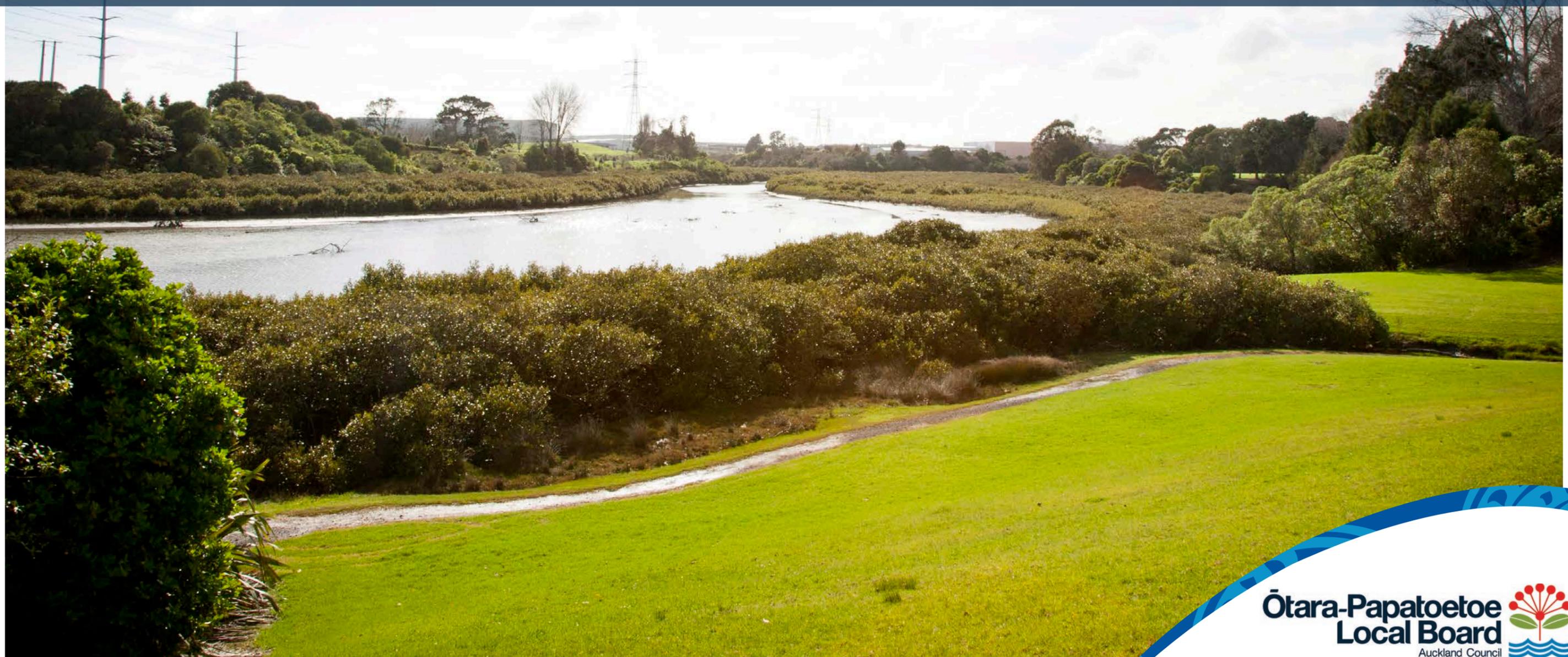
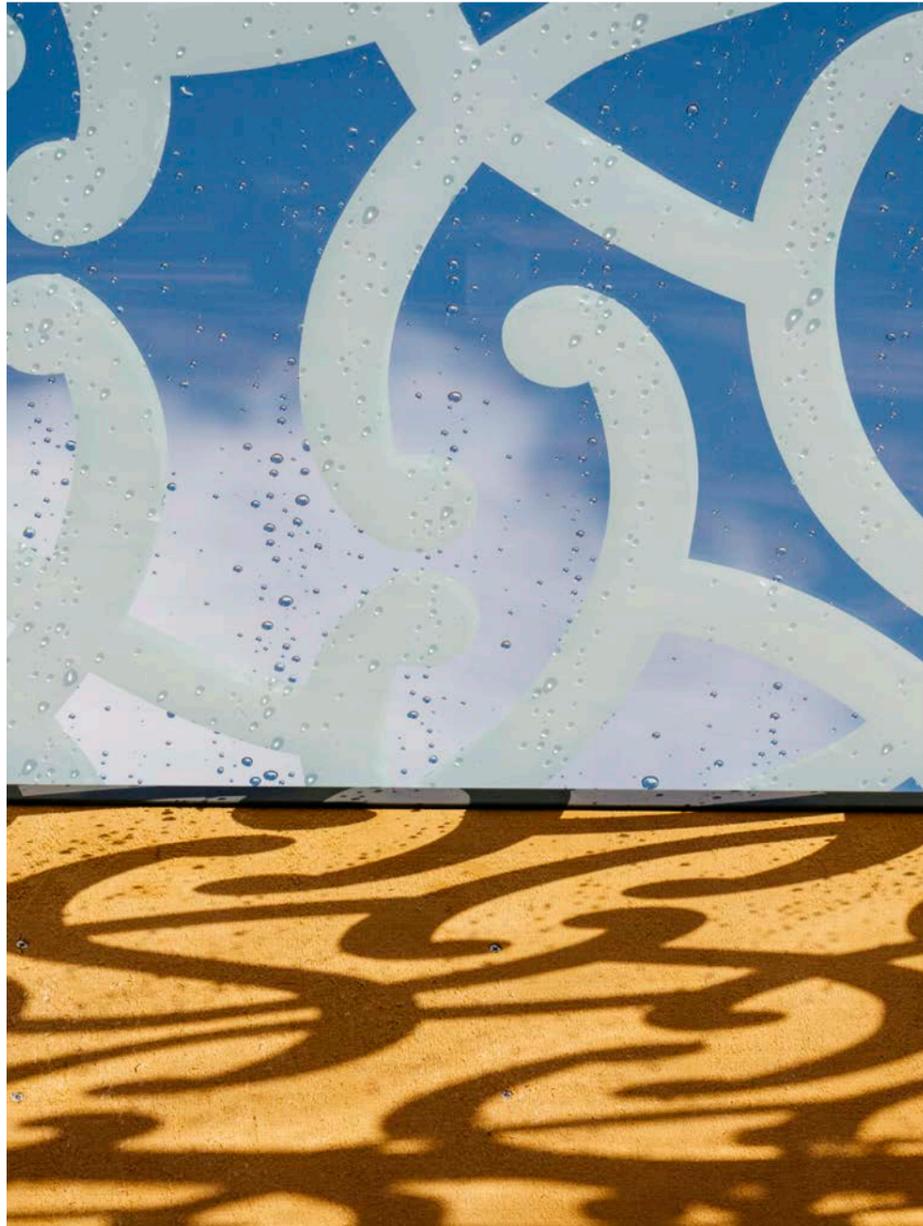


Ōtara-Papatoetoe Greenways

Local Paths Plan | April 2017



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Figure 1. Ngati Orata Park. Luke Harvey, 2013

1.0 Introduction



Figure 2. Otara Creek Reserve community planting day, Bryan Lowe, 2016.

1.1 Purpose of the Document

Purpose

This is a visionary and guiding document intended for use by the Local Board, council departments, council-controlled organisations, community groups, private developers and other interested parties. The Ōtara-Papatoetoe Greenways Plan outlines the long-term Greenways Plan (often termed Greenways) for the Ōtara and Papatoetoe areas, with a view to setting priority projects up for funding an implementation over the coming years.

Visionary Document

Greenways plans similar to this have been developed throughout the world, with those in Portland, Oregon being one of the most successfully implemented. 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

Upon adoption of the Greenways Plan, the Local Board will set out a series of priority projects, and look for opportunities to fund and create these connections. Over the coming years, Council will also develop Open Space Network Plans for each of the Local Board areas, of which the Greenways Plan will become a chapter. 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 the 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 uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

The Ōtara-Papatoetoe Greenways Plan implements priorities and directives from a number of chapters in the Auckland Plan, including:

Chapter 5: Auckland's recreation and sport

Priority 1: Encourage all Aucklanders, particularly children and young people to participate in recreation and sport.

Chapter 7: Auckland's environment

Priority 1: Value our natural heritage
Priority 2: Sustainably manage natural resources
Priority 3: Treasure our coastlines, harbours, islands and marine areas

Chapter 12: Auckland's physical and social Infrastructure

Priority 2: Protect, enable, align, integrate and provide social and community infrastructure for present and future generations
Directive 12.8: Maintain and extend the public open space network ... walkways and trails and recreational boating facilities in line with growth needs.

