

2018 Albert-Eden Local Paths (Greenways) Plan



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Introduction

The Albert-Eden Greenways Plan 2013 identified a network of Greenways connections throughout the local board area. It also selected some priority routes to progress. Some of these have been successfully completed or are progressing. Most of the connections in the 2013 document are still relevant, but five years on, the reality of providing better walking and cycling (active transport) options for communities have become more important. To reflect this, Greenways have been reframed as Local Paths. Local Paths provide active transport opportunities for people to use safe routes for everyday journeys (i.e. to work, schools, shops, transport hubs and visits to community and recreational facilities) throughout local board areas. This document is a review of the Albert-Eden Greenways plan and covers the Local Paths network for the Albert-Eden Local Board area.

Central to the concept of Auckland Local Paths is that they are designed to provide active transport options, appealing especially to those in the community that may not be comfortable cycling or walking on streets where cars are prioritised. The adoption of term 'Local Paths' is a reflection that these routes may well be on pleasant, greened paths in parks, but some sections may need to be on (preferably quiet) roads to make useful destinations accessible. Given the highly-developed and busy road network in the Albert-Eden area, this plan also includes some 'Express Paths' on major transport routes, which can be used for longer cross-board routes.

The Albert-Eden Local Board Plan 2017 includes outcomes that value natural and cultural heritage. The environment is respected and protected. Local Paths mean transport is achieved with a lighter footprint on valued sites. The Local Paths guide prescribes that routes should be 'leafy and green' and contribute positively toward ecological well-being.

Albert-Eden had many pleasant neighbourhood and wider community commercial hubs. Good safe access to service and retail centres by active modes are mutually beneficial for local businesses and customers. There are seven train stations in Albert-Eden. Access to trains can extend the length of recreational bike rides or walks and make linking through the local board area to neighbouring areas possible. People can experience one-way walks or rides with one leg of their trip being by train.

Longer on-road routes have been identified by Auckland Transport in the Auckland Cycle Network (ACN). Delivery of the ACN will be reviewed and/or progressed by Auckland Transport when the area becomes a regional priority in Auckland Transport's Cycling Programme for Investment, unless there are parts where vital safety issues arise in relation to prioritised routes.

Auckland Transport advises that the Albert-Eden area has priority for the Cycling Investment Programme in 2018–2023 in Sandringham and the 'Central Isthmus'. In 2023-28 the Mount Albert and Point Chevalier areas are earmarked for prioritisation of cycling projects. Specific routes have not yet been confirmed although ACN routes are likely to be the focus. Local Paths implementation will therefore often rely on funding from the local board. Funding could come from projects in relation to growth, park developments or renewals and Transport Capital Funding. The board can advocate for Auckland Transport funding; however, Auckland Transport will prioritise projects which address safety issues.

Greenways and Local Paths

The term "Local Path", rather than "Greenway", is used throughout this report, as this is the current term agreed by Auckland Council and Auckland Transport. However, when referring directly to the original *Albert-Eden Greenways Planning Document* the original title is used.

The purpose of this document

The purpose of this review is to provide the Albert-Eden Local Board with:

- A reviewed Albert-Eden Local Paths (Greenways) Plan, including recommended updated priority Local Paths routes.
- Recommendations for implementation of aspects of Local Path priority routes which will enable the board and staff to prioritize Local Paths network projects in current and future work programs and advocate to Auckland Transport and other potential partners or agencies for funding.

Routes 1.0 – 17.0 are identified as priority routes in the 2018 Programme

- 1.0 Point Chevalier Beaches**
- 2.0 Waititiko Connection**
- 3.0 Waterview Spine**
- 4.0 Waterview Path to Train**
- 5.0 Cross Isthmus 'Wend'**
- 6.0 Owairaka Connection**
- 7.0 Wairaka Express to Morningside**
- 8.0 Western Springs to Greenlane Express**
- 9.0 Sandringham to Kerr-Taylor Park**
- 10.0 Dominion Road Parallel West**
- 11.0 Dominion Road Parallel East**
- 12.0 Epsom South to Maungawhau**
- 13.0 Market Road to Maungawhau via Mount Saint John**
- 14.0 Cornwall Park to Greenwoods Corner**
- 15.0 Owairaka Maunga Walking**
- 16.0 Dominion Road Straight**
- 17.0 Motu Manawa**

Activation, maps and other aspects

The use of local paths to encourage active transport in the area is dependent on people's awareness of the opportunity, convenience and pleasure of getting to destinations by walking or cycling.

Maps and wayfinding

With population growth and more intensive living and working environments, demand for recreational activity in natural settings is increasing. Auckland Transport encourages the use of its great local paths in the region by providing shared path maps (paper and on-line), which include features along the way and connections to other active routes. The Albert-Eden Local Board may request an extension of the Waterview path map to include the route to the Point Chevalier beaches and the foreshore walking route from Howlett Reserve to Heron Park once the routes are complete.

