

Hunua Trail Aspirational Plan

20 August 2018

Hunua Trail What is the plan?

The vision is to create a world-class 45km walking and cycling recreational route through the Hunua Ranges linking Clevedon to Kaiaua on the Firth of Thames.

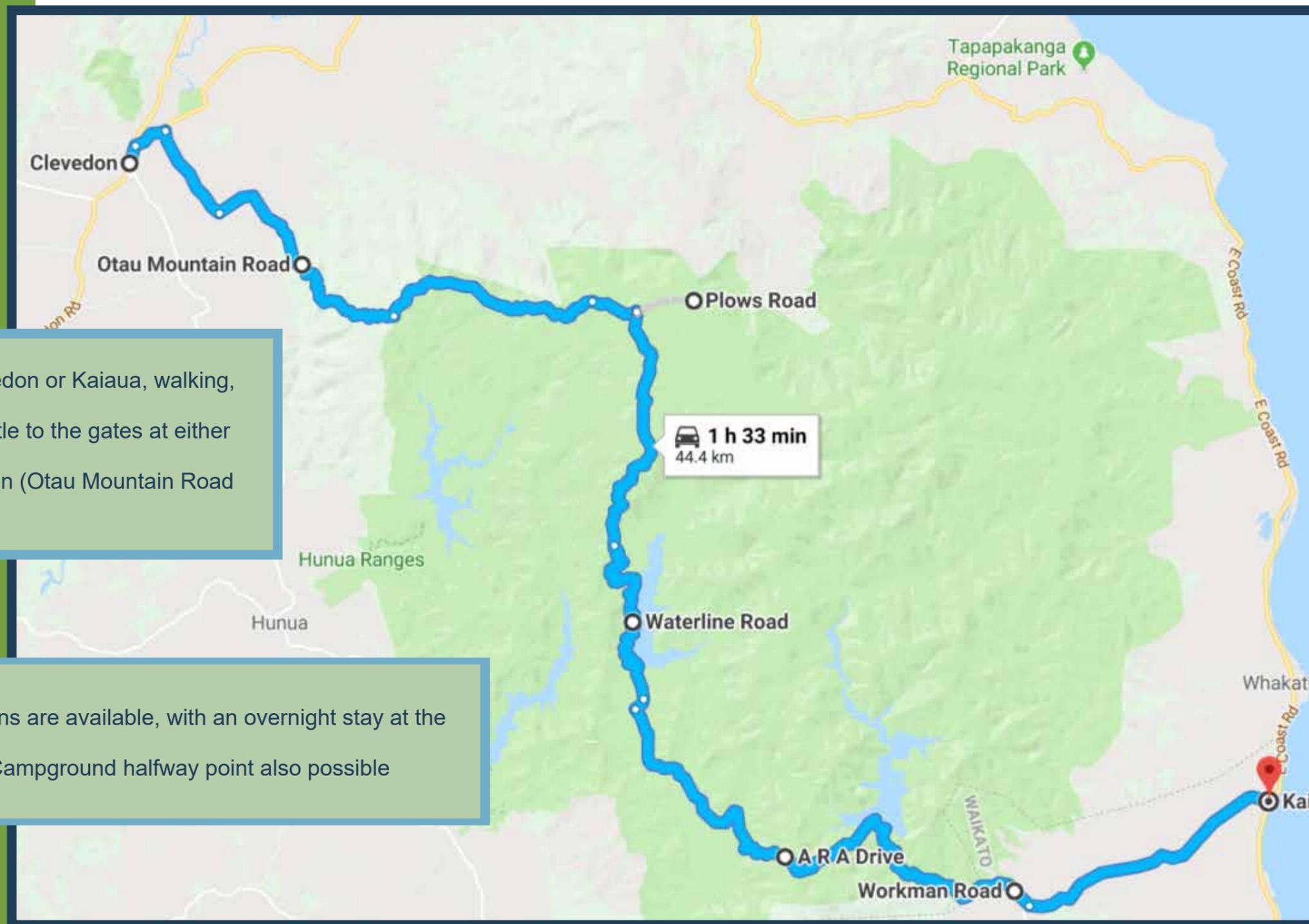
The Hunua Trail is an economic development and tourism initiative that seeks to improve access to the Hunua Ranges for recreational use. The initiative is lead by Franklin Local Board in partnership with Watercare and Regional Parks, with support from ATEED.