Chapter 13: Auckland's transport

Priority 3: Prioritise and optimise investment across transport modes.

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 Manukau City Council plans and current Auckland Council documents such as the Auckland Plan;
- the Proposed Unitary Plan;
- the Ōtara-Papatoetoe Local Board Plan (2014);
- Ōtara-Papatoetoe Area Plan (2014);
- Transform Manukau Project (2016) ;
- Te Araroa National Walkway;
- Auckland Cycle Network (ACN) November 2015, prepared by Auckland Transport (AT);
- Manukau City Council Making Connections;
- Walking school bus routes.

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.

Successful implementation of this Greenways Plan has potential to deliver on a number of the outcome aspirations in the Ōtara-Papatoetoe Local Board Plan (2014), including but not limited to:

- Parks and facilities that meet people's needs
- Healthy harbours and waterways
- Good transport connections

Outcome: Parks and facilities that meet people's needs

Our communities have access to parks and recreational facilities that build a sense of identity and belonging, boost participation in sport and promote healthy, active lifestyles.

This outcome ties back to implementation of a Greenways network. The greenways plan provides a connected recreational network, allowing residents to move safely through and between their existing open spaces. This increases not only personal enjoyment of the neighbourhood, but has spin off benefits for the health and wellbeing of those people actively using the network. It also has the potential to see a greater uptake and usage of our recreational facilities.

ŌTARA-PAPATOETOE LOCAL BOARD PLAN OUTCOMES

A heart for Manukau

Manukau metropolitan centre becomes the thriving heart of our area; an attractive visitor destination, business centre, and place to shop, live, learn, work and play.

Town centre vitality

The revitalisation of town centres in Ōtara, Old Papatoetoe and Hunters Corner reinforces their place at the core of our communities.

Parks and facilities that meet people's needs

Our communities have access to parks and recreational facilities that build a sense of identity and belonging, boost participation in sport and promote healthy, active lifestyles.

Healthy harbours and waterways

Our harbours, foreshore and waterways are accessible, attractive, and safe places for our community to enjoy for relaxation and recreation.

Thriving communities

Our communities work together to improve community safety and neighbourhood amenity, promote leisure activities and the arts, and celebrate heritage and cultural diversity.

Age-friendly communities

Everyone is valued and can participate in work and community activities.

Good transport connections

Everyone can easily get around Ōtara-Papatoetoe on foot, cycle, car, bus and train.

Better parks and facilities for sports and recreation	Puhinui Reserve development planning	Decision-maker		\$150,000
	Colin Dale Park access, parking and earthworks	Decision-maker, Advocacy	Sports clubs, Mana whenua	\$4.4m
	Hampton Park development	Decision-maker		\$250,000
Better neighbourhood amenity	Streetscape programmes	Advocacy	Auckland Transport	\$210,000
Walking and cycling are realistic travel options	Build footbridge over Great South Road, Manukau	Advocacy	Auckland Transport, AUT	\$1.2m
	Build footbridges over Shirley Road and St George Street, to Papatoetoe Station	Advocacy	Auckland Transport	\$1.2m

Figure 3. Outcomes in the Ōtara-Papatoetoe Local Board Plan, pages 8, 26 & 41.

Outcome: Healthy Harbours and Waterways

Our harbours, foreshore and waterways are accessible, attractive, and safe places for our community to enjoy for relaxation and recreation.

Ōtara Lake was created in 1968 when the New Zealand Electricity Department built a tidal weir at its mouth in order to provide a continuous supply of cooling water for the Otahuhu power station. The land around the lake is used for a mixture of activities including housing, old landfills, businesses, marae and park land. This has resulted in the lake becoming highly polluted, and there are large areas of mangroves. Council and community initiatives are planned to restore the waterway and improve public access and enjoyment of this resource.

The Manukau Harbour foreshore, Puhinui Reserve and Puhinui Stream are other treasured assets within this area. The Puhinui Reserve contains 40ha of restricted conservation area on the western shoreline - with a large salt marsh wetland. It is also part of the Matukuturua volcanic field.

Building the walking and cycling routes contained in this plan is one tool that can assist the long term ambition to protect and enhance our waterways and harbours by providing improved access to and along them. Greenways also feature a planting component, and planting our waterways can reduce the flow of contaminants and sediment entering the streams and into the Manukau Harbour.

Outcome: Good Transport Connections

*Everyone can get around Ōtara-Papatoetoe on foot, cycle, car, bus and train.
Community well-being relies on good transport.*

This outcome was based on the desire from the community for reduced congestion and better walking, cycling and public transport options. Greenways are identified as a key way of achieving this:

“We want to see more dedicated greenways, with specially designed pathways for the exclusive use of cyclists and pedestrians.”

This aspiration ties back to the Auckland Plan, and can be delivered in part by the building our Greenways network. Greenways can provide the community with attractive walking and cycling routes to parks, town centres, community facilities and public transport connections.



Figure 4. Ōtara Creek. Luke Harvey, 2013



Figure 5. Manukau Train Station and MIT. Luke Harvey, 2014

1.3 What is a Greenways Plan?

Definition

The aim of a Greenways Plan is to provide cycling and walking routes which are safe and pleasant, 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. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

Implementation of the Greenways Plan will better connect Ōtara-Papatoetoe to the neighbouring Māngere-Ōtāhuhu, Howick and Manurewa areas and will also connect to regional walking and cycling proposals for the greater Auckland area. The adjoining map shows other Greenways under development or adopted by participating local boards. Each board sets their own Greenways definition for their respective areas, based around a common aim.

Benefits of a Greenway

There are many benefits to developing greenways, including:

Recreational - 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, and by improving ecosystems and habitats;

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 their local community facilities;

Health - Providing improved opportunities for activity and fitness;

Education - Providing opportunities to learn about the plants, wildlife, ecology, history of the landscapes that people pass through; and

Economic - Improving local employment opportunities as areas become more desirable for businesses and shoppers. Greenways routes often become a tourist destination for both international and local visitors.



LEGEND:

- Te Araroa Walkway (national walkway)
- Local Board Boundaries
- Boards with greenway planning underway
- Planned greenway network (partially constructed)

- Papatoetoe Subdivision
- Ōtara Subdivision

Not to scale

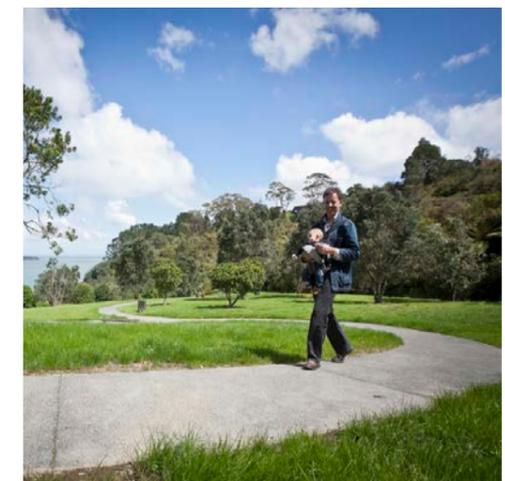
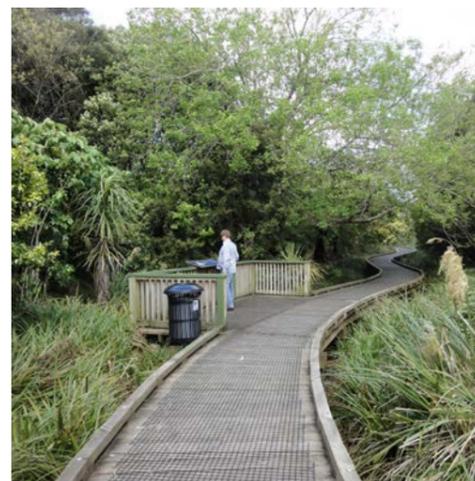
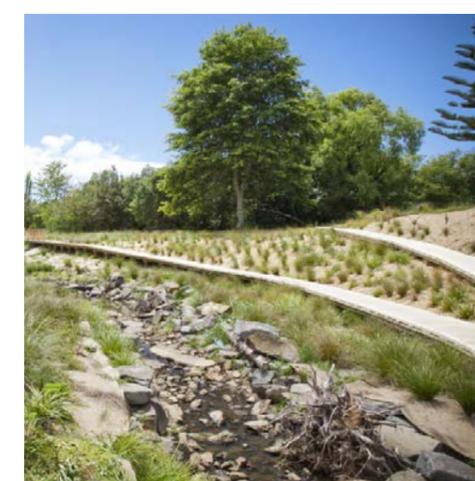
What the Greenways might look like

The appearance of the greenways network will vary depending on its location, for instance, one that runs through parkland may look and feel quite different to one next to a road or in an urban environment. These images show what the network could look like in a variety of settings, including:

- parks and reserves and connecting to bush areas
- alongside streams or ecological corridors
- alongside industrial land or residential properties
- slow-speed traffic environments on minor roads
- along and/or across the motorway corridor

The surface treatment may vary depending on the location of the path, its slope and the existing character of an area. It is also important that the network is marked with appropriate signage to allow people to orientate themselves.