Facilities along the way

Active travellers get thirsty and drinking water sources along the way provide a healthy option. Drinking fountains should be included in detailed planning of routes. Likewise, walkers and cyclists appreciate the opportunity for a rest and appreciate convenient, accessible seating along the way. Auckland Transport's shared path maps show the location of drinking fountains, playgrounds, toilets, cultural features and train stations. It is recommended that any maps developed for local paths do the same.

Signage recommendations

1. Signage should be installed concurrently with route delivery. Visibility in relation to long-term foliage growth must be addressed.
2. Route markers as per the Local Paths Design Guide indicate destination alternatives offered by the route at start points and at significant junctions. These should be installed on all routes.
3. Route direction signs as per the Local Paths Design Guide, indicate destinations and distances just before path junctions. These should be installed on all routes. Finger posts (directional pointers with destinations) can be added right at junctions where significant destinations justify further emphasis.
4. The full suite of route markers, direction signs, makers and sharrows should be installed on all more complex routes (as below).
5. The Coast to Coast walking route crosses the Albert-Eden local board area. Signage for this regional facility should be integrated with local paths signage, especially where it coincides with the national Te Araroa trail.

The more complex 'wending' routes shown on the maps attached to this plan such as 2.0 Waititiko Connection, 5.0 Cross Isthmus 'Wend' and the Dominion Road parallel routes (10.0 and 11.0) prompt 'bread-crumbling' as an appropriate way-finding strategy. The Local Paths Design Guides outlines 'markers' to give detailed clues that reassure that walkers and cyclists are to remain on their intended route where few infrastructure clues exist. These are inexpensive sticker-type strips that are can be applied to power and light poles. They are visible enough to those looking out for them without adding undue clutter. In some cases, 'sharrows' (painted markers on the road itself), can be used to help guide direction on calmed streets.

Events

Auckland Transport and their advocacy partners have an ongoing interest in providing bicycle parking and safe active routes to large community events in parks where vehicle traffic and parking is often at full capacity. Examples include Movies in Parks in Chamberlain Park and the Big Gay Out in Coyle Park. The presence of Auckland Transport and advocacy partners at such events usually provide information on walking and cycling in the wider area. Communication about events at larger venues such as the Mount Eden and Mount Albert War Memorial halls should promote all transport options. The Mount Albert venue is particularly accessible by cycling and walking. Also, there are public transport options via Baldwin Avenue railway station. Active and public transport options should be included in the advice on 'getting to the venue'.

ASB Showgrounds and Logan Campbell Centre at Greenlane and Eden Park are other venues where all-modes transport advice would help with parking capacity and ease congestion. Libraries and schools (especially those with public event venues such as Ray Freedman at Epsom Girls Grammar and the Centennial Theatre at Auckland Grammar) would also benefit from better communication about alternative transport options. Local business hubs often host local street events such as

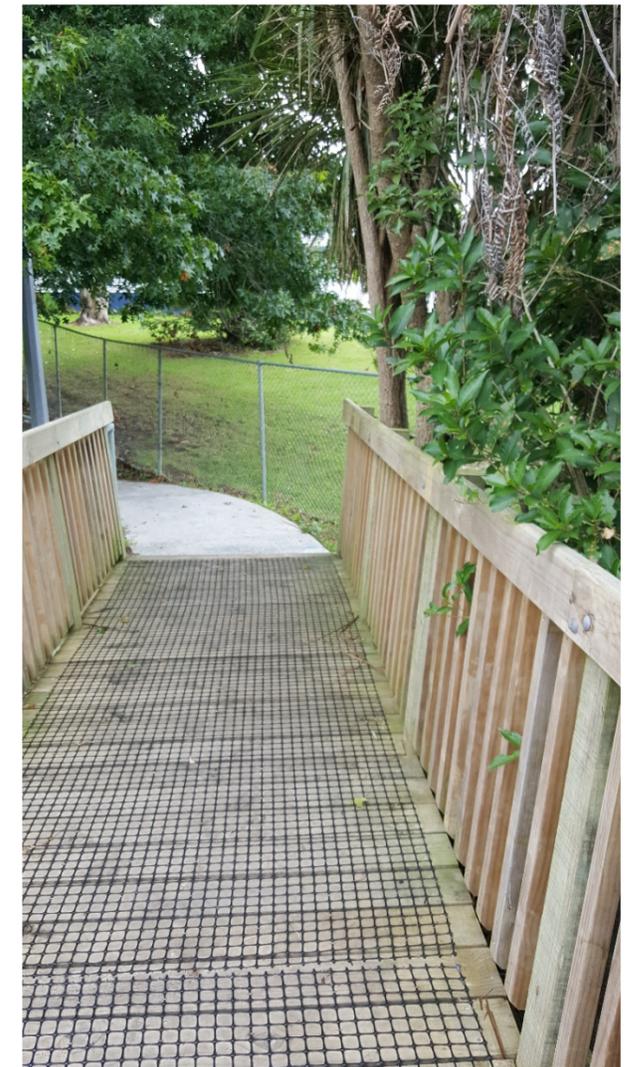


Figure 1 Bridge over Waititiko from Motions Road

Kingsland Flavours, White Nights and street festivals in Sandringham and Greenwoods Corner. Carols at Potters Park is also a crowd-drawing occasion. In all cases, all-mode 'getting there' options can help with travel convenience, parking capacity and avoiding traffic mayhem.



