr>
<td>Map 7</td>
<td>Kaurilands Road – extend to Withers Rd/Glendale Road intersection</td>
<td>Added to complete network in this area</td>
</tr>
<tr>
<td>Map 8</td>
<td>Parker Road to Arataki Visitor Centre</td>
<td>Removed Link to North Way in response to feedback</td>
</tr>
<tr>
<td>Map 9 &amp; 10</td>
<td>Add connections from Muddy Creeks Local Area Plan (LAP)</td>
<td>Added to make consistent with LAP</td>
</tr>
<tr>
<td>Map 11</td>
<td>Sandys Parade to Kauri Point Road (along Taumatarea Esplanade)</td>
<td>No change. The map in the plan goes to Tokoroa Point just south of Sandys Parade. A route is indicated in the direction of Taumatarea Point further south though it is not shown. This relates to the challenge of mapping a large geographical area.</td>
</tr>
<tr>
<td>Various</td>
<td>Remove routes shown through non-council land</td>
<td>Annotation has been added to the maps. The routes on non-council land in the Waitakere Ranges Foothills are indicative only to identify opportunities for improving walking access should subdivision occur. The routes have been kept in the plan.</td>
</tr>
</tbody>
</table>

Table 4: Other map changes requested by submitters

<table>
<thead>
<tr>
<th>Map</th>
<th>Route description</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various</td>
<td>Scenic Drive, Titirangi to North Scenic Drive, Swanson</td>
<td>No change. This is an ambitious concept however it would need to be looked at in more detail.</td>
</tr>
<tr>
<td>Map 7 (Priority G2)</td>
<td>Glen Eden to New Lynn connection (Western Rail Corridor shared path)</td>
<td>Joint advocacy needed. The full extent of the route is not shown as a significant part of it is within the Whau Local Board area. This is the section from the West Coast Rd rail overbridge through to Fruitvale and New Lynn train stations.</td>
</tr>
<tr>
<td>Map 10</td>
<td>Remove Huia Road route by lower Nihotupu Dam bridge</td>
<td>No change. Retain route for further investigation.</td>
</tr>
<tr>
<td>Map 11</td>
<td>Extend footpath network on local</td>
<td>No change. Needs further investigation.</td>
</tr>
</tbody>
</table>
27. The consultation draft plan proposed nine priorities.

28. Changes were requested to the proposed route from Parker Road, Oratia to Arataki. This has been amended in the plan to remove the link to Northway though is otherwise retained.

29. The Western Rail Corridor Shared Path received the most support, and there was a desire by some to see the route connect through to New Lynn. It should be noted that the route shown in the plan only goes as far as the boundary of the Waitakere Ranges Local Board area so there is a need to work with the Whau Local Board and Auckland Transport on any future connections to New Lynn.

30. As noted earlier in the report, residents of Candia Road asked that a footpath for the rural section of the road be treated as a priority.

31. South Titirangi Residents and Ratepayers suggested two additional priorities routes: Scenic Drive to Swanson and Landing Road to Gill Esplanade to extend the Little Muddy Creek Walkway.

32. The Waitakere Ranges Protection Society opposed any new routes that would take people into forested areas of the Waitakere Ranges, and also had concerns about new routes in the Waitakere Ranges foothills around the regional park rural buffer.

33. Some submitters said the plan needs to explain why particular routes have been prioritized, and some asked for criteria to be added. The objectives of the plan serve this purpose to an extent, however the identified priorities have largely come from previous planning work undertaken around project delivery or plan development.

34. The only change proposed to the priorities is to the Parker Road section.

Table 5: Feedback on priorities

<table>
<thead>
<tr>
<th>Section 3.2 Priorities</th>
<th>Submission responses</th>
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<tbody>
<tr>
<td>All priorities</td>
<td>Support all: 3, 5, 9, 35, 42</td>
</tr>
<tr>
<td>G1 Pars Park to Sunnyvale Station</td>
<td>Support: 4, 12, 30, 37</td>
</tr>
<tr>
<td>G2 Western Rail Corridor Shared path (Sunnyvale to Glen Eden)</td>
<td>Support: 4, 6, 9, 12, 21, 22, 30, 38, 41</td>
</tr>
<tr>
<td>G3 Titirangi Village to Glen Eden Town Centre</td>
<td>Support: 4, 6, 12</td>
</tr>
<tr>
<td></td>
<td>Oppose: 39</td>
</tr>
<tr>
<td>G4 Little Muddy Creek Walkway</td>
<td>Change: 33, 35</td>
</tr>
<tr>
<td></td>
<td>Oppose: 39</td>
</tr>
<tr>
<td>G5 Parker Road to Arataki Visitor Centre</td>
<td>Support: 4, 6, 19, 27, 34, 37</td>
</tr>
<tr>
<td></td>
<td>Change: 13, 15, 30, 31, 43</td>
</tr>
<tr>
<td></td>
<td>Oppose: 12, 39, 40</td>
</tr>
<tr>
<td>G6 Swanson Foothills Walkway</td>
<td>Support: 2, 22, 24, 25, 27, 28, 35</td>
</tr>
<tr>
<td></td>
<td>Oppose: 18, 39</td>
</tr>
</tbody>
</table>

Proposed Waitakere Ranges Greenways Plan recommended for approval
Implementation

35. The maps indicate a network of connections that will enable staff to explore connections in greater detail, progress feasibility studies and embark on more detailed design of the proposed routes. Prioritisation of routes are to be investigated and staging for their development will be dependent on the timing for other projects being delivered along the network, and on the availability of funding.

36. At this stage the plan and map are regarded as a high-level network strategy. It is intended that public consultation on more detailed alignment options will be undertaken as opportunities arise to implement the network over a number of years.

37. Five submitters commented on implementation and funding. It should be noted that the implementation section (Section 4) of the plan was not included in the consultation documents. The consultation questions focused on the plan objectives, maps and the priority routes rather than implementation. However, changes have been made implementation section to reflect some of the points submitters made.

38. The need to engage with communities when looking at implementing any parts of the plan was highlighted by a number of submitters.

Ngā whakaawaewe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

39. Implementing the greenways plan will better connect Waitākere Ranges to the neighbouring Rodney, Henderson-Massey and Whau Board areas and connect to regional walking/cycling proposals for the greater Auckland region.

40. At present there is no funding available for the delivery of the Greenways Plan. Funding will be sought during future Annual Plan and Long Term Planning processes. It is recommended that the Local Board advocates to the Governing Body to fund the implementation of priority connections through parks.

Ngā whakaawaewe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

10. The Waitākere Ranges Local Board has funded the draft plan and provided direction at key stages in its development through workshops and meetings with the local board’s greenways lead, Sport and Recreation Portfolio Holder, Neil Henderson.

11. Submissions were considered at a workshop held in June 2018 and the local board provided initial direction. The discussion focused on Parker Road in Oratia, and Cандia Road in Henderson Valley/Swanson, which were the two area’s that had attracted the most comment in the submissions.

Tauākī whakaawaewe Māori
Māori impact statement

12. The spread of kauri dieback is a significant cultural issue for Te Kawerau a Maki. The iwi has placed a rahui (customary prohibition) over the Waitākere forest, Te Wao Nui a Tiriwi. A statement from the iwi says the area covered by the rahui approximates to the boundary of the Waitākere Ranges Heritage Area (WRHA). It proposes the rolling opening of areas that
are risk free once work has been done to assess and mitigate the risk. Work is on-going across the track network in the Waitakere Ranges Regional Park and local parks with kauri.

Ngā ritenga ā-pūtea
Financial implications
13. Implementation of the plan is dependent on funding being made available through the annual and ten-year budget planning processes. Potential funding is available through the local board, Governing Body, Auckland Transport, NZTA, and external partnerships.
14. Auckland Council/Auckland Transport has a 10-year programme for investing in greenways/paths for 2018-2028. There are no projects from the Waitakere Ranges area included in the programme.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
15. The greenways plan is a proposed 30-year vision to improve the walking and cycling network in the area. There is currently no funding for delivery of the plan. There is a need to build the case for investment in the plan.
16. Risks around kauri dieback, rural road safety and safety around schools, the need for safer walking and cycling for local and commuter journeys were identified in the submissions received through the public consultation process.

Ngā koringa ā-muri
Next steps
17. Once the greenways plan is adopted, further work is needed to look at priority routes in more detail. The maps indicate a network of connections that will enable staff to explore connections in greater detail, progress feasibility studies and embark on more detailed design of the proposed routes.
18. Funding further investigation of priority routes can be considered when preparing its annual budgets.
19. There are a number of other actions from the greenways plan and submissions that will involve working with communities and Auckland Transport to progress concerns around rural road safety and safety around schools.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Submissions summary</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>draft Waitakere Ranges Greenways Plan (September 2019) (Under Separate Cover)</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Submissions (Under Separate Cover)</td>
<td></td>
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</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Brett Lane - Local Board Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Glenn Boyd - Relationship Manager Henderson-Massey, Waitakere Ranges, Whau</td>
</tr>
</tbody>
</table>
Draft Waitakere Ranges Greenways Plan consultation

Submissions summary

<table>
<thead>
<tr>
<th>Ref</th>
<th>Address</th>
<th>Area</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Not supplied</td>
<td></td>
<td>Support objectives. Swanson area most of interest. Support Swanson routes through to Titirangi.</td>
</tr>
<tr>
<td>3</td>
<td>Piha Road</td>
<td>Piha</td>
<td>Support priorities. Improve safety around Parrs Park, there are two dangerous roundabouts. Would like to see a cycleway to Piha, and be able to cycle from Waiatarua to CBD.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Map 10 – Huia Rd by lower Nihotupu is a dangerous section for a greenways route. Provide tracks for off-road vehicles. Destinations: Titirangi beaches, Exhibition Drive, NW cycleway, Piha. Make greenways fun, include pump tracks, skate parks, park benches.</td>
</tr>
<tr>
<td>5</td>
<td>Kamara Road</td>
<td>Glen Eden</td>
<td>Support objectives. Destinations: Glen Eden town centre, Parrs Park, Sunnyvale. Improve existing footpaths and walkways with better maintenance, lighting and bins.</td>
</tr>
<tr>
<td>7</td>
<td>Western Road</td>
<td>Laingholm</td>
<td>Improve access to coastline around Little Muddy Creek area and beyond Coastal walkways from Sandy's Parade to South Titirangi. Extend area of plan and add a connection to Cornwalls. Improve pedestrian safety in Laingholm valley. Roadings, footpaths and other infrastructure maintenance needs to improve.</td>
</tr>
<tr>
<td></td>
<td>Location</td>
<td>Neighbourhood</td>
<td>Description</td>
</tr>
<tr>
<td>---</td>
<td>------------</td>
<td>----------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>8</td>
<td>Crystal Ave</td>
<td>Glendene</td>
<td>Walking and cycling destinations: Huia</td>
</tr>
</tbody>
</table>
| 9 | Withers Road | Glen Eden     | Support plan  
Support priorities, particularly G7 (Glen Eden train station to upper Waikumete)  
Add Cycling path along rail corridor to New Lynn as a priority |
| 11 | Candia Road | Henderson Valley | Candia Road pedestrian safety  
Improve walking and cycling connections to Swanson School & Swanson Train Station  
Priorities: Swanson |
| 12 | Parker Road | Auckland       | Oppose Parker Road route (GS) as there are better ways to get to Arataki  
Support tracks that form a complete route or link destinations  
Support Western Corridor, Parks Park to Glen Eden to New Lynn, Glen Eden to Titirangi,  
Titirangi village to Exhibition Drive  
Support G1, G2 and G3 |
| 13 | Parker Road | Oratia         | Support aim of plan  
Design appropriate to area, visual amenity and safety need to be carefully done when  
implementing  
Protect natural character in Oratia, WRHA, and around bush and streams  
Do not support using paper road from Parker Rd to North Way  
Routes that connect people to town centres, train and bus services should be priority  
More information needed on funding. Community engagement important |
| 14 | Carter Road | Oratia         | Support links to twin streams routes and Exhibition Drive for foothills communities  
Pedestrian safety an issue when walking on Shaw, Carter, and Scenic Drive  
Community input important for implementation  
Protecting trees should be part of the plan  
Design needs to be sympathetic to environment, along with heritage interpretation in the  
WRHA  
Improving safety of pedestrians on local roads should be a concept in the plan |
| 15 | West Coast Road | Oratia    | Support aim  
Oppose routes shown on private land.  
Improve walking paths on rural roads to make it safer  
Local walks to connect people to schools, hubs, transport should be the focus rather than  
visitor walks |
<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Suburb</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Candia Road</td>
<td>Henderson</td>
<td>Request a footpath on Candia Road. Would like to be able to cycle safely</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley</td>
<td>to school, the train station and visit nearby friends</td>
</tr>
<tr>
<td>18</td>
<td>Candia Road</td>
<td>Henderson</td>
<td>Request a footpath on Candia Road as the main funding priority</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley</td>
<td>Support having a bridle trail</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Do not support route from Vineyard Rd to Candia / Coulter Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Opanuku stream walkway from Henderson Valley to Henderson is well used</td>
</tr>
<tr>
<td>19</td>
<td>Raroa Terrace</td>
<td>Waiatarua</td>
<td>Support focus of plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Support a connection from Parker Road to Arataki</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Path design needs to be appropriate for area</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Request addition of a path along West Coast Road from Parker Road to</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Oratia School</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Support priority routes</td>
</tr>
<tr>
<td>20</td>
<td>Pooks Road</td>
<td>Ranui</td>
<td>Improve maintenance of existing footpaths before doing more</td>
</tr>
<tr>
<td>21</td>
<td>Coventry Way</td>
<td>Long Bay</td>
<td>Support objectives and mapping</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Support Glen Eden to Sunnyvale Station link</td>
</tr>
<tr>
<td>22</td>
<td>Not supplied</td>
<td>Kumeu</td>
<td>Support plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pedestrians and cyclists have different needs so should be looked at</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>separately rather than as a group.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Commuter cycling connection from Henderson to New Lynn needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Support priority routes in Glen Eden - Western Rail Corridor (G2), along</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>with G6, G8 and G9</td>
</tr>
<tr>
<td>23</td>
<td>State Highway 16</td>
<td>Kumeu</td>
<td>No comments made</td>
</tr>
<tr>
<td>24</td>
<td>Candia Road</td>
<td>Henderson</td>
<td>Support Swanson Foothills Walkway, connection to train station</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley</td>
<td>First priority should be a footpath for Candia Road as it is unsafe</td>
</tr>
<tr>
<td>25</td>
<td>Candia Road</td>
<td>Henderson</td>
<td>Swanson foothills walkway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley</td>
<td>Want to be able to walk/cycle to train station</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Candia Road footpath needed</td>
</tr>
<tr>
<td>26</td>
<td>Swanson School</td>
<td>Swanson</td>
<td>Need safer walking and cycling connections to Swanson School</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Request a shared path on one side of Swanson Road from the school to</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ranui, and westward from the school to connect to where people live.</td>
</tr>
</tbody>
</table>
### Item 30

**Attachment B**

<table>
<thead>
<tr>
<th></th>
<th>Waitākere Ranges Local Board</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>26 September 2019</td>
</tr>
</tbody>
</table>

#### Summary of Actions

- **24** Hellyer Road: Request safe cycleways for kids getting to Waitākere School.

### Attachment B

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>Hellyer Road</td>
<td>Ranui</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Canda Road</td>
<td>Henderson Valley</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Shaw Road</td>
<td>Oratia</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Parker Road</td>
<td>Oratia</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Oratia Heritage Society</td>
<td>Oratia</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Parker Road</td>
<td>Oratia</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Parker Road</td>
<td>Oratia</td>
<td></td>
</tr>
</tbody>
</table>
|   | South Titirangi Ratepayers and Residents Association | Titirangi | Support plan  
|   |                                                |           | Support Little Muddy Creek walkway (G4)  
|   |                                                |           | Continue Landing Road walkway to include Gill Esplanade on foreshore through to Tamariki Reserve (South Titirangi Rd)  
|   |                                                |           | Support Arataki to Parker Road (G5)  
|   |                                                |           | Create new walk/cycleway on Scenic Drive from Arataki to Swanson in road corridor  
|   |                                                |           | Support all priorities with additions suggested above  
| 35 | Laingholm and District Citizens Association  | Laingholm | Supports intent of getting people out of their cars  
|   |                                                |           | Need to consider impacts on opening new routes in natural areas/ SEAs though recognise the opportunity for ecological restoration. Kauri dieback and rahui need to be taken into account  
|   |                                                |           | Support primary path from Laingholm to Parau as connecting communities  
|   |                                                |           | Pedestrian safety on Huia Road between Laingholm and Huia needs to be improved  
|   |                                                |           | Maintaining existing bush tracks, walkways and roads needs to be a priority  
|   |                                                |           | Support coastal walkways to improve access to coast  
|   |                                                |           | Extend area covered by plan to include Laingholm to Huia and create routes to Armour Bay Reserve and Cornwallis  
|   |                                                |           | If greenways provide access for bikes or horses need to consider impacts on paths and other people  
|   |                                                |           | There needs to be criteria given for the priorities in the plan, and include equal access as one of the criteria  
|   |                                                |           | Support Priority G4 (Little Muddy Creek) in part though need to look at environmental impact investment decisions need to be transparent  
| 36 | Parker Road  | Oratia | Parker Road – make safe for walking and cycling  
|   |                                                |           | Support priority G1, Parrs Park to Sunnyvale Station  
|   |                                                |           | Support the paper road as a loop for the Parker Road route  
| 37 | Parker Road  | Oratia | Plan unrealistic given cost of new tracks and the issues faced around kauri dieback  
|   |                                                |           | Parker Road is unsafe  
|   |                                                |           | Design of paths need to fit rural character of area  
|   |                                                |           | Support priorities G2 (rail corridor) and G9 (Glendale Rd to Verdale Circle)  
| 38 | Parker Road  | Oratia |  

<table>
<thead>
<tr>
<th></th>
<th>Waitakere Ranges Protection Society</th>
<th>Prioritise making communities safer and better connected within the WRHA. Include reference to the rahui, managing the threat of kauri dieback, promoting weed and pest control. Priorities G3-G6 not supported because of kauri dieback threat of entering forested areas. Do not support new routes in SEAs or alongside streams. Request any new routes in WRHA be removed from plan and priority given to maintaining existing tracks. Tracks in buffer areas around the regional park blurs the line. Existing tracks need to be maintained including weed control, hygiene stations, and educating people about the WRHA. Design and amenity of paths need to fit with the environment, protect heritage features and be consistent with WRHA objectives. Community engagement is very important and needs to be part of the plan implementation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>Parker Road</td>
<td>Oratia</td>
</tr>
<tr>
<td>41</td>
<td>West Coast Rd</td>
<td>Oratia</td>
</tr>
<tr>
<td>42</td>
<td>Parker Road</td>
<td>Oratia</td>
</tr>
<tr>
<td>43</td>
<td>Parker Road</td>
<td>Oratia</td>
</tr>
<tr>
<td>44</td>
<td>Withers Road</td>
<td>Glen Eden</td>
</tr>
<tr>
<td>45</td>
<td>Glen Eden Bowling Club</td>
<td>Glen Eden</td>
</tr>
<tr>
<td>Item</td>
<td>Location</td>
<td>Details</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>---------</td>
</tr>
<tr>
<td>46</td>
<td>Huia Road</td>
<td>Support plan though if there is no funding to do it, it just raises expectations. More focus needed on making it safer to walk in local area, community connections. Safer journeys to school. Submission highlights: Woodlands Park School- Rimutaka walkway; Huia Road from Woodlands Park dairy to Rudolf Steiner school Neighbourhood walking links from Muddy Creeks Local Area Plan should be part of greenways plan.</td>
</tr>
<tr>
<td>47</td>
<td>Nandana Drive</td>
<td>Glen Eden</td>
</tr>
</tbody>
</table>
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Map 3 - Henderson Valley (connections to Western Heights, Palm Heights and Henderson-Massey Local Board)
Map 4 - Henderson Valley (connections to Project Twin Streams and Henderson)
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1.0 Introduction

Waitākere Ranges Greenways
1.1 Purpose of the document

Purpose
This document defines the long-term ‘greenways plan’ for the Waitakere Ranges Local Board area. This is a visionary and guiding document intended for use by elected members, Auckland Council and Council Controlled Organisations (CCO), community and volunteer groups, private developers and other interested parties.

Visionary document
Greenways plans are being developed throughout the world, with Portland, Oregon being one of the most successful and well advanced. More recently, London developed a greenways strategy, which was partially implemented in time for the 2012 Olympic Games. Auckland’s greenways plans are a series of linked, visionary plans being driven from the ‘ground up’ by local boards with the long-term aim of greatly improving walking, cycling and ecological connections across the region.

Guiding document
Following each local board’s adoption of their greenways plan, Council’s Community Policy and Planning Unit will develop Open Space Network Plans for each of the local board areas. Each greenways plan will guide and ultimately become one ‘chapter’ of the Open Space Network Plan. The network plans will sit under the Open Space Strategy, providing high level direction for improvements to the open space network, specific to each local board area.

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 improve transport, environmental protection, land use, housing growth and economic development, with the benefits of one authority responsible for all coordination.

The Waitakere Ranges Greenways Plan corresponds to priorities and directives in a number of chapters in the Auckland Plan, including:

- Direction 1: Better connect people, places, goods and services
- Direction 2: Increase genuine travel choices for a healthy, vibrant and equitable Auckland
- Focus area 4: Make walking, cycling and public transport preferred choices for many more Aucklanders.

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:

- Former Auckland City Council plans and current Auckland Council documents such as the Auckland Plan
- the Waitakere Ranges Local Board Plan 2014:
- Waitakere Ranges Foothills Walkway Investigation Report (WCC, 2010)
- Oratia Masterplan:
- Glen Eden Town Centre Implementation Plan 2013;
- New Lynn to Waitakere Shared Path Investigation, Final Draft – September 2015
- Regional Park Management Plan for the Waitakere Ranges;
- Waitakere Ranges Heritage Area and the Waitakere Ranges Protection Society;
- New Zealand Transport Authority (NZTA) developments;
- Watercare projects and local stormwater improvement/stream restoration projects;
- the Auckland Cycleway Network (ACN), prepared by Auckland Transport (AT);
- walking school bus routes;
- Walkway and cycling projects: Henderson Valley – Mountain Road footpath, West Coast Road shared path (Oratia School to Parry Park), Parry Park-Sunnyleave Train Station, Captain Scott Road upgrade (including cycle lane), Swanson walkway (Perini Rd, Seabell Reserve), Little Muddy Creek Walkway (Kirimotua Road section, Laingholm)
- initiatives currently underway or proposed by local community and/or ecological restoration groups
- Local area plans for: Oratia, Waitakenu, Henderson Valley/Opanuku and Muddy Creek
- Te Kawerau a Maki Claims Settlement Act 2015
- Auckland Council’s Māori Language Policy
- Regional Pest Management Plan
- Auckland Council Weed Management Policy
- Kauri dieback protocols
Waitakere Ranges 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, and they provide a touchstone for the aspirations of each area’s community.

The development of a greenways plan delivers on a key initiative from the Waitakere Ranges Local Board Plan (2014). In 2017, a new local board plan was adopted which aims to take this forward.

Waitakere Ranges Local Board Plan (2017)

Outcome 6: Our community spaces, parks, sports and recreation facilities meet local needs and are easy to get to.

People are always interested in getting from A to B for work or for pleasure. Building a local walking and cycling network is a slow process but a worthwhile one, and we want to encourage people to use our pleasant walk and cycle ways. Where it is financially practicable, we will make targeted improvements to streetscapes. Where it is not, we will work to influence Auckland Transport to prioritise those improvements.

Access to local and sports parks, quality gathering and resting spaces, and good transport, walking and cycling connections is vital for good urban living. We want people to have access to green space, and connections between suburbs that support freedom of movement without the car.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Key initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Our public spaces are great places for people to meet.</td>
<td>Carry out targeted, small infrastructure projects which enhance streetscapes and parks.</td>
</tr>
<tr>
<td></td>
<td>Publicise our pleasant urban walk and cycleways.</td>
</tr>
<tr>
<td></td>
<td>Develop linked trails through Glen Eden and Titirangi to enable people to get around and exercise in attractive offroad settings.</td>
</tr>
<tr>
<td></td>
<td>Improve rural walkways for pedestrians.</td>
</tr>
</tbody>
</table>
1.3 What is a ‘Greenways Plan’?

The broad aim of a greenways plan is to provide cycling and walking connections which are safe and enjoyable, 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. The network typically follows natural landforms such as streams and coasts as well as man-made features such as streets and motorways.

Implementation of the greenways plan will better connect Waitākere Ranges to the neighbouring Rodney, Henderson-Massey and Whau Board areas and connect to regional walking/cycling proposals for the greater Auckland region. 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.