These aspects have been considered as part of the 'Local Path Design Guide' which provides best practice guidance for designing and developing successful local path networks through our neighbourhoods. Individual projects constructed as part of this Greenways Plan will follow the 'look and feel' of what is set out in the Design Guide, so as to build a consistent character across the network. Having a consistent look and feel reduces the need for other types of signage, as the route can be logically inferred on the ground.



1.4 Greenways Design Guide

Positioning Greenways in Ōtara-Papatoetoe’s Walking & Cycling Network

Over the last year, Auckland Transport and Auckland Council have worked to produce the *Local Path Design Guide* for the greenways. This Greenways Plan details *where* the routes are to go, while the Design Guide describes their *look and feel*. It details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic, and it also spells out the minimum ecological aspects of the routes as well. Together, these two documents form the backbone of the ongoing delivery of these projects for the Ōtara-Papatoetoe area, and ensure that the routes connect up in a logical manner to those in surrounding areas.

Local Path - Street

An on-street Local Path has pedestrians accommodated on footpaths with streets that are safe enough to cycle on without the need for separated cycle lanes. Traffic calming tools, pavement markings and signage are used to improve safety for all street users.



Sandringham, Auckland



Manukau

Express Path

Express Paths are cross-city connections that provide for both walking and cycling separated from vehicles. They provide for faster movement than Local Paths and create links to regional and local centres.

Local Path - Open Space

Off-road Local Paths run through parks and open spaces and accommodate both cyclists and pedestrians. Together with on-road street Paths, they are designed to create linkages to local centres, parks, schools and transport links including Express Paths.



Mount Roskill War Memorial Reserve



Manurewa, Auckland

Trail

A trail is distinct from a Local Path in that it is found in rural or bush settings and is primarily for recreation. Many trails will connect to Local or Express Paths, but may also allow for horse-riding alongside walking and cycling. A trail can also be a bush walk, which due to topography would not be shared by cyclists. Trails are not generally intended to form a connection between destinations, and often run in loops.



1.5 Auckland Context

This map shows the Ōtara-Papatoetoe Local Board area within its wider regional context, sitting some twenty kilometres south of Auckland's CBD. The area includes the suburbs of Ōtara, Papatoetoe, East Tamaki, Puhinui and Manakau Central. Ōtara-Papatoetoe is bounded to the north by the head waters of the Tamaki River, and by the Manukau Harbour and the Manurewa Local Board area to the south. The Māngere-Ōtāhuhu and Howick Local Boards also border the Board area to the west and east respectively. The Board area is divided up into two subdivisions, Ōtara and Papatoetoe, with the split occurring along State Highway One.

Broader Transport Connections

As noted above, State Highway One forms the boundary between the Ōtara and Papatoetoe subdivisions, effectively breaking these communities into two disconnected areas. The Southern Railway line runs through Papatoetoe in a north-south direction, splitting this community in two. Papatoetoe is well serviced by rail with stations located at Middlemore, Papatoetoe, Puhinui and Manukau City. A park and ride facility is located at the Papatoetoe train station.

The Manukau Railway Station was completed in July 2014. This station, along with the proposed Manukau Bus Station (currently under construction), will create an integrated transport exchange at Hayman Park and will be at the heart of the new well connected public transport network for South Auckland.

These transport corridors present challenges from a greenways perspective (due to the difficulties in getting across them), however they also provide important transportation links which greenways can effectively link up with to create an efficient continuation of the transport routes available.

Broader Walking and Cycling Connections

The 'Te Araroa' national walking trail is a continuous 3,000 km trail spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. The Te Araroa walkway traverses the southern edge of the Ōtara-Papatoetoe Local Board area, on its journey from the Puhinui Reserve to Totara Park in Manurewa. The trail enters Puhinui Reserve at the end of Price Road and is generally aligned with the Puhinui Stream. The Greenways Plan will support, enhance and improve connections to this significant national walking route.



LEGEND:

- Ōtara Subdivision
- Papatoetoe Subdivision
- Te Araroa Walkway (national walkway)
- Motorways
- Train lines

Not to scale

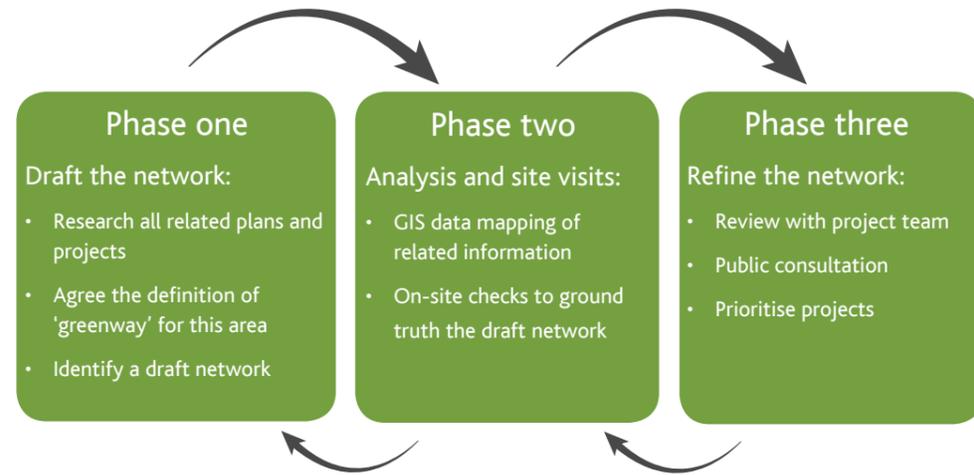


Figure 6. Aerial looking south down SH1 from the Highbrook Interchange

2.0 Methodology

2.1 The Process

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



Phase one - Draft the Network

As a first step, all planning documents relevant to the area were reviewed. The Ōtara-Papatoetoe Local Board Plan (2014) was reviewed to gain an understanding of the desires of the community as well as the projects planned for implementation over the coming years. After this, the definition of *'what is a Greenway for this area?'* was discussed and agreed with the Local Board.

Next, a desktop study was carried out to map a draft series of routes. This network linked up existing parks, streets, schools, town centres and community facilities and the like. Ecological improvements were also considered, by connecting significant areas of bush / planting, with the vegetated areas along streams, rivers, and coastal edges. This draft gave an understanding of the broad landscape patterns within the area, and was used to guide phase two of the process, where the network was ground-truthed via a series of site visits.

During this phase, discussions were also held with Auckland Transport and other parts of Council to improve awareness of the project and to understand any projects planned by others that could affect the Greenways plan.

Phase two - Analysis and Site Visits

Following the initial desktop mapping, the draft route was overlaid with GIS data (refer appendices), sourced to ensure that the network made appropriate connections to all local destinations, such as schools, community facilities, town centres and transport nodes.

The draft network plan was next assessed on site to ensure that it provided logical and safe connections. This process involved checking a number of aspects, such as topography, vegetation cover, utility services (power poles etc), the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the width and safety of any roading corridors identified as greenway routes. 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.

Phase three - Refine the Network

The final phase involved significant consultation on the draft plan, both within council and related agencies such as At, and also with the local community. Community engagement / consultation was carried out as follows:

- Ōtara Markets - Saturday 19th November,
- Papatoetoe High School - Tuesday 6th December 2016 (18 students, ranging from years 9-13),
- Sir Edmund Hillary Collegiate, Ōtara - Thursday 8th December 2016 (20 students from both middle and senior schools, ranging from years 7-10),
- Digital communications: Shape Auckland, OPLB website, OPLB e bulletin, OPLB facebook and Bike Auckland, consultation closed Sunday 8th January,
- 1000 feedback forms were distributed to commuters at Middlemore, Papatoetoe, Puhinui and Manukau train stations on December 13th & 14th, 2016, consultation closed Sunday 8th January,
- Information boards placed at Middlemore Hospital,
- Posters were put up at the following locations:
 - Libraries (Manukau, Ōtara, Papatoetoe, Tupu)
 - Puhinui Primary School
 - Allan Brewster Recreation Centre & ECE
 - Manukau Civic Building
 - Papatoetoe Recreation Centre & Pool
 - AUT & MIT campus
 - Kolmar Multi Sport building
 - POWL
 - Ōtara Leisure Centre
 - Kotuku House
 - ONAC
 - Army Entrance Training
 - Ōtara Health
 - Fresh Cafe
 - Manukau Train Station
 - Clover Park Community House
 - Friendship House
 - Counties Manukau Health

Feedback was received from local organisations, members of the local community and residents of wider the Auckland area, and was generally supportive of the proposed routes as recreational and commuter links throughout community, and for their associated health, social, ecological and safety benefits. The routes were refined to reflect the feedback provided by community, resulting in the overall Ōtara-Papatoetoe Greenways Network plan in Section 3.