The middle 30km section of the trail winds through the Hunua Regional Park, offering beautiful views and an incredible natural environment and bio-diversity only 40 minutes from central Auckland.

The trail caters for a range of outdoor pursuits suitable for all fitness levels.



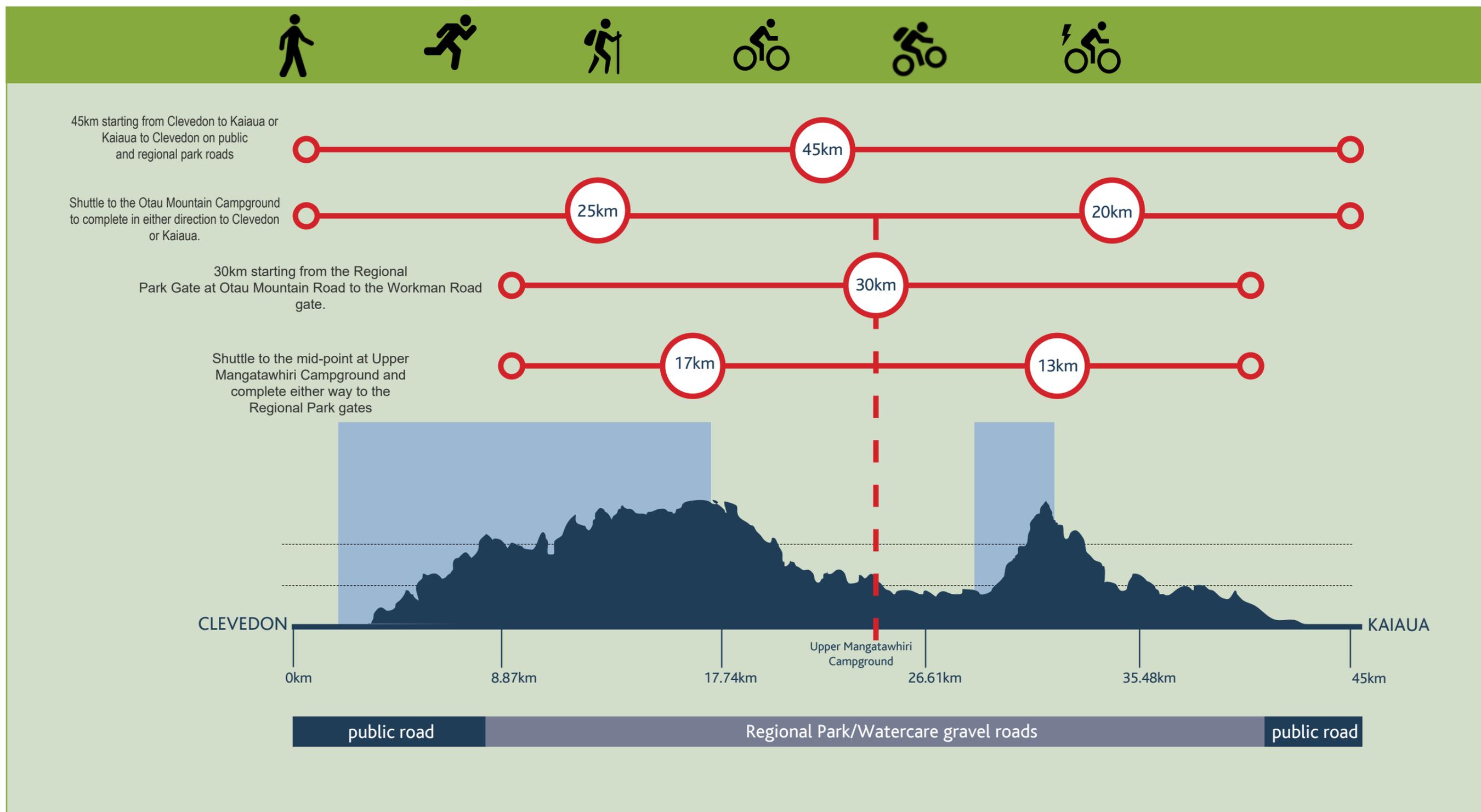
Proposed Route



Access would start from Clevedon or Kaiaua, walking, cycling or being taken by shuttle to the gates at either end of the regional park section (Otau Mountain Road or Workman Road).