Greenways also encourage opportunities for ecological restoration as they often align with streams and other natural areas. There are many organisations in the area which are dedicated to improving the natural environment and particularly the streams. In addition to the broader environmental benefits, as the greenways are restored ecologically, their natural beauty will return. This will encourage more people to use, be proud of, and care for their neighbourhood network of greenways, increasing their ongoing stewardship.
1.4 Waitakere Ranges Greenways Plan Objectives

The Waitakere Ranges Greenways Plan seeks to create a network of greenways that will provide safe and enjoyable means for people to get around, get active, and get engaged with the community and their environment. The objectives of the Waitakere Ranges Greenways are to:

- provide walking connections to the track and trail network in Waitakere Ranges Regional Park, in accordance with the RMP 2010, Section 17.19
- extend and link to existing walking and cycling connections such as the Twin Streams shared path
- connect communities/neighbourhoods to key destinations such as local centres, transport nodes, sports parks and reserves, schools
- encourage physical activity and their associated health benefits by planning for a range of routes suited to fitness level and mobility (i.e. selecting less vehicle trafficked/greener minor streets)
- progress the planning of walking and cycling connections in areas such as Swanson village and Orakei
- embrace our cultural heritage by referencing via signage interpretation (where appropriate) local stories along the greenway routes via naming and signage
- maximise vistas and views from and to the Waitakere Ranges
- investigate and catalyse ecological connections across the diverse range of habitats in our parks, reserves and watewarys
- ensure support and stewardship continues by working with community and educating visitors to respect and protect our natural and historical environment
- encourage greater use of under utilised parks and reserves i.e. pocket parks
- investigate potential bridle trails
- creating safe routes in alignment with Crime Prevention Through Environmental Design guidelines (CPTED)
- cultural enhancement
- connect people to the natural environment and provide the opportunity for ecological restoration such as weed control and native planting.

1.5 Waitakere Ranges Heritage Area

The Waitakere Ranges Heritage Area (WRHA) spans approximately 27,700ha of public and private land located between metropolitan Auckland and the coast of the Tasman Sea (to the west), the Manukau Harbour coastline to the south and the Waitakere Valley to the north. The area includes the Waitakere Ranges, foothills and coastal areas.

The Purpose of the Waitakere Ranges Heritage Area Act 2008:

- recognise the national, regional, and local significance of the Waitakere Ranges heritage area
- promote the protection and enhancement of its heritage features for present and future generations.

The heritage features of the Waitakere Ranges Heritage Area include:

- ecosystems
- landscapes and landforms
- the subservience of the built environment to the area’s natural and rural landscape
- the past and present human culture of the heritage area
- opportunities for wilderness experiences and recreation
- the regional park
- the water catchment and supply system.

1.6 WRHA Design Guides

There are several design guidelines for the Waitakere Ranges Heritage Area, including:

- WRHA design guide for local parks
- WRHA Foothills Design Guide
- WRHA Building in the Bush
- WRHA transport infrastructure design guidelines.
1.7 Kauri dieback

Kauri dieback survey

Kauri trees are under threat from kauri dieback disease (Phytophthora agathisalci). To ensure the survival of our native kauri trees, we are taking significant steps to prevent the spread of kauri dieback. We conduct regular surveys to check the state of our kauri. In recent years, we have had surveys at:

- Waitakere Ranges Regional Park (2011, 2016)
- Hauraki Gulf islands (2013)
- local parks across Auckland (2014)
- northern regional parks (2015).

Waitakere Ranges rāhui

In December 2017, mana whenua Te Kawaiā Mākī placed a rāhui over Te Waonui-a-Tiriwa, the forested areas of the Waitakere Ranges. The rāhui prohibits people from entering the area in order to preserve the environment until kauri dieback is under control.

Regional park response

The Environment and Community Committee voted to close the forested areas of the Waitakere Ranges Regional Park to prevent the spread of kauri dieback disease as of 1 May 2018. There are some exceptions in this area that are open under a Controlled Area Notice.

Local park response

In April 2019 Waitakere Local Board temporarily closed tracks in a number of reserves around the Waitakere Ranges Local Board area to protect healthy trees from kauri dieback. A number of campsites in the Waitakere Ranges have also been closed.

For the latest on kauri die back in the Waitakere ranges, visit www.aucklandcouncil.govt.nz, search Kauri die back.
1.8 What the greenways might look like

The appearance of the greenways network will vary depending on its location, as the nature of each greenway connection shall adhere to the site character or permitted activity in the area. This will ensure protection of the historical, cultural and natural environment, particularly in the context of the Waitakere Ranges Heritage Area.

There will be variance in the surface treatment, slope graders, width and the surrounding planting. The images opposite illustrate what the greenways could look like in a variety of settings - and these settings include:

- footpaths and/or shared path within reserve settings
- quiet neighbourhood streets with techniques used to slow traffic speeds (eg planted roundabouts and shrubs)
- alleyways and other urban street to street connections (rear lanes etc)
- commuter connections (main routes such as the railway corridor, twin stream extensions and ACN routes within the road corridor)
- Paper roads (i.e Parris Road) which offer a ‘pastoral countryside setting’ and potential bridleways
- heritage trails (often walking only, due to grade and surfacing/width)
- tracks (including off-road vehicle routes – cycling provision may be feasible here)
- esplanade reserve, beach or grass (informal desire lines)
- connections through private land (gazetted walkways via the Walking Access Commission).

Due to the ecological/landscape and heritage significance of this area, the Local Board have stated some additional design criteria that must be considered in the design of any greenway project:

- surfaces need to be sympathetic to the surrounding environment (this means that impervious surfacing may not always be used)
- include where possible opportunities for edible gardens, showcasing edible native plants and herbs with education around harvesting
- consider educational and/or interpretation panels
- Where streamwork is included, daylighting is to be encouraged/supported, and culverts avoided. If bridges are included, their design shall be ecologically friendly, noting that streams are of special significance in this area.
Network benefits

There are many benefits from developing a network of 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 water quality and reducing flooding events through low impact design (LID) measures, and by enhancing ecosystems, habitat sources and ecological niches;

Social
Providing improved opportunities for people to get out of their cars 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
High-performing greenways can create improved local employment opportunities as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors.
1.9 Greenways Design Guide

The Local Path Design Guide (prepared for Auckland Transport 2016) provides guidance as to the ‘look and feel’ of different types of greenways routes, with regard to slope, materials, widths and other design considerations. This diagram, taken from the Local Path Design Guide illustrates local paths (or greenways as they are referred to in this document) within the context of other movement networks.

An important distinction in the design guide is that made between greenways and primary commuter cycling links, the primary cycle network will provide safe cycle routes along busy and ‘direct’ streets. Commuter routes tend to be focused on higher speed, longer distance travel between major destinations such as employment centres or public transport interchanges. Local paths or greenways by contrast, consist of quiet streets and paths through parks, and are intended to provide recreational opportunities, and extend the usefulness of the core cycle network. They play an important role in the active transport network, by safely connecting people to local destinations such as schools, town centres, public transport stops, community facilities and recreation spaces.
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 (ADT)**: 1,000 ideal, 1,500 max
- **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 (ADT)**: N/A
- **Vehicle Speed (km/h)**: N/A
- **Arterial Road Crossings**: N/A
- **Accessibility + Safety**: 20 km/h design speed / 20 metre 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 separated paths and preferential use on streets. Off street primary paths typically accommodate pedestrians.

- **Vehicle Volume (ADT)**: 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 create a connection between destinations. Recreational trails often run in loops.

- **Vehicle Volume (ADT)**: N/A
- **Vehicle Speed (km/h)**: N/A
- **Arterial Road Crossings**: N/A
- **Accessibility + Safety**: 20 km/h design speed / 20 metre sightlines and stopping distance
- **Green Infrastructure**: Park land / water system / self regenerating forest
Figure 14  Glen Eden, Harold Moody Reserve in the foreground. Auckland Council Stock Photo, 2014.
1.10 Auckland Context

The Waitakere Ranges Local Board area is dominated by the Waitakere Ranges Regional Park, but takes in the foothill suburbs of Swanson, Glen Eden and Titirangi, as well as a number of smaller townships such as Oratia, Piha, Kaukapakapa and Waitakere. This map shows the Board area within its wider regional context, sitting some 25km west of Auckland’s CBD. It is bordered by the Rodney, Henderson-Massey and Whau Local Board areas to the north and east, with the Tasman Sea to the west and Manukau Harbour to the south.

Broader Transport Connections

This area is unusual in that it is not serviced by many of the main transport methods, such as highways or ferries, although a small section of the Western Rail Line runs through Glen Eden and Swanson, before continuing out to Kumeu. The rail line is of interest, as it has potential to bring tourists into the area, while also providing potential greenways routes along its margins. The lack of any motorway connections means that this Local Board area does not have to contend with the “community severance” issues that motorways can bring.

Broader ecological connections

This area houses one of the largest forested areas in the Auckland Region, and has been described as the “lungs of the city”. As such it is of critical importance to our native flora and fauna. This is reflected by its position in anchoring the Northwest Wildlink – a network of forested areas being created between the Ranges and the Hauraki Gulf Islands.

Beyond this, there are further ecological connections along the west coast to the north – via Woodhill Forest to South Head, and south to the Manukau Harbour (food source for many birds, and on across to the Awhitu Peninsula.

Broader walking connections

This area sits outside of the Te Araroa national trail, but does include the majority of the Hillary Trail – a 77km walking route which takes in many of the area’s well known beaches and scenic locations. There are opportunities for the greenways plan to feed people into this established route. At a more local level, there are opportunities to extend and link in with Project Twin streams (shown on the adjacent map, and also the planned Te Whau Pathway (Whau Local Board), which will become an extensive series of trails and boardwalks around the Whau Inlet (construction phased over the upcoming five years).
2.0 Methodology

Waitēkere Ranges Greenways
2.1 The process

The Waitākere Ranges Greenways Plan was developed using a three-stage process, with feedback loops, as outlined below:

**Phase one - draft network**
- Draft the network:
  - set a vision
  - stock take existing strategies and plans
  - identify possible network

**Phase two - analysis**
- Analysis:
  - Geographical Information System (GIS) data mapping
  - site investigations

**Phase three - refine the network**
- Refine the network:
  - review
  - prioritise plan
  - consultation
  - adoption

Phase two - analysis

The draft network plan was next assessed on site to be ‘ground truthed’. This process involved an analysis of the existing site conditions - including topography, vegetation cover, existing asset conditions, CPTED (Crime Prevention through Environmental Design) principles, utility service locations and the layout of roadside corridors.

The connections were sighted and evaluated and a photo-record taken. Some connections were found to be inappropriate (where there wasn’t enough space for a connection; the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

Following this ‘ground-truthing’ the route was overlaid with other GIS data to ensure that the network made appropriate connections to ‘destinations’, such as schools, community facilities and transport nodes.

Phase three - refine the network

Following the analysis phase, the Waitākere Ranges Local Board, and Council officer ‘working party’ reviewed and updated the proposed greenways routes. The draft plans were then presented to key stakeholder groups and the wider public to obtain feedback, and the routes modified to reflect this feedback.

Finally, the agreed network was analysed to determine the initial suite of ‘priority sections’. The Waitākere Ranges Greenways Plan is a long-term project to be developed over the next twenty years, and prioritising certain routes help the Board focus on delivering sections of the plan within its three-year term. Priority sections are based on their costs, benefits, constraints, timing and opportunities.

Summary of Consultation

Public feedback on the plan was invited in May 2018. A total of 41 submissions were received with most coming from people living in Oratia (16), Henderson Valley (6) and Glen Eden (5), Titirangi (2), and Laihgholm (2).

Swanson School, Oratia Heritage Society, South Titirangi Ratepayers and Residents Association, Laihgholm and District Citizens Association, Waitākere Ranges Protection Society, and Glen Eden Bowling Club all provided feedback.
Key themes included:
- Parker Road connection to Arataki Visitor Centre
- design of paths, particularly in the Waitakere Ranges Heritage Area
- environmental outcomes, like avoiding sensitive areas
- kauri dieback
- pedestrian safety on rural roads
- use of non-council land / private property
- implementing the plan and priorities
- places people want to go to

The greenways plan is intended to be a living document. The Waitakere Ranges Local Board, Auckland Council and its agencies continue to hear from people and organisations wanting it to be easier and safer to walk and cycle in their communities. The plan will continue to evolve over time.

2.2 Partnership with iwi

Conversations with local iwi will be ongoing on a project by project basis, as individual routes are funded and developed. At a more detailed phase, opportunities for whakapapa (naming), mahi toi (creative expression) and ahi ka (living presence) can be explored. Through creation of this plan, iwi have indicated support for the proposed improvements to stormwater and ecology (taiao/mauri tu - natural environment and environmental health) that greenways aim to deliver, and have particular interest in the approach to weed management, ecological restoration and protection measures against kauri dieback.

Iwi have stated that all physical works should be clear of archaeological sites and sites of significance to Mana Whenua.

Waitakere Ranges rāhui

In December 2017, mana whenua Te Kawau and Māki placed a rāhui over Te Waoaui-a-Tiriwa, the forested areas of the Waitakere Ranges. Since the council closed much of the regional park, and some local park tracks, there has been ongoing kōrero.
3.0 Greenways Mapping

Waitākere Ranges Greenways
3.1 Waitākere Ranges Greenways

Introduction

The Waitākere Ranges Greenways network as shown on this map has been divided into eleven maps over the following pages to allow the information to be shown at a larger scale.

The maps include routes which have existing walking and/or cycling provision but that could be improved and/or promoted as greenways, as well as proposed routes where there is currently no walking or cycling provision (mainly around the coast or in the Waitākere Ranges Regional Park). The proposed network is an aspirational vision, and will be reviewed on a regular basis as priority routes are developed, and as other related projects are completed.

Also shown on the maps is the draft Auckland Cycling Network (ACN). It is worth noting that the greenways often overlap with the ACN’s routes, and there are currently discussions with Auckland Transport (AT) as which routes will form part of the ‘greenways’ network, and which will remain solely for cycle provision. Where the ACN traverses busy roads, greenways outcomes are unlikely to be achievable, due to traffic volumes/speed and competing demands on the space within the road corridor.

‘Feeder’ routes of the ACN are most likely to be greenways. These routes are usually on low traffic volume, ‘minor’ streets or in open spaces.

It is also of note that the ACN is currently in draft, and a process to better align and add to the ‘feeder’ routes as shown on the various Local Board’s Greenways Plans is currently underway. It is intended that both the ACN and the Greenways Plans are ‘live’ documents, which will be updated at regular intervals.

The maps also show key destinations that greenways in this area may connect to. These include schools, parks, major transport nodes and community facilities. Where proposed connections occur across Ministry of Education, Housing New Zealand, NZTA or other non-Council properties, easements or other agreements would need to be negotiated during the detailed route assessment phase, or a project by project basis. If these negotiations cannot be concluded successfully, an alternate route would be selected.
Map 2 - Swanson (connections towards Rodney and Henderson Massey Local Board areas)

LEGEND:
- local board boundary
- existing parks (classified footpath only)
- school inc. public and private
- parks, reserves and open spaces
- Waitakere Ranges Heritage Area
- Special History Area
- Conservation Co-ordinated (LM/Open space)
- Housing New Zealand land
- Watercare land
- Draft ACN (By Auckland Transport)
- Greenway connections (cycle/walk)
- proposed greenway route - ex-existing park
- proposed greenway route - new park
- greenway by near local spatial board
- connection via non Council Board
- proposed footpath from Reserve Structure Plan Appendix B
- proposed footpath from Council Structure Plan Appendix A
- proposed walking path from reserve structure plan
- existing walkway
- existing walkway (no rail crossings)
Map 6 - The Waitākere Ranges foothills, Oratia to Glen Eden
Map 9 - Waima and South Titirangi to Green Bay, Whau Local Board

Connections from the Maukau Creek Plan, 2014 (local area plans) and Unitary Plan Policy H80.2

This symbol denotes that kākā (Apteryx australis) are present in the reserve or park. Location in reserve may vary. The Auckland Council line, internal road or path information.
Map 10 - Parau and Laingholm
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This map shows the location of nine routes that Waitakere Ranges Local Board have identified as priority and these are detailed on the following pages:

**Priorities**

- **G1** Parrs Park and Sherrybrook Esplanade to Sunnyvale Station
- **G2** Western Rail Corridor shared path (between Sunnyvale and Glen Eden)
- **G3** Titirangi Village to Glen Eden Town Centre
- **G4** Little Muddy Creek Walkway, Rimatara Place Walkway (Hula Road) to Landings Road Walkway
- **G5** Parker Road Oratia to Arataki Visitor Centre
- **G6** Swanson Foothills Walkway
- **G7** Glen Eden Train Station to Upper Waitakere Stream Walk and Cycleway
- **G8** Sinker Park to Harold Moody Reserve alongside Waitakere Stream
- **G9** Glen Eden Town Centre: Verdale Circle to Glendale Road
G1 - Parrs Park and Sherrybrook Esplanade to Sunnyvale Station

Location and description
This route runs from West Coast Road through Parrs Park, Sherrybrook Esplanade to Sunnyvale Station. The connection utilises the existing 2.5m wide concrete path through Parrs Park to Benika Place, with pedestrian use of the path extending beyond this point.
- Option 1: widening of the existing 1.8m wide concrete path to 2.5m around the sports fields and a 0.5m new section of shared path to meet the existing path network.
- Option 2: accommodation of a shared path within the 6.5m wide park road surface, or a 2.5m shared path running parallel to the park road surface - 420m in length.

Ecology and cultural considerations
Three streams run through the area, these being:
- the Waitakere Stream flows through the north eastern corner of Parrs Park;
- the Sherrybrook Stream which flows north into the Waitakere Stream at Sherrybrook Esplanade Reserve;
- the Parrs Stream flows north into the Waitakere Stream just east of the Parrs Park boundary.

Tree cover is largely absent within the park, there is a mix of native and exotic species and the riparian margins are planted. Eucalyptus species align the West Coast Road boundary and a large shrubbery of Manuka trees line the northern end. The northern half of Parrs Park was previously grassed as a pony club.

No archaeological sites are documented, however the area is of great importance to the identity of Te Kanaere-a-Moki, as it sits within the wider Waitakere/West Auckland area. Ngāti Whawia o Kuipara and Ngāti Whānau o Otagi also have kaitakaranga (guardianship) over the land. The Park is located by Howi Waititi Marae and Te Kāka Kaupapa Primary School to the east.

Constraints
- widening of the existing path along the playing fields may interfere with the ‘buffer zone’ of the sports fields (further testing required);
- any shared path along the park may require tree root bridges or permeable paving where the path comes within the drip line of specimen trees;
- Auckland Transport plan to create a shared path within the railway corridor, although the location (north or south side of the railway) and timing for this is uncertain. The location would influence feasibility of the connection from Sherrybrook Esplanade to the Station. The alternate route to the station is from Parrs Park - Seymour Road entrance to Sunnyvale Station via Seymour Road connector - utilising approximately 400m of existing footpath (refer to page 38).

Opportunities
The greenway connects into the wider cycling network to complete a long-distance commuter and recreational route from rural Otaia into the city centre. At a local scale, this greenway connects Otaia and Glen Eden residents to Sunnyvale station and Sunnyvale residents to Parrs Park via shared path.

Deliverables
- Option 1: 1400m existing concrete footpath around the sports fields widened to 2.5m, and an additional 50m of 2.5m concrete footpath.
- Option 2: 420m in length of 2.5m concrete shared path alongside existing park road. Alternatively, the park road could become a shared cycleway with clearly marked surfacing to facilitate cyclists, with pedestrian use of the existing path around the sports fields.
- Option 3: 400m of existing footpath in the road corridor would require upgrading by Auckland Transport. Auckland Transport to provide cost of works within the road corridor.

NOTE: These plans are indicative only for the purposes of identifying opportunities, constraints and setting budgetary estimates. They are subject to feasibility, community feedback, agreements and detailed design which may vary after the routes shown. Further investigation is needed to determine the feasibility of cycle access. Walking tracks are shown where cycling is thought to be unrear viable.
G2 - Western Rail Corridor shared path (between Sunnyvale to Glen Eden)

Location and description
The Western Rail corridor connects three Local Board areas, Waitākere Ranges, Henderson-Mosley, and Whau. Within the Waitākere Ranges Local Board area, priority is given to the connection between Sunnyvale and Glen Eden, on the northern side of the railway line.

Ecology and cultural considerations
The corridor runs through the vegetated rail corridor, which for the most part, borders the southern side of Waitakere Cemetery which is a 'significant ecological area'. The cemetery has a number of native and exotic plantings that have either local or national significance, including native alpine wallflowers and 30 species of eucalyptus. Exotic trees and plants in the cemetery have significance through their cultural associations, being species traditionally utilised in courtyards of the Victorian era, until recently having strong associations with loss and death (Waitakere Cemetery Reserve Management Plan, May 2010). The stream gullies and riparian margins here comprise a dense mix of native and exotic vegetation. The rail corridor is a mix of native, exotic and weed species. Recent revegetation planting are situated along the Walkermere Stream in the Sunnyvale end, by the Park and Ride carpark. Walkermere Cemetery is a place of 'Historic Heritage' within the Auckland Unitary Plan.

The railway corridor is a highly modified landscape. There are no recorded 'Sites or Places of Value to Mana Whenua' recorded along this connection under the Auckland Unitary Plan.

Constraints
- The timing and location of the 'metro' route along the rail line Auckland Transport is uncertain. Note: Auckland Transport's Rail Corridor Walk/Cycleway Study (2010) identified three route options for a shared path connection from Sunnyvale to Glen Eden – G2 is in alignment with the option north of the railway line
- Space constraints: electrification regulations require the path to be a safe distance from the masts
- Construction within a 'significant Ecological Area' (this applies if the connection is located as shown on the Waitakere side of the railway line)

Opportunities
- Commuting option for cyclists offering minimal interruption/overlap with vehicle traffic
- Connect to the existing path to Sunnyvale Station on the Waitākere Ranges Local Board side
- Removal of weed species in the rail corridor as part of contract works would improve the ecology between 'significant Ecological Areas', and improve the quality of stream health with appropriate native planting in riparian margins.
- Connect to Te Whau Pathway at Harakeke from Glenview Road and Sabalite Road, which on a regional scale will connect Glen Eden to the North West Cycleway at Te Atatu with completion of Te Whau Pathway.

Deliverables (refer page 41-42 for the locations of 2a & 2c)
- 2a) 1.5km of the connection follows the rail corridor. The requirement would be a 3m shared pathway (2a and 2c). 100m of this greenway section could be located along the southern boundary of Clendon Reserve with a 3m shared concrete path.
- 2b) 800m within along the road corridor - 500m of the connection is on the existing footpaths of Waitakere, Clendon and Brandon roads. 300m of the connection is on Walkermere Road, where there is no footpath (refer association on 2a). Auckland Transport to provide cost estimate of proposed or upgrade walking/cycling connections within the road corridor.

NOTE: These plans are indicative only for the purposes of identifying opportunities, as within its and setting budget estimates. They are subject to feasibility consultation for stakeholder agreements and final design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access. Walking trails are shown where cycling is thought to be unacceptable.
G2 - Western Rail Corridor shared path (between Sunnyvale to Glen Eden)

2a) 1km of 3m wide shared path proposed along the rail corridor

2b) widening of 300m of existing footpath 1.5m to 3m wide within the road corridor

Legend:
- parks, reserves and open spaces
- Department of Conservation land
- streets shown
- Greenways walking/cycling
- priority route (no existing path connection)
- priority route (2m-wide existing)
- proposed Greenways route (no existing path connection)
- proposed Greenways route (no existing route width)
- Greenway by neighbouring local board (not part of Waitakere Ranges Greenways stage)
- connection via non-Council land (access or easement required)
- existing shared paths (cycling/walking)
- existing paths (standard footpath width)
- Tracks and Triaks (temporary footpath only)
- Echc AN (by Auckland Transport)
- feeder routes (within parks)
- connector routes (pavement routes)
- metro routes (rail corridor)
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G2 - Western Rail Corridor shared path (between Sunnyvale to Glen Eden)

Legend:
- parks, reserves and open spaces
- streams and rivers
- Greenways walking/cycling
- priority routes (no existing path connection)
- priority routes (no route exists)
- proposed greenways route (no existing path connection)
- proposed greenways route (no current route exists)
- greenway by neighbouring local board (outside Waitākere Ranges Greenways scope)
- connection via non-Council land (access or easement expired)
- existing shared paths (cycling/walking)
- existing paths (standard footpath width)
- Tracks and Trails (predominantly walking only)
- Draft AGN (by Auckland Transport)
- feeder routes (within parks)
- connector routes (arterial route)
- metro routes (bus corridor)

2a) widening of 900m of existing footpaths 1.1-1.5m within the road corridor

2b) 500m of 2.5-3.5m shared path required along the rail corridor
G3 - Titirangi Village to Glen Eden Town Centre

Location and description
Connection from Titirangi Village down Atkinson Road, through Kaurilands to connect to the Twin Streams walkway/cycleway and onwards for 1.8km to Glen Eden Town Centre. This route is predominately on the road network, passing three schools and connecting through Ceramics Park.

Ecology and cultural considerations
The Titirangi / Kaurilands area is a bush clad with large blocks of native vegetation, gullies systems and streamstributaries that flow to the Glen Eden area. The tributaries run through both private and public land joining to the Waitakere River at Ceramics Park. The Titirangi portion of the connection falls within the Waitakere Ranges Heritage Area.
The road corridor is a modified landscape and there are no recorded archaeological sites along this route under the Auckland Unitary Plan.

Constraints
- vehicles can reach high speeds on Atkinson Road. Speed bumps have reduced speeds in some areas, however further traffic calming may be required
- widening of the path in Ceramics Park may be restricted due to the presence of existing skateboarding assets and established trees that line the existing path.

Opportunities
- provide safe connections for the three schools located on this route including Titirangi Primary, Kaurilands Primary and Glen Eden Intermediate
- connecting to Glen Eden Train Station via existing cycleway/walkway
- improve water quality via the filtration of runoff from road surface runoff drain swales in the road corridor.