Other community feedback relating more generally to the road network and pedestrian safety has been provided to Auckland Transport and New Zealand Transport Agency (NZTA).

Following confirmation of the proposed Greenway network, routes were identified that could be prioritised for delivery and/or advocacy. Greenways plans are long-term projects to be developed over the next 20+ years, and project prioritisation helps the Board to focus on achieving sections of the plan within its three year term. Prioritisation of projects is based on a number of factors, including costs, benefits, constraints, timing and related opportunities, such as work being carried out by other agencies, or acquisitions becoming available.



Figure 7. Maps being marked up by the students at the Papatoetoe High School consultation on December 8th 2016.

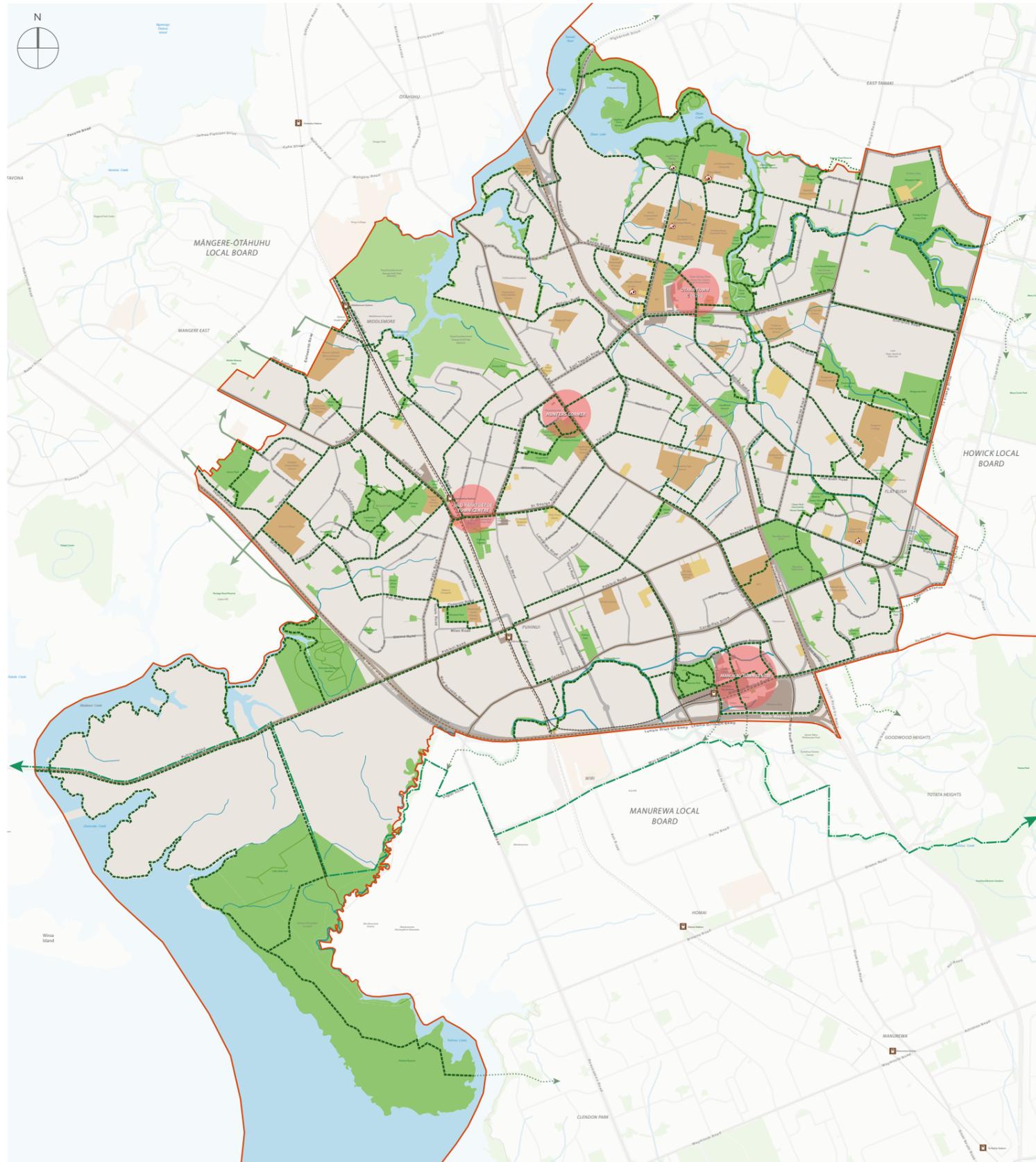


Figure 8. The cover of the feedback form distributed to commuters at the train stations



Figure 9. Manukau Station Road. Luke Harvey, 2013.

3.0 Greenways Mapping



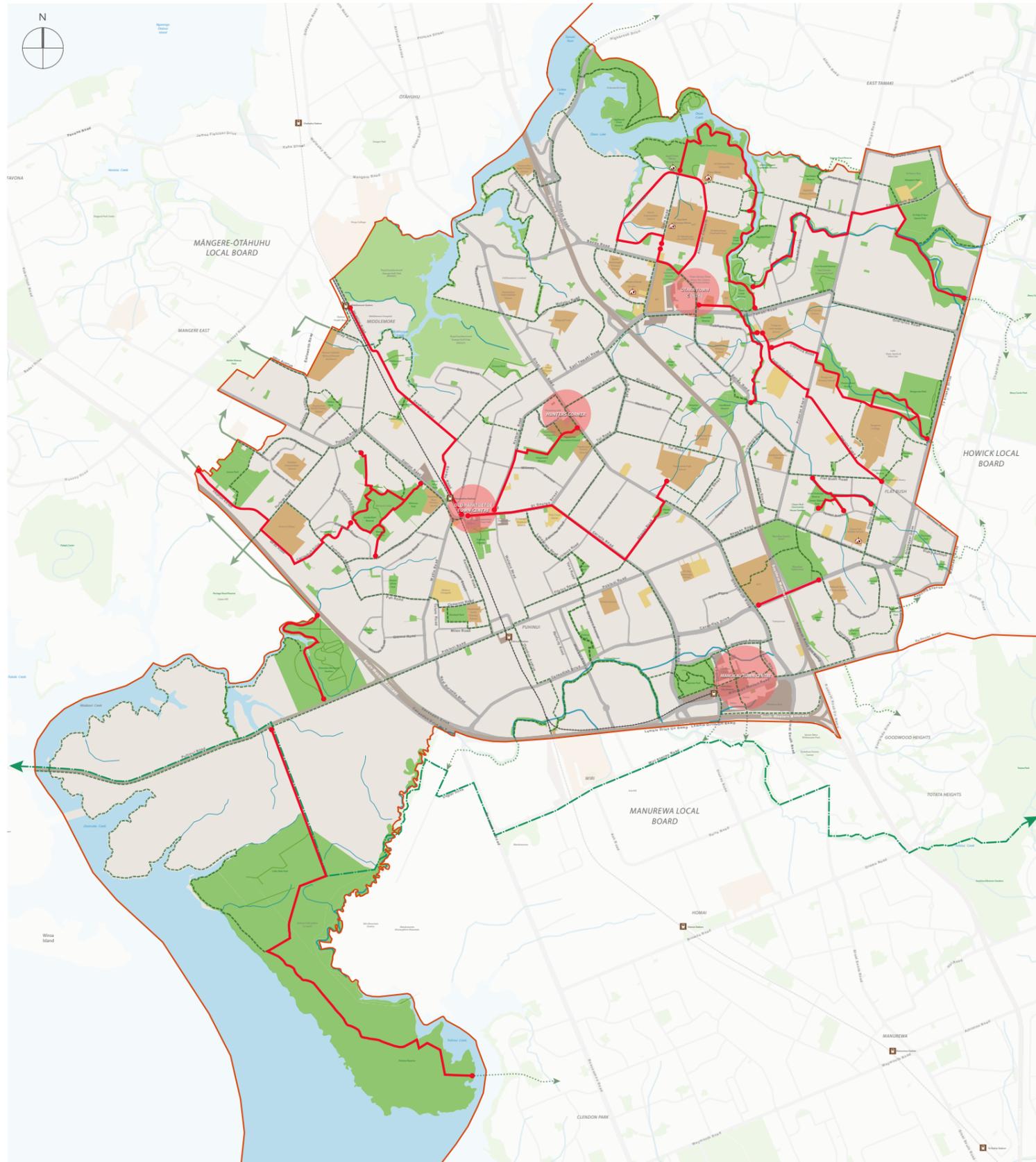
3.1 Long-term Aspirational Greenways

This map shows the completed greenways vision for Ōtara-Papatoetoe, including both the priority sections as well as the longer term routes. This vision is aspirational, and will be reviewed on a regular basis as priority sections are completed, and as other related projects are completed.