Half and full-day options are available, with an overnight stay at the Upper Mangatawhiri Campground halfway point also possible

What are the options?

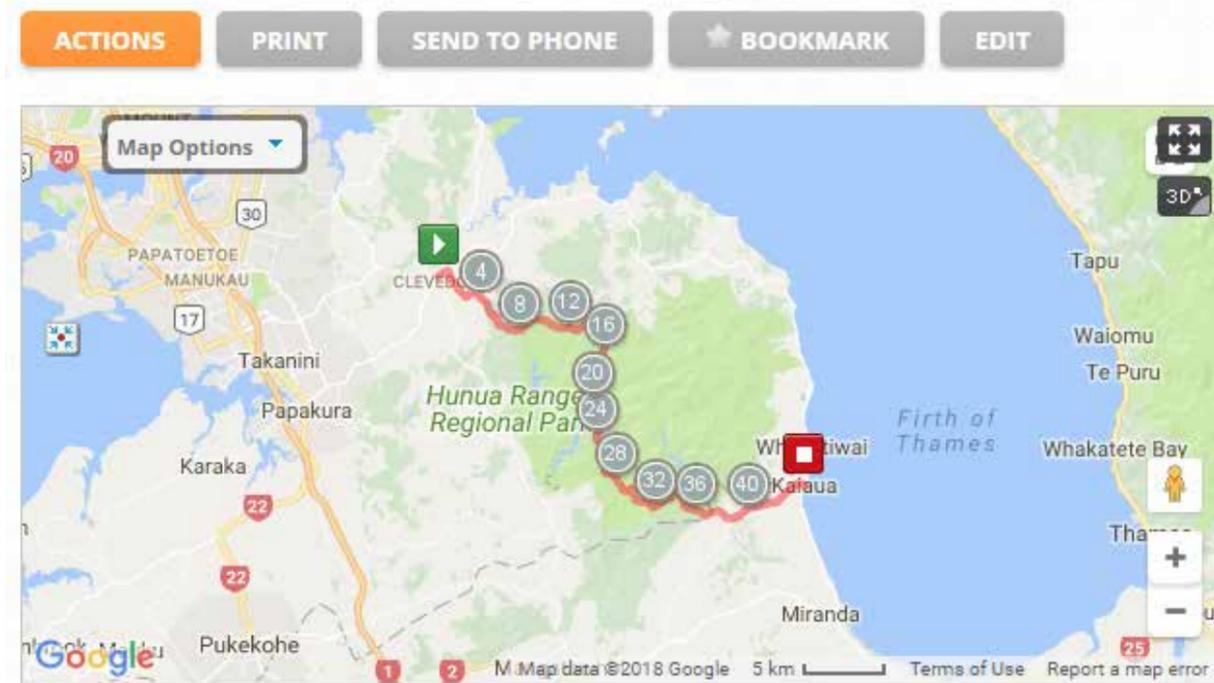


Hunua Trail - CLEVEDON TO KAIAUA 45km

BEGIN IN: Clevedon, Franklin

DESCRIPTION: A 45km route from Clevedon to Kaiaua through the Hunua Ranges. Total ascent 1201.84m , maximum elevation 467.57m.

The route follows public roads for approximately 9km to the Otau Mountain Road Regional Park access gate. From there the trail winds through the park, passing the Mangatawhiri and Matangi reservoirs, eventually rejoining public roads at Workman Road, on to Kaiaua Road, ending at Kaiaua on the Firth of Thames.