Deliverables (refer page 44-46 the locations of 3a,b)
- 3a) 300m of existing 1.2-1.8m path within Ceramics Park would require upgrade to shared path width 2.5m. 100m of shared path would be required around the car park area to complete the connection, for a 2.5m wide concrete path.
- 3b) approximately 2.3km of shared path required along Atkinson, Kaurilands Roads and Meadowline within the road corridor. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor.
G3 - Titirangi Village to Glen Eden Town Centre

Legend:
- parks, reserves and open spaces
- streams/rivers
- Greenways walking/cycling
- priority routes (no existing path connection)
- priority routes (no route end)
- proposed greenways route (in existing path connection)
- proposed greenways routes (no current route exist)
- greenway by neighbouring local board (out of Waitakere Ranges Greenways scope)
- connection via non-Council land (access or easement expired)
- existing shared path/cycling/walking
- existing paths (standard footpath width)
- Trails and Trails (predominantly walking only)
- Draft GNC (by Auckland Transport)
- feeder routes (within parks)
- connector routes (portal route)
- metro routes (bus corridor)
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G3 - Titirangi Village to Glen Eden Town Centre

Legend:
- parks, reserves and open spaces
- streams/rivers
- Greenways walking/cycling
  - priority routes (no existing path connection)
  - priority routes (no route exists)
  - proposed Greenways route (no existing path connection)
- proposed Greenways routes (no current route exists)
- greenway by neighbouring local board (out of Waitakere Ranges Greenways scope)
- connection via non Council land (access or agreement expired)
- existing shared paths (walking/cycling)
- existing paths (standard footpath width)
- Tracks and Trails (predominantly walking only)
- Draft ACN (by Auckland Transport)
  - feeder routes (within parks)
  - connector routes (arterial routes)
  - metro routes (rail corridor)

This symbol denotes that Kauri (Agathis australis) are present in the reserve or park. Restrictions to access may apply. Refer to the Auckland Council website, keyword ‘Kauri’ for update information.
G4 - Little Muddy Creek Walkway, Rimataka Place Walkway (Huia Road) to Landing Road Walkway

Location and description
Connection from Rimataka Place Walkway at Huia Road to the Landing Road Walkway via Tangiwai Reserve, Gill Esplanade and Landing Road Reserve. This link is part of the Little Muddy Creek Walkway stages 2 and 3.

Ecological and cultural considerations
The connection borders ecological corridors identified in the Little Muddy Creek Plan and ‘Significant Ecological Areas’ (SEAs) within the Auckland Unitary Plan. It falls within the Waitakere Ranges Heritage Area. Cultural Heritage (CH) sites exist in this area. Construction within close proximity to CH and within an SSA would require the consenting and monitoring of the to minimise the impacts construction in the environment.

The area is of great importance to the identity of Te Kawerau a Maki, as it sits within the wider Waitakere/West Auckland area. Ngati Whata a kepiwara and Ngati Whata o Ora also have kaitakenga (guardianship) over the land.

Constraints
- creating a safe connection over Huia Road from Tangiwai Reserve and Gill Esplanade.

Opportunities
- connect to the existing Landing Road Walkway as part of a larger planned walking network in the Little Muddy Creek area.
- strengthen this ecological connection along the stream with riparian planting.
- improve the link between residential areas of Woodlands Park and South Titirienga.
- there is significant opportunity to improve the habitat, stream condition and water quality to restore the health of the waterway.
- ecological improvements could be made within the road corridor through stormwater filtration of road runoff in road sections 2c, 3d.

Deliverables (refer page 48 for the location of 4c-4d)
- 4a) approximately 380m of shared path required along Huia Road with a road crossing at Tangiwai Reserve to Gill Esplanade. There is an existing footpath of standard width. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor.
- 4b) Tangiwai Reserve path section 300m in length.
- 4c) approximately 300m of path connection through Gill Esplanade and Landing Road Reserve.
- 4d) approximately 115m of shared path required along Landing Road where there is no footpath, and provision for walkway on 70m on private road connecting to Landing Road Walkway. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor.

Funding and Delivery Options: AT Renewals, Local Board Transport Capital Fund (LBTCF).
G5 - Parker Road Oratia to Arataki Visitor Centre

Location and description
Connection via Parker Road between West Coast Road Oratia to Arataki Visitors Centre. From here, users can access the Beveridge Track, Exhibition Drive and more remotely Titirangi Village.

Ecology and cultural considerations
The connection falls within the Waitākere Ranges Heritage Area and borders both a 'Significant Ecological Area' and a 'Natural Stream Management Area'. There are Outstanding Natural Landscapes in the Waitākere valleys either side of the private properties off Parker Road as there is much native bush in valleys. Residential and horticultural users cover the higher ground.

Both Te Kawerau a Mā and Ngāti Whāitu o kaiapa have mana whenua status in the Waitākere Ranges. Ngāti Whāitu o kaiapa and Ngāti Whāitu o Orākāriki also have kaitiakitanga (guardianship) over the land.

There are no recorded archaeological sites along this route under the Auckland Unitary Plan.

Constraints
- width of road corridor on Parker Road is very narrow, there is very little room from no. 162 to the upper end
- safety of pedestrians on along Park Road with blind corners and high speeds travelled by vehicles
- steep topography in parts
- future parking constraints - with the increase of track network these will be a requirement for more parking spaces
- any connections through the neighbouring regional park land to this connection will need to take into account kauri disease response, heritage area objectives and features.

Opportunities
- strengthen ecological connections along this link via the removal of weeds and replacement with native species.
- implement actions from the Oratia Local Area Plan
- working with the community to improve walking and cycling in the area and linking into account the Road Safety Oratia community survey 2018.

Deliverables (refer page 50-52 for the locations of S)
- 5a) 2.688km within the road corridor.
G5 - Parker Road Oratia to Arataki Visitor Centre

Legend:
- parks, reserves and open spaces
- streams/rivers
- Greenways walking/cycling
- priority routes (no existing path connection)
- priority routes (no route exists)
- proposed greenways route (no current route exists)
- greenway by neighbouring local board (out of Waitākere Ranges Greenways scope)
- connection via non-Council land (access or easement expired)
- existing shared paths (cycling/walking)
- existing paths (standard footpath width)
- Tracks and Trials (predominantly walking only)
- Draft ACH (by Auckland Transport)
- feeder routes (within parks)
- connector routes (optional routes)
- metro routes (as required)

G5 - Parker Road Oratia to Arataki Visitor Centre

Legend:
- parks, reserves and open spaces
- streams/rivers
- Greenways walking/cycling
  - priority routes (no existing path connection)
  - priority routes (no route exists)
  - proposed Greenways routes (no existing path connection)
  - proposed Greenways routes (no current route exists)
- Greenway by neighbouring local board (out of Waitakere Ranges Greenways scope)
- connection via non Council land (access or easement required)
- existing shared paths (cycling/walking)
- existing paths (standard footpath width)
- Tracks and Trails (previously walking only)
- Draft ACN (by Auckland Transport)
- feeder routes (within parks)
- connector routes (internal routes)
- metro routes (bus routes)
G6 - Swanson Foothills Walkway

Location and description
This route follows the track through Henderson Scenic Reserve from the lower end of Candia Road up to the corner of Vineyard Road, along vineyard road on to Selby Road. It travels the full length of Selby Road and meanders uphill through Selby Reserve on recently upgraded walkway to Isabel Road (reformed) to Coutter Road. The connection follows Coutter Road east to Perins Road Walkway for 1.5km (Acting for formal connections) and then the northern end of Coutter Road to Candia Road and Perins Road to the Vineyard Road / Selby Reserve intersection. It meets the existing shared path at Perins North which connects to Swanson Railway Station.

Ecology and cultural considerations
The connection sits within the Waitakere Ranges Heritage Area. The landscape is identified as significant for the pastoral areas of the valley and reserve areas of native bush and includes the Henderson Valley Scenic Reserve and Selby Scenic Reserve (managed by Department of Conservation). The connections follow the ‘Sensitive Ridge’ of Coutter Road and Perins Road.

The Valley is rich in archaeological and heritage sites and is a cultural landscape of some significance. It has a number of historic structures and buildings, as well as evidence of a range of past uses and activities.

"This area was part of the remain of the great forests of Tuakau, accessed only by the grace and favour of Te Kaoiowakarere’s Moak, who were also famous gardeners. Cultivation and settlement occurred within the Valley and there is evidence of kahikatea and storage pits on what is now the Whiti Hills area."

Constraints
- Substantial earthworks are required to create a safe connection for pedestrians along Candia and Coutter Roads.
- Kurai diet management. The local parks Selby Reserve and Henderson Valley Scenic Reserve have few trees present and were temporarily closed in 2019 while track upgrades were investigated.

Opportunities
- Implement initiatives/actions to improve ecological outcomes within the Henderson Valley/Opunake Local Area Plan, including:
  - Restore and connect natural areas to provide improved habitat, corridors and linkages
  - Implement wildlife corridors and restoration and control of private and public land
  - Connections to the new Perins Road Walkway and to the Perins North Development area
  - Future connection to the Project: Two Streams / Henderson Valley walkway that follows Henderson Valley Road

Deliverables (refer page 54-55 for the location of G6-G8)
- 6a) Upgrade current footpath to shared path on the southern side of Peaks Road from Candia Road intersection to meet the shared path at Perins North, Auckland Transport to provide cost.
- 6b) Candia and Coutter Roads - 400m of shared path on trail along the grass verge, substantial earthworks required in some sections, Auckland Transport to provide the updated cost estimate for provision of a trail/shared path in this location.
- 6c) South side of Coutter Road - 600m of shared path required to connect to Selby Reserve from Peaks Road Walkway, Auckland Transport to provide the updated cost estimate for provision of a trail/shared path in this location including the road section of Perins Road Walkway.
- 6d) Selby Reserve - 500m of existing 1.5m gravel track / stairs through bush on Department of Conservation Land. Recent works carried out as part of the Foothills Board.
- 6e) Vineyard and Selby Roads - 0.6km within existing road corridor from existing Candia Road footpath to Selby Reserve, Auckland Transport to provide the updated cost estimate for provision of a trail/shared path in this location.
- 6f) Connection through Henderson Valley Scenic Reserve - current renewals for the track from Vineyard Road to Candia Road.

Connections from Waitakere Ranges Foothills Walkway, 2010 and the Unitary Plan Policy (U3.3)

Attachment C
G7 - Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway

Location and description
This route Greenway links Clayham Road and the Glen Eden train station to the Upper Waikumete Stream Walk and Cycleway via Captain Scott Road, Oates Road and Harold Moody Reserve / Duck Park.

Ecology and cultural considerations
This route follows the Waikumete Stream through Harold Moody Reserve and Duck Park. The Upper Waikumete Stream has had a significant amount of restoration (native planting and weed removal) as part of the Project Stream Stream and this is an ongoing project. The stream is then piped under the town centre - an area with significant impervious surface, and very little in the way of ecology. The Glen Eden Town Centre Plan has initiatives for reducing its ecological impact, including increased planting and pedestrian/cycling facilities, such as orchard-like canopies and bike locks.

No archaeological sites are documented. That said, there is significant opportunity to improve the habitat, stream condition and water quality overall, and this would be of interest to Mana whenua in terms of restoring the health of the waterway. The route follows sections of Waikumete Stream. In looking at it, the route “water sensitive design” principles will be taken into account in looking at the feasibility and design.

Constraints
- Freeway or prioritisation would be required through private property on Oates Road, with the alternative route taking in sections of G8 and G9 greenways.

Opportunities
- Improve the safety of pedestrian crossing at the Glenview / West Coast Road intersection to better connect passengers to the station.
- G7 aligns with sections of the Auckland Transport “feeder” route (ACN), and the proposed cyclepath along the north end of Captain Scott Road: potential AT funding.
- Timing for works - current Watercare works along Claverton Road and Upper Waikumete Stream may improve the restoration of the stream along Duck Park - much community support for this.
- Implement related actions from the Glen Eden Town Centre Plan, such as “Low Impact Design” stormwater management. This could include swales in the streets and carpeting to filter rainfall runoff. Other opportunities identified in the plan that support the aims of the greenways include: carparks area provide shade trees and other planting at ground level (currently raised planters); walkways provide weather protection to footpaths where appropriate.
- Cycleways: signage and integrated cycle facilities beside bike lanes to buildings.
- Connect to Greenways G2 (Western Rail Corridor) and G8 which continues down Waikumete Stream and access to Sigre Park.

Deliverables (refer pages 58-59 the locations of 7a-7e)
- 7a) 500m of existing footpath requiring upgrade to shared path on Glen View Road, Captain Scott Road (section including 50m of 1.2km cycleway) and Oates Road. Feeder route shared for cycleway along Glenview to West Coast Road. Connection along Oates Road does not align with Auckland Transport ‘feeder route’, alternately the ‘feeder’ route is shown through Glenmall Place Carpark (feeder realignment, to be considered). Auckland Transport: to provide cost within route corridor.
- Note: Glenmall Place project would be a combined Local Board and Auckland Transport Project. Refer to the Glen Eden Town Centre Implementation Plan for project summary and cost.
- 7b) 50m shared path through private land - 1/3 and 1/3 Oates Road (Raton). $14,500 for 2.5m shared path. Landowners or acquisition required (not cont’d). Note: Auckland Transport ‘feeder route’ shown through private properties T5 and Tia Clunes Road.
- 7c) 280m through Duck Park, alongside the stream to Savoy Road to connect to Upper Waikumete Cycleway Walkway, crossing stream in 2-3 places. Standard 2.5m concrete shared path $19,000 exc. bridges, consent, professional services and earthworks. Additional revegetation planting of the stream margin approx $40 per m. Potential easement along stream margin at Savoy Road.
G7 - Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway

(7a) Existing footpath varies from 1.3-2m and crosses the railway to West Coast Road aligned with the AT 'doucet' route

(7b) Upgrade existing Oates Road footpath to shared path width

(7c) Land acquisition or easement required for 50m from Oates Road to Auckland Council land

(7d) Bridge required to cross Upper Waikumete Stream

(7e) Existing footpath extends to existing cycleway

(7f) Bridge required to cross Upper Waikumete Stream Walkway / Cycleway from Harold Moody Reserve to Duck Park

(7g) 28km of shared path required through Duck Park parallel to the stream and playing fields to Sowry Road

(7h) Improvements to pedestrian crossing required at intersections as identified in the Glen Eden Town Centre Plan

Legend:
- parks, reserves and open spaces
- streams rivers
- Greenways walking, cycling
- priority route (as existing path connection)
- priority route (as new route)
- proposed greenways route (as existing path connection)
- proposed greenways route (no current route exists)
- greenway by neighbouring local board (not part of Waitākere Ranges Greenways scope)
- connection via non-council land (access or easement required)
- existing shared path (cycling/walking)
- existing paths (standard footpath width)
- tracks and trials (pre-existing walking only)

Draft AGC (by Auckland Transport)
- feeder routes (white path)
- connector routes (orange path)
- metro routes (red path)
G8 - Singer Park to Harold Moody Reserve alongside Waikumete Stream

Location and description
This route starts at Singer Park and crosses West Coast Road to the connect to esplanade reserve alongside Waikumete Stream until Lucinda Place, from here it joins to Glen Eden Picnic Ground via the existing footpath and crossing at Glenvale Road to Harold Moody Reserve. From this point, G8 connects to G7 priority Greenway.

Ecology and cultural considerations
The Waikumete Stream which forms part of the Glen Eden catchment, forms part of the Waikumete Stream. Cross the length of this connection towards Henderson via Parks Park. Restoration (native planting and weed removal) has been undertaken along sections of the Upper Waikumete Stream as part of the Project Twin Streams, with the legacy Council, and grey toe weed removal is carried out by community groups to maintain the streamside vegetation in the Glen Eden area.

Glen Eden Picnic Ground features two unlisted sites under the Cultural Heritage Inventory (CHI), Botanical area (trees) and Historic Structure (T Box Mill). There is significant opportunity to improve the habitat, stream condition and water quality overall, and this would be of interest to Mana Whenua in terms of restoring the health of the waterway.

Constraints
- Safe crossing of West Coast Road required - pedestrian crossing or island (Auckland Transport to provide guidance).
- Safe crossing of Glenvale Road required at the low point on a corner, sightlines may be an issue.
- Potential path tree root conflict for widening existing path to shared width at Glen Eden Picnic Ground (Botanical site listed under CHI).

Opportunities
- Connect Barnes Circle and Verdale Circle residential areas to the route.
- Restoration of the stream esplanade reserve could be achieved in partnership with community groups as it is an extension of Project Twin Streams (eg EcoMatters and Glen Eden Transition Town).
- Potential to join the future Western Rail Corridor cycleway/walkway at Singer Park (G2).
- Potential to connect to G7 Greenway at Harold Moody Reserve, which connects to the Upper Waikumete Stream and Glen Eden Town Centre.

Deliverables (refer page 61-62) the locations of (8a-8d)
- 8a) 250m of 3m wide shared concrete path required within Singer Park to connect to the future Western Rail Corridor cycleway / walkway.
- 8b) 150m of shared concrete path on existing gravel path in block to West Coast Road.
- 8c) 460m of concrete shared path required along esplanade reserve, Potential boardwalk sections required if connection is located across grade. Connection can align next to Barnes / Verdale Circle carparkway. Vegetation clearance required.
- 8d) 125m of existing 1.5m footpath to upgraded to shared path width at Glen Eden Picnic Ground, Auckland Transport to cost Lucinda Place footpath upgrade.

Greenways cycling/walking
- Existing or proposed outside route.
- Internal track or beach - walkway to upgraded to greenways width / surface.
- Existing track or trail.
- Draft AGN (By Auckland Transport) - beach, foreshore (within parks).
- Network routes (regional routes).
- North / Central Auckland Transport path upgrade projects.

NOTE: These plans are indicative only for the purpose of identifying opportunities, costs, and setting budget estimates. They are subject to feasibility, consultation with stakeholder agreements, and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access. Walking tracks are shown where cycling is thought to be unfeasible.
G8 - Singer Park to Harold Moody Reserve alongside Waikumete Stream

Legend:
- parks, reserves and open spaces
- Department of Conservation land
- streams / rivers
- Greenways walking / cycling
- priority route / (on existing path connection)
- priority route / (five route only)
- proposed / greenways route / (on existing path connection)
- proposed / greenways route / (one current route width)
- greenway by neighboring local board / (part of Waitakere Range Greenways scope)
- connection via new Council land / (access or easement required)
- existing shared paths / (cycling / walking)
- existing paths / (standard footpath widths)
- existing paths / (standard footpath widths)
- existing paths / (standard footpath widths)
- Draft A5N (by Auckland Transport)
- shared route within park
- connector route (preserved reserve)
- existing route (old cemetery)

Potential to connection to future Western Rail Corridor shared path

(8a) 250m of shared concrete path required

(8b) Beware 150m of existing gravel maintenance track to shared path standard

(8c) 460m of shared path required within expanse reserve
G8 - Singer Park to Harold Moody Reserve alongside Waikumete Stream

Legend:
- parks, reserves and open spaces
- streams and rivers
- Greenways walking/cycling
  - priority routes (no existing path connection)
  - priority routes (no route either)
  - proposed Greenways route (no existing path connection)
  - proposed Greenways route (no current route exists)
  - Greenway by neighbouring local board (out of Waitakere Ranges Greenways scope)
- connection via non Council land (access or easement required)
- existing shared path (cycling/walking)
- existing paths (standard footpath width)
- Tracks and Trails (previously walking only)
- Draft ACN (by Auckland Transport)
  - feeder routes (within parks)
  - connector routes (between routes)
  - metro routes (bus compliant)

8c) Upgrade existing footpath at Lodrisdale Place and existing 1.5m footpath in Glen Eden Picnic Ground to shared width.

8d) 460m of shared path required within expansion reserve, removal of fencing from reserve to its north.

Potential to connect to CN Greenway at Verdale Circle.
G9 - Glen Eden Town Centre: Verdale Circle to Glendale Road

Location and description
This route connects the residential area at Verdale Circle to Glendale Road and the Glen Eden Town Centre via 300 West Coast Road and Glen Eden Playhouse Theatre.

Ecology and cultural considerations
This connection crosses the natural gully system situated behind the Playhouse Theatre in Auckland Council land, running from West Coast Road towards the Glen Eden Bowling Club. This gently contoured site features a combination of established exotic trees and native shrubs along the stream basin. Additional native planting and removal of invasive species such as bamboo on the periphery will improve both the ecology of the area and sightlines.

No archaeological sites are documented, although the Glen Eden Playhouse Theatre is listed as a Historic Places under the Heritage Act. There is significant opportunity to improve the habitat, stream condition, and water quality overall, and this would be of interest to Mana whenua in terms of restoring the health of the waterway. The route follows sections of Waitakere Stream. In looking at this route “water sensitive design” principles will be taken into account in looking at the feasibility and design.

Constraints
- easement required along the Glen Eden Playhouse driveway (Waitakere Playhouse Trust)
- potential bridge required over the ephemeral stream (further scoping required)

Opportunities
- provide a key link between the town centre to the adjacent medium density housing area, encouraging walking and cycling for short shopping trips
- potential traffic calming and street trees envisaged for Glendale Road within the Glen Eden Town Centre Plan will improve pedestrian safety, clarity and experience for this greenway
- implement interpretative signage as indicated in the Glen Eden Town Centre Plan (located along greenway)
- potential to extend connection to West Coast Road (as indicated on adjacent map)
- improve passive surveillance of the park area from adjacent residential areas with removal of bamboo and other invasive species from the parkland
- future connection to G18 Greenway along the Waitakere Stream
- improve habitat, stream condition and water quality overall by restoration with native planting

Deliverables
- 5a) 75m long existing footpath on Verdale Circle to G8 Greenway. Auckland Transport to cost footpath upgrade to shared path width or provision for cyclists on quiet road with improvements to footpath for pedestrians
- 5b) 150m of 3m wide shared concrete path required through park. Removal of bamboo required, with replacement amenity planting $50 per m. Additional revegetation planting of gully area required
- 5c) 50m along existing asphalt driveway at Glen Eden Playhouse Theatre. 50m over existing asphalt Auckland Council owned carpark.

Potential extension of priority connection to West Coast Road

[Diagram and text on page]
4.0 Future development

Waitākere Ranges Greenways
4.1 Future development

The Waitākere Ranges Greenways Plan will be implemented over time, and may include connections in open space land, within the road corridor, or as easements or agreements/joint projects with other agencies. Physical works to be carried out may include the upgrade of existing footpaths or roads to meet the requirements set out in the Greenways Design Guide. They may also include the creation of entirely new connections within parks, through designation areas and/or via property easements.

Successful implementation of the greenway plan requires co-ordination and commitment from the Waitākere Ranges Local Board in conjunction with Auckland Council and Council-Controlled Organisations (CCOs), as well as key related public/utility organisations such as the New Zealand Transport Agency (NZTA), KiwiRail, Watercare, Transpower and Vector.

This section gives an overview of the future development and implementation of the Waitākere Ranges Greenways Plan over the next twenty years, including best practice for implementation, stakeholder involvement, funding availability, and related case studies.
4.2 Waitakere Ranges Heritage Area

The Waitakere Ranges Heritage Area (WRHA) spans approximately 27,700ha of public and private land located between metropolitan Auckland and the coast of the Tasman Sea (to the west), the Manukau Harbour coastline to the south and the Waitakere Valley to the north. The area includes the Waitakere Ranges, foothills and coastal areas.

The Purpose of the Waitakere Ranges Heritage Area Act 2008

The Waitakere Ranges Heritage Area Act 2008 established the Waitakere Ranges Heritage Area ('the heritage area') and has as its purpose (section 1) (a) and (b) to:

- recognise the national, regional and local significance of the Waitakere Ranges heritage area
- promote the protection and enhancement of its heritage features for present and future generations.

The heritage features of the Waitakere Ranges Heritage Area include:

- ecosystems
- landscapes and landforms
- the subservience of the built environment to the area's natural and rural landscape
- the past and present human culture of the heritage area
- opportunities for wilderness experiences and recreation
- the regional park
- the water catchment and supply system.

4.3 Design Guides

There are several design guidelines, including:

- WRHA design guide for local parts
- WRHA Foothills Design Guide
- WRHA Building in the Bush
- WRHA transport infrastructure design guidelines
- Swanson Design and Heritage Guidelines

4.4 Kauri Dieback

Kauri dieback survey

Kauri trees are under threat from kauri dieback disease (Phytophthora aphanidermatum). To ensure the survival of our native kauri trees, we are taking significant steps to prevent the spread of kauri dieback. We conduct regular surveys to check the state of our kauri. In recent years, we have had surveys at:

- Waitakere Ranges Regional Park (2011, 2016)
- Manua Ranges Regional Park and Avihi Peninsula (2012, 2017)
- Huiaki Gulf Islands (2013)
- our local parks across Auckland (2014)
- northern regional parks (2015).

Waitakere Ranges rāhui

In December 2017, mana whenua To Kawau a Māui placed a rāhui over To Waonui-a-Tikana, the forested areas of the Waitakere Ranges. The rāhui prohibits people from entering the area in order to preserve the environment until kauri dieback is under control.
4.5 Best practice for implementation

Successful implementation of the greenways plan relies on a co-ordinated approach between Auckland Council’s Parks, Biodiversity, Stormwater and Community Policy and Planning departments, as well as Auckland Transport. Future detailed planning for each of the individual projects to be designed and constructed over the coming years shall take into consideration best practice guidelines, which include:

- Local Paths Design Guide (by Auckland Council and Auckland Transport)
- Auckland Transport Walking and Cycling Code of Practice
- Auckland Council Stormwater Code of Practice
- Auckland Council Parkland Design Guidelines
- Biosecurity

In addition to the above, and all relevant Unitary Plan controls, there are related ‘best practice’ documents developed by external agencies that should also be taken into account as designs develop, including:

- Bridging the Gap – Urban Design Guidelines for Bridges (New Zealand Transport Agency)
- Caring for Archaeological Sites (Department of Conservation)
- National Guidelines for Crime Prevention through Environmental Design (CPTED) (Ministry of Justice).