In order to present this plan at a legible scale the area has been broken down into a series of 5 enlarged maps, covering Middlemore, Ōtara, Papatoetoe, Manukau and Puhinui Peninsula (refer sheet 3.4).

LEGEND:

BASE INFORMATION		GREENWAYS CONNECTIONS	
	Local Board boundary		Existing Te Araroa walkway
	Road network		Proposed Ōtara-Papatoetoe greenways
	Auckland Cycle Network (Existing) Metro, Connector & Feeder		Suggested greenways (into adjacent Manurewa and Howick Local Boards)
	Auckland Cycle Network (Proposed) Metro, Connector & Feeder		Māngere-Ōtāhuhu greenways
	Railway stations		
	Railway line		
	Rivers & streams		
	Park & reserve land		
	Education centres (schools & tertiary)		
	Religious centres		
	Marae		



3.2 Priority Routes

As noted earlier, the greenways plan is a long term vision, and in order to deliver some quick results, a number of routes have been prioritised for delivery and/or advocacy over the next 3-5 years. Not all of these routes will be delivered, due to financial constraints - but these routes give an indication of where attention will be focused in the short term. Further detail on these routes is contained within Appendix B.

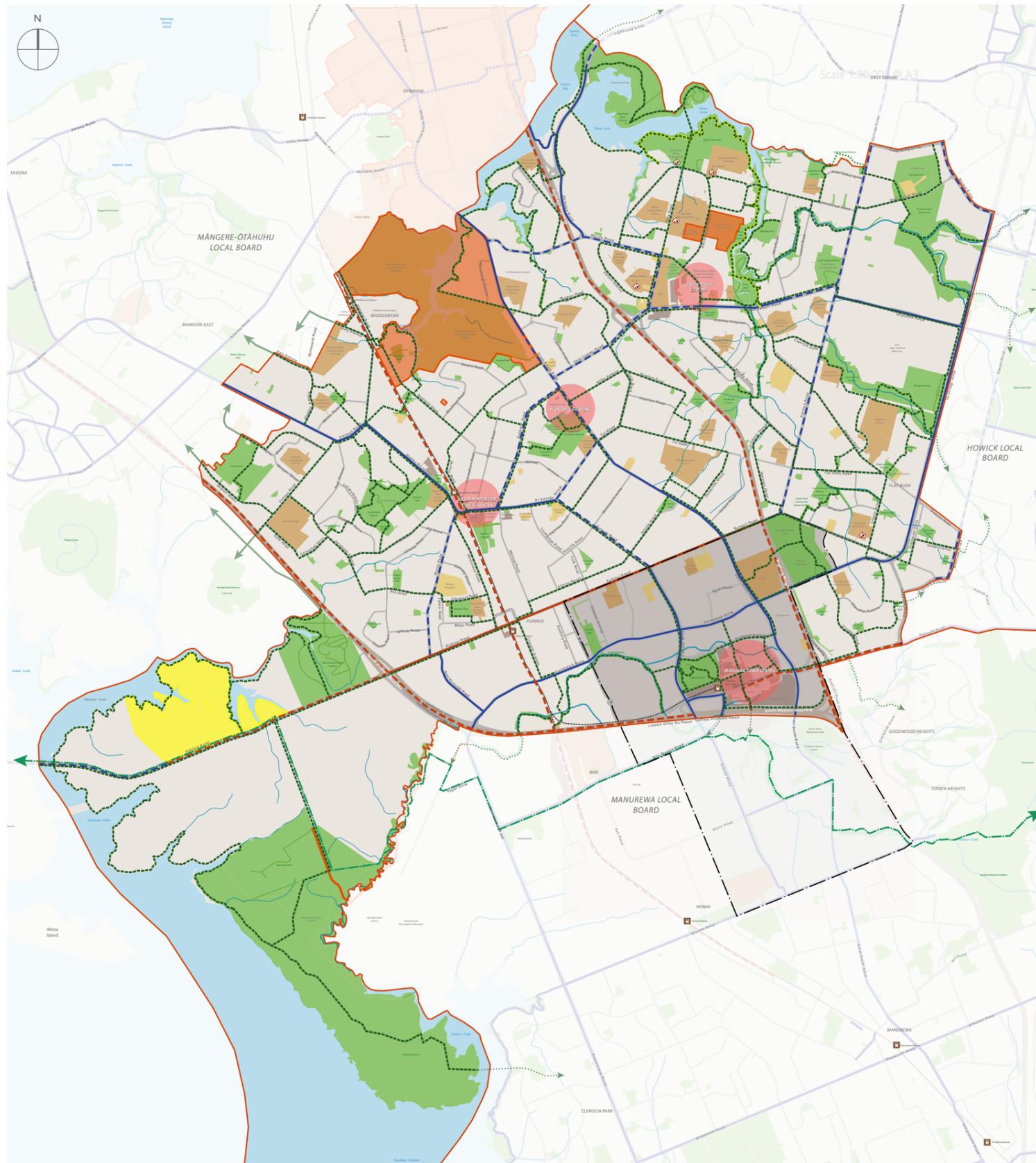
LEGEND:

BASE INFORMATION

- Local Board boundary
- Road network
- Auckland Cycle Network (Existing) Metro, Connector & Feeder
- - - Auckland Cycle Network (Proposed) Metro, Connector & Feeder
- Railway stations
- Railway line
- Rivers & streams
- Park & reserve land
- Education centres (schools & tertiary)
- Religious centres
- Marae

GREENWAYS CONNECTIONS

- ← - - - Existing Te Araroa walkway
- - - - - Proposed Ōtara-Papatoetoe greenways
- ← ····· Suggested greenways (into adjacent Manurewa and Howick Local Boards)
- ← - - - Māngere-Ōtāhuhu greenways
- - - - Proposed priority routes



3.3 Long-term Aspirational Greenways with Additional Future Planning Overlays

This map shows the greenways network as it relates to the draft Auckland Cycle Network (ACN), and other long term planning overlays. The other planning overlays shown here include:

- Special Housing Areas
- Proposed Future Urban Zones

The development of Special Housing Areas and Future Urban Zones provides an opportunity to incorporate greenway routes into the planning of these developments.

It is worth noting that Greenways do not often overlap with the ACN's 'metro' or 'connector' routes, as these are predominantly on busy roads, where opportunity for amenity, recreational or ecological improvements are difficult to achieve. Greenways overlap with the ACN's 'feeder' routes much more closely and are included on the adjacent map.

It is intended that both the ACN and the Greenways plans are 'live' documents which will be updated at regular intervals. ACN routes shown on this map were current as of November 2015. The ACN feeder routes are usually located on low volume, 'minor' streets where improvements to the streetscape are more practical to achieve.

LEGEND:

BASE INFORMATION

- Local Board boundary
- Road network
- Auckland Cycle Network (Existing) Metro, Connector & Feeder
- Auckland Cycle Network (Proposed) Metro, Connector & Feeder
- Railway stations
- Railway line
- Rivers & streams
- Park & reserve land
- Education centres (schools & tertiary)
- Religious centres
- Marae

