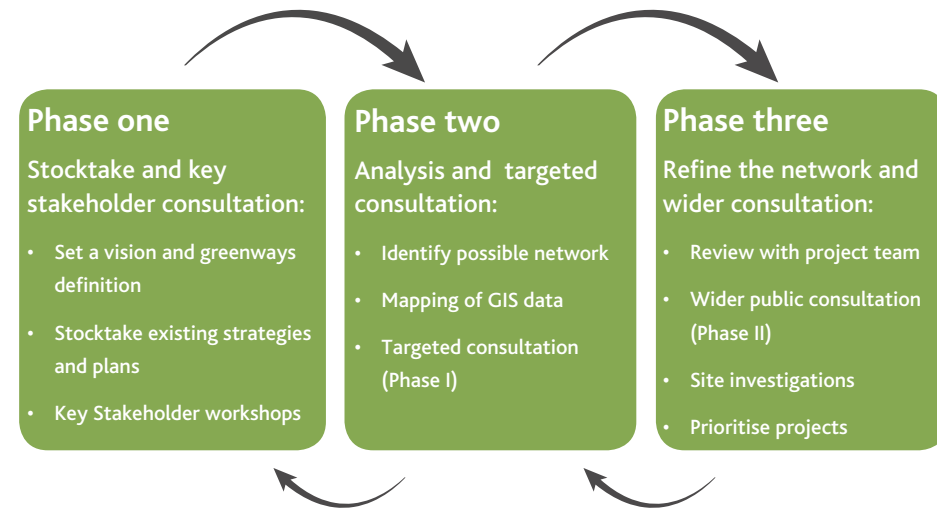

2.0 Method

2.1 The Process

The Rodney Greenways Plan was developed using a three-stage process as outlined below:



Phase one - Stocktake and key stakeholder consultation

As a first step, previous studies and planning documents relevant to the area were collected and reviewed for the study area. The Rodney Local Board Plan (2014) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years. After this, a definition for the Rodney Greenways was discussed and agreed upon with the Local Board, and a 'working party' was set up, which met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a high-level network of walking and cycling connections as per the agreed Greenways definition. Ecological improvements were also given consideration, to improve links between existing forests, wetlands, coastal edges and streams. These desktop studies gave an understanding of the broad landscape patterns within the study area, and were used to guide phase two of the process, where the network was investigated on site.

During this phase, workshops were held with key stakeholders including Mana Whenua, Auckland Transport and other Council staff to inform them of the project, and to understand linked policies or projects that would affect the Greenways Plan.

Phase two - analysis and targeted consultation

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

Targeted Consultation - Phase I

A workshop was held on the 17th of May (2016) at the Kumeu Arts Centre with community groups known to have an active interest in greenways. Representatives from the following groups attended the workshop, as well as some individuals:

- NZ Horse Network
- Waimauku Pony Club
- Kumeu Arts Centre
- Murray Jones Reserve Advisory Group
- Huapai Recreation Domain Advisory Group
- Residents and Ratepayers Assoc. Inc. (Kumeu, Riverhead and Huapai)
- North West Business District Association
- Kumeu River Wines Ltd
- Kumeu Rugby Club
- Flow NZ

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

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



Targeted Consultation workshop, May 17th 2016, Kumeu Arts Centre.

Phase three - refine the network and wider consultation

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

Wider Consultation - Phase II

The public consultation period was open from 5-30th September 2016 on the Shape Auckland website where the public could view the draft routes and submit an online feedback (refer to Appendix - Section D for the Shape Auckland online survey results). Within the consultation period, a series of workshops and a drop in session were held at the following locations and dates:

Kumeu Cricket Club
Huapai Recreation Domain
Saturday 24th September 10am-12pm

Riverhead Citizens Hall
1011 Coatesville Riverhead Highway
Wednesday 21st September 6-7:30pm

New World Kumeu (drop in)
Saturday 10th September 10am - 12:30pm

Huapai District School
Years 7/8, facilitated by Mrs Sephton
Tuesday 13th September 1:30 - 3pm

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

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

2.2 Consultation summary

Overall:

In general there is much support for greenways in the study area, with 81% of online submitters 'Strongly Agreeing' with the creation of the Kumeu, Huapai, Waimauku and Riverhead greenways network. There was an emphasis on the importance of new walkway and cycleway linkages within new residential development as the area intensifies. The need to retain 'green space' and protect areas of native bush was also a concern.

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

There were comments in support of celebrating local heritage and conservation features, such as vineyards. People noted that links would support local businesses such as wineries, breweries and cafes.

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

- sections of missing footpath e.g Tapu Road, Station Road and Matua Road, Weza Lane bridge
- footpaths to key destinations such as the shops and Kumeu Arts Centre, Schools and New World Supermarket
- lights required at unsafe crossing junctions e.g cycle crossing at Access Road
- Waimauku to Muriwai, Helensville and Riverhead and Woodhill forests
- Riverhead / Brigham Creek to Whenuapai, Greenhithe and Hobsonville Point
- Riverhead / Kumeu to Westgate shopping precinct
- Riverhead forests to Woodhill forests and Waitoki
- Greens Road to Silverdale and Whangaparaoa
- paper road running alongside the river from Kiwitahi Road in Woodhill that could be used

Note: Some of the above connections are out of scope but will be looked at as part of the wider Rodney Greenways Plan (2017).

Where the feedback does not specifically relate to the Greenways network, the comments were forwarded to the relevant organisation.

Walkways

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

"Connections around Huapai School and Station Road" - Waimuku

"Sunny Crescent through to Melbec Place - through the park" - Huapai

"Connection along Kumeu River, this is beautifully lined with Totara and the whole community should enjoy" - Kumeu

"Connections around the coast through esplanade reserve and east across Brigham Creek to Whenuapai" - Riverhead

Cycleways

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

Mapping from consultation showed loops outside of the town centres, these included:

- Trig Road - Motu Road - Tawa Road - Motu Road
- *or a continuation of the above* from Motu Road - Pomona Road - Waitakere Road - Access Road
- Old North Road - Waikoukou Valley Road - Muriwai Road - Fosters Road - *link to the above routes* - Waitakere Road - Taupaki Road - Old North Road

Mountain biking trails were also suggested in the hills between Huapai and Waimauku.

Bridleways

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

It has noted that current bridleways have been obscured by vegetation encroachment. The perimeter of Riverhead Forest would be potentially the best option for bridleways, although removal of the gorse and 'evening up' of tracks made by 4WD's would be required. Logs could be placed strategically to prevent future ruin of any bridle trails in this location.

There is also the need to connect to Kumeu Showgrounds and the Pony Club and road rides or bridle trails from the Pony Club are also an aspiration.

Refer to Appendix - Section D for consultation summary generated from the Shape Auckland online survey, and the mapping generated from the workshops and drop in session.



Kumeu, View over the Kumeu Town Centre to the Kumeu River