![Figure 20. Clark Street roadside planting, New Lynn. Auckland Council Stock Photo, 2013.](image)

![Figure 21. Twin Stream walkway / cycleway in Waitakere Ranges Local Board area. Auckland Council Stock Photo, 2013.](image)
4.6 Stakeholder involvement and funding

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the Waitākere Ranges Greenways. Likely stakeholders include:

- Neighbouring Local Board areas (Rodney, Henderson-Massey and Whau Local Boards)
- Iwi, including Te Kawerau a Maki, Ngati Whata o Kaiwaka and Ngati Whata o Orakei
- Cycle Action Auckland
- disability advocate groups, such as YES Disability
- operators of community facilities, including schools
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- local residents and business associations
- Community groups (by local area)
- Forest and Bird – Waitākere Branch
- Friends of Arataki
- EcoMatters
- The Greenways Project Inc.
- Glen Eden Transition Town
- Glen Eden Project Twin Streams
- Waitākere Ranges Conservation Network
- Waitākere Ranges Protection Society
- West Auckland Historical Society
- Titirangi Protection Group

Grass-roots community involvement is very important to ensure the ongoing success of the greenways plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of planting/weed clearance days, ‘adopt a stream/street’ groups, fund-raising, lobbying and artistic input.

Some funding has already been allocated for greenways in the Waitākere Ranges Local Board budget. Other funding avenues include Auckland Transport and NZTA’s regional cycleways fund.
5.0 References

Waitākere Ranges Greenways
Text References

Auckland Council, prepared by Isthmus (n.d) Oratia Masterplan.
Auckland Council, (legacy Waitakere District Plan 2003) Swanson Structure Plan Appendix XIII.
Geospatial Data, Auckland Council.
Resilio Studio and
MRCagney
The Mucky Creeks Plan - Draft July 2013 (Local Area Plan for Parau, Laingholm, Woodlands Park and Waima).
Figure 32. Environmental Services, City of Portland. Green Streets in Portland (n.d)
Planted verges, swales, Portland.

Figure 33. Environmental Services, City of Portland. Green Streets in Portland (n.d)
Swales and footbridges, Portland.

Figure 34. Environmental Services, City of Portland. Green Streets in Portland (n.d)
Green Streets, Portland.

Figure 35. Environmental Services, City of Portland. Green Streets in Portland (n.d)
Greenway junction, Portland.

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Figure 36. Waterfront Auckland, (Artists Impression) Auckland (n.d) Waterfront Auckland.

Figure 37. Waterfront Auckland, (Artists Impression) Auckland (n.d) Waterfront Auckland.

Figure 38. Tram in shared space streetscape. (Artists Impression) Auckland (n.d)
Waterfront Auckland.

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Figure 39. Waterfront Auckland, (Artists Impression) Auckland (n.d) Waterfront Auckland: Green Park, Reading.

Figure 40. Green Park Reading (n.d)
Green Park Reading, Green Park. Retrieved from URL
http://www.greenpark.co.uk/pdf/pdf/CP OVERVIEW_BROCHURE.pdf
A1. Analysis maps

Waitākere Ranges Greenways
Aerial photograph

This aerial photograph shows the broad landscape patterns of the study area and its surrounding context. The study area, known as the Waitākere Foothills forms the eastern edge of the Waitākere Ranges Local Board area, and is bordered to the north and east by the Rodney, Henderson-Massey and Whau Local Boards. For the most part, these Board boundaries are simply arterial roads or lot boundaries, with the exception – in places – of streams or ridgelines. The Waitākere Ranges Regional Park borders the western side of the Waitākere Foothills. The Waitākere Ranges Local Board Plan describes the ranges as ‘the visual backdrop to the city, forming its western skyline’.

The foothills are generally rural in nature, spotted with a number of townships – the largest being Glen Eden and Tirirangi, which sit on the urban/rural fringe.

Looking at the study area at this scale, there are three ‘macro’ landscape patterns which define it from a greenways perspective:

- The suburban areas to the east, particularly around Glen Eden feature gently undulating roads and residential areas with connections to existing walkways, open spaces and playing fields. These provide good scope for the greenways network with accessible grades.

- Beyond these, there are large areas of agricultural or horticultural land on large rural lots. These are bisected by a number of small streams, and offer good potential for greenways collaboration with landowners or developers as they are notional under the Unitary Plan provisions.

- Further into the foothills, the pastoral land gives way to bush clad slopes with steep winding roads often linked to native bush reserves or the Regional Park proper. The topography here presents challenges for physical connections, and many of the ecological aims of the greenways are already being achieved here.

The Rodney and Whau Local Board areas have (or are developing) their own greenways plans, and Henderson-Massey has an Open Space Network Plan. Where material is available, care has been taken to ensure that the links shown in this plan flow logically into adjacent areas.
Cycling and walking connections

This map shown both the currently planned and existing walking and cycling routes in the study area. The Waitākere Foothills Walkway Feasibility Investigation (2016) is the most extensive study on the area to date, and this piece of work formed the basis for a number of routes shown in the Greenways Plan. Note that few of these are currently funded.

The routes proposed by the Henderson-Massey Open Space Network Plan and Whau Greenways Plan are shown to ensure that planning for this piece of work joins up with its neighbours.

There are also a number of existing shared pathways, including Oparuaku and Otaria Stream routes (carried out as part of Project Twin Streams) and Exhibition Drive/Beveridge Track, and these have been located on the map. There is also an extensive network of walking tracks within the Waitākere Ranges Regional Park, and these have been located as one of the aims of this Greenways Plan is to feed visitors into these routes.

Existing routes (on map)

1. Shared path at Penihana Subdivision to Swanson Train Station
2. Project Twin Streams - Oparuaku Walk and Cycleway
3. Project Twin Streams - Otaria Walk and Cycleway
4. Project Twin Streams - Chin Eden Walk and Cycleway
5. Shared Path West Coast Road
6. Exhibition Drive/Beveridge Track
7. Lending Road Walkway (walking only)

LEGEND:
- Waitākere Ranges Local Board Boundary
- Streams / rivers
- Parks and reserve land
- Road network
- Existing track network
- Existing shared path
- Slik planned connection (location indicative)
- Rail Corridor Walk/Cycleway Concept Plan Report (WCC, 2010)
Ecology

The Waitākere Ranges area is unique in New Zealand both for its natural and cultural features - so much so that the Waitākere Ranges Heritage Area Act 2008 (the Heritage Area Act) was put in place to recognise the area’s national, regional and local significance. Accordingly, a very large proportion of the study area carries ecological significance of some kind.

Ecology Generally

The Waitākere Ranges are home to a wide range of native flora and fauna - including 50 species of native bird, 11 species of native fish as well as kauri snails, bats, frogs and 540 species of native plants - including some threatened species. These are under threat due to urbanisation, predation, weed infestation, disease and climate change. The greenways project aims to strengthen the viability and awareness of our local ecology.

Significant Ecological Areas

This map shows Significant Ecological Areas (SEA's) as identified within the Unitary Plan. A SEA is an area of significant indigenous vegetation or a significant habitat of indigenous fauna, that is identified for protection within the Unitary Plan. The upper slopes of the foothills form one large terrestrial SEA, and a number of the upper stream headwaters in this area are subject to Natural Stream Management area overlays. Any vegetation removal or alteration within an SEA would require a Resource Consent. In developing the greenway network further protection, improvement or extension of existing SEA’s will be considered. The greenway network should also provide opportunities for education and engagement with the natural environment to ensure its long term protection and preservation.

North West Wildlink

The study area also sits within the North West Wildlink (NWW) corridor. The NWW is a corridor of ecosystems linking regional biodiversity hotspots across Auckland’s east and west coasts, and is a collaboration between Forest & Bird, Auckland Council and DeC. Native wildlife needs relatively connected native vegetation cover to move from place to place seasonally. The NWW is expected to provide improved migration routes from Tiuri-Hatangai Island to Shakespear Park and the Waitākere Ranges. The development of the greenways network will contribute positively to the success of the NWW project, as their aims are inter-linked.
Soil types and geology

The Waitākere Ranges’ origins date back to the early Miocene period (22 - 15 million years ago). At that time the whole Auckland region was under the sea. The layered sandstone and mudstone (Waitakere Sandstones) that now form the cliffs around most of the Waitakere Harbour accumulated at this time as sand and mud on the floor of a deep sea depression, called the Waitakere Basin, and the residual soils of this area underpin much of the region.

The Waitakere Basin was bordered to the west by a large undersea volcano, known as the Waitakere volcano. It was active for six to seven million years and at its largest was 50km in diameter and 3000 - 4000m high. This made it some five to six times the size of Rangitaiki, Ngauruhoe and Tongariro combined. It was centred 20km west of the Waitakere Ranges, and grew via periodic eruptions of lava, pumice and ash.

Today’s Waitakere Ranges are the uplifted and eroded remnants of the eastern slopes of this volcano. About 16 million years ago, the Waitakere volcano was pushed up out of the sea by tectonic forces. Following the end of volcanic activity about 15 million years ago, there were further earth movements with parts of the volcano being pushed higher and other parts subsiding. A long period of erosion by the Tasman Sea then removed all parts of the volcano that were above sea level, creating an extensive coastal plain. Soon after this (around 5 million years ago), further earth movements pushed up the present-day ranges and tilted them gently towards the northwest. (Adapted from ‘The Structure of the Land’ BNZ Hayward, 2006).

Based on this geological history, there are three main soil types found in the study area:

- Alluvial soils - these are found in the flat, low lying areas around Glen Eden, and are a mix of mud, sand and gravel, deposited by local streams (often containing organic matter). These provide the most fertile areas found locally, and would have typically been colonised by Pohutukawa and other broadleaf species.

- Sedimentary Waitakere Group soils - the lower foothill slopes are typically underpinned by Waitakere Group sedimentary soils, including a range of sandstones and siltstones, formed by the compressive forces described above. These soils, low in calcium, would have typically housed a kauri podocarp forest.

- Volcanic soils - the upper slopes are underpinned by basalt and andesite from the Waitakere Volcanos, typically overlaid by layers of clay and organic material. These soils are moderately fertile, and typically house a mixed Tawa, kohekohe, mawaroa, hinu, podocarp forest.

LEGEND:
- Waitakere Ranges Local Board Boundary
- Road network
- Alluvial soils
- Volcanic soils
- Sedimentary Waitakere Group soils

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Hydrology

Hydrology Generally

The Waitakere Ranges receive a large amount of rainfall each year as weather systems approach across the Tasman Sea and drop moisture in the form of rain as the air rises and cools as it passes over the elevated landforms. This results in the ranges receiving double the amount of rainfall to that of other areas of Auckland. This has influenced the rainforest flora of the ranges, the location of the numerous water catchment facilities, and the network of stream systems that are of great importance to Aucklanders, and in particular, to Mana Whenua.

Catchments and Floodplains

This map shows stormwater catchments, sub-catchments and the 100 year flood plains within the study area, as well as local watercourses. Unlike much of Auckland, the vast majority of these streams are in a natural, unmodified condition. These streams traverse relatively steep land, meaning that they are more linear in nature, and with more constrained floodplains than other parts of Auckland.

In terms of the integrity of the watercourses, there are three broad condition states found in the study area. In the upper portions of the catchment, streams are generally in their natural state, surrounded by established bush and accordingly noted as Significant Ecological Areas. In the middle section of the catchment (the lower foothills and large rural lots and agricultural land uses) the streams have in places been modified and straightened, and riparian vegetation is in a more narrow band, and is a mix of native and exotic species. In the lower part of the catchment, streams are generally somewhat modified (giped or channelised), although significant effort has been made in recent times to renaturalise both the stream itself, and its riparian vegetation in the Opanuku, Waiakume and Onaia Streams, via Project Twin Streams.

From a greenways perspective, waterways offer good circulation options - being pleasant in nature and often in public ownership, while they also offer the greatest potential ecological gains, as they can offer a range of habitat types.

Waitakere Ranges Local Board Plan

Water quality is a significant concern to the Local Board, and this is reflected in the aspirations of the LB Plan, which seeks to improve the water quality in waterways, the lagoons (a number of which are not safe for swimming) and the Manukau Harbour. The Greenways Plan can contribute to this aim, by encouraging the revegetation of watercourse that the routes traverse.
Topography

The adjacent map shows the topography of the study area. Due to its volcanic history, when compared to much of Auckland the contour is relatively steep. The Waitakere foothills are clearly visible in the adjacent toposheet, which shows the elevation rising gently through Ootia, and the Henderson and Swanson Valleys, before becoming steeper and more pronounced in the elevated ridgelines around Titirangi, Waitakere and along Sainic Drive. The gently sloping river plains around Glen Eden, Swanson and Henderson Valley offer the only areas within the study area with a relatively easy walking or cycling gradient.

From a Greenways perspective, this steep topography presents challenges, as some gradients may not be suitable for all ages and physical abilities. The steep ridges present a physical challenge to beginner cyclists, wheelchair users and some walkers, and may hinder some people wishing to access the elevated forested areas from the lower lying residential areas. Whenever possible, routes have been selected to minimise vertical climb, and are oriented along cross slopes.

The main roads that traverse the minor ridgelines leading up into the Regional Park (such as Shaw, Carter and Parker Roads) present a challenge in Greenway route planning as they are both steep and windy, meaning that safe provision for walking and cycling is relatively difficult. Valley connections appear more likely to be successful in this area generally.

In terms of the proposed Greenway routes, further investigation is required in places at a detailed stage to determine the feasibility of providing cycle access. There will be walking-only tracks where cycling is deemed to be unachievable.
Road hierarchy

Existing road hierarchy has been considered when determining the Greenways routes, in order to create safe, desirable and high amenity environments, encouraging use by as many Aucklanders as possible.

Major, medium and arteral roads are typically busy roads that provide for a range of transport types, including cars, buses and trucks. Careful consideration needs to be taken where the green links network intersects or runs along these roads, to ensure desirable safe routes are formed, and Greenways generally avoid these routes.

Minor or local roads are slower speed environments with lower traffic flows and typically provide more desirable Greenway connections. While these tend to be prioritised when planning Greenway routes, careful consideration at the design stage will still be required in order to ensure adequate passive surveillance and motorist awareness of pedestrians, cyclists and recreational users.

The road hierarchy also affects potential for street greening initiatives, such as narrowing traffic lanes, providing vegetated chicanes and shared spaces, and treating stormwater on site. Methods for providing safe crossing points will also be affected by the road hierarchy – for instance, unsignalised crossings are unlikely to be permitted on arterial roads.

The study area has a relative lack of roads overall, and their rural nature means that they are high speed with blind corners. This in many instances precludes any dual use as greenway locations, as user safety cannot be guaranteed.
Public Transport Network

Existing public transport routes are illustrated on the adjacent map, showing that the residential areas of Glen Eden are relatively well served by public bus services, as is the Ootata Valley. It is a long trip for most residents to the nearest train station, although it is expected that these routes would develop further as population in the surrounding region increases. No ferry services exist in this area, as it borders only the Manukau Inlet, which is not served by ferries.

In planning the Greenways routes, train stations in particular were taken into account as these are less regularly distributed than bus stops, and have potential to bring visitors into the area on ‘day trips’ and walk the greenways network. It is also worth noting that the rail corridor – while currently serving Glen Eden from Kelston - may in the future be able to be used as a greenway, due to the space in the corridor, combined with large areas of adjoining reserve or road corridor land. This approach is currently in the planning stages for the Avondale to New Lynn section of the network.

Bus routes were also taken into consideration, as these routes offer less potential for creating ‘slow speed’ Greenways street environments, and the buses themselves create more risk to cyclists. On-road Greenways therefore avoid bus routes wherever possible, although links to bus stops have been considered.
Population density and growth centres

The adjoining map shows population density as laid out in the Auckland Plan – this being the most up to date data that has been mapped for the area.

Population density is important in Greenways planning as it shows where potential users will be coming from, and it is logical to focus efforts in these areas (in addition to providing strategic regional connections, which are not as influenced by proximity to housing).

This heat chart illustrates that population density in this area has been heavily influenced by topography, with most of the populated areas existing in the flatter plains and river valleys.

Due to its age, this map excludes the recent growth in Swanson and around the Birdwood/Massey areas. In general, as an area intensifies, residential section sizes become smaller, and residents require recreation facilities beyond their backyard. While this can be perceived as a negative impact of intensification, if well planned, these public open spaces can act as small communities by providing locations and facilities where people from different communities can come together and meet.

It is also useful to consider town centres as these are places of both employment and commerce – so providing greenways links to these can greatly reduce reliance on the private motor vehicle.

The study area abuts two large ‘metro centres’, New Lynn and Henderson. The area itself features one ‘town centre’ (Glen Eden), as well as six ‘local centres,‘ (Kann, Swanson, Sunnyvale, Sturges, Katikati and Titirangi).

In terms of greenways, this map illustrates that most of the local users will be starting their journeys in the built up residential areas in the north and east of the study area, and quickly transitioning to more remote areas once clear of the suburbs.
Social Infrastructure

This map shows community facilities in the study area, including community halls, places of worship, community centres, libraries, swimming pools, recreation facilities and Marae.

Schools and community facilities are critical points in the Greenways plan, providing both an opportunity to create connections via easements, while also providing destinations in their own right. These facilities are visited on a frequent basis, and providing safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

Proposed connections to schools may be influenced by existing “walking school bus” routes. Auckland Transport makes funding available for walking school bus routes, and it is possible that some connections could be supplemented by this funding stream.

Any easement proposal within the boundaries of a community facility would need to be firstly consulted with the landowner or leaseholder, and needs to be carefully considered to ensure the safety of students/facility users, and minimise risk of property damage. Some accesses may need to be limited to certain times of day for these reasons.
Zoning

This map shows Auckland Council’s Unitary Plan zoning, which was operative in part at the time of writing the report. Significant zoning areas in the study area are summarised below, moving generally from west to east:

Open Space Zone (Conservation): This zone relates to the Waitākere Ranges Regional Park, and sets out very strict criteria and restrictions on any development in this area to protect its ecological, landscape and cultural/heritage values.

Rural – Waitākere Ranges Zone: This zone comprises most of the private land around the periphery of the Waitākere Ranges Heritage Area. This typically contains small holdings and residential properties and is dominated by bush-clad land. It contains areas of native bush, coastal areas, significant landforms and geological sites.

Rural – Waitākere foothills Zone: This zone links the urban part of Auckland westward to the bush covered part of the Waitākere Ranges. It includes the mixed rural and natural landscape of the eastern foothills catchments of Otāhuhu, Otsuken, Swanson South and the upper Kumeu streams, excluding the bush covered upper catchments and ridges. It forms a visual buffer between metropolitan Auckland and the bush-clad core of the Ranges. Activities include a mixture of vineyards, orchards, dwellings and pasture.

Residential Zones: A number of residential zoning patterns are seen here - starting with the ‘Large Lots’ around Titirangi, and intensifying in waves of Mixed Housing Suburban, Mixed Housing Urban and finally Terraced Housing and Apartments around the Glen Eden urban core. This pattern repeats on a smaller scale around Swanson. Several SHA sites are also under planning or development around Swanson:

1. Swanson Crow Road and Birdwood Urban Concept Plan
2. Parnell North Urban Concept Plan
3. Subdivision Plan 12 – 7 – 11 Christian Road, Henderson Valley

Business and Industrial Zones: These relate to commercial and industrial activities, including retailing, servicing, offices, warehousing, manufacturing and research oriented activities – these are mostly found around the Glen Eden urban core, with smaller pockets of commercial activity around Titirangi and Swanson.

Figure 26. Auckland Unitary Plan Legend
Land ownership

This map shows land within the study area that is in some form in public ownership. This information is important, as connections on publicly-owned land are more readily achieved than those on privately-owned property.

Publicly-owned land within the study area has been divided into four types of ownership:

Auckland Council: This land may be available for Greenway connections, dependent on the current or proposed usage of the site. Council Controlled Organisations include Watercare Services Ltd, Auckland Transport, Panuku (Development Auckland), Regional Facilities Auckland and Auckland and Economic Development Ltd (ATEED).

Ministry of Education: Educational institutions generally feature large areas of open space, and discussions may be held regarding public use and/or connection easements over this land.

Housing New Zealand (HNZ): In areas where there is a cluster of HNZ properties, discussions may be held regarding redevelopment of housing stock, and the redistribution of public open space to a layout which suits both housing and recreational purposes better.

Crown generally: This is land owned by the Crown and may include commercial forests, leased pastoral land, conservation land (administered by the Department of Conservation) and marine and coastal areas.

Compared to other parts of Auckland, HNZ ownership in the study area is relatively low and sparsely clustered, meaning that joint open space/housing redevelopment projects may be less likely here.

Conversely, Watercare owns a very significant landholding around Exhibition Drive, and while access along this route is already established and popular, there may be further opportunities to connect to this.

LEGEND:
- Local Board boundary
- Streams / rivers
- Auckland Council / DOC (inc. parks and reserves)
- Housing New Zealand land (HNZ)
- Her Majesty the Queen (Crown)
- Watercare (CCC)
- Ministry of Education
**Heritage and Historic Sites**

This map shows sites that identified by the Cultural Heritage Inventory (CHI) that was created by the former Auckland Regional Council. The CHI was established to promote sustainable management of our cultural heritage by providing easy access to relevant information, and should be used as a resource when developing the network at a project level.

CHI sites are classified as follows:

- **Archaeological Sites** - e.g. midden and pa sites;
- **Historic Botanical Sites** - e.g. specimen trees;
- **Built Heritage Sites** - e.g. typically early European buildings;
- **Maritime Sites** - e.g. shipwrecks, wharfs, boathouses; and
- **Reported Historic Sites** - e.g. known locations of bottles.

Compared to other parts of Auckland, there are a relatively low number of recorded archaeological sites in Papakura. This is not necessarily reflective of a lack of historical features/sites, but perhaps rather a lack of investigations that have occurred in this area. Of those that do exist, a relatively large number are historical sites, clustered around the town centre.

Archaeological sites are also relatively well represented, illustrating the significance of the area to Maori. These are clustered around sites which were desirable for occupation and food gathering - notably the coastline and streams, as well as the pa site at Puke-Kiwi-O-Rangi (Red Hill). The Greenways routes will take in many of these historic sites, and while this will create specific development constraints, it can also add greatly to the interest of the routes.

**Legend:**

- Waitakere Ranges Local Board Boundary
- Streams / rivers
- Archaeological Site
- Hayward and Diamond
- Historic Botanical Site
- Built Heritage Sites
- Maritime Site
- Marae Heritage Area
- Historic heritage extent of place
A2. Case studies

Waitākere Ranges Greenways
A2. Case studies

Lloyds Crossing, Portland (USA)

Lloyds Crossing in Portland is a brownfields redevelopment site in the central city area, with the aim of:

“Developing a conceptual design for a sustainable, financially feasible, mixed-use development project that will catalyse future private development in the district. Following conceptual master planning, a stakeholder engagement process is now underway, to create the ‘Lloyd Green District’

Co-convenors of the stakeholder group are the Mayor of Portland, Council President Metro and Multnomah County Commissioner. Forming the “Lloyd Green District,” the group includes sponsors (Portland Development Commission, METRO, City of Portland and Lloyd TMA/BO), invited property owners, employers and developers in the proposed district area and other local and state agencies and civic organizations.

Their goal is to:

“create a premier sustainable multi-use development district within an urban center. The District “will become a lifestyle community of choice for residents, workers, and visitors, and a showcase demonstrating Portland’s leadership in creating economically viable earth-friendly development.”

This will become one of the first redevelopments under Washington State’s developing programme of Climate Benefit Districts – a programme which aims to:

- Support the creation of “green jobs”.
- Support livable, diverse and affordable urban neighbourhoods.
- Reduce the impact of urban development on the environment.
- Capture the innovations and life cycle cost savings for district level energy and infrastructure solutions.
- Rebuild and reinvest in communities in ways that reduce the demand for driving.
- Help public and private interests to work together in developing healthy, vibrant urban communities aimed at achieving carbon reduction goals.
- Send a clear policy signal to attract desirable private investment and coordinate public action from multiple levels of government.
- Give communities the means to meet major environmental and economic challenges while remaining responsive to local conditions and opportunities.

**FIGURE LEGEND:**
Figure 28. Habitat corridor.
Figure 29. Pre-development water conditions.
Figure 30. 2004 existing water use conditions.
Figure 31. 2030 Per plan water use conditions

The above images are sourced from Portland Development Commission, Lloyds Crossing Project.
Portland Green Streets (USA)

Portland has been designing and building Green Streets for many years. Their consistent monitoring has proven that they successfully reduced peak stormwater flows and runoff volumes. The images to the right show a variety of Green Streets in Portland that have been successfully implemented.

Green Streets convert impervious street surfaces into green spaces that capture stormwater runoff and allow the water to percolate through the ground as plants and soil remove pollutants. Green Streets help to create attractive open spaces, streetscapes, provide ecological urban habitants, and help to connect neighbourhoods, open spaces, schools and other areas within the city.

The city of Portland is:
"Committed to green development practices and sustainable stormwater management. Green Streets are an innovative, effective way to restore watershed health. They protect water quality in rivers and streams, manage stormwater from impervious surfaces, and can be more cost efficient than new sewer pipes. Green Streets offer many benefits that sewer pipes can’t."