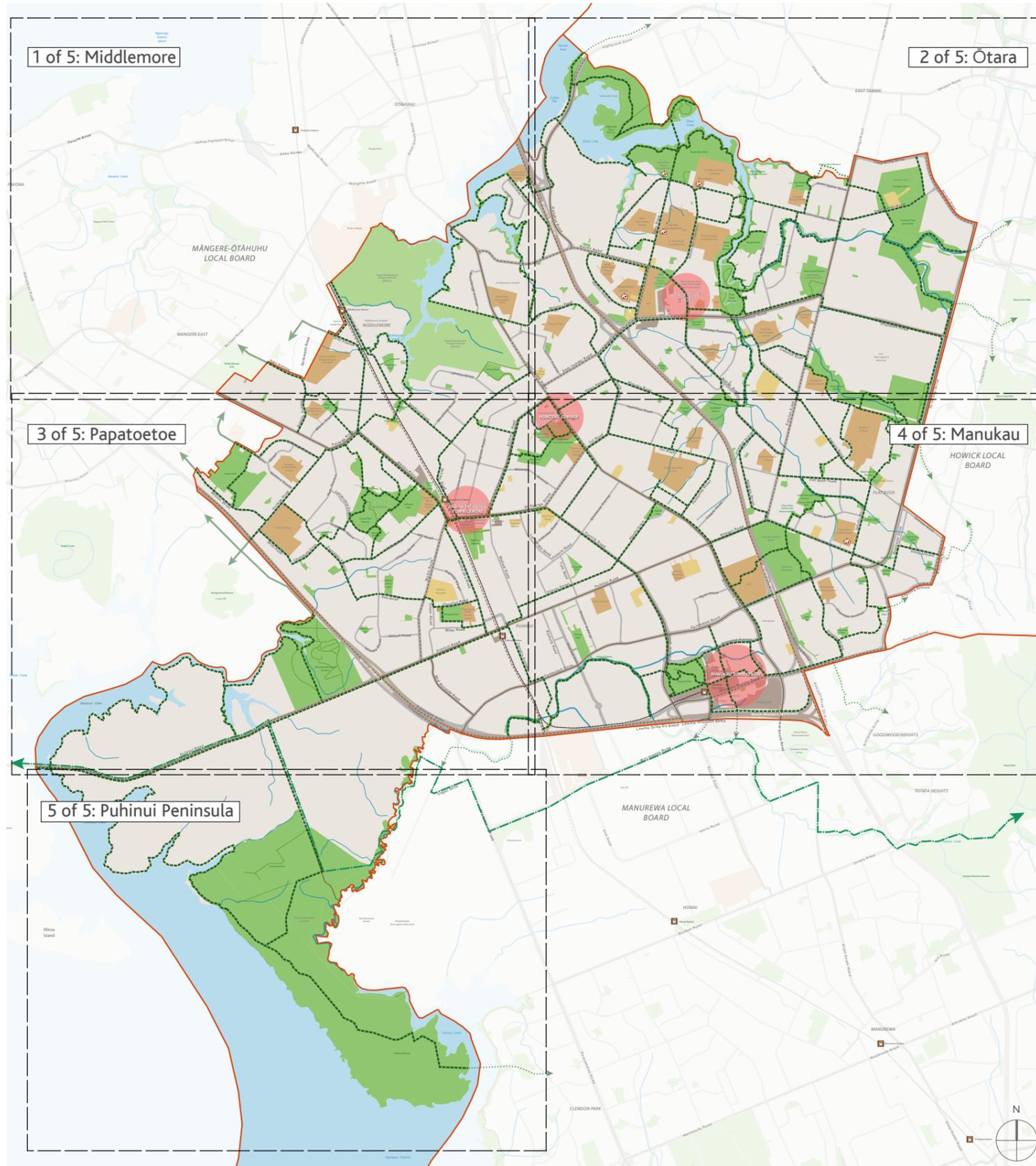
GREENWAYS CONNECTIONS

- Existing Te Araroa walkway
- Proposed Ōtara-Papatoetoe greenways
- Suggested greenways (into adjacent Manurewa and Howick Local Boards)
- Māngere-Ōtāhuhu greenways

FUTURE PLANNING OVERLAYS

- ACN Metro (existing & proposed)
- ACN Connector (existing & proposed)
- ACN Feeder (existing)
- Special Housing Areas
- Proposed Future Urban Zone
- Transform Manukau project area

3.4 Detailed Plans: Key Sheet



3.5 Proposed Greenway Network Plan

Map 1 of 5: Middlemore

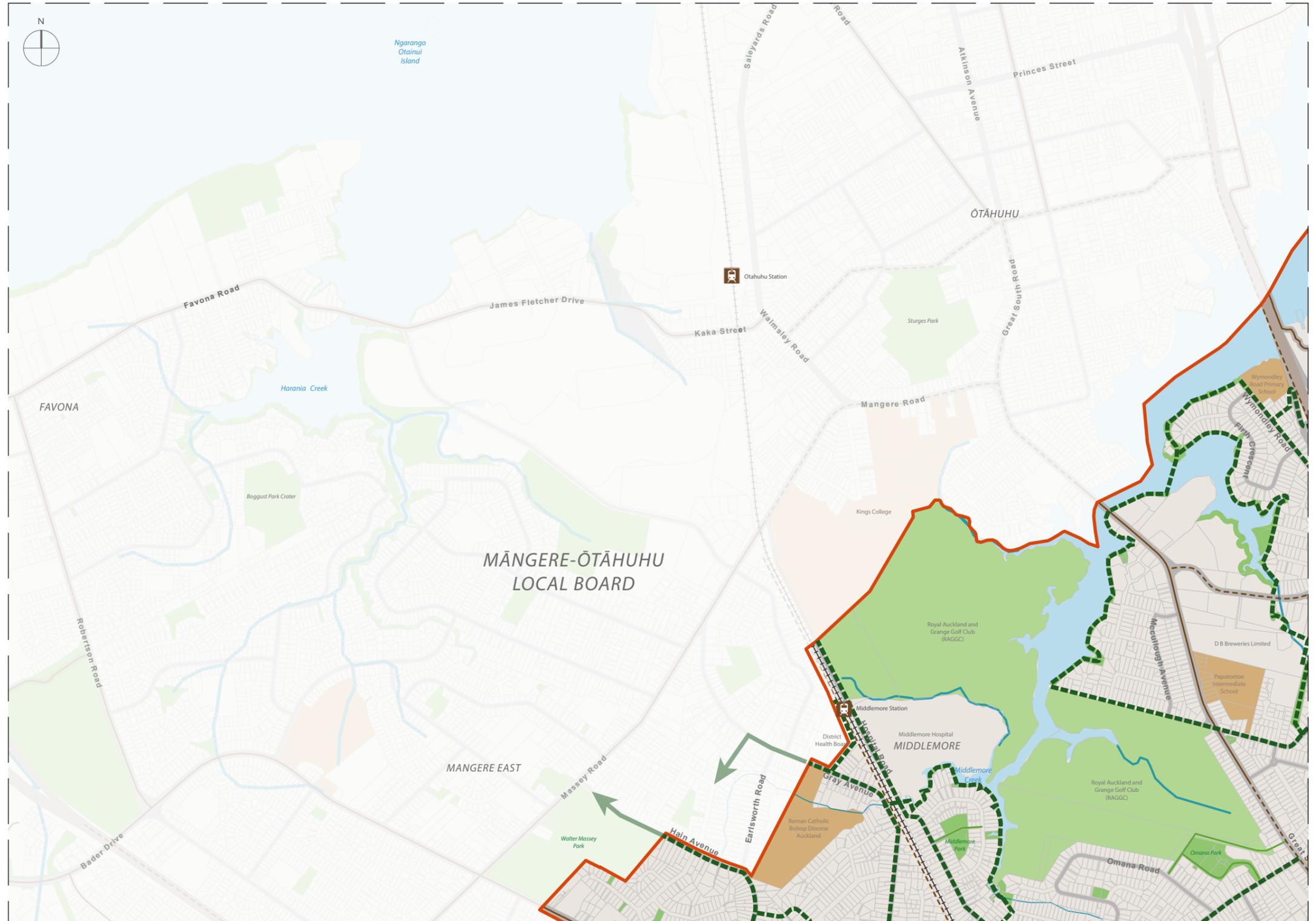
LEGEND:

BASE INFORMATION

- Local Board boundary
- Road network
- Auckland Cycle Network (Existing) Metro, Connector & Feeder
- - - Auckland Cycle Network (Proposed) Metro, Connector & Feeder
- + + + Railway line
- Railway stations
- Rivers & streams
- Park & reserve land
- Education centres (schools & tertiary)
- Religious centres
- Marae

GREENWAYS CONNECTIONS

- - - Existing Te Araroa walkway
- - - - - Proposed Ōtara-Papatoetoe greenways
- · - · - Suggested greenways (into adjacent Manurewa and Howick Local Boards)
- Māngere-Ōtāhuhu greenways