Figure 2 Bridge on south path at Heron Park



Figure 3 Entry to One Tree Hill Domain from Golf Road

Openings

A new or upgraded Local Path, or even a significant portion of one, is a great opportunity to celebrate and promote active transport in a community. Auckland Transport's cycling and walking team can help with such events. This may include providing maps, merchandise, great advice and possibly a bike repair service.

Greening of Local Paths

Local Paths that comply with 'multi-use' situations (room for two people and two cyclists all side by side) are 4 metres wide. In some parks a narrower 3-metre wide shared path may be appropriate. With either of these path types the expanse of paving can have quite an impact on the more natural setting of a park or where only a 1.2 metre footpath or track existed before. In smaller parks, some flexibility on widths and gradients may be required. In a highly urbanised local board area such as Albert-Eden, the opposite, adding natural landscapes to streets where Local Paths run, may be desirable. Water sensitive design, tree planting and rain gardens in extended kerbs can all enhance calmed streets and add to the sense of continuity of a Local Path. With such treatments extending to parts of routes on streets, the potential ecological benefits of sequestering carbon, regulating local climate conditions by reducing urban heat island effect, stabilizing soils, contributing towards biodiversity and wildlife habitat, filtering of water and reducing stormwater runoff can be increased. A current issue with several parks is that the entry is flanked with right-angle parking that crosses current cycling (and sometimes pedestrian) access. Implementation or upgrade to routes into parks should provide specific, safe access for people on foot and on bikes.

Centres in Albert-Eden

Good safe access to service and retail hubs are vitally important for encouraging active trips. It also encourages the support of local businesses.

One of the drivers in the selection of the priority routes is 'getting to business hubs'.

- **Point Chevalier:** Proposed on-road paths and route *1.0 Point Chevalier Beaches* will serve this centre well.
- **Mount Albert:** The upgrade of Mount Albert town centre has improved local conditions for active travel. Connections to Mount Albert are via proposed route *7.0 Wairaka Express to Morningside*.
- **Saint Lukes:** This car-centric facility has local routes close by: route *5.0 Cross Isthmus 'Wend'*, route *2.0 Waititiko Connection* and route *9.0 Sandringham to Kerr-Taylor Park*. Until route *8.0 Western Springs to Green Lane* route is realised, direct safe cycling is not available.
- **Kingsland:** This area can be reached on route *10.0 Dominion Road parallel west*.
- **Sandringham:** This centre is reached reasonably well by route *10.0 Dominion Road Parallel West* and route *9.0 Sandringham to Kerr-Taylor Park*.
- **Dominion Road:** This centre is skirted by its parallel routes *10.0* and *11.0* with reasonably quiet connecting streets.
- **Mount Eden:** Mt Eden Road is an Auckland Cycle Network route that is only partially realised. Routes *5.0 the Cross Isthmus 'Wend'* and *12.0 Epsom South to Maungawhau* supplement the *11.0 Dominion Road Parallel East* connection.
- **Greenlane:** Manukau Road is an Auckland Cycle Network route that is not yet developed. Until that and the express *8.0 Western Springs to Green Lane* route is realised, direct safe cycling is not available.
- **Market Road:** A direct safe cycling route is not prioritised in this proposal.
- **Greenwoods Corner:** A short loop from Cornwall Park included in the current proposal for *14.0 Cornwall Park to Greenwoods Corner*. It is envisaged that this will encourage connections with the Coast to Coast and Te Araroa walking routes.



Figure 2 Roy Clements Treeway



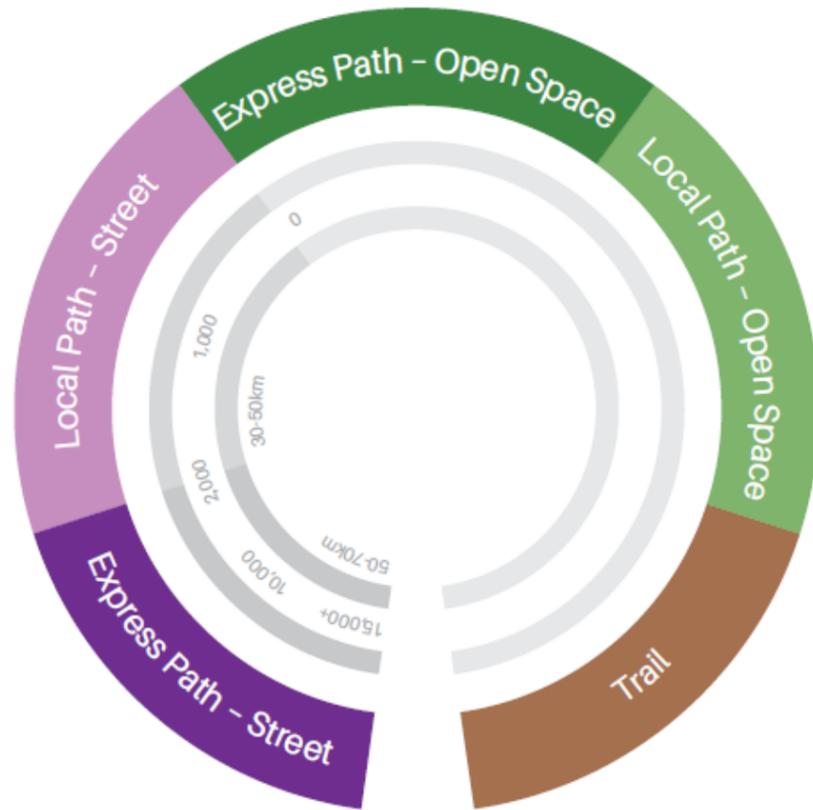
Figure 5 Ellerton Road to Thames Street connection