Green streets offer the following benefits:

- Convert stormwater from a waste diverted into a pipe, to a resource that replenishes groundwater supplies
- 80%+ of storm water volume to be infiltrated on site.
- Add urban green space and wildlife habitat
- Reduce stormwater in the sewer system
- Save money on wastewater pumping and treatment costs
- Use plants and soil to slow, filter, cleanse, and infiltrate runoff
- Design facilities that aesthetically enhance the neighbourhood livability and property values

The above images are sourced from: Environmental Services, City of Portland, Green Streets in Portland.
Retrieved from URL: https://www.portlandonline.com/bes/index.cfm?fa=23368&c=0.373
Jellicoe Street, Auckland (NZ)

Jellicoe street features over 600m² of purpose built rain gardens. Rain from over 9000m² of the surrounding roads and surfaces flows into the rain gardens.

- integrate Best Practice Stormwater Design and the efficient use of water resources
- re-use existing structures and infrastructure where possible
- generate renewable energy on site
- preserve coastal water quality and protect waterfront ecologies
- protect air quality and reduce traffic congestion
- improve permeability and establish pedestrian priority and safety
- facilitate better access and circulation between transport modes
- enable visual connections through the precinct to the water
- promote pedestrian and cycle activity

This new initiative in a high-use area has proven to be a great way to educate visitors and residents about the merits of low traffic speed, shared space environments and 'green' infrastructure approaches.
Greenpark, Thames Valley (UK)

This new industrial development is an exemplary model of best-practice industrial/commercial development. It is acknowledged that retrofitting an existing industrial zone (such as that found in Maungakiekie-Tamaki) is a significantly more difficult task than greenfield development, but this case study shows a range of solutions which can be employed to improve conditions for workers, visitors and the environment. Solutions employed at Greenpark include:

- Landscaped parkland including:
  - a network of cycleways
  - nature trails
  - paths running around the banks of the stormwater treatment wetlands

Community life:

- frequent, comfortable buses to bring people into Green Park from Reading station or nearby town centres.
- well-maintained, well-lit walkways make it easy to get around the Park.
- cafés and restaurants
- health club
- a day nursery
- areas of natural parkland

Event hosting:

- Events throughout the year, attract workers and nearby residents alike, and these include a range of organised annual events and one off events, including the Reading half-marathon and the Cross Triathlon. Longwater Lake also hosts regular angling competitions.

Green energy (wind and solar):

- The development generates 2.3 megawatts of clean energy, enough to power around 1200 homes.

Green Park last track:

- A fleet of low emission eco-friendly buses. These are among the first in the UK to meet the stringent 'Euro 4' European emission standards and produce significantly lower levels of carbon dioxide and nitrogen oxides than regular fleets.
- Buses include full wireless access and a real time information system for maximum passenger comfort and security.
## Waitakere Ranges Greenways Plan consultation

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Submission on the draft Waitakere Ranges Greenways Plan

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**Overview**

1. What are your comments on the plan overall, and its objectives?
   - I support the objectives of the greenways plan

2. What do you like about the plan and/or what would you change?
   - I like the opening up of greenways for recreation.

**Greenways Maps**

3. What walking and cycling routes are most important to you?
   - Swanson routes and through to Titirangi

4. What specific places would you like to be able to walk and cycle to?
   - Swanson

5. Are there other routes you would like to see included, or changes you would like to see?

**Priorities**

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   - I support all of them, especially Swanson

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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Submission: 3

Overview

1. What are your comments on the plan overall, and its objectives?
   As a regular cycling commuter I think it's great.

2. What do you like about the plan and/or what would you change?
   I like that we agree on the prioritized areas. To me is good as it is. Being selfish I'd love to have a cycle lane all the way to Piha/KK but I realize not many people would use it and there are other priorities to sort.

Greenways Maps

3. What walking and cycling routes are most important to you?
   The bit from Nola's Orchard to the Oratia cycleway is currently dangerous for bikes as those two roundabouts are quite dangerous. Also the fact that you can't cycle on the park side is quite sad.

4. What specific places would you like to be able to walk and cycle to?
   Ideally from Waitakurua to the CBD, you're working on it, thank you.

5. Are there other routes you would like to see included, or changes you would like to see?
   Not at this moment.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   We agree on the first ones, they're quite important.

7. Do you have any further comments or suggestions about the plan?
   Not at this point, thanks.
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 4

Name: Address not supplied
Address: 
Organization: 

Overview

1. What are your comments on the plan overall, and its objectives?

As an avid cyclist, including my father, I fully support council objectives to expand cycleways in an attempt to make cycling safer and more popular.

2. What do you like about the plan and/or what would you change?

Firstly, in my area of West Auckland especially, cycling has come a long way recently so thank you! Cycling has been for the most part, excluding a few angry road users, a pleasant experience the last year for me. I love it.

Side note:

I think kids need to be targeted to get into cycling as much as possible, I barely see any kids cycling to school! If the cycle lifestyle is ingrained into kids at a younger age it will most likely stick with them until they are able to drive, or even further (hopefully). Cycleways are rarely seen around schools, in fact I can’t think of any off the top of my head. Cycle lanes separate from traffic, such as shared foot/cyclepaths could help a large amount. Could be worth a shot in a radius around more cycle focused schools as a trial?

Adjustments/notes for the Greenway Consultation material:

(Map 10 Parau/Laingholm section) there is an area that is very dangerous where there is a proposed greenway route. Huia Road by the lower Nihotupu Dam, by the bridge on the hill. Many people (mainly locals to Huia etc) often overtake on this section of road, very dangerously.

I am simply worried that, unless fully separate from the road, a simple widening of the road to accomodate a greenway would not be safe. However a more off road route would be much safer.

The only issue with gravel greenways is that a lot of road cyclists insist on using skinny slick tyres, which are terrible on gravel. I’m not suggesting all greenways to be paved, as I love gravel paths, just that greenways that connect cycleway to cycleway (as in more urban environments) for instance should be paved. This is best for children as well as those roadies.

Off-road vehicle routes. This would be greatly appreciated by the large off-road community in New Zealand. Similar to the UKs green lanes, there is very little to explore that isn’t private property (or closed to the public).
This in turn could remove unwanted damage to our shoreline as 4wds in Auckland are often seen tearing up sand dunes etc on Muriwai beach for example.

Greenways Maps

3. What walking and cycling routes are most important to you?
   beach access in Titirangi

   Titirangi, Exhibition drive up to Arataki visitor centre. Henderson and out to the North Western cycleway from Green Bay/Titirangi via Kelston & Glen Eden

4. What specific places would you like to be able to walk and cycle to?
   A number of the beaches near Titirangi, the road access is very steep which reduces foot/cycle traffic to those areas. Greenways may be able to make visiting these spots more fun/easy for green traffic?
   As far as I know cyclists aren’t allowed on/near tracks around Arataki visitor centre apart from Beverideg track back down to Exhibition drive. I would like to be able to ride around the Waitakere ranges between Titirangi and Piha at some stage.

5. Are there other routes you would like to see included, or changes you would like to see?
   None in the foothills that I haven’t mentioned elsewhere

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   Most looking forward to 1, 2, 3, 5, 7, 8, 9
   A skate park/dirt jumps would be a good idea off track, somewhere around Waikumete if possible

7. Do you have any further comments or suggestions about the plan?
   Make the greenways fun. Have sections that has a pump track running alongside the trail, would make commutes fun for those who pass it. Just mild shallow rolling bumps.
   Park benches in pleasant locations etc
   Each time a new section opens have an open day.
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 5

Name: 

Address: Kamara Road, Glen Eden

Organization: 

Overview

1. What are your comments on the plan overall, and its objectives?
   The objectives I like.

2. What do you like about the plan and/or what would you change?
   That there seems to be some thought about adding footpaths in the areas of Glen Eden & Oratia that are currently there!

Greenways Maps

3. What walking and cycling routes are most important to you?
   Glen Eden township, Parrs Park, Sunnyvale.

4. What specific places would you like to be able to walk and cycle to?
   No

5. Are there other routes you would like to see included, or changes you would like to see?
   Would like to see more lighting and rubbish bins + dog poo bins made available both in new areas and existing. Also, upgrading of footpaths in all areas out west. To my way of thinking, there's no point building more walkways/cycleways when the current ones are in disarray due lack of maintenance, poor lighting and lack of rubbish bins. Just go into any park out here and there's litter everywhere.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   Good

7. Do you have any further comments or suggestions about the plan?
   Yes, there's no point doing any of this, unless you intend on doing maintenance regularly. For example, I live in Kamara Road in Glen Eden. I have lived there for over 20 years. Now next to 49 Kamara is a walkway. I've not seen any maintenance done on the walkway in years. There are overhanging trees, rubbish everywhere and the light is terrible. Hence, it is hardly used because it's a horrible place. Also, the pathway from Prospect Park to Solar Road is another problem. First of all, there's no lighting, so it's awful walking down there after you get off the bus in the winter. There is also rubbish everywhere! And while the laws are regularly mowed, I've never seen a council worker go up there to get rubbish in over a year.
Submission on the draft Waitakere Ranges Greenways Plan

| Name:        |  
|--------------|---
| Address:     | Lucinda Place, Glen Eden  
| Organization:|  

**Submission: 6**

**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   
   I think that the plan overall is commendable. I think it has solid aims and is certainly trying to start a conversation about giving people fresh choice around recreation and transport.

2. **What do you like about the plan and/or what would you change?**
   
   I don’t think that the plan is ambitious enough. I think it could be more far reaching and that the local board needs to be pushing Auckland Council and Auckland Transport to make these plans a reality sooner rather than later. I am worried that some of the greenway routes suggested are compromise options rather than providing good quality on road protected cycleways, for example, the route suggested on West Coast Road.

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**
   
   I think that the rail corridor routes are a great idea, leveraging off the existing network is a great idea.

4. **What specific places would you like to be able to walk and cycle to?**
   
   I would like to see a high quality route linking to New Lynn. I think this is the missing link.

5. **Are there other routes you would like to see included, or changes you would like to see?**
   
   I think some of the greenway routes need to be upgraded to on road protected cycle-ways.

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**
   
   The Western Rail Corridor.

   Parker Road

   Tiritangi Village to Glen Eden Town Centre.

7. **Do you have any further comments or suggestions about the plan?**
   
   It would be interesting to know what the timeline would be to deliver the proposed plan.
Submission on the draft Waitakere Ranges Greenways Plan

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<td>Address: Western Road, Laingholm</td>
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**Submission: 7**

**Overview**

1. **What are your comments on the plan overall, and its objectives?**

   I support the overall idea of a Greenways network in the Waitakere Ranges area. Within the Waitakere Ranges is some of the most beautiful natural environments and scenery. A Greenways network potentially improves public access to parks, bush reserves and coastlines. The potential associated benefits include improving health and wellbeing, improving a sense of belonging, and improving human relationships with the natural environment and ecological development projects.

2. **What do you like about the plan and/or what would you change?**

   The proposed Greenways network incorporates coastline from Sandys Parade in Laingholm to the coastline of Little Muddy Creek and beyond. At present, access to coastlines is limited to a few privileged private landowners. For example, access to the periphery of the private Rudolf Steiner School on Helios Place is currently limited to those who are associated with the school. The incorporation of coastlines into the plan has the potential to create more equitable access to coastlines for all locals and visitors. By increasing public accessibility to publicly-owned spaces, the Greenways network will potentially contribute towards creating more equitable communities.

   The Greenways Plan incorporates existing pathways and roadways. As such, there is a connection between this proposal and any other which aims to improve the safety and maintenance of existing pathways and roadways that form part of the proposed network.

   The Greenways Plan identifies those pathways which are deemed to be a higher priority. However, it does not provide a similar level of information and rationale for the other pathways which are not given a high priority rating. As such, the Plan does not present a balanced case to show why some pathways are deemed as a higher priority rating.

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**

   Much of the Auckland coastline has difficult or restricted access or is inaccessible to the public due to private ownership of adjacent properties. This situation contributes to social inequities, since access to the coastline, and the associated personal and social benefits, is currently enjoyed by a privileged few.

   Currently, access points to coastlines are often visually obscured and unclear to the public. The current access to coastlines is often disjointed, disrupted, or restricted. Even when there
is naturally occurring access, it often leads to short disconnected pieces of coastline, which are blocked, or appear to be blocked, by private property or geographical features. The proposed coastline walkways within the Greenways network will potentially connect coastline spaces and improve access and usability of these spaces.

In the Laingholm area, the proposed coastline pathways and tracks will improve public accessibility along the length of the coast from Sandys Parade, Little Muddy Creek and around the South Titirangi peninsula. This proposed pathway will open up public access to this coastline which is currently only accessible to a privileged few. The perimeter of the private Rudolf Steiner School on Helios Place represents a substantial piece of coastline which has been effectively restricted from public access.

4. What specific places would you like to be able to walk and cycle to?

I support the proposed coastline pathway from Sandys Parade, running along the coastline of Little Muddy Creek, including the perimeter of the Rudolf Steiner school property, and connecting with South Titirangi pathways.

This pathway has the potential for substantial usage by locals and visitors to the area, as it essentially connects three neighbourhoods, being Laingholm, Woodlands Park and South Titirangi. As such, this pathway represents the potential for greater connection between these three neighbourhoods anchored by a common relationship with the local harbour inlets and waterways.

This pathway has the potential to open up a relationship between individuals and local communities with the natural environment of the harbour inlets and local coastline flora and fauna. As such, it has the potential to enhance future ecological restoration initiatives involving the Laingholm beach and Little Muddy Creek.

5. Are there other routes you would like to see included, or changes you would like to see?

The Greenways Plan includes a pathway along the existing roadway from Laingholm to Parau. However, it appears to discontinue at this point, rather than continue on to Cornwallis Beach and out to Huia. Cornwallis Beach is a local destination point for locals and the wider Auckland population, throughout the year for beach and recreational activities, and social gatherings. It would make sense to extend the Greenways Plan to connect with this substantial coastal park. This would essentially require improvements to the existing road, to provide access for pedestrians and improve the safety of cyclists.

Within the Laingholm area, it appears that the proposed coastline route discontinues at Sandys Parade, and does not appear to incorporate the coastline stretching from Sandys Parade to Kauri Point Road and along the Laingholm side of the Parau inlet.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

The Auckland Council strategy needs to prioritise addressing the deficiencies in basic infrastructure. This would likely require a strategy of reversing the model of outsourcing management of infrastructure elements, and reclaiming full ownership and responsibility for
management of those elements. Areas of infrastructure that require urgent attention include maintenance of roadways and pathways, stormwater management, and environmentally safe waste management.

Within the context of a strategic focus on improving basic infrastructure, the Greenways Plan should reflect a priority on improving the safety of existing roadways, footpaths and pathways.

In the Laingholm area, ongoing problems with existing roadways include uneven roading which is undermined by inadequate stormwater management, and problems with flooding of roadways within a period of hours during high rainfall.

Ongoing problems with existing footpaths include uneven or broken surfaces that are undermined by ground instability and stormwater run-off. There are ongoing problems with a lack of footpath or cycleway provisions on the main road from Laingholm to Cornwallis and Huia.

Ongoing problems with existing bush tracks include encroachment by weeds and poor drainage resulting in slippery and uneven surfaces.

The Greenways Plan needs to explicitly acknowledge the presence of existing issues which impact on the safety of all road users and pedestrians. These issues must be addressed first, as a matter of priority, before funding is allocated to any new initiatives.

7. Do you have any further comments or suggestions about the plan?

There is a noticeable disparity between local authority investment in footpaths and pathways in the proximity of the private Rudolf Steiner School compared with the paucity of investment in footpaths and pathways in the Laingholm valley. Footpaths have been installed along Laingholm Drive in the proximity of the Rudolf Steiner School. In the meantime, a number of roads in the Laingholm Valley continue to have no footpaths, or footpaths are in very poor repair. This ongoing situation poses a risk to pedestrian safety and effectively limits the ability to move around the area either on foot or on bicycle. Any Council initiative which aims to improve public accessibility to publicly owned spaces needs to first address the inequity of Council spending that has become apparent both at a local level and within the wider Auckland region.
Submission on the draft Waitakere Ranges Greenways Plan

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Submission: 8

Overview

1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

Greenways Maps

3. What walking and cycling routes are most important to you?
4. What specific places would you like to be able to walk and cycle to?
   Huia
5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

Name:

Address: Withers Road, Glen Eden

Organisation:

Submission: 9

Overview

1. What are your comments on the plan overall, and its objectives?

General support on the greenways plan however for the Waitakere Ranges area it overlooks a separated cycle connection to New Lynn along the rail corridor and the planned The shared path https://at.govt.nz/projects-roadworks/new-lynn-to-avondale-shared-path/ this provides a separated cycleway all the way to the city centre the cost Funded by the Whau Local Board, and the Government through the Urban Cycleways Programme. With the New Lynn complementing the recent Waterview shared path it is a shame not to prioritise a safe cycle connection through to Fruitvale Rd and through the Glen Eden releasing the value of this infrastructure to the west

Utilisation of a shared pathway will improve the transport outcomes for all commuters (motorized or otherwise) between the city and the West. As the separated path ’will’ increase patronage as demonstrated in AT statistics for recent projects, usage growth of 13% on the previous year was reported in March 2018 it will also offer some resilience in less ideal weather conditions where cyclists are less compromised by concerns of sharing the roads with motorists.

To date the cycle initiatives have prioritized the projects in central city some with the AT announcement last week from the minister this is to be extended, the sky and sea paths are good examples. But the commuters from less affluent suburbs also cycle. Cyclists from the Waitakere's arguably have a greater aggregate impact on traffic woes where, at rush hour congestion begins at transport nodes well away from the city i.e: a commuter from, say Sunnyvale to the city will contribute to traffic loads through West Coast Road, Glen Eden, Kelston, Ash Street, Great North, SH16 from home to work whereas commuters nearer central locations have typically shorter commutes. Here the cyclist traveling the further distance on a separated path has a greater positive impact on the traffic flow.

This would be a great safety outcome where motorists but mostly cyclists can avoid each other on dangerous roads and intersections West Coast / Rata / Ash / and Great Nth Roads to name a few. The existing road routes available have inherent dangers

The rail corridor, selected a century ago is the best available graded alignment between the west and central Auckland and remains the premium transportation corridor, this has an under-appreciated latent value that a shared path helps to realise as the direct route and agreeable gradient is suitable for a wide range of cycling capabilities and also limits excessive speed and exertion, making longer trips easier and safer. Extreme topographic challenges
such as West Coast Rd (Near Pleasant Rd) are an example of how transport corridors developed overtime in unwieldy ways around the much smoother rail alignment. The gradient and traffic interface challenge of riding west of New Lynn deters potential commuters whom don't want to face an excessive effort (and danger) every day;

2. What do you like about the plan and/or what would you change?

Our communities have been getting a message recently at every level that people particularly in our areas need to take care of themselves and remain active, my kids benefit and learn from a new cycle track at Konini School.

**Greenways Maps**

3. What walking and cycling routes are most important to you?

Separated cycle pathway along the rail corridor to New Lynn - For transit needs to get to work in the city - there are presently a comparatively small amount of cyclists negotiating their way through the area - the number swells when the

4. What specific places would you like to be able to walk and cycle to?

The planned new Lynn Cycle Path and the complimentary westward cycle paths along the rail corridor with connections at Parrs Park

5. Are there other routes you would like to see included, or changes you would like to see?

Rail corridor to New Lynn for ideal cycling (and walking) gradient and a safe separated design shared use path for crossing Titirangi Road - Ideally bridged beside the rail Bridge to maintain the gradient

**Priorities**

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

Of the 9 Priority routes I believe the connection to New Lynn should be added - to realize the goal for a better connected city

I am also in favor of Vii 6E train station to Upper Waikemete as the present route does not meet its potential connections

7. Do you have any further comments or suggestions about the plan?

That they are lobbied for very hard
Submission on the draft Waitakere Ranges Greenways Plan

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<tr>
<td>Address:       Candia Rd, Henderson Valley</td>
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Overview

1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

Greenways Maps

3. What walking and cycling routes are most important to you?
   1. Candia Road: it has no footpath or safe shoulder, the traffic is increasing, population is increasing, and the speed is too high. It is completely unsafe to walk or cycle on this road.
   2. From Swanson to the Northwestern cycleway.
   3. I would like to see a shared path along Swanson Rd, east and west of Swanson School, to enable children to safely walk or ride to their school.

4. What specific places would you like to be able to walk and cycle to?
   Swanson School.

   Far too many children are being driven to school and this is creating a dangerous environment, with cars queueing in the middle of the road. Walking and cycling to Swanson School needs to be made safer.

   Public Transport: Swanson Train station and buses on Pooks Rd and/or Simpson Rd. I would also like my children to be able to access these by walking.

5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

   re: Swanson Foothills Walkway. While I love the idea of a greenway to enjoy our wonderful neighbourhood in our leisure time, I struggle to see this as a priority while our streets lack basic safe infrastructure for everyday travel. Candia Rd still has no footpath - I would be very upset if any money was spent on upgrading walking access on a near deserted road such as Vineyard, or the section of Coulter earmarked in your plan, while Candia Rd residents take their life in their hands just to step out and clear their mailboxes. While it may not be ideal to have walkers on a road, it is quite safe to do this on the likes of Vineyard or Coulter. This is
not the case on Candia Rd. Everyday people and school children are put at great risk walking on a non-existing shoulder with cars speeding dangerously past them in both directions.

7. Do you have any further comments or suggestions about the plan?

I think the plan is severely lacking in improving pedestrian and cycling access to Swanson School. No improvements are mentioned. Yet there is a plan to upgrade the existing footpath on the much quieter Pooks Rd.

Swanson Rd is wide and has enough room for a shared walk/cycle path to run down one side of it. This would do wonders to improve safe access by active transport to the school and thereby ease the traffic and parking nightmare that currently plagues the area. Swanson is a primary and intermediate school, so its students cannot be expected to ride on the road. Children are allowed to ride bikes and scooters at the school, however they are being driven to school with their bikes as it is not safe for them to ride to and from the school.
Submission on the draft Waitakere Ranges Greenways Plan

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**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   I have little confidence in the work done on the plan. The plan suggests a track up Parker Rd via North Way to Scenic Drive. This link is probably impractical due to its steepness and a bluff, clearly this has been poorly researched.

2. **What do you like about the plan and/or what would you change?**
   Tracks that link existing tracks, tracks that form a complete route on their own, tracks that link destinations (eg G2 Western Rail Corridor)

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**
   Ones that are complete in themselves and link routes.
   Specifically Western Rail Corridor, Titirangi to Glen Eden

4. **What specific places would you like to be able to walk and cycle to?**
   Parrs Park to Glen Eden to New Lynn
   Glen Eden to Titirangi
   Titirangi township centre to Exhibition Drive

5. **Are there other routes you would like to see included, or changes you would like to see?**
   Titirangi township centre to Exhibition Drive
   Glen Eden to New Lynn

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**
   I support i, ii and iii

   I do not support v. A track up Parker Road serves no purpose because it does not create a circuit or link two destinations. Why would you choose a walk up Parker Road to the Visitor Centre there are many other better open walks in the Waitakere.

7. **Do you have any further comments or suggestions about the plan?**
There are no costings, no time frames, very little in the way of specific objectives (lots of nice words)
Submission on the draft Waitakere Ranges Greenways Plan

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<td>Address: Parker Rd, Oratia</td>
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**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   
   I support the ideal of increased opportunities for walking and cycling. The design and implementation needs to be carefully done to ensure that visual amenity, safety and appropriateness to the local area is taken account of. Urban areas need priority to support alternative transport options.

2. **What do you like about the plan and/or what would you change?**

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**

   Urban areas need to be prioritised to enable safe connectivity by walking and cycling.

   Rural areas need to be very carefully designed and thought needs to be given to the proposed purpose of the greenway in bush and stream areas.

4. **What specific places would you like to be able to walk and cycle to?**

   I would like to be able to walk safely around my local area, although the topography is very challenging. Safe walk paths for local communities like Oratia is very important. The design of these greenways in the Waitakere Heritage Area needs very special consideration. Wide swathes of concrete are not appropriate and will destroy the natural character of places like the Oratia village and further into the foothills. Creative natural designs that take into account the harmony of nature with the hard surfaces of vehicle movement have to be used. Oratia is one of the primary gateways to the Heritage area and as such needs special consideration to prevent ugly outcomes.

5. **Are there other routes you would like to see included, or changes you would like to see?**

   I would like to see the reference to bush clearance, increased parking and Watercare removed from the document.

   The extension of Parker road (G5) through the North Way Paper road proposal should be removed. The paper road goes through existing native forest and would require significant work to cross steep valleys and streams. This part of the link is not required and would upset many people who have recently defended their properties from the Water Care proposal.

   Parker road is a No Exit road which has high level of cars and trucks using the road, speeding is also an issue. Increasing tourist traffic on this road is not wise. Carter road and Shaw road
are already through roads to Scenic drive and Titirangi, it would be better to utilize these existing connection if a way through to Titirangi is desired.

Sensitivity to the character of the surrounding environment in Heritage areas also needs to be taken account of, concrete and other hard surfaces do not enhance the amenity for the environment or people.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

Routes that connect people to existing town centres, train and bus services should be first priority.

7. Do you have any further comments or suggestions about the plan?

It would have been useful to have more detail in the plan and realistic expectations of funding and completion time and dates. Raised expectations and disappointment lead to disillusion and disengagement with Local Board / Council processes. Engaging with possibly directly affected communities before written plans are circulated would stop concern and misinformation being put into communities.
Submission on the draft Waitakere Ranges Greenways Plan

**Submission: 14**

**Name:**

**Address:** Carter Road, Oratia

**Organization:**

**Overview**

1. *What are your comments on the plan overall, and its objectives?*

   I welcome the intention of the greenways plan to improve the linkages between our communities and local infrastructure. As a frequent user of the Twin Streams network, extending and linking up these amenities is a very positive development. In moving forward, resources will need to be committed to maintenance. The Twin streams network is in some areas becoming unkempt and untidy, with weeds growing rampant; this ongoing cost is an issue that should be included in greenway planning and properly costed.