CLIMB DETAILS

[Learn About Climb Ratings](#) [Download Data](#)

Rating	Start/End Points	Length	Start/End Elevation	Avg Grade
2	2.01 km/17.66 km	15.65 km	10 m/461 m	2.9%
2	28.70 km/32.01 km	3.31 km	125 m/404 m	8.4%

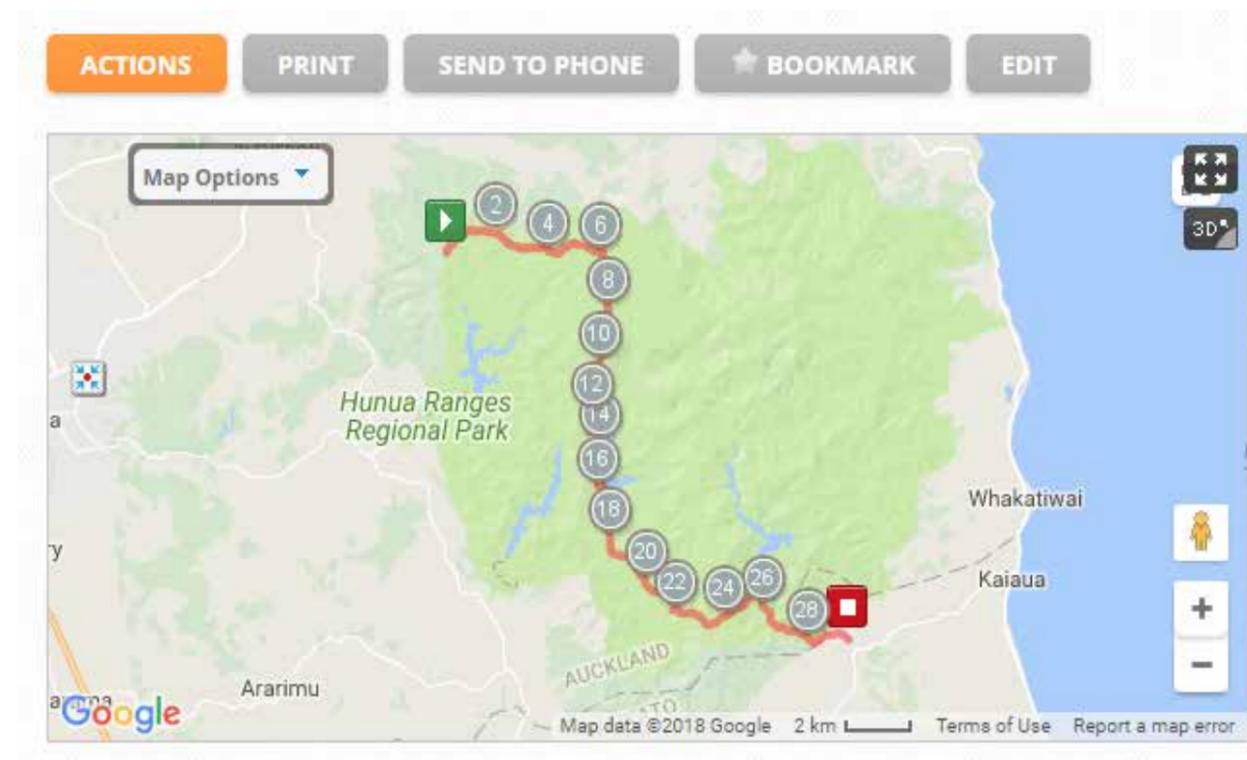
Hunua Trail - REGIONAL PARK SECTION 30km

BEGIN IN: Clevedon, Franklin

DESCRIPTION: A 30km route from the Otau Mountain Road access gate to the Workman Road access gate through the Hunua Ranges.

Total ascent 800.69m, maximum elevation 467.57m.

The route starts at the Otau Mountain Road Regional Park access gate, winding through forestry access roads through the regional park, passing the Mangatawhiri and Matangi reservoirs, eventually finishing on the other side of the park at the Workman Road access gate.



CLIMB DETAILS

[Learn About Climb Ratings](#)

[Download Data](#)

Rating	Start/End Points	Length	Start/End Elevation	Avg Grade
4	1.91 km/9.24 km	7.33 km	294 m/461 m	2.3%
2	20.30 km/23.51 km	3.22 km	124 m/402 m	8.6%

Recreational Strategic