Key Guidelines and Benchmarks

The Auckland Local Path Design Guide 2017 has been used as a guide in prioritising recommendations for implementation of the Albert-Eden Local Paths network. The Albert-Eden Greenways Plan 2013 pre-dates the publication of the Auckland Local Path Design Guide, and therefore did not refer specifically to the types of routes and benchmarks used in the design guide. This report has assessed each of the routes within the current framework of the design guide using the following definitions and benchmarks:

Path types	Function		Key benchmarks for Local Paths	Measurable benchmarks
Local Paths	Connect destinations, such as schools, public transport and recreation areas, and connect to the cycle network.		Maximum average of 2,000 vehicles/day	Vehicle volumes
	On-street Local Path: has pedestrians on footpaths and are safe enough to cycle on without separated cycle lanes.		30kph vehicle speed	Vehicle speeds
	Open space Local Path: runs through parks and open spaces and accommodates both cyclists and pedestrians.		Cyclist maximum speed 20kph	Bicycle speeds
Express Paths	Busy streets, with designated cycleways separated from vehicles to provide safe cycle facilities.		Provide “active transport” options	Arterial road crossings
	Form the base structure of the cycleway network.			Accessibility and safety
Trails	Rural or bush setting and are primarily for recreation. Accessibility limitations may be a factor.			Green infrastructure

Auckland Local Path Design Guide 2017



Express Path - Street

Express Paths are cross-city connections that provide for both walking and cycling separated from vehicles. They are major cycleways on busy streets that provide for faster movement than Local Paths and create links to major centres and form the base structure of the cycleway network.

Vehicle Volume (ADT): 2,000-15,000+
Vehicle Speed (km/h): 40-60
Arterial Road Crossings: 50-100 per hour
Accessibility + Safety: MoJ 7 Qualities of Safe Spaces
Green Infrastructure: Impervious surface <90%

Local Path - Street

Local Paths are both on and off-street, and are designed to create safe and pleasant neighbourhoods that encourage walking and cycling for local trips. The naming of these paths provide the opportunity to reflect local places, names, land marks and connection to mana whenua.

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

Vehicle Volume (ADT): 1,000 ideal, 2,000 max
Vehicle Speed (km/h): 30-50
Arterial Road Crossings: 50-100 per hour
Accessibility + Safety: MoJ 7 Qualities of Safe Spaces
Green Infrastructure: Impervious surface 70-90% / Tree canopy coverage greater than 30-40%

Express Path - Open Space

An off-road major connection that provides for both walking and cycling separated from vehicles. They connect people to major centres and form the base structure of the cycleway network.

Vehicle Volume (ADT): n/a
Vehicle Speed (km/h): n/a
Arterial Road Crossings: n/a
Accessibility + Safety: MoJ 7 Qualities of Safe Spaces
Green Infrastructure: Open Space green or coastal infrastructure

Local Path - Open Space

Local Paths are both on and off-street, and are designed to create safe and pleasant neighbourhoods that encourage walking and cycling for local trips.

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

Vehicle Volume (ADT): n/a
Vehicle Speed (km/h): n/a
Arterial Road Crossings: n/a
Accessibility + Safety: 20km/h design speed / 20metre sight lines and stopping distance
Green Infrastructure: Continuous canopy with grass and assorted low level planting

Trail - Walking only

A trail is distinct from a Local Path in that it is found in rural or bush settings and is primarily for recreation. 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. Many trails will connect to Local or Express Paths, but may also allow for horse-riding alongside walking and cycling.