2. *What do you like about the plan and/or what would you change?*

   The overall intention is in the right direction. Living as we do in a rain forest, any developments to improve accessibility and movement away from roads and traffic is welcome. Choice of paving/surfaces is very important, that they are in sympathy with their environments, and do not easily wash away or cause erosion. I like the idea of including information boards, and in a Heritage Park bringing to the fore the local heritage should be prioritised. It is also important that potential for littering and vandalism is limited.

**Greenways Maps**

3. *What walking and cycling routes are most important to you?*

   The maps are not easy to interpret! As a walker, I look for tracks that connect routes such as Exhibition Drive with Foothills communities. At present, one must walk along the edge of roads (Shaw, Carter, Scenic Drive etc) used by fast traffic: there are no footpaths, not even a shoulder in many places.

4. *What specific places would you like to be able to walk and cycle to?*

   Exhibition Drive; twin Streams networks; neighbours. It is too far to walk to Glen Eden or Titirangi from where I live, so car reliance continues to reach a start point to a track.

5. *Are there other routes you would like to see included, or changes you would like to see?*

   Sacrificing trees and foliage should specifically be proscribed. As a localist proposal, and assuming that greenways development will be incremental, it is really important to have robust community input into prioritisation.

**Priorities**

6. *What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.*
In principle I support all priorities, although I wouldn’t personally use all of these, especially those related to Glen Eden and Swanson.

7. Do you have any further comments or suggestions about the plan?
   Improving safety of pedestrians on local roads should be included in overall conceptualisation. People do use these roads as walkers and cyclists, at their peril. I personally do not support construction of kerbed footpaths, but safety and enjoyment could be improved by reducing traffic speed and adequate shoulders to walk on.
Submission on the draft Waitakere Ranges Greenways Plan

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Name:  
Address: West Coast Rd, Oratia  
Organization:

Overview

1. *What are your comments on the plan overall, and its objectives?*
   
The objectives are fine. Connecting communities with transport and local hubs is important. This means good footpaths or in some of our rural contexts unpaved walking paths alongside roads to enable safe walking to school, buses etc.

2. *What do you like about the plan and/or what would you change?*
   
A priority route is shown up Parker Rd, with the intention links to Scenic Drive. This should also be including overall improvement of access for residents down the road for school children etc, which seems to be a major area of concern for residents here.

What I don’t like about the plan is the proposed ‘yellow’ zones showing walking tracks across private land with links up to Forest Hill Rd. Firstly, what drives the desire to get people up to this area? Also, as I am a landowner directly effected by two of these ‘proposals’, I find it interesting that this is out in the public domain without any correspondence with the landowners. We have no plans to subdivide which would possibly offer council a ‘nature strip’, and we would not be interested in having public walking through our property on the way to somewhere else. We run as a retreat centre, where we have paying guests here, and having other people passing through our driveway/field would be disruptive and inappropriate for us. Also as we have extensive grounds and gardens, we would likely be seen as a default picnic spot for the public, which is also not the intent of the plan, but would be a direct outcome.

Greenways Maps

3. *What walking and cycling routes are most important to you?*
   
I walk regularly around the area, so improved walking paths up roads to enable others to walk to school and buses etc around Oratia.

4. *What specific places would you like to be able to walk and cycle to?*
   
n/a

5. *Are there other routes you would like to see included, or changes you would like to see?*
   
As mentioned earlier in regards to walking paths running through 581 West Coast Rd.

Priorities

6. *What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.*
not looking at the plan as a whole, more interested in the area around Oratia.

I understand from other locals that the paper road in Parker road is not suitable as a track. I think the Parker Rd extension track already exists and will be upgraded which is good also to look after kauri.

7. Do you have any further comments or suggestions about the plan?

The plan should be putting preference on helping locals move around their area, rather than bringing in tourists to access all areas. There is a long list of walkways needed along roadsides that could help this along, but they don't seem to feature on your plan as they probably seem like 'minor fixes' but the results would be much wider reaching. If parents don't have to drop children to buses, but they can walk it frees up traffic at a busy time in the morning.
Submission on the draft Waitakere Ranges Greenways Plan

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Overview

1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

Greenways Maps

3. What walking and cycling routes are most important to you?
   - Going to school and to see my friends

4. What specific places would you like to be able to walk and cycle to?
   - Swanson School, Swanson Train Station

5. Are there other routes you would like to see included, or changes you would like to see?
   - A footpath on Candia Rd. So I can go to Swanson School by bike safely. Because I am only 7 years old and it is too dangerous for me. And to go to my friends houses cause they live really close.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   - I don't need any of these I only need what I said.

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   Where is the $ coming from the achieve an over proliferation of walkways?

2. **What do you like about the plan and/or what would you change?**
   Divert your budget into fixing up/putting walkways on roading corridors

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**
   How about a bridle trail, in amongst all these walking/cycle trails. Diversify! People like to get around recreationally by other means too! Out by the Muddy creek area, and also around the Birdwood/Massey pony club stream area.

4. **What specific places would you like to be able to walk and cycle to?**
   Happy with the Opanuku stream walkway which runs from Hs Valley through to Hendo. Its well used.

5. **Are there other routes you would like to see included, or changes you would like to see?**

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**
   I do not support the one that runs from Vineyard through to Coulter Candia. You need to provide a footpath on Candia before you put budget into a recreational trail that meanders through the back. So impractical. So much money is being spent on providing way too many trails for a very small use.

7. **Do you have any further comments or suggestions about the plan?**
Submission on the draft Waitakere Ranges Greenways Plan

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Overview

1. What are your comments on the plan overall, and its objectives?

   I am pleased there are lots of different suggestions/options for type of pathway i.e. gravel tracks to concrete.

   I am pleased this is a focus for the council - connecting walkways/cycleways are awesome in my view of a parent with young children. We are always getting on our bikes to explore and it would be great if there were more local options than there are now.

2. What do you like about the plan and/or what would you change?

Greenways Maps

3. What walking and cycling routes are most important to you?

   Parker Rd - I think this idea is awesome but feel a gravel track (but smoothed) which is in keeping of the area would be preferable to concrete. Or limited concreted parts.

   I like the look of connecting Titirangi with Glen Eden and Glen Eden with Waikumete.

4. What specific places would you like to be able to walk and cycle to?

   Walking safely from the bottom of Parker Rd up to Arataki would be very cool.

5. Are there other routes you would like to see included, or changes you would like to see?

   Cycling could be safer between the bottom of Parker Rd and Oratia School but I note this isn’t part of the plan and think it should be. Lots of parents park at the church and walk/cycle their kids into school.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

   I think the order is right.

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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Overview

1. What are your comments on the plan overall, and its objectives?

   Great you want to increase the outdoor leisure in West Auckland, however how about maintain the footpaths we currently have in Swanson Road, Swanson. From Gas station to the crossing of Swanson school. This foot path is used a lot by lots of different people, at times it’s dangerous with over grown bushes that no one wants to claim and take care of. Once the current paths in our area are being looked after then I will enjoy new paths.

2. What do you like about the plan and/or what would you change?

Greenways Maps

3. What walking and cycling routes are most important to you?

   All Current ones. They need looking after before putting new ones in.

4. What specific places would you like to be able to walk and cycle to?

5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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Overview

1. What are your comments on the plan overall, and its objectives?
   Great and clear objectives that benefits the community well.

2. What do you like about the plan and/or what would you change?
   The use of maps and photos showing example paths and infrastructure is great.

Greenways Maps

3. What walking and cycling routes are most important to you?
   Most likely the link from Glen Eden to Sunnyvale Station.

4. What specific places would you like to be able to walk and cycle to?
   No particular places as I don't live in West Auckland and don't visit too often.

5. Are there other routes you would like to see included, or changes you would like to see?
   No, I don't live in West Auckland and don't visit too often.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   No particular comments as I don't live in West Auckland and don't visit too often.

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 22

Name: address not supplied
Address:
Organization:

Overview

1. What are your comments on the plan overall, and its objectives?
   I like the plan, it sounds well thought through and is looking at the wider scope in terms of connecting with other initiatives. Objectives sound good as well.

2. What do you like about the plan and/or what would you change?
   I like how the environmental benefit seems to be ranked higher than economic, this plan genuinely seems to be about getting people out and about because it's good for them and good for our environment. I also think it's really good how's there a difference being made between paths, trails and streets. Often cyclists and pedestrians are viewed as one and the same group, but it can be very dangerous putting both groups together on the same path if they have different objectives (i.e. get to work as fast as possible versus taking a toddler out for a walk).

Greenways Maps

3. What walking and cycling routes are most important to you?
   I commute from Ranui through Henderson onto the Northwestern Cycleway up to Rosebank Road and through Avondale to New Lynn. This is a longer route than necessary which is mainly because I can't find a safe way to cycle through Henderson in the direction of Glendene, Kelston and onto New Lynn. I also cycle to do local errands in Ranui and Swanson as well as cycle to do sports in Glen Eden, and would like a safe way to cycle from New Lynn to Glen Eden.

4. What specific places would you like to be able to walk and cycle to?

5. Are there other routes you would like to see included, or changes you would like to see?
   The more, the better

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
Haven't looked at them in great detail, but I think G2 is a very important one as this is the main link missing at the moment in my opinion. I would love to see G6 happening as this would help me get around in a part of my local area where I don't feel safe riding or walking at the moment. G8 and G9 look good to, as they will give people a way of getting around without using the busy roads and it might help people to do more errands by foot or bike instead of taking their car for short trips. Again, the more pathways there are and the more they're linked up, the better in my point of view!

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 23

Name: 
Address: State Highway 16, Kumeu
Organisation: 

Overview
1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

Greenways Maps
3. What walking and cycling routes are most important to you?
4. What specific places would you like to be able to walk and cycle to?
5. Are there other routes you would like to see included, or changes you would like to see?

Priorities
6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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Submission: 24

Overview

1. What are your comments on the plan overall, and its objectives?
   I think it is a great idea.

2. What do you like about the plan and/or what would you change?
   Great that it encourages people to walk/cycle, which is great for both health reasons and greener for the environment.
   I would however like to prioritise some of this available money to be spent on more important routes.

Greenways Maps

3. What walking and cycling routes are most important to you?
   Swanson Foothill Walkway

4. What specific places would you like to be able to walk and cycle to?
   To public transport (Swanson train station mainly)

5. Are there other routes you would like to see included, or changes you would like to see?
   Candia Road is in desperate need of a footpath. I see you are planning to put footpaths where they are not even really needed (vineyard road). I walk my dog off lead on vineyard road often and hardly ever see any cars. Why spend money putting footpaths where they are not a priority?
   Candia road is a very busy road, used by more and more cars every year, it is a 70km/hr road, and yet its locals are forced to drive their kids to schools and public transport as it is totally unsafe for children and adults to walk alongside it. In many places there is not even a shoulder to walk on. If you are going to spend money in this area (G6), it would make a lot more sense to look at the big picture and prioritise this road before other little no exit roads such as Vineyard Rd.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
Swanson Foothill Walkway - a wonderful idea, but rather see the money spent on a footpath on Candia Road (please see my other reply to previous question (Q5))

7. Do you have any further comments or suggestions about the plan?

   It seems to me that some of the walkways you are proposing would be used by people in the weekends or when they have time to enjoy being outside. But to encourage people to use walking/public transport/bicycles as means of transport (so on a daily basis), it is necessary to provide safe roads. Roads that are used every day to get to work/school/public transport, so I think some of the priorities in this Plan have not been thought out in a the logical way. I am a resident of Candia road, and I am forced to take my car every day to take my dog walking (ironic I know!) and my children need to hop in my car to get to the train station as it is simply too dangerous to let them walk on the road. Please prioritise a footpath on Candia road before you spend money on other smaller roads.
Submission on the draft Waitakere Ranges Greenways Plan

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Overview

1. What are your comments on the plan overall, and its objectives?
   no

2. What do you like about the plan and/or what would you change?

Greenways Maps

3. What walking and cycling routes are most important to you?
   swanson foothill walkway

4. What specific places would you like to be able to walk and cycle to?
   i would like to be able to walk or cycle to the train station

5. Are there other routes you would like to see included, or changes you would like to see?
   yes, candida rd needs a safe footpath for children to be able to walk to school and public transport

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

7. Do you have any further comments or suggestions about the plan?
   no
Submission on the draft Waitakere Ranges Greenways Plan

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**Overview**

1. **What are your comments on the plan overall, and its objectives?**
2. **What do you like about the plan and/or what would you change?**

   I believe these plans are promising. However, there is an urgent need to create safer options for our children and whanau to walk and cycle to and from school. I understand the benefit of increasing the options that our community can use for leisure purposes. But I believe that the traffic and transport situation, that is already serious, will only get much worse. As a school we are already working with AT and other organisations to encourage our whanau to consider alternative means of transport to and from school, but it is a fruitless effort if the city does not provide safer options for them to adopt these options.

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**
   - The ones that connect the schools with our families homes

4. **What specific places would you like to be able to walk and cycle to?**
   - School, work, shops

5. **Are there other routes you would like to see included, or changes you would like to see?**

   I would like the council to prioritise a shared path created on one side of Swanson Rd, leading to Swanson School from both directions (Ideally it should go all the way to Ranui, there is definitely enough space on our road). This would enable children to safely walk AND cycle to our school. Essentially a widened and clearly marked footpath, away from all traffic. There are many examples of this around Auckland already, in places like the CBD and other high traffic areas.

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**

7. **Do you have any further comments or suggestions about the plan?**

   I’m attaching some photographs of these walk and cycle ways that already exist in other areas of Auckland

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**Attachment D**

**Item 30**
Attachment D

Item 30
Submission on the draft Waitakere Ranges Greenways Plan

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Submission: 27

Overview

1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

I love the idea of having the choice to walk around our beautiful forest or country areas with non interrupted paths. It is a great way to get people healthy and to get them to appreciate our natural heritage.

Greenways Maps

3. What walking and cycling routes are most important to you?

I am interested in the Swanson area where Candia Road is. There is no safe cycle ways which kids can use to go down to school without being on the pavement. (Swanson Primary school)

4. What specific places would you like to be able to walk and cycle to?

There are some areas between Candia Road and Coulter road that would be really nice to be able to walk through locally with the kids. It would be a great place to take them down for a walk and some exploring after school.

5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

I support most definitely Swanson foothills, and Parker Road.

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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**Submission: 28**

**Overview**

1. What are your comments on the plan overall, and its objectives?
   
   I support its objectives

   It's a good to be deliberate in balancing different opportunities

2. What do you like about the plan and/or what would you change?
   
   See next

**Greenways Maps**

3. What walking and cycling routes are most important to you?
   
   The lack of safe walking and cycling down my road, Candia Road, are most important.
   
   Without those, I cannot even get started towards a greenway without using a car!

4. What specific places would you like to be able to walk and cycle to?
   
   Taking my son to school at Swanson Primary from Candia Road.
   
   Enabling my daughter to make her own way home and get exercise while doing it -- from Swanson Station to Candia Road

5. Are there other routes you would like to see included, or changes you would like to see?
   
   Along Candia Road. It is a very pretty route but un-walkable and un-cyclable. I often see newcomers trying to walk in the ditches to avoid the heavy traffic and go for a stroll towards the quieter areas of Coulter Rd -- and then not appear again.

   It has the advantage of plenty of housing along it already. Its used to get kids to school by car when they could get there walking or cycling.

**Priorities**

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   
   Swanson Foothills walkway -- a nice idea but I run in that area and it is seldom used. Not surprising given the difficulty of accessing it by foot from Swanson and Ranui especially if it entails walking along Candia Road.

   Who is it for really?

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

Name: 
Address: Shaw Rd, Oratia
Organization: 

Submission: 29

Overview

1. What are your comments on the plan overall, and its objectives?

   It is ridiculous for the Council to spent money on the development of new paths, cycleways, etc while we have an abundance of these in the Waitakere Ranges Regional Park (WRRP). Money can be better spent on maintaining and further developing these. It is ironic that Council has closed the WRRP to counter kauri dieback and now want to open more land and expose even more kauri trees.

2. What do you like about the plan and/or what would you change?

   The plan should be scrapped. It is irresponsible for this Council to spend money on esoteric plans that take private property into account.

Greenways Maps

3. What walking and cycling routes are most important to you?

   The ones that we used to have in the Waitakere Ranges Regional Park

4. What specific places would you like to be able to walk and cycle to?

   All the existing ones in the Waitakere Ranges Regional Park

5. Are there other routes you would like to see included, or changes you would like to see?

   No new routes. Open up the Waitakere Ranges Regional Park and maintain what we have even better

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

   I support none. The Waitakere Ranges Regional Park should be opened for all New Zealanders and overseas visitors for recreation and allow local businesses to get some income from tourism.

7. Do you have any further comments or suggestions about the plan?

   I suggest the Council should focus on housing and building consent processes. The latter are even worse now that we have a Unitary Plan that makes it impossible for ordinary Council staff to process consents quickly and efficiently.
Submission on the draft Waitakere Ranges Greenways Plan

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**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   
   My husband cycles to work most days in town from Parker road to the city via the cycle routes. And my son cycles to school and I walk the dog alongside him because the road or crossing are not safe. I don't agree with the wider concept of walkway from Titirangi to Swanson as I think this is a low priority. I strongly agree with the connections to transport hubs, villages and schools. The paths must be appropriate to the rural location and budget for natural materials and planting. And also easy to maintain.

2. **What do you like about the plan and/or what would you change?**
   
   I like the connection to sunnyvale station. I object to yellow routes if they involve taking private property via public works or legislation. I think West Coast Road is a priority and should be made safe to connect with the new cycleway and school. I disagree with the zig zag yellow paths on private property that are not owned. When their is a more urgent need to create some upgrades to the footpath already along West Coast Road that is a key transit route for cars and make it safer.

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**
   
   West Coast Road (from Parker Rd to Shaw Road) connecting to the new path at the school that leads to the train station.

4. **What specific places would you like to be able to walk and cycle to?**
   
   Oratia School (which is also a bus terminal for all the local schools Glen Eden Intermediate, Green Bay, Henderson etc), and the Train Station.

5. **Are there other routes you would like to see included, or changes you would like to see?**
   
   My husband cycles into work. And my kids cycle to Oratia school. There are some very dangerous spots on West Coast Road which is a fast windy country road with poor separation in places. This is my top priority for safety improvement. And the West Coast Road/Carter road intersection is not crossable by young people.

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**
Strongly support Priorities 1 and 2. Do not support Parker Road as marked (some minor safety improvements and footpaths needed in places in agreement with neighbours) I object to the yellow walkways at the bottom of Parker Road on private property when the location has adequate room for proper access via public footpaths on public land. What our household on Parker Road needs is West Coast Road made safe so we can cycle from Parker Road to school and connect with the rest of the cycle network. Most important to get safe walking and cycling along roads without footpaths to transport hubs. The footpaths must be appropriate to a rural setting. Please note I have attached supporting information about the safety issues re the footpath on West Coast road.

7. Do you have any further comments or suggestions about the plan?

Yes, I am concerned about the yellow paths. I strongly object to the taking of any private land by the public works act or any change of use legislation that allows encroachment on private property or existing private propert rights. If private property is needed it must be bought in a willing negotiation between property owner and council. Thank you for the work you have done so far. My Husband uses the new cycleway in Oratia and along Henderson to the NorWest. And the new Oratia West Coast road pedestrian crossing is great and is effective. Could we please have fold down bike racks on the front of school buses. My boys also LOVED your pump track in Henderson. Could we have that in the Oratia Domain next please.

Sorry I just wanted to add one more comment to my existing submission. I don’t believe the Yellow paths on private property are a good idea. Especially when there isn’t even safe walking down the berms which council owns that link to school and transport. But further to the Yellow path issue, Oratia doesn’t have Kauri Dieback identified yet. The yellow paths are proposing walkways along streams on previously isolated private property. Water and mud is a vector for PTA. The path proposes a walkway from infected areas of Titirangi and down into Oratia particularly on private property that hasn’t had cross infection. Due to PTA the pathways should stay on the berm by the road. Second paths through private property where I know my neighbours hunt possums and rabbits. It is dangerous. And would also encourage freedom camping and dumping

Additional pages attached
Issues on West Coast Road:

Please improve the Safety of West Coast road from Parker Road to Oratia School and it’s new cyclepath. Oratia school buses for many intermediate and high schools stop at Oratia School. Students and commuters use the West Coast Road route to access Oratia School, other school buses and the sunnyvale cycleway.

West Coast Road is a major arterial transit road. With people travelling high speeds, from long distances and sometimes in big vehicles. It is not a small local road and it needs better separation and safety to realistically walk or cycle safely. I live on Parker Road. My 2 kids, their friend up their road, and my neighbours son cycle to school and my husband cycles to work in town on an ebike. But it is unsafe and currently I walk by my kids bicycles past carter road because there is no separation and an unsafe crossing. We are close enough to make use of the train with a few safety improvements.

**ISSUE 1. West Coast road.**

There is no visual or physical or vertical separation between the road and the footpath. This area is a high crash area. My husband was a party to a serious crash here when a drunk driver missed the corner hit the gravel, and spun out of control hitting another car. Luckily no one was on the path. The road comes around the corner and the footpath just looks like the shoulder of the road, there is no visual or physical separation. The visually extended visual width of the road also encourages speeding. The gravel between the 70kmh road and the footpath is less than a metre. With serious accidents.

Suggestions

* Widen footpath and move further from road if poss.
* Planting - Let the grass grow or plant low natives so there is some visual separation. (See dog picture – no separation and the japan photo good visual separation)
* Vertical Seperation – vertical separation either some painted timber sticks, a crash barrier or some tall trees.
* Trim the foliage covering the footpath. The bottom of the footpath also needs maintenance and is covered in mud and vegetation.
* Small low downlights on occasional timber bollards. There is no lighting for comuters heading home in winter it is dark by 6 odock.
Attachment D

Figure 1 639-645 West Coast Rd is dangerous. There have been serious accidents as drivers lose control on the corner hit the gravel shoulder. The gravel should be planted with low natives or low mown grass for visual separation. And needs an appropriate either timber or low visual effect steel cable traffic railing and or black and white wooden sticks as below. The foliage narrows the footpath even further.

Figure 2 Even letting the plants grow provides a little separation.
Figure 3Grass Planted Berm and attractive timber bollards with reflectors (rural and appropriate) would be good if a couple had little down lights.

Figure 4Grass Berm seperation
The Hawke's Bay Trails stretch over the Heretaunga Plains and weave between the twin cities of Napier and Hastings.

*Figure 5 Wide Grass Berm and vertical tree separators. Yes!!*
Figure 4-18. Separated bike lanes may be separated by an unpaved roadway separation, and a vertical element. When configured as directional facilities, separated bike lanes should be provided on both sides of the roadway.

Please fix: We need Footpath stretched wider. Planted berm. And vertical separation either a low single bar timber barrier, trees or Reflective timber attractive road markers.
ISSUE 2 CARTER ROAD CROSSING

2. Carter Road/West Coast Road Crossing

Carter Road crossing isn't safe for young people to cross. The visibility of pedestrians and cars are restricted by a Blind corner on one side and a raised embankment and small ti-tree shrub on the other. The corner radius on the corner and 2 fully separate lanes to accommodate turning traffic means that traffic is encouraged to fly around the corner at high speed. And the crossing essentially becomes 7 car widths. 2 car widths each way plus 3 separations. The median in the centre is small grey and visually indistinct. The message of this intersection is you are entering a fast through road. When it is a small residential rural road.

Consider:

* Do we need a full turning lane. Or make it just one lane each direction. If we keep full turning lane the extra islands in the centred should be raised buildouts.

* Could we have a full raised pedestrian crossing with lighting planted buildouts on both sides and the centre exactly like the new one at the school but also with a large centre island.

* A pedestrian activated flashing sign that can be seen around the blind corner.

Figure 6Carter Road Crossing- Excessive width, poor visibility, overly engineered and no planting suggests a high speed road not a windy rural residential.
Figure 7 Kids can't cross here. We need a pedestrian crossing like the one at Oratia school. With planted bulbouts and a centre island. Tighter turning radii. And kids should only cross one car width each way. So need multiple raised median islands.

Figure 8 The carter road T intersection should look like this. But also need a flashing pedestrian activated sign.

Recommended distance from road at 35-45 miles per hour is 2-5 metres.
Carter road should have a threshold statement planted median with trees. The change from a large arterial road to a windy smaller residential road should be signalled. Although this one has poor visibility.
The location of the crossing at the moment on Carter road is dangerous and you can't see around the corner which is not flat. This is a better layout and positioning.

**Final Request**: I can walk my kids to school downhill, but sometimes they need to come home on the bus. Please get a fold down bike rack for the front of the bus.

http://ruraldesignguide.com/physically-separated/sidewalk
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 31

Name: 

Address: Parker Road, Oratia

Organization: Oratia Heritage Society

Overview

1. What are your comments on the plan overall, and its objectives?

2. What do you like about the plan and/or what would you change?

   On Tuesday 8 May, the Oratia Heritage Society and Oratia Residents & Ratepayers Association invited Local Board Chair Greg Presland to answer queries from the community about the Waitakere Ranges Greenways Plan. The meeting was well attended, and consensus was reached on the following issues:

   a. The proposal for a walkway or cycle path connecting Parker Road to Scenic Drive along the paper road marked as North Way on planning maps was not supported by the local community. Issues raised included kauri dieback, the steep nature of the terrain and the existence of the Parker Track, which performs a similar function.

   b. The community should be closely involved in the scope and design of any walkways, paths or similar developments or maintenance projects in the Oratia area. A Safer Walkways Taskforce will be established under the auspices of the Oratia Residents & Ratepayers Association to seek input from local residents regarding roading and safety issues throughout Oratia and liaise with the Local Board on behalf of the community (including having input into the scope and design of the proposed Parker Road pathway).

   c. Oratia residents are encouraged to submit on their own behalf on detailed aspects of the Greenways Plan.