3.7 Proposed Greenway Network Plan

Map 3 of 5: Papatoetoe

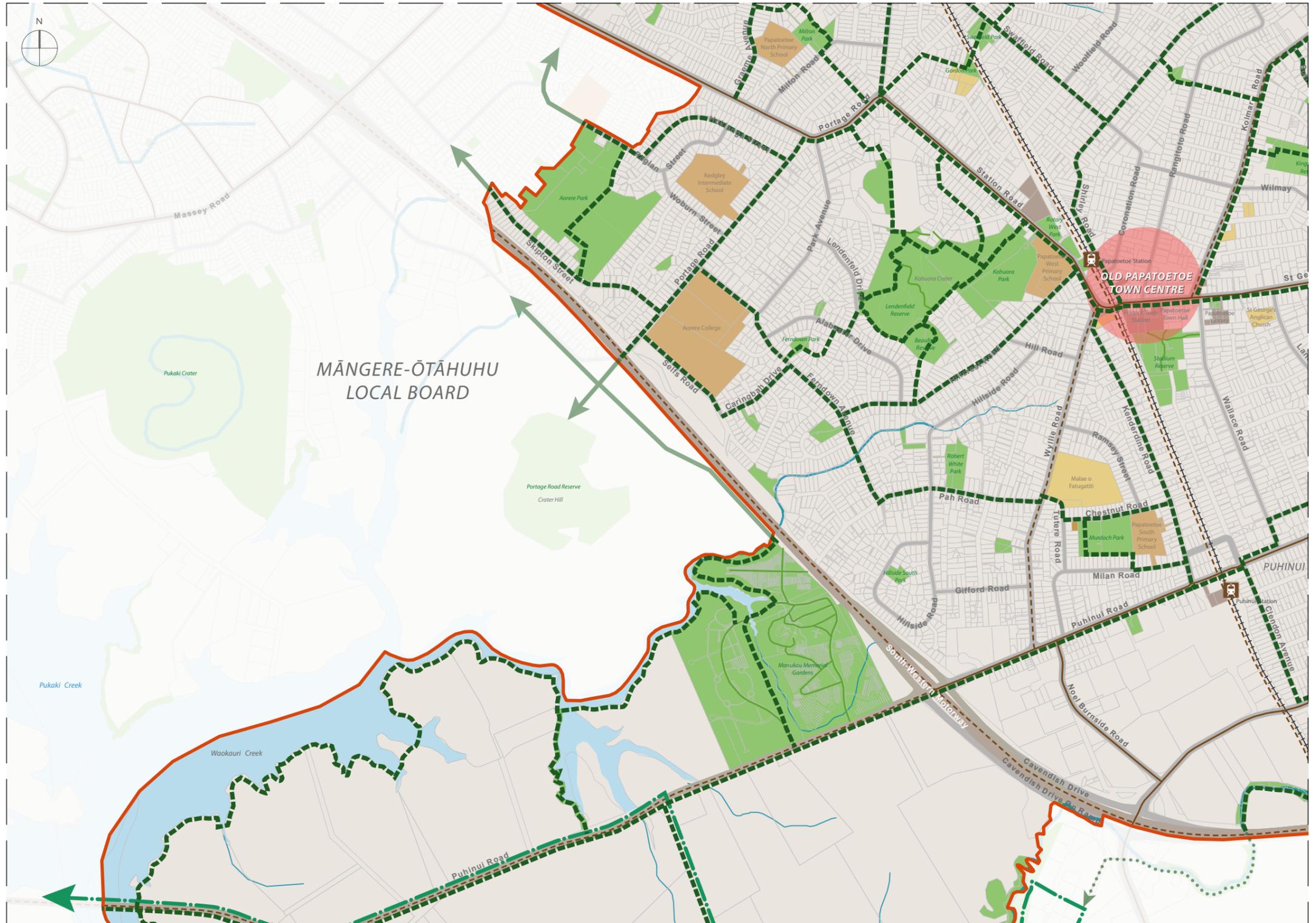
LEGEND:

BASE INFORMATION

- Local Board boundary
- Road network
- Auckland Cycle Network (Existing)
Metro, Connector & Feeder
- - - Auckland Cycle Network (Proposed)
Metro, Connector & Feeder
- + + + Railway line
- Railway stations
- Rivers & streams
- Park & reserve land
- Education centres (schools & tertiary)
- Religious centres
- Marae

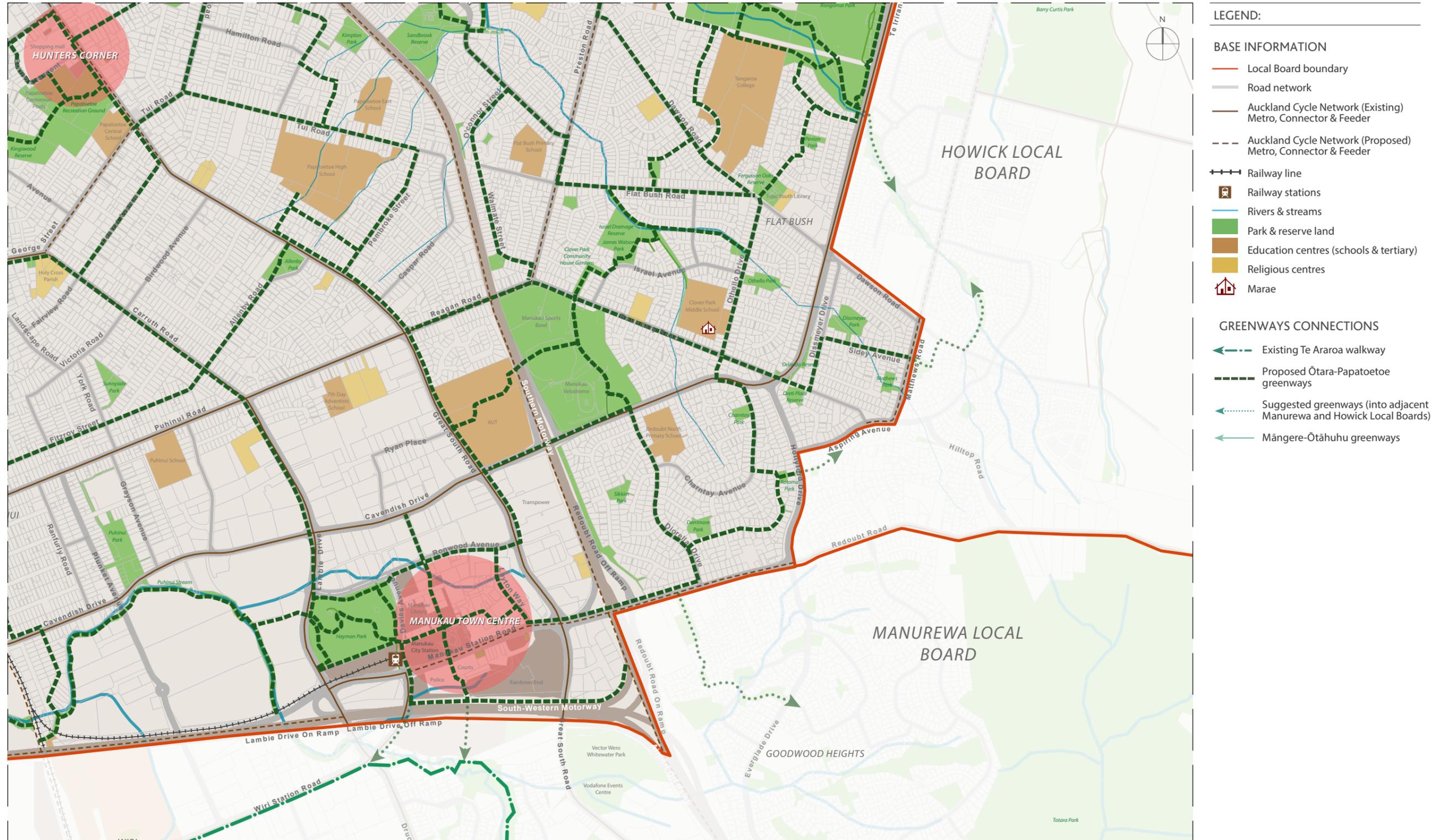
GREENWAYS CONNECTIONS

- - - Existing Te Araroa walkway
- - - Proposed Ōtara-Papatoetoe greenways
- · - · - Suggested greenways (into adjacent Manurewa and Howick Local Boards)
- Māngere-Ōtāhuhu greenways



3.8 Proposed Greenway Network Plan

Map 4 of 5: Manukau



3.9 Proposed Greenway Network Plan

Map 5 of 5: Puhinui Peninsula

LEGEND:

BASE INFORMATION

- Local Board boundary
- Road network
- Auckland Cycle Network (Existing) Metro, Connector & Feeder
- - - Auckland Cycle Network (Proposed) Metro, Connector & Feeder
- + + + Railway line
- Railway stations
- Rivers & streams
- Park & reserve land
- Education centres (schools & tertiary)
- Religious centres
- Marae

GREENWAYS CONNECTIONS

- - - Existing Te Araroa walkway
- - - Proposed Ōtara-Papatoetoe greenways
- · - · - Suggested greenways (into adjacent Manurewa and Howick Local Boards)
- Māngere-Ōtāhuhu greenways