Vehicle Volume (ADT): n/a
Vehicle Speed (km/h): n/a
Arterial Road Crossings: n/a
Accessibility + Safety: MoJ 7 Qualities of Safe Spaces
Green Infrastructure: Park land/ water systems/ self-regenerating forest

Route prioritisation analysis

Many of the 17 routes in the Albert-Eden Greenways (Local Paths) review are formed by joining sections often with differing character, type of environment or implementation issues. Many routes combine paths through parks with quiet roads, often linked together by busy roads

Analysis criteria: This analysis addresses the overall route and issues at this stage. Factors considered for each route include:

- Route number
- Name of route
- Brief route description
- Type of route
- Budget source: Auckland Transport (AT)/ Albert-Eden Local Board (AELB)
- Length
- Gradient
- Destinations and connections
- Opportunities for delivery and synergies with other projects
- Predicted level of relative use (per user group)
- Complexity of delivery
- Constraints and risks
- Albert-Eden Local Board benefits
- Notes

Albert-Eden Local Paths Routes Analysis

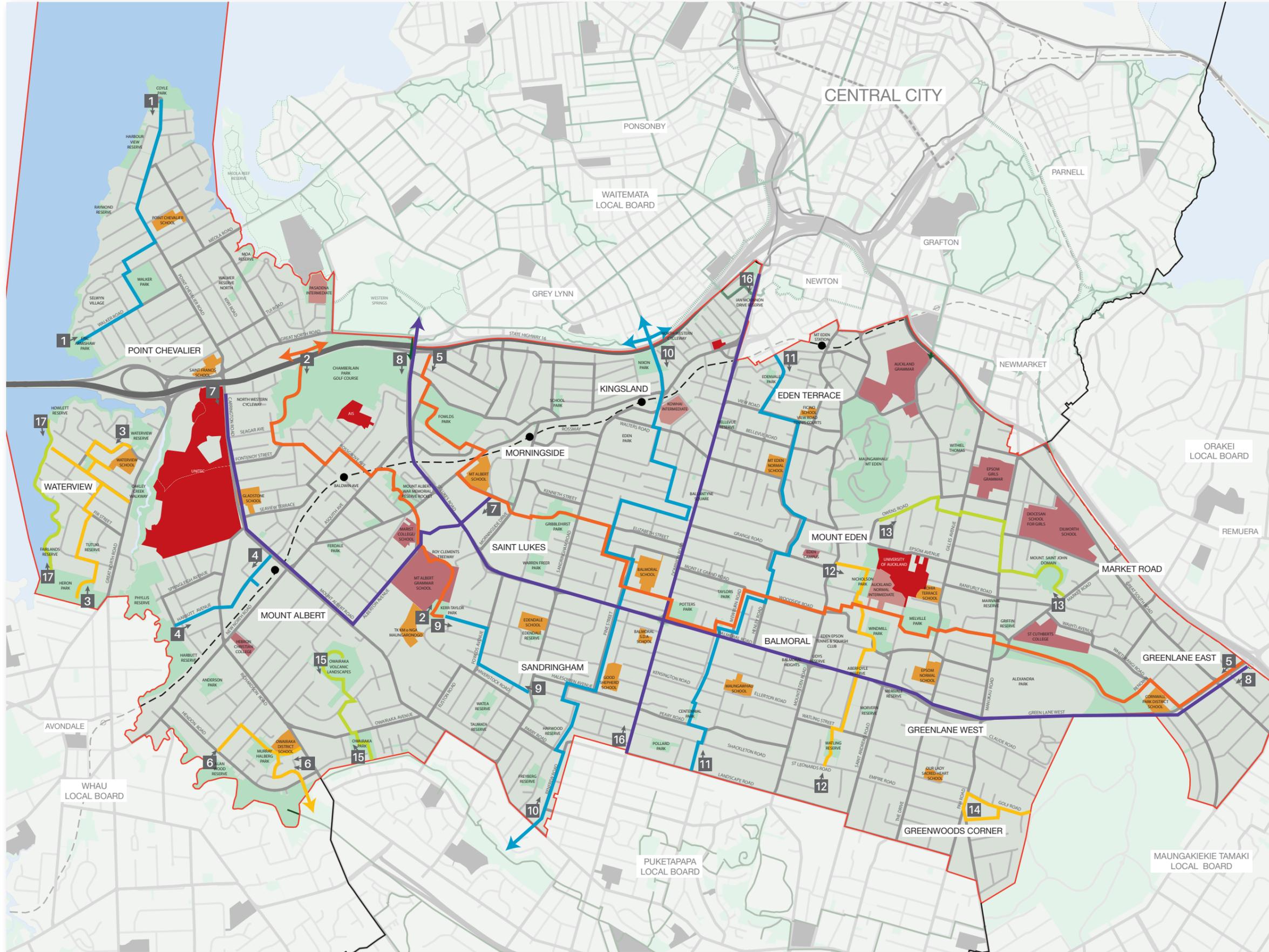
Route Number	Route name	Brief route description	Type of route	Budget source Auckland Transport (AT) / Albert-Eden Local Board (AELB)	Length	Gradient	Destinations and connections	Opportunities for delivery and synergies with other projects	Predicted level of relative use (per user group)	Complexity of delivery	Constraints and risks	Albert-Eden Local Board benefits	Notes
1.0	Point Chevalier Beaches	Eric Armishaw to Walker Park and Coyle Park	Calmed streets, possible protected lane	AT, AELB	2.3 km	Gentle to moderate (moderate from Eric Armishaw Reserve up to Maranui Avenue)	Beaches and schools	Point Chevalier and Meola Road cycle facility project	Moderate to high local use in level topography. Moderate use by local school 'bike train'.	Low	Muripara Avenue is no longer on the Selwyn Village bus route.	Supports access to beaches	Safe priority crossing needed from Muripara Avenue to Humariri Street
2.0	Waititiko Connection	Chamberlain Park to Rawalpindi Reserve, Mt Albert Memorial Park and Roy Clements Treeway	Local paths and calmed streets	AT, AELB	3.6 km	Gentle	Parks, train station and schools	Chamberlain Park Masterplan path connections	High use by local commuter access to North West cycleway Moderate use as attractive recreational route.	Low	Rail crossing at Asquith Avenue. Central Interceptor works in Mt Albert War Memorial Park and Roy Clements Treeway may disrupt access.	Improved access to Chamberlain Park	Wayfinding needed in Mt Albert War Memorial Park
3.0	Waterview Spine	Heron Park to Waterview Reserve (additional connections along Alford Street)	Calmed streets and park paths	AT	1.7 km (additional 250 metres along Alford Street)	Gentle to moderate (moderate on Fairlands Avenue)	Schools (including schools in the Whau Local Board area)		High use by schools and commuters	Low (excluding Tutuki Reserve link) High (Tutuki Reserve link)	A connection through Tutuki Reserve is not currently possible. It is cut off by private land	Connections across local board areas. Completes local links and increases use of remote paths.	Land purchase would be needed for a link through Tutuki Reserve
4.0	Waterview Path to Train	Harbutt Reserve to Mount Albert and train station	Calmed streets and crossings	AT, Kiwirail	1 km (additional 140 metres to Mount Albert train station)	Gentle to moderate (moderate near Mount Albert train station)	Express path to train	Integrate with Auckland Transport wayfinding signs	High use by schools and commuters connecting to the train.	Low		Calm connection to train from intensified housing areas	
5.0	Cross Isthmus 'Wend'	Fowlds Park to Cornwall Park (via Gribblehirst Park, Potters Park and Melville Park)	Calmed streets and park paths	AT, AELB	10.3 km	Gentle to moderate	Schools, parks, Saint Lukes commercial centre	Coincides with the Coast to Coast route	High use for local journeys on quiet sections. High use by commuters linking to other direct routes.	Low to high	Sections of the route are on land owned by the Cornwall Park Trust	Overlaps suburbs and allows a longer recreational urban wander	Safe crossings needed at Morningside Drive, Sandringham Road and Manukau Road
6.0	Owairaka Connection	Alan Wood Reserve to Kukuwai Park and Owairaka District School (via Murray Halberg Park)	Calmed streets and park paths	AT, AELB	0.9 km	Gentle to moderate (moderate in Murray Halberg Park)	Schools, parks, housing intensification areas	Auckland Transport Safe School Project. Housing, Lives, Communities (HLC) housing intensification	High use by schools for school Moderate use for recreational journeys to parks	Low		Good local link	Safe crossing needed at Hendon Road
7.0	Wairaka Express to Morningside	Carrington Road to Morningside	Protected paths on major roads	AT	4.2 km	Flat to moderate	Schools, Mount Albert centre, north-west cycleway express route, and cross isthmus express route		High use by schools and commercial area customers Future increased use from Wairaka housing intensification	Moderate, (upgrade existing facilities)	Narrow over railway bridge Link for confident riders only (until there are significant improvements)	Good link to express routes for confident riders	