Greenways Maps

3. What walking and cycling routes are most important to you?

4. What specific places would you like to be able to walk and cycle to?

5. Are there other routes you would like to see included, or changes you would like to see?

   The proposal for a walkway or cycle path connecting Parker Road to Scenic Drive along the paper road marked as North Way on planning maps was not supported by the local community at a well attended public meeting. Issues raised included kauri dieback, the steep nature of the terrain and the existence of the Parker Track, which performs a similar function.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
A well-attended public meeting held in Oratia on 8 May concluded that the community should be closely involved in the scope and design of any walkways, paths or similar developments or maintenance projects in the Oratia area. A Safer Walkways Taskforce will be established under the auspices of the Oratia Residents & Ratepayers Association to seek input from local residents regarding roading and safety issues throughout Oratia and liaise with the Local Board on behalf of the community (including having input into the scope and design of the proposed Parker Road pathway if and when it reaches the next round of funding and planning).

The proposal for a walkway or cycle path connecting Parker Road to Scenic Drive along the paper road marked as North Way on planning maps was almost unanimously rejected by those present at the meeting. Issues raised included kauri dieback, the steep nature of the terrain and the existence of the Parker Track, which performs a similar function.

7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 33

Name: 
Address: Parker Road, Auckland
Organisation: 

Overview

1. What are your comments on the plan overall, and its objectives?
   I think being able to access the beautiful walks proposed is a wonderful for all.

2. What do you like about the plan and/or what would you change?
   I think we have to respect peoples private property and not use easements or other means to make this happen against landowners will

Greenways Maps

3. What walking and cycling routes are most important to you?
   Parker Road

4. What specific places would you like to be able to walk and cycle to?
   Anywhere locally, but with sensitivity to land owners ans the environment

5. Are there other routes you would like to see included, or changes you would like to see?
   No

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   I support upgrading of the existing parker road track to Arataki. Dont support new tracks down north way.

7. Do you have any further comments or suggestions about the plan?
   Any footpaths along Parker road need to reflect the character of the area. Wide concrete paths do not do this. Work with the Oratia R&R to achieve the right outcome.
Submission on the draft Waitakere Ranges Greenways Plan

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**Overview**

1. **What are your comments on the plan overall, and its objectives?**

   There are plenty of cycleways and unfortunately most cyclist use the road instead. I have seen many examples on the West Coast Road footpath cycleway and on Millbrook Road as well.

   There are walkways/ proper footpath needed on Parker Road and Shaw Road. I see many people walking up on Parker Road and the have to walk on the 70km/h narrow, winding road, because there is no footpath and often no space to walk on the grass. There are young children and parents with prams walking up the road.

2. **What do you like about the plan and/or what would you change?**

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**

   There are walkways/ proper footpath needed on Parker Road and Shaw Road. I see many people walking up on Parker Road and the have to walk on the 70km/h narrow, winding road, because there is no footpath and often no space to walk on the grass. There are young children and parents with prams walking up the road.

4. **What specific places would you like to be able to walk and cycle to?**

   Lot of children would walk to school on Shaw Road, but it’s not really safe on many parts of Shaw Road

5. **Are there other routes you would like to see included, or changes you would like to see?**

   as mentioned above..

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**

   I do not support any cycleways because I think there is no need for them, since they keep on using the road.

   I do support the walkways, especially V. to Arataki

7. **Do you have any further comments or suggestions about the plan?**

   no thank you
Submission on the draft Waitakere Ranges Greenways Plan

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<tr>
<td>Organization:</td>
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**Submission: 35**

**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   
   Support fully

2. **What do you like about the plan and/or what would you change?**
   
   Increases pedestrian connectivity in ratepayers neighbourhoods, reducing the need for car use and improved opportunity for physical exercise and general health and well being.

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**

   **G 4**

   Continue Landing Road Walkway to include Gill Esplanade walking track on foreshore at high tide (Perhaps some boardwalk required) giving continuous pedestrian access to Little Muddy Creek all the way to Tamariki Reserve. This was proposed by Waitakere City Council after consultation with South Titirangi Residents and Ratepayers back in 2001. Therefore this is a LEGACY PROJECT!

4. **What specific places would you like to be able to walk and cycle to?**

   Little Muddy Creek as above.

   **G 5**

   Scenic Drive walk/cycle way continue from Arataki Centre along Scenic Drive’s eastern side road corridor to Swanson - possibly naming it Arthur Lydiard Walkway. Perhaps some boardwalk would be required. Auckland Transport to supply cost estimate/feasibility. This could be accomplished in sections over a period of time :-:

   Arataki to Greenwoods Corner

   Greenwoods Corner to Waiauara

   Waiauara to Parkinson’s Lookout

   Parkinson’s Lookout to Ruaotuwahenua

   Ruaotuwahenua to Pukematekeo
Pukematekeo to Swanson Station

This would allow a walk from Titirangi bus stop to Swanson Railway Station

5. Are there other routes you would like to see included, or changes you would like to see?
The above proposed walking/cycling routes would expand the Greenways network throughout the eastern side of the Waitakere Ranges.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

fully support all 9 priority routes

7. Do you have any further comments or suggestions about the plan?

prioritise Little Muddy Creek (Gill Esplanade) and Scenic Drive as numbers 10 and 11.
Submission on the draft Waitakere Ranges Greenways Plan

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<td>Organisation:</td>
<td>Laingholm and District Citizens Association (LDCA)</td>
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Submission: 36

Submission attached as separate document – see following pages
Date: 21 May 2018

Laingholm and District Citizens’ Association – DRAFT 1

Written Feedback to the Draft Auckland Council Greenways Plan (May 2018)

The Laingholm and District Citizens Association (LDCA), was formed in the 1930s to represent the Laingholm community to local government and through its activity benefit the community at large.

Incorporated in its current form in 1998, the purposes of the Association are to act as a non-profit body to support and promote the economic, social, cultural and environmental wellbeing and long term benefit of the residents and ratepayers (and any other persons having community of interest) of Laingholm and District.

Part 1: Overview

1. Do you have any comments on the plan overall, and its objectives?

Strategic Fit

The Greenways Plan (the Plan) links with a number of local ecological restoration initiatives and activities. The Plan aims to provide means of improve public access to walkways and waterways and enhance people’s enjoyment of the natural environment. This overall goal links with local community-level initiatives such as pest management, weed management, and improving water quality of the local beach and waterways.

We support the inclusion of a strategic link with protocols which aim to address the current crisis regarding kauri dieback disease in the Waitakere Ranges. The Plan strategically links with the rāhui placed over the Waitakere Ranges by Te Kawerau ā Maki as a protective measure in the face of kauri dieback.

The Plan also proposes to enhance means for people to travel on foot or cycle to work, to connect communities and have access to amenities without using motor vehicles and fits well with overall aims to reduce the use of cars and reduce carbon footprints.

We propose that the strategic link with the Auckland Regional Land Transport Plan is explicitly stated in the Plan, both in terms of shared goals and prioritisation of funding and resources. The Plan needs to acknowledge the priority for maintenance and upgrading of existing roadways and footpaths to improve safety for all users at a region-wide level.

Greenways Plan

By opening up access routes between various locations, the Plan also increases public access to natural features, including scenic views, parks, bush reserves and waterways. By improving and opening up public access to green spaces, the Plan potentially enables improved access to undertake ecological restoration activity and also exposes more people to natural amenities, so that they are better recognised and valued. In other words, Council investment in improving accessibility to green spaces is likely to enhance the community relationships with these spaces. In turn, community engagement with green spaces is likely to enhance individual and community-level motivation to engage with ecological restoration.
work. Therefore, the Plan potentially enhances local interests and initiatives related to ecological restoration because of the personal benefit that accrues.

Moreover, we suggest that the link between greenway routes and community-based ecological work is likely to be cyclical. Increased ecological activity arising from the development of greenway routes is likely to increase the usage of pathways by enhancing the aesthetic beauty of green spaces.

2. What do you like about the plan, and/or what would you like to change about it?
2A. We support the overall concept of creating interconnecting routes which enable people to travel without motor vehicles to places they want to access, and increase public access to green spaces and natural environments.

2B. However, we would like to see greater transparency in relation to Council prioritisation of this initiative relative to the prioritisation of basic infrastructure, such as the development and maintenance of safe roadways and footpaths.

2C. Where the development of greenway routes increases public access to SEAs, including bush and coastal areas, it is important that Council considers the impact on natural features, flora and fauna. We are not comfortable with greenways being opened across SEAs where no previous track has existed, nor across nesting grounds or other clearly vulnerable sites.

Part 2: Maps of proposed routes
3. What walking and cycling routes are most important to you?
With reference to the local path design guide (p.12):

*Local path – street*

The Plan states that the local path-street option aims to increase pedestrian and cyclist usage of existing streets and footpaths, by improving safety for all users.

Due to Laingholm’s location and orientation, the local roads and footpaths offer bush valley views as well as extensive scenic views of the Manukau Harbour in select places such as the higher points along Victory Road. The existing roads and footpaths are frequently enjoyed by locals and visitors alike for recreational walking. As such, Laingholm’s existing footpaths are potentially appropriate for inclusion in the Plan within the local path-street category.

However, there are substantial portions of Laingholm’s roadways which do not provide designated pedestrian pathways, including Kauri Point Road, Tane Road, Western Road, and the higher portion of Warner Park Road. Also, where footpaths do exist such as along Victory Road and Laingholm Drive, these paths are often in a state of disrepair. A combination of compromised roadway construction and poor storm water management, together with geological factors, means that roadways and footpaths are continually undermined by storm water flow and shifting ground.

In addition, the encroachment of weeds continues to impact on accessibility and safety of local pedestrian footpaths and bush walkways. While there is ongoing local investment by
residents in weed reduction on private properties, weeds continue to flourish on Council-owned road verges and bush reserves.

We consider that the proposed Plan needs to first prioritise the maintenance and safety of existing roads and pathways. Appropriate AT prioritisation and investment is needed to address these basic infrastructure issues. Once Laingholm footpaths have been made safe, they would potentially be suitable as designated “local paths” within the Plan.

**Local path – open space**
The Plan defines local paths as those pathways or cycleways which traverse bush or park reserves.

Laingholm is located in a valley of regenerating forest, with a diverse range of native flora. Flowering kowhai and puawhananga herald the spring season, while pohutukawa blooms in summer. Birdsong begins at dawn and the ever-present birdlife, including kereru, tui, piwakawaka, and riroriro, while ruru call up the night. Laingholm’s tidal beach and coastline features a number of foraging and migratory seabird species. This rich and diverse natural environment is dependent upon the protection of ecological corridors traversing both Council reserves and privately owned property. A substantial bush reserve is located between Western Road and Victory Road, with small pockets of reserve elsewhere such as at the end of Sandys Parade and the end of Kauri Point Road. A number of bush tracks already exist within Council reserves, providing pedestrian access to sections of bush reserve and connection with local pathways and roadways. At present, local bush tracks are included in the current Waitakere Ranges râhui.

While the Plan potentially offers benefits for the local community and visitors by creating connections with wider greenway networks, and inclusion of local bush tracks in the Plan, we consider that a higher priority is the proper repair and sustained maintenance of these existing bush tracks and walkways. AT needs to address ground instability, divert storm water flow from track surfaces, maintain safe footing surfaces and railings, and manage weed encroachment. We also emphasise, as in previous submissions to AT, that the rural character of the area should be maintained in the footpath design features, which means avoiding white concrete and high kerb and channel arrangements.

In addition, as with all local path options within the Plan, all further development of bush tracks needs to consider the potential impact of increased pedestrian usage on the ecological balance of the local natural environment.

**Primary path**
The Plan defines primary paths as being the main roads which link community centres. In relation to Laingholm, this includes roadways which connect Laingholm village with Woodlands Park, Waima and Titirangi.

We support the inclusion of the primary path which runs from Laingholm to Parau. Inclusion of this primary path potentially offers improved and safer pedestrian and cyclist access between these adjacent communities.
Recreational trail
The Plan defines a recreational trail as a route which is potentially offers shared cycle, pedestrian and equestrian access.

Laingholm’s geography and topography means that most roads are winding and relatively narrow, with reduced visibility. Where footpaths exist, these are often relatively narrow with uneven surfaces. Similarly, the local geography and topography means that most existing bush tracks traverse sloping bush reserves and incorporated steps. These factors would limit the application of existing roads, footpaths and bush tracks to be designated as recreational trails.

We recommend that Council consider whether or not equestrian access should be permitted on the Greenways, and if so, to ensure that account is taken of wear and tear on the path, and the impact on other users. Where bikes are envisaged, we recommend Council consider the impact of mountain biking groups on the pathways and on other users.

4. What specific places would you like to be able to walk and cycle to?

4A. The development of local coastline walkways would potentially enhance and compliment coastline ecological restoration initiatives by improving accessibility to the coastline. Improved access is likely to enhance individual and community connection with local coastlines, and improve motivation for involvement in local coastal restoration initiatives. As with any coastal walkways in the Laingholm, consideration needs to be given to the tidal nature of the coastline and variable access depending on tidal levels.

4B. see 5A below.

5. Are there other routes you would like to see included, or changes you would like to see?

5A. We support the inclusion of the existing roadway from Laingholm village to Parau, which is currently categorised in the Plan as a "primary path".

We propose extension of this primary path between Laingholm to Parau to incorporate Cornwallis and Huia, both of which are popular destination points for locals and visitors alike.

Development of the "primary pathway" and "open space" paths between Laingholm and Huia would potentially improve access to public reserves to parks and coastal reserves such as Armour Bay Reserve and Cornwallis Regional Park. Development of greenway paths could potentially link with development of an ecological corridor between the reserve spaces in this region, although this would need to be managed carefully to ensure that public access, dogs and other threats, do not make such corridors uninhabitable for wildlife. At a social level, improved pedestrian and cyclist access between these adjacent communities would potentially enhance shared engagement in local ecological initiatives.

However, we suggest that the existing roadway between Laingholm and Huia requires a considerable focus on improving safety for all users. Local topography means that much of
this road is undulating and winding with reduced visibility. In addition, there is currently no designated pedestrian access along much of this road. We propose exploration and surveying of former roadways from Parau to Huia, as an alternative option for shared pedestrian and cyclist pathways.

5B. We note the inclusion of a coastal path from Sandys Parade around to Kauri Point. It is unclear whether the Plan includes connection with the existing steps to Ewing Road.

Part 3: Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

6A. There does not appear to be an explicitly stated priority rating criteria or explanation for the priority ratings assigned in the Plan. For example, we note the designated priority status for the route from Sylvan Reserve on Huia Road up to Tangiwal Reserve and along the length of Landing Road to connect with the Grendon Road steps. Yet the rationale for this priority rating does not appear to be explicitly stated. In the interests of Council transparency, we propose that the basis for priority rating, and the rationale for assignment of priority ratings to particular routes are explicitly stated in the Plan.

6B. We note that the Little Muddy Creek Walkway is identified in the top 10 priority list. Development of this route would potentially improve public access to this stretch of coastline, and facilitate shared engagement of both the Laingholm and Titirangi communities with the coastline’s natural environment. However, as with all “open path” routes, consideration needs to be given to the associated impact of increased human presence on the ecosystems of this estuary environment.

6C. Priority ratings for any particular route in the Plan needs to consider equitable Council decision-making processes. In particular, prioritisation of each proposed route needs to consider the number of people who will potentially be able to access the route and therefore the number of people who will potentially benefit from the proposed investment. The newly formed pathway from Landing Road to Grendon Road offers an example of the importance of considering equitable access in the cost-benefit analysis of greenway routes. This route connects the Woodlands Park region with South Titirangi Road by a series of steps which bridge the Little Muddy Creek inlet. While development of this route would have required substantial funding and resource, the steep gradient restricts accessibility of this route for many people, except those who are suitably fit and able. We suggest that the criteria for priority rating of each proposed route within the Plan needs to include equitable access.

7. Do you have any further comments or suggestions about the plan?

7A. In the interests of transparency, we ask that Council prioritisation of the Greenways Plan needs to be explicitly stated in relation to region-wide Council priorities. We consider that upgrading and maintenance of existing roadways and footpaths should take priority over investment in new initiatives, as a matter of safety for all users.
7B. With regard to prioritisation of the Greenways Plan, there is a need to balance the clear benefits of proposed greenways routes against the considerable costs that some proposed tracks may require both in terms of development and maintenance costs.

7C. We recommend ongoing and robust Council consultation with Te Kawerau ā Maki representatives throughout all planning and implementation stages of the Plan.
Submission on the draft Waitakere Ranges Greenways Plan

| Name: | 
| Address: Parker Rd, Oratia |
| Organization: |

Overview

1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

I would like to see the path go up parker rd as we find it windy and dangerous for kids on bikes and walkers. I have lived on Parker rd for 5 yrs now and my partner likes to run after work but is afraid to run in the evening due to the poor lighting and the winedy road it is a concern of ours. She prefers to drive her car to a foot pathed area to run in the evenings. I have noticed it currently gets used by people running and walking during the day people and I think with a up grade more people will use it and will be a real asset to the wider community I am in favor of a walkway and cycle way I even like the loop back on the paper rd that sound interesting. (But pls no water treatment plant LOL) Thumbs up for the walkway/Cycleway

Greenways Maps

3. What walking and cycling routes are most important to you?
   Parker Rd

4. What specific places would you like to be able to walk and cycle to?
   through the bush is my interest

5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   Parrs park to Sunnyvale station good
   parker rd to visitors centre good if it could loop back paper rd would be good too

7. Do you have any further comments or suggestions about the plan?
   do parker rd first and the people will come.
Submission on the draft Waitakere Ranges Greenways Plan

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<td>Address: Parker Road, Oratia</td>
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**Overview**

1. **What are your comments on the plan overall, and its objectives?**
   
   Seems out of date and unrealistic given the cost to benefit ratio of some of the tracks proposed in this area and also given the Kauri dieback problem we are facing.

2. **What do you like about the plan and/or what would you change?**
   
   The plan hints at safety but does not go far enough. There are problems of this nature on Parker Road. A walkway (not double width as was recently done on West Coast Road) up Parker Road would make the transit safer for children and the elderly - in fact all of us. There is very little in the plan about the makeup and structure of the facilities discussed. Not all pathways are suitable in all areas - this area, in particular, is a rural one and so the pathways need to reflect this - no big concrete structures, please.

**Greenways Maps**

3. **What walking and cycling routes are most important to you?**
   
   Parker Road walking pathway

4. **What specific places would you like to be able to walk and cycle to?**
   
   Parker Road

5. **Are there other routes you would like to see included, or changes you would like to see?**

**Priorities**

6. **What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.**
   
   The ii and ix seem appropriate.

7. **Do you have any further comments or suggestions about the plan?**
Submission on the draft Waitakere Ranges Greenways Plan

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<td>Waitakere Ranges Protection Society</td>
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Submission: 39

Please see attached document for full submission
John Edgar ONZM  
President WRPS  
PO Box 15668  
Auckland 0640  

president@waitakereranges.org.nz

21 May 2018

Waitakere Ranges Local Board  
akhaveyoursay@aucklandcouncil.govt.nz

**Waitakere Ranges Greenways Plan**

I am writing on behalf of the Waitakere Ranges Protection Society (WRPS) to submit on the Waitakere Ranges Greenways Plan (Greenways Plan).

**Background on the WRPS**

The WRPS was incorporated in 1973. Its purpose is the conservation and protection of the Waitakere Ranges and to oppose any activity that may threaten or adversely affect the natural environment in the area, including the coastal and marine environment.

WRPS and its members are strong advocates for the conservation and protection of the natural environment of the Waitakere Ranges and WRPS was one of the key groups promoting the concept of the Waitakere Ranges Heritage Area (WRHA) for 35 years before it was achieved through an Act of Parliament in 2008.

**Introduction**

The WRHA is of local, regional and national significance due to its unique heritage features outlined in the Waitakere Ranges Heritage Area Act (WRHA Act) which includes (s7 (a)) the its terrestrial and aquatic ecosystems of prominent indigenous character and (l) it’s distinctive local communities. The WRHA is also unique because of the population it services; New Zealand’s largest metropolitan area with a relatively low proportion of
accessible natural/non-built environments. The WRHA Act clearly states that among the heritage features (s7) of the area are: (g) the opportunities that the area provides for wilderness experiences, recreation, and relaxation in close proximity to metropolitan Auckland (m) the Waitakere Ranges Regional Park and its importance as an accessible public place with significant natural, historical, cultural, and recreational resources. It is therefore of significant and increasing value as it constitutes an essential public amenity for an increasingly urbanised population.

WRPS therefore supports the overall aim of the Greenways Plan to provide cycling and walking connections which are safe and enjoyable. Many parts of the WRHA are still without safe foot and cycle paths and with high driving speeds through much of the area walking and cycling is often a serious safety concern. We support proposals that aim to reduce Auckland’s transport system’s environmental impacts by improving the reliability and safety of more sustainable travel options such as walking, cycling, public transport and carpooling.

We want Auckland Council to prioritise improvements to ensure that communities are safer and better connected within the WRHA. This will help to encourage people to use more environmental friendly methods of transport, to value this as a resource, and ultimately take responsibility to better care for the environment.

However, we consider that there needs to be greater recognition of the heritage features of the WRHA in the Greenways Plan. Auckland Council needs to prioritise minimising the impacts of visitors and people on the heritage features in the WHRA. This is a requirement if the Greenways Plan hopes to be consistent with the Waitakere Ranges Heritage Area Act.

Submission

Auckland’s growing population in turn means mounting environmental pressures and challenges for the WRHA. As a desirable area for a large number of visitors we need to be conscious of the impact people are having on the heritage features of the WHRA. In day-to-day life, we see how easily human activity can encroach on animal and plant habitats. This is especially true in the WRHA where kauri dieback and the spread of pests and weeds pose a serious threat to the forest.

Fundamental to the Greenways Plan will be providing for ways that people and visitors can enjoy and make use of the WRHA on foot and by bicycle while ensuring that they do not harm or impact the heritage features of the area. We would like the Greenways Plan to recognise that there is a balance required between the benefits provided by providing cycling and walking connections, and the negative effect of people and visitors entering the WRHA, most notably the forested area, and particularly on its wilderness and biodiversity values.

This is a particularly important concern for kauri dieback as evidence has established that the main vector of the disease is human movement through tracking contaminated soil.

- **Kauri dieback**

A noticeable omission from the Greenways Plan is any reference to kauri dieback, Te Kawarau a Maki’s rahui, or that Auckland Council has now closed the forested areas of the Waitakere Ranges to protect trees from kauri dieback disease and prevent its spread. Kauri dieback disease is threatening one of New Zealand’s most iconic species. It is the single greatest threat to conservation values in the Auckland region. The disease, could, if not successfully managed, eliminate kauri from the region and from New Zealand. The
Department of Conservation lacks the resources to manage its own lands, which leaves Auckland Council's regional parks in the Waitakere and Hunua Ranges as the "last chance for kauri" on the mainland of the Auckland Region and possibly in New Zealand. There is currently little understanding of the disease, its spread and management.

Of particular concern in the Greenways Plan are the G3-G6 priority routes as these include routes that enter the forested area of the Waitakere Ranges. G3 – Titirangi Village to Glen Eden Town Centre, for example, notes under 'Ecology and cultural considerations' that "The Titirangi / Kaunitiwa area, is a bush clad with large blocks of native vegetation gullies systems and stream tributaries." In Titirangi, the disease is taking a terrible toll; many of the local tracks do not have trigene stations and compliance with using those that exist is low. Considering the grave threat kauri dieback poses to Titirangi and the wider WRHA, surely kauri dieback would warrant ecological consideration in the Greenways Plan. One of the objectives of the Greenways Plan is "cultural enhancement", and it refers to Te Kawarau a Maki as having mana whenua status in the Waitakere Ranges, however it makes no reference to the fact they have established a rahui over the Waitakere Ranges – surely this too would warrant cultural consideration in the Greenways Plan.

- Amenity concerns

The Greenways Plan must ensure any infrastructure (e.g. paths, signs, parking, toilets) fits in well with the natural environment and does not detract from the heritage features and thereby being consistent with the WRHA Act. The Act aims to protect and enhance the character of each community in the WRHA and to provide a rural transition from urban suburbs to bush and coastal areas. Consideration must be given to the built environment being subservient to the WRHA's natural and rural landscape. We support integration of cycleway and walkways, complementing surroundings, so they are not visually dominant, but are of high quality with appropriate maintenance, not obscuring natural features.

Consideration needs to be given to the scale of cycleways and walkways and whether it is appropriate in particular areas – smaller being more fitting in coastal, rural and open space areas, and should be kept to a minimum in high amenity areas such as the WRHA.

- Education

We consider that the successful management of people impacting on the WRHA is dependent to a large extent on how the area and its heritage features are regarded by people and this is influenced by information made available to them. Fundamental to the Greenways Plan should be supporting and ensuring that stewardship of the WRHA continues by working with community groups and educating visitors to respect, protect and enhance the WRHA and its heritage features.