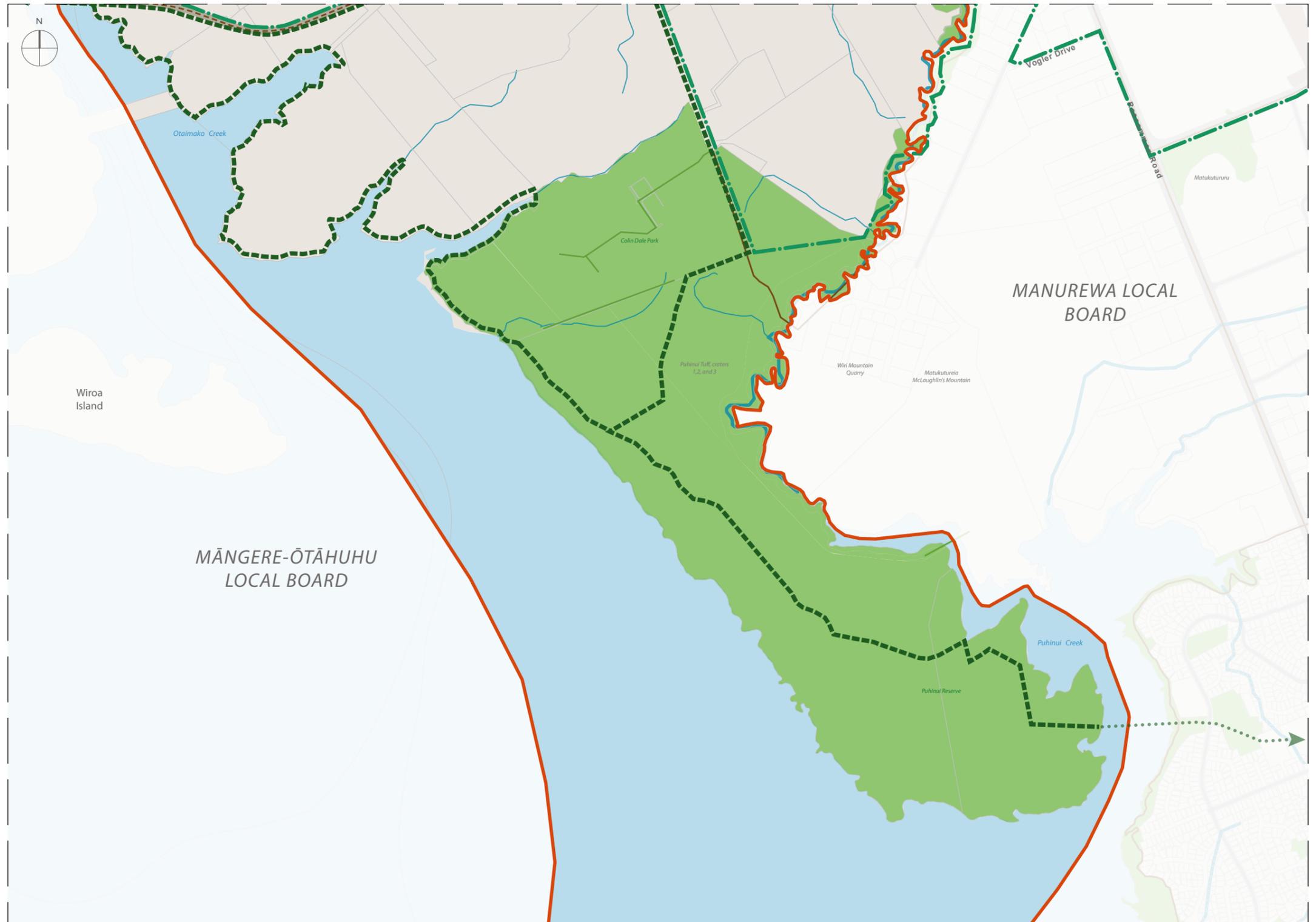




Figure 10. MIT Campus, Manukau. Luke Harvey, 2014

4.0 Future development

4.1 Future Development

The Ōtara-Papatoetoe Greenways Plan will be implemented over time to achieve (in part) the outcomes envisaged in the Local Board Plan. Implementation of this plan may include the upgrade of existing walking and cycling routes (both on road and off road), as well as the creation of new connections within open space land, through designation areas, and/or via partnerships with non-council parties. Physical works may include the upgrade of existing footpaths or roads to meet the requirements set out in the Design Guide. They may also include the creation of entirely new routes, and in all cases should be supported by improved planting and ecological measures.

Successful construction of the greenway plan requires co-ordination and commitment from the Ōtara-Papatoetoe Local Board in conjunction with Auckland Council and Council-Controlled Organisations (CCO's), as well as key related public/utility organisations such as the New Zealand Transport Agency (NZTA), KiwiRail, Watercare, Transpower and Vector. Assistance from community groups, local businesses or schools would also greatly improve the delivery of the network.

The following section gives an overview of the future development and implementation of the Ōtara-Papatoetoe Greenways Plan over the next 10 years, including best practice for implementation, stakeholder involvement, funding availability, and related case studies.

4.2 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:

- Auckland Council / Auckland Transport Local Paths (Greenways) Design Guide
- Auckland Transport Footpaths & Pedestrian Facilities and Cycling Infrastructure Design Codes of Practice
- Auckland Council Stormwater Code of Practice
- Auckland Council Parkland Design Guidelines

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).

4.3 Stakeholder Funding and Information

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

- Neighbouring Local Board areas (Māngere-Ōtāhuhu, Howick and Manurewa)
- Mana whenua
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Local residents and business associations
- Forest and Bird

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.

Funding has been allocated for roading improvements in the Board area in Auckland Council's Long Term Plan (LTP) for the next 10 years, and some of this will be used to implement the Greenways. Other funding avenues include Auckland Transport and the NZTA's regional cycleways fund. In addition the Local Board has planned open space projects to assist with implementation of the priority sections of this Plan.

The maps contained in Appendix - Section B, break down the prioritised projects in more detail, to assist with budgeting, advocacy and programming.

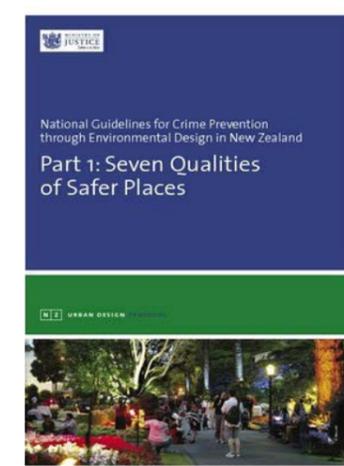
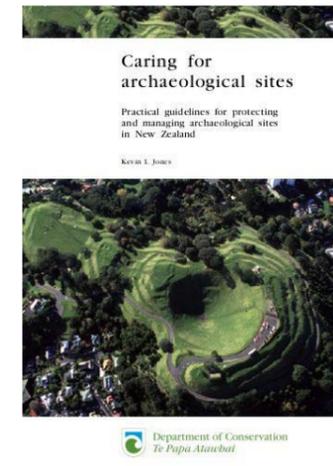




Figure 11. Hunters Plaza, Papatoetoe. Luke Harvey, 2013

5.0 References

5.1 Text References

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5.2 Image References

Cover page Luke Harvey (2013). Ōtara Lake. ID: 38-258401

Contents Page Jay Farnworth (2015). Ōtara Mall. ID: 38-290261

Figure 1. Luke Harvey (2013). Ngati Ōtara Park. ID: 38-258393

Figure 2. Bryan Lowe (2016). Ōtara Creek Reserve community planting. ID: 38-305987

Figure 3. Adapted from the Ōtara-Papatoetoe Local Board Plan (2014).

Figure 4. Luke Harvey (2013). Ōtara Creek. ID: 38-258407

Figure 5. Luke Harvey (2014). MIT and Manukau Train Station. ID: 38-277200

Figure 6. Photographer Unknown (2017). Aerial looking south down SH1 from the Highbrook Interchange. ID: 38-50345

Figure 7. Nina Rattray. Maps being marked up by the students at the Papatoetoe High School consultation on December 8th 2016.

Figure 8. The cover of the feedback form distributed to commuters at the train stations (2016).

Figure 9. Luke Harvey (2013). Manukau Station Road. ID: 38-259885

Figure 10. Luke Harvey (2014). MIT Campus, Manukau. ID: 38-277193

Figure 11. Luke Harvey (2014). Hunters Plaza, Papatoetoe. ID: 38-258429

Figure 12. Luke Harvey (2014). Puhinui Reserve. ID: 38-271248

Figure 13. Luke Harvey (2014). Puhinui Reserve. ID: 38-271242

Figure 14. Jay Farnworth (2014). Papatoetoe RSA Building. ID: 38-278700



Figure 12. Puhinui Reserve. Luke Harvey, 2014