Route Number	Route name	Brief route description	Type of route	Budget source Auckland Transport (AT) / Albert-Eden Local Board (AELB)	Length	Gradient	Destinations and connections	Opportunities for delivery and synergies with other projects	Predicted level of relative use (per user group)	Complexity of delivery	Constraints and risks	Albert-Eden Local Board benefits	Notes
8.0	Western Springs to Greenlane Express	Saint Lukes Road to Balmoral Road and Greenlane West Road	Protected paths on major roads	AT	8 km	Moderate to steep (steep at Mount Eden Road crossing)	Commercial centres, train stations and other express routes		High for commuters (once there are significant upgrades)	High	Narrow in parts Link for confident riders only (until there are significant improvements)	Good link to express routes for confident riders	Safe crossings needed at major intersections
9.0	Sandringham to Kerr-Taylor Park	Sandringham Road shops to Kerr-Taylor Park (via Harwood Park)	Calmed streets and park paths	AT, AELB	1.1 km	Flat		Auckland Transport traffic calming project	Moderate use for schools and local shopping journeys	Moderate to high High (intersections at Sandringham Road and Saint Lukes Road, 200 metre section along Sandringham Road)		Good local link between shopping area on quiet streets and through parks	
10.0	Dominion Road Parallel West	Existing route extended to north-west cycleway (via Bond Street), New connection at the south end of the route (via Renfrew Avenue).	Calmed streets	AT	4.7 km	Gentle to moderate (moderate at Bond Street and Mount Albert Road)	Schools, Eden park, local retail hubs	Links to Puketapapa and Waitemata Local Paths	High use by schools	High (Bond Street extension and New North Road crossing)	A connection between Burnley Terrace and King Edward Street is not currently possible. It is cut off by private land	Links to Puketapapa and Waitemata Local Paths	Land purchase would be needed for a link between Burnley Terrace and King Edward Street. Safe crossing needed at New North Road intersection.
11.0	Dominion Road Parallel East	Existing route extended to the local board boundary to the north	Calmed streets	AT	4.6 km	Gentle	Schools	Links to Puketapapa and Waitemata City Rail Link Station	Moderate use by schools, local journeys and less confident commuters and shoppers	Moderate		Closer links to Mount Eden train station and the central city	Safe crossing needed at northern extension
12.0	Epsom South to Maungawhau	Watling Reserve to Aberfoyle Reserve, Windmill Park, Nicholson Park and Mount Eden Village. Access to Maungawhau is along Mt Eden Road and Batger Road.	Calmed streets, and park paths. Protected lane on Mount Eden Road	AT, AELB	2.4 km	Moderate to steep (steep through Aberfoyle Reserve)	Schools, Mount Eden shops Diversion to shops and cafes from the Coast to Coast route	Links to Coast to Coast route	High use by school and for local journeys. Moderate use by commuters.	Low to high High (Aberfoyle Reserve footpath and Balmoral Road crossing)	Busy crossing at Balmoral Road	Aberfoyle Reserve and Balmoral Road crossing is an important connect to the south Epsom area	Footpath connection and push rail needed in Aberfoyle Reserve. Safe crossing needed across Balmoral Road.
13.0	Market Road to Maungawhau via Mount Saint John	Market Road to Mount Saint John/Te Kopuke, Epsom Library and Maungawhau	Walking route along roads. Track over Mount Saint John/Te Kopuke	AT, AELB	2.9 km (includes 400-metre track over Mount Saint John/Te Kopuke)	Steep on Mount Saint John/Te Kopuke	Connects maunga and Epsom Library Connects to Coast to Coast route	Links to Tupuna Maunga projects	Moderate use by recreational users.	Moderate	Busy crossings on Manukau Road at Epsom Library and crossing Gillies Avenue	Encourage appreciation of and access to maunga	Needs new access route from Mount Saint John/Te Kopuke to Warborough Avenue
14.0	Cornwall Park to Greenwoods Corner	Golf Road and Ngaroma Road loop between Cornwall Park and Greenwoods Corner	Calmed streets and protected lane Manukau Road	AT	600m via Ngaroma Road 650m via Golf Road	Moderate	Cornwall Park and Greenwoods Corner shopping area Diversion to shops and cafes from the Coast to Coast route	A safe crossing on Manukau road could extend the route to Banff Road, schools and link to route 12.	Moderate use by recreational users.	Low to moderate Moderate (Manukau Road crossings)	Links into One Tree Hill Domain are within the Maungakiekie-Tamaki Local Board area	Link to the Coast to Coast and Te Araroa routes	Opportunity to enhance the entrance into Cornwall Park and One Tree Hill Domain from Golf Road
15.0	Owairaka Maunga Walking	Owairaka Park to Owairaka Domain Summit Road (via Owairaka Avenue and Mountfield Terrace)	Walking route, quite streets and park paths	AT, AELB	1.6 km	Steep	Access to maunga	Links to Tupuna Maunga projects	Moderate use by recreational users.	Moderate		Encourage appreciation of and access to maunga	Needs upgrade of route to summit Possible cycling options from Grande Avenue.