The heritage features of the area are of course the main reason why visitors come. When visitors recognise and respect the heritage features of the area, they are more willing to observe codes to limit damage. Where the differentiation of the area is not understood or respected, it is hard to get compliance with codes that limit damage. Where these heritage features are celebrated and understood, they also inform – and can even inspire - infrastructure design, shape decisions around visitor attractions, economic opportunities, what activities are encouraged, the management of concessions, and so forth. Public
education, especially of locals, is critical to improving compliance with understanding. Part of this should involve supporting and respecting the rahui in the WRHA through providing appropriate signage and information, developing better biosecurity stations at high volume areas and ensuring that they are properly maintained at all tracks, and providing continuing education on the issue of kauri dieback and how to prevent its spread in the WRHA. While the forested area is closed and the rahui in place Auckland Council should encourage use of other parks and reserves within the region.

Weed control and spread throughout the Heritage Area is a huge issue and a great threat to the heritage features. Visitors do spread weeds, bikes being a particular issue, and this is of concern particularly in the Foothills. Education regarding weeds and support for locals removing them on private land should be part of the Greenways Plan.

- Proposed greenway routes (no current path)

Of serious concern to the WRPS is the proposal to introduce new greenway routes in the WRHA where they do not currently exist and consider that they could be in breach of the WRHA Act.

Of particular concern is where a proposed greenway route is within a buffer zone between suburban Auckland and the WRHA. For example, the proposed greenway routes (no current path) in map G5 – Parker Road Oratia to Arataki Visitor Centre.

These buffer zones are recognised in the preamble of the WRHA Act where it states:

(4) The Waitakere Ranges (part of a remnant volcanic landform) are the western visual backdrop to metropolitan Auckland. Their forested hills and coastal vistas are essential to the identity of both Waitakere City and metropolitan Auckland. The foothills and coastal areas are a combination of rural, urban, and natural landscapes that create an important transition and buffer zone to the forested part of the Ranges:

They are also recognised as a heritage feature under section 7 of the act where it states:

(h) the eastern foothills, which—
(i) act as a buffer between metropolitan Auckland and the forested ranges and coasts; and
(ii) provide a transition from metropolitan Auckland to the forested ranges and coast;

The WRHA Act sets out its objectives which include to protect, restore and enhance the WRHA and its heritage features. Adverse cumulative effects of activities on the WRHA’s heritage features must also be recognised and avoided. Auckland Council is also obliged, when considering decisions that threaten serious or irreversible damage to a heritage feature, to endeavour to protect the heritage feature.

If such new routes are located in the buffers adjacent to the Regional Park, we are concerned that they will diminish the effect of the buffer and blur the lines between suburban Auckland and where the Regional Park begins.
Also, of concern are that these new routes appear to be alongside streams in Significant Ecological Areas. We recognise that the greenways plan, as part of providing cycling and walking connections, typically follows natural landforms such as streams. However, we consider that WRHA is already so popular that it does not need further routes for people to better enjoy their experience, particularly routes within Significant Ecological Areas and alongside streams. People who are visiting the WRHA are coming to do activities that are already provided by the minimal facilities currently existing. New cycle ways and tracks to cater for increased numbers of visitors are not required. What is required is improving the facilities that currently exist to make them safer.

To avoid this, we seek that all proposed greenway routes (no current path) be removed entirely from the Greenways Plan and that instead Auckland Council focus solely on upgrading and maintaining existing routes rather than creating new ones.

- Community involvement

WRPS recognises that the plans maps are indicative only and are subject to consultation/landholding agreements and detailed design which may alter the routes shown. However, there is no mention of how the community will be engaged in any new works and/or design e.g. of specific WRHA signage. The WRHA has a very active community and it would be good to see some recognition of when community will be engaged and how. We seek that when walkways, paths or similar developments or maintenance projects or any improvements are proposed within the WRHA that the community any the local community and/or any relevant WRHA organisations are consulted so that can be closely involved in the scope and design prior to its implementation. For example, a change in Oratia would be consulted with the Oratia community and a change in the road corridor in the park area might be consulted with the WRPS, the Waitakere Ranges Conservation Network, the combined R&R group etc.

Yours sincerely,

John Edgar ONZM
President
Waitakere Ranges Protection Society
Submission on the draft Waitakere Ranges Greenways Plan

Submission: 40

Name: 

Address: Parker Rd, Oratia

Organization: 

Overview

1. What are your comments on the plan overall, and its objectives?

The Greenways Plan is well-intentioned and a reasonable basis for planning for the walking and cycling amenity of future generations while also addressing some environmental and ecological issues. As with any plan based on a broad vision, the devil is in the detail. As it is presented, item 65, Parker Road Oratia to Arataki Visitor Centre will have significant negative consequences for the current people of Oratia and for the generations to come.

2. What do you like about the plan and/or what would you change?

I like the intent of the plan and the fact that it is looking to provide benefit to the broader Waitakere Ranges area and the Auckland region. It states that it takes account of previous documented consultation and guidelines such as the Oratia Local Area Plan. What I do not like is that, for item 65, it is using the same consultation and planning processes that resulted in the dreadful redesign of West Coast Rd and footpaths from Parrs Park. It is worth noting that this occurred despite the contrary guidance of the Oratia Local Area Plan and it being exactly like the example of 'what not to do' documented in the Waitakere Ranges Heritage Area Monitoring report (June 2013).

There is intent within the Waitakere Ranges Heritage Area Act, the Oratia Local Area Plan and the Waitakere Ranges Foothills Design Guide to be sensitive to the unique character and heritage of the area. This intent was ignored by the redesign of West Coast Rd to provide for high volumes of off-road cycling. The intent to similarly provide for high service levels on Parker Rd is a nonsense. Parker Road is narrow, winding and inherently unsafe. It does need some measure of additional safe pedestrian access for local use but it is very unwise to try to attract significantly higher volumes of cyclists and pedestrians beyond the few that currently use it. It will not provide safe access to Scenic Drive and any engineering works to widen the carriageway will be prohibitively expense relative to the benefit provided, whichever option is selected at the top of the road.

The scope of works to provide truly safe cycle access up and down Parker Rd is not justifiable from both a cost and heritage perspective. Broad concrete footpaths are absolutely not in keeping with the intent of the many planning documents covering this area. There is a reason why the Auckland region values this area. It has a unique heritage and character. This should not be lost through insensitive planning, no matter how well meaning it is. The character of the area could be destroyed by just a few projects like the West Coast Rd debacle. It is a fact that, if not for the community standing up for itself and its heritage, Watercare would be building an industrial scale water treatment plant on Parker Rd right
now. I am therefore not confident that council and its various boards is really with us on
preserving the heritage and character of this area.

In summary, the proposal to provide additional recreation pedestrian and cycling capacity on
Parker Rd is unwise as Parker Rd is inherently unsafe for significantly increased pedestrian
and cycle traffic. To achieve significant additional capacity safely could not possibly satisfy
any prudent cost/benefit assessment. Such a development is also contrary to the intent of all
previous council planning guidelines and the WRHA Act in that cannot provide increased
pedestrian and cycle access without degrading the heritage values of the area.

Greenways Maps

3. What walking and cycling routes are most important to you?
4. What specific places would you like to be able to walk and cycle to?
5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like
to see any changes to either the proposed routes or the priorities.
7. Do you have any further comments or suggestions about the plan?
Submission on the draft Waitakere Ranges Greenways Plan

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<th>Submission: 41</th>
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<tbody>
<tr>
<td>Name:</td>
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<tr>
<td>Address: West Coast Rd, Oratia</td>
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<td>Organization:</td>
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Overview

1. What are your comments on the plan overall, and its objectives?

   Have only just found out about this but looking at the plan this could potentially run along side my property. Would like to find out more about this and until then will oppose any plan/development. There should be a continuation of the current walk/cycleway that runs along West Coast Road to the Oratia Primary continuing along West Coast Road. By doing this I feel would be a safer option. wider open space and a cheaper option. I feel it would also be used more by local residents especially walking etc children to school.

2. What do you like about the plan and/or what would you change?

   Would like to see this run along the current road and not through peoples properties.

Greenways Maps

3. What walking and cycling routes are most important to you?

   Any that do not lead you off the beaten track. Utilise fast routes and current roading.

4. What specific places would you like to be able to walk and cycle to?

   Continue the cycle/walk track further along West Coast Road.

   From Parrs park to Parker road pave one side of the road and cycle/walkway the other to Parker Road.

5. Are there other routes you would like to see included, or changes you would like to see?

   Whau Neighbourhood Greenways Network.

   The connection between Glendene and Rosebank Road.

   This should not be a cycleway but a road to connect Glendene to Avondale. It was proposed 30-40 years ago. If this was developed it would connect people working and living closer to home. Remove a percentage of traffic from the motorway. Incorporate a cycleway. Better quicker access to schools.

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

   I would like to see this at the top of the list for priority routes.

   Western Rail Corridor Shared path (between Sunnyvale and Glen Eden)
This would be second on the list:

Glen Eden Train station to upper Waikumete stream walk and cycleway

7. *Do you have any further comments or suggestions about the plan?*

Any Cycleway or walkway should utilise existing roading/walkways or rail.
Submission on the draft Waitakere Ranges Greenways Plan

Overview

1. What are your comments on the plan overall, and its objectives?
2. What do you like about the plan and/or what would you change?

The plan looks promising & in my area Oratia I would like me to see the new cycle/walkway extended beyond the school along west coast Rd as far as Kelly's Rd. Complimenting this I would like to see more sensitive/appropriate walking/cycle paths on Shaw, Carter & Parker roads to encourage more alternative modes of transport.

Another key link missing is a cycle way along west coast/rata st linking in to the NW cycle path. Creating a safe way to access the NW Cycleway would make cycling to work far more appealing than it currently is.

Greenways Maps

3. What walking and cycling routes are most important to you?
   The proposed Oratia cycle path

4. What specific places would you like to be able to walk and cycle to?
   I would like to be able to cycle to Oratia primary with my son on a dedicated cycle path.

   I would also like to have a cycle path linking Oratia to the NW cycle path more directly than the Twin Streams path ie along Great North & Rata sts

5. Are there other routes you would like to see included, or changes you would like to see?
   See above

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   See previous

7. Do you have any further comments or suggestions about the plan?
   I think all proposed 9 tracks are great however I don’t feel they will do much to encourage people out of their cars on a regular basis. They aren’t commuter routes, more recreational cycle/walking paths. I feel what is lacking are safe paths linking into the existing network of cycleways allowing people to safely commute via foot or bike. The Twin Streams path is a nice ride but is a third longer than using Great north/Rata st to the city.
Submission on the draft Waitakere Ranges Greenways Plan

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Overview

1. What are your comments on the plan overall, and its objectives?
   I do not support the proposal for a walkway or cycle path connecting Parker Road to Scenic Drive along the paper road marked as North Way. Reasons for this are: kauri dieback, the steep nature of the terrain and the existence of the Parker Track, which performs a similar function.

2. What do you like about the plan and/or what would you change?
   The Oratia Community should be closely involved in the scope and design of any walkways, paths or similar developments or maintenance projects in the Oratia area.

Greenways Maps

3. What walking and cycling routes are most important to you?
   Parker Road to Scenic Drive along the paper road marked as North Way.

4. What specific places would you like to be able to walk and cycle to?

5. Are there other routes you would like to see included, or changes you would like to see?

Priorities

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.
   I do not support the Parker Road, Oratia to Arataki Visitor Centre plan. The walkway there now does not support a bike track - the terrain is too rough & steep.

7. Do you have any further comments or suggestions about the plan?
Have your say on the 
Waitakere Ranges Greenways Plan

Feedback opens 21 April – 21 May 2018

The Waitakere Ranges Local Board is developing a greenways plan to help guide future improvements to the walking and cycling network in this area. The draft plan identifies gaps in the network, opportunities for development, and priorities for investment.

The plan covers the urban and near-urban areas of the Waitakere Ranges, including the eastern foothills. The aim is to ensure that locals can easily and safely get around using pathways.

The plan is a long term vision. Implementing it is subject to funding decisions through council’s annual budgeting processes. Proposed routes will need further investigation. The recent council decisions on kauri dieback management in the Waitakere Ranges will inform the final plan.

The Waitakere Ranges Local Board would like to hear your views on:

- the overall plan, including the objectives (see the consultation document: Part 1 – Introduction)
- the maps of proposed walking and cycling routes (see the consultation document: Part 2 – Maps of proposed walking and cycling routes)
- priority routes (see the consultation document: Part 3 – Priorities)

This is your opportunity to have your say. Please read the supporting information before you provide feedback. You can give your feedback in the following ways:

- Online at shapeauckland.co.nz;
- Drop this form in at the Waitakere Ranges Local Board office, 39 Glenmall Place, Glen Eden;
- Come along to the public open day:
  - Glen Eden Library committee room
    Thursday 3 May 2018, 4.30 – 6pm

A copy of the feedback report will be made public on Shape Auckland once finalised.

Your contact details

Your feedback (including your name) will be publicly available in Auckland Council reports and online, but your contact details will be kept private.

First name: 
Last name: 
Email address: 
Postal address: Glen Eden. Postcode: 0602

Your local board: Waitakere

Is your feedback on behalf of an organisation?
☐ Yes – I am the official spokesperson for the organisation
☐ No – these are my own personal views
If yes, what is the name of your organisation?

Would you like to subscribe to any of the following (tick all that apply):
☐ Waitakere Ranges greenways plan – updates on walking and cycling projects
☐ Shape Auckland email – an update on Council’s engagement activities, both local and regional
☐ Our Auckland email – your weekly guide to what’s happening in Auckland

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Demographics (optional)

Finally, we have a few optional questions which will help us understand a bit more about you. Please note: the following questions help us understand what groups of the community are engaging with council.

All questions are optional and, again, all personal information will remain private.

Are you?

- Male
- Female
- Gender diverse

What ethnicity(s) do you identify with? (tick all that apply)

- Pakeha/NZ European
- Maori
- Samoan
- Cook Islands Maori
- Tongan
- Chinese
- South East Asian
- Korean
- Indian
- Other (please specify): __________________________

What age group do you belong to?

- <15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

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Questions

Part 1: Overview (please refer Part 1 of the draft greenways plan consultation material)

Part 1 of the draft greenways plan consultation material gives an introduction to the purpose of the plan, its objectives, and the strategic context. It also describes what greenways are, and what they may look like.

1. Do you have any comments on the plan overall, and its objectives?

In support of objectives generally.

2. What do you like about the plan, and/or what would you like to change about it?

Would like more certainty on timing.

Part 2: Maps of proposed walking and cycling routes (please refer to Part 2 of the draft greenways plan consultation material)

The draft plan covers the urban and near-urban areas of the Waitakere Ranges, including the eastern foothills. The first map shows the extent of the area covered by the plan with a grid reference to more detailed maps for each area.

The proposed walking and cycling network goes from Massey and Swanson in the north through to Henderson Valley, Waitakarua, Oratia, Glen Eden, Titirangi, South Titirangi, and the Muddy Creeks areas of Waima, Woodlands Park and Laingholm. Some of the proposed routes are for walking and cycling, while other routes are for walking only.

3. What walking and cycling routes are most important to you?

East to West transit routes (as transport alternatives for city travel).

4. What specific places would you like to be able to walk and cycle to?

New Lynn to connect with the city via shared use paths.
5. Are there other routes you would like to see included, or changes you would like to see?

Part 3: Priorities (please refer to Part 3 of the draft greenways plan consultation material)

The draft plan identifies nine priority routes:

i. Parrs Park and Sherrybrook Esplanade to Sunnyvale Station
ii. Western Rail Corridor shared path (between Sunnyvale and Glen Eden)
iii. Tiritiri Village to Glen Eden Town Centre
iv. Little Muddy Creek Walkway, Rimutaka Place Walkway (Huia Road) to Landings Road Walkway
v. Parker Road, Oratia to Arataki Visitor Centre
vi. Swanson Foothills Walkway
vii. Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway
viii. Singer Park to Harold Moody Reserve alongside Waikumete Stream
ix. Glen Eden Town Centre: Verdale Circle to Glendale Road

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

Need more room? You can attach extra pages, but please make sure you also include your name and contact information.

Thank you for taking the time to give us your feedback. For more information please call (09) 301 0101.
Have your say on the
Waitākere Ranges Greenways Plan

Feedback opens 21 April – 21 May 2018

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Postal address: _______________________

Postcode: ____________________________

Your local board: ______________________

Is your feedback on behalf of an organisation?

☐ Yes – I am the official spokesperson for the organisation

☐ No – these are my own personal views

If yes, what is the name of your organisation?

[Signature]

Glen Eden Bowling club

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**Demographics (optional)**

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- Female
- Gender diverse

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- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

What ethnicity(s) do you identify with?

(tick all that apply)

- Pekeha/NZ European
- Maori
- Samoan
- Cook Islands Maori
- Tongan
- Chinese
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1. Do you have any comments on the plan overall, and its objectives?

2. What do you like about the plan, and/or what would you like to change about it?

Part 2: Maps of proposed walking and cycling routes (please refer to Part 2 of the draft greenways plan consultation material)

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3. What walking and cycling routes are most important to you?

4. What specific places would you like to be able to walk and cycle to?
5. Are there other routes you would like to see included, or changes you would like to see?

Allow The Glen Eden Bowling Club to put in a third green. Require fence to stop people crossing the Bowling club land, green would be to left of existing second green. Support route through Glen Eden Position to Verdale circle.

Part 3: Priorities (please refer to Part 3 of the draft greenways plan consultation material)

The draft plan identifies nine priority routes:

i. Parrs Park and Sherrybrook Esplanade to Sunnyvale Station
ii. Western Rail Corridor shared path (between Sunnyvale and Glen Eden)
iii. Titirangi Village to Glen Eden Town Centre
iv. Little Muddy Creek Walkway, Rimutaka Place Walkway (Huia Road) to Landings Road Walkway
v. Parker Road, Otatia to Arataki Visitor Centre
vi. Swanson Foothills Walkway
vii. Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway
viii. Singer Park to Harold Moody Reserve alongside Waikumete Stream
ix. Glen Eden Town Centre: Verdale Circle to Glendale Road

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

7. Do you have any further comments or suggestions about the plan?

Need more room? You can attach extra pages, but please make sure you also include your name and contact information.

Thank you for taking the time to give us your feedback. For more information please call (09) 301 0101.
Sent: Monday, 21 May 2018 7:23 p.m.
To: Brett Lane
Subject: Re: draft Waitakere Ranges Greenways Plan - maps of Muddy Creeks area (Waima, Woodlands Park, Parau, Laingholm)

Hi Brett,

Thanks for that and here is my feedback. I also wanted to add that as a resident at 198a Huia Road I'm not opposed to the priority because of that but more that I regard the LAP highly and want it upheld as a working document. I'd have no objection to the path coming past my house in principal, but I see other projects as being more important to the wider community.

Kind regards
Have your say on the
Waitākere Ranges Greenways Plan

Feedback opens 21 April – 21 May 2018

The Waitakere Ranges Local Board is developing a greenways plan to help guide future improvements to the walking and cycling network in this area. The draft plan identifies gaps in the network, opportunities for development, and priorities for investment.

The plan covers the urban and near-urban areas of the Waitakere Ranges, including the eastern foothills. The aim is to ensure that locals can easily and safely get around using pathways.

The plan is a long term vision. Implementing it is subject to funding decisions through council's annual budgeting processes. Proposed routes will need further investigation. The recent council decisions on kauri dieback management in the Waitakere Ranges will inform the final plan.

The Waitakere Ranges Local Board would like to hear your views on:

- the overall plan, including the objectives (see the consultation document: Part 1 – Introduction)
- the maps of proposed walking and cycling routes (see the consultation document: Part 2 – Maps of proposed walking and cycling routes)
- priority routes (see the consultation document: Part 3 - Priorities)

This is your opportunity to have your say. Please read the supporting information before you provide feedback. You can give your feedback in the following ways:

- Online at shapeauckland.co.nz;
- Drop this form in at the Waitakere Ranges Local board office, 39 Glenmall Place, Glen Eden;
- Come along to the public open day:
  - Glen Eden Library committee room
    - Thursday 3 May 2018, 4.30 – 6pm

A copy of the feedback report will be made public on Shape Auckland once finalised.

Your contact details

Your feedback (including your name) will be publicly available in Auckland Council reports and online, but your contact details will be kept private.

First name: Megan
Last name: 
Email address: 
Postal address: Hula Road, Titirangi

Postcode: 
Your local board: Waitakere Ranges

Is your feedback on behalf of an organisation?

☐ Yes – I am the official spokesperson for the organisation
☐ No – these are my own personal views

If yes, what is the name of your organisation?

Would you like to subscribe to any of the following (tick all that apply):

☐ Waitakere Ranges greenways plan – updates on walking and cycling projects
☐ Shape Auckland email – an update on Council’s engagement activities, both local and regional
☐ Our Auckland email – your weekly guide to what’s happening in Auckland

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Demographics (optional)
Finally, we have a few optional questions which will help us understand a bit more about you.

Please note: the following questions help us understand what groups of the community are engaging with council.

All questions are optional and, again, all personal information will remain private.

Are you?
☐ Male  ☐ Female  ☐ Gender diverse

What age group do you belong to?
☐ <15  ☐ 15-24  ☐ 25-34
☐ 35-44  ☐ 45-54  ☐ 55-64
☐ 65-74  ☐ 75+

What ethnicity(s) do you identify with?
(tick all that apply)
☐ Pakeha/NZ European  ☐ Samoan
☐ Maori  ☐ Tongan  ☐ Chinese
☐ Cook Islands Maori  ☐ South East Asian  ☐ Korean  ☐ Indian
☐ Other (please specify): ____________________

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Questions

Part 1: Overview (please refer Part 1 of the draft greenways plan consultation material)

Part 1 of the draft greenways plan consultation material gives an introduction to the purpose of the plan, its objectives, and the strategic context. It also describes what greenways are, and what they may look like.

1. Do you have any comments on the plan overall, and its objectives?

I think it’s great to have a plan, however if there is not funding to back it up then it just gets people’s hopes up and is an unnecessary expense producing the reports.

2. What do you like about the plan, and/or what would you like to change about it?

I like that there is a plan and it’s considering recreational users, I’d like it also to focus more on safety for neighbours to visit other neighbours and children walking to school, for example we can’t get from 198a Huia Road to Landing Road as there is no footpath outside 200 Huia Road. The new plan priorities won’t fix that.

Part 2: Maps of proposed walking and cycling routes (please refer to Part 2 of the draft greenways plan consultation material)

The draft plan covers the urban and near-urban areas of the Waitakere Ranges, including the eastern foothills. The first map shows the extent of the area covered by the plan with a grid reference to more detailed maps for each area.

The proposed walking and cycling network goes from Massey and Swanson in the north through to Henderson Valley, Watarua, Oratia, Glen Eden, Titirangi, South Titirangi, and the Muddy Creeks areas of Waitua, Woodlands Park and Laingholm. Some of the proposed routes are for walking and cycling, while other routes are for walking only.

3. What walking and cycling routes are most important to you?

Those around Muddy Creek, Waitua and South Titirangi

4. What specific places would you like to be able to walk and cycle to?

Safely down Landing Road, to the dairy up at Woodlands Park
5. Are there other routes you would like to see included, or changes you would like to see?

A safe way for the Rudolf Steiner high school children who walk down Huka Road after getting off the bus at Woodlands Park Dairy. The barriers on this route I’d like to see altered to protect pedestrians from cars - currently the barriers are on the far side of the footpath, not the road side. Rumble strips on this sides to make this route safer from cars who cut the corner (there is no kerbing).

Part 3: Priorities (please refer to Part 3 of the draft greenways plan consultation material)

The draft plan identifies nine priority routes:

i. Parrs Park and Sherrybrook Esplanade to Sunnyvale Station
ii. Western Rail Corridor shared path (between Sunnyvale and Glen Eden)
iii. Titirangi Village to Glen Eden Town Centre
iv. Little Muddy Creek Walkway, Rimutaka Place Walkway (Huka Road) to Landings Road Walkway
v. Parker Road, Oratia to Arataki Visitor Centre
vi. Swanson Foothills Walkway
vii. Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway
viii. Singers Park to Harold Moody Reserve alongside Waikumete Stream
ix. Glen Eden Town Centre: Verdale Circle to Glendale Road

6. What do you think of the nine priority routes? Please tell us which ones you support, and whether you would like to see any changes to either the proposed routes or the priorities.

The inclusion of the Muddy Creek Walkway as a PRIORITY is rather unusual given it is not in the Local Area Plan (see page 18/19 of the LAP). The Woodlands Park School-Rimutaka Walkway connection would be far more sensible and improve the safety for many children coming from various directions including Waima Crescent.

A safe crossing around Tangiwai Reserve should also be prioritised given the increasing number of students to the Steiner High School.

7. Do you have any further comments or suggestions about the plan?

Our LAP notes, p.18:
“Advocate for appropriate measures to improve vehicle and pedestrian safety along local roads”

We are continually told that there is no funding for new footpaths so how can you expect us to get out of our cars if there is no safe place to walk? Around Woodlands Park School is a classic example where parents scramble to get close as possible so they don’t get muddy before the school day has even begun.

Need more room? You can attach extra pages, but please make sure you also include your name and contact information.

Thank you for taking the time to give us your feedback. For more information please call (09) 301 0101.
Sent: Friday, 11 May 2018 10:57 a.m.
To: Brett Lane
Subject: Re: Waitakere Ranges Greenways Plan (draft) - open for submissions from 21 April - 21 May

Hi Brett

I've sent my ideas to the email listed on the have your say site. It could be interesting with ATAP offering up LB priorities money. Since you asked for my 20 cents worth - I'm hoping the WRLB are keen to focus on a catchment like Glen Eden Intermediate and the Primary Schools that feedback and use it (eg. for it's pool).

By the way have you seen this: https://aucklandmtb.co.nz/events/cx-in-the-city-2018/

Cheers