Route Number	Route name	Brief route description	Type of route	Budget source Auckland Transport (AT) / Albert-Eden Local Board (AELB)	Length	Gradient	Destinations and connections	Opportunities for delivery and synergies with other projects	Predicted level of relative use (per user group)	Complexity of delivery	Constraints and risks	Albert-Eden Local Board benefits	Notes
16.0	Dominion Road Straight	Dominion Road (direct link between Puketapapa and Waitemata Local Board areas)	Dedicated cycling lanes	AT	3.8 km	Gentle	City centre and Dominion Road businesses and shops	Design in conjunction with Auckland Transport light rail	High use by commuters	High (limited space on Dominion Road to accommodate all modes of transport)	Auckland Transport light rail project	Commuter connection between Puketapapa and Waitemata Local Board areas	
17.0	Motu Manawa	Howlett Reserve to Fairlands Reserve and Heron Park (via marine reserve and boardwalks)	Walking route on boardwalk and stairs	AELB	1.8 km	Gentle	Foreshore access to Motu Manawa Marine Reserve		High use by recreational users	High	Ecological sensitivity and difficulty of construction in the marine reserve	Allows access to the foreshore and marine reserve	

Maps

Albert-Eden Local Paths: Map showing recommended routes, 1.0 to 17.0



LEGEND

Proposed Greenways 2018:

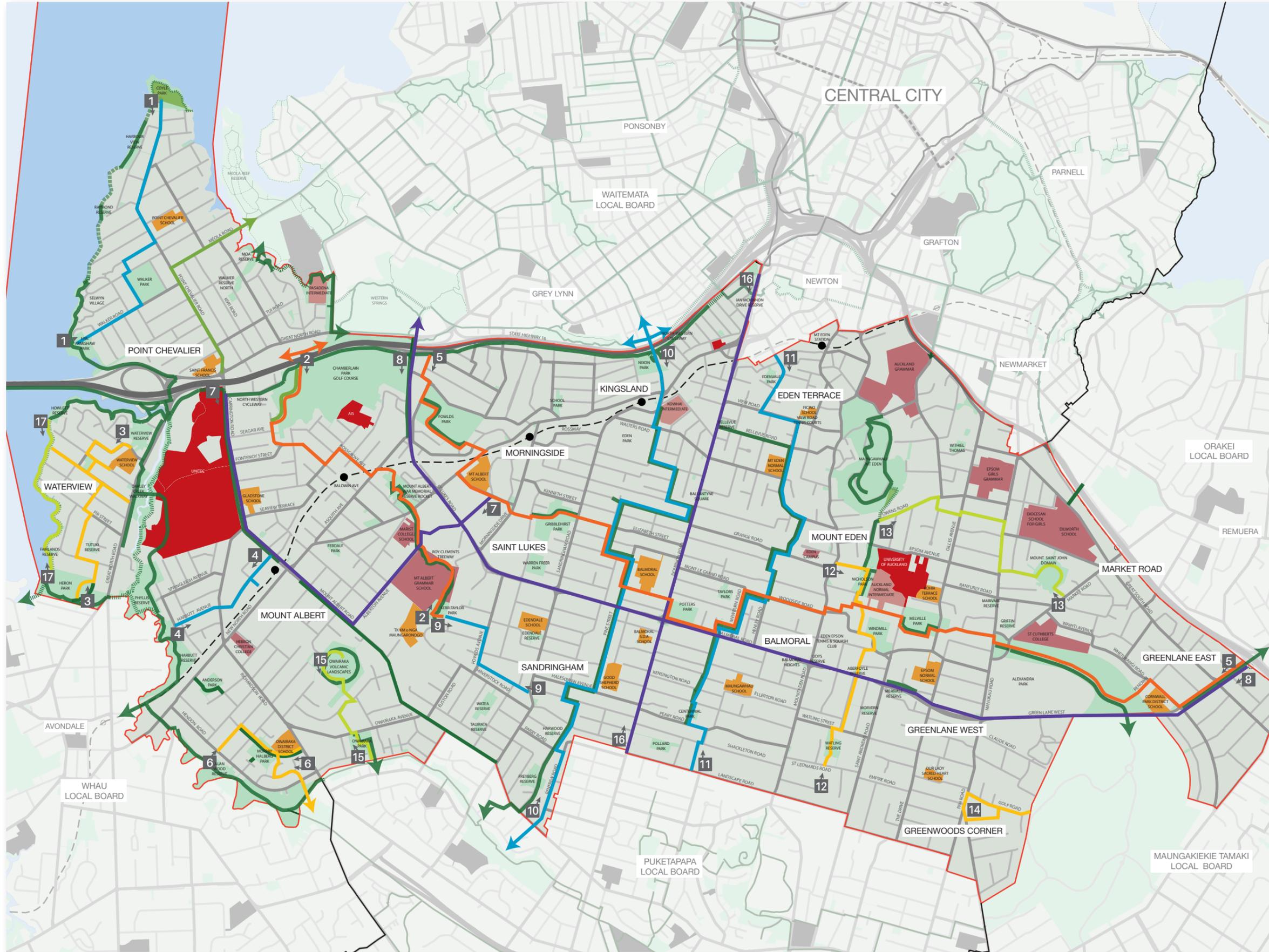
Routes

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- 12 Epsom South to Maungawhau
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Express commute (purple line)
 Local destination or commute (blue line)
 Neighbourhood (yellow line)
 Local with walk only (light green line)
 Recreational wend (orange line)

Boundary (red line)
 Motorway (thick grey line)
 Major road (grey line)
 Minor road (thin grey line)
 Railway (dashed black line)
 Train station (black dot)
 Primary school (orange square)
 Intermediate school (light brown square)
 Secondary school (dark brown square)
 Tertiary institution (red square)
 Park (green square)

Albert-Eden Local Paths: Map showing existing and funded greenways, and recommended routes, 1.0 to 17.0



LEGEND

Proposed Greenways 2018:

Routes

- 1 Point Chevalier Beaches
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Path Types

- Express commute
- Local destination or commute
- Neighbourhood
- Local with walk only
- Recreational wend

Path Status

- Existing paths
- Existing paths (walk only)
- Existing paths (tide dependant)
- Funded paths
- Funded paths (walk only)

Other Features

- Boundary
- Motorway
- Major road
- Minor road
- Railway
- Train station
- Primary school
- Intermediate school
- Secondary school
- Tertiary institution
- Park

Coast to Coast map (also the Te Araroa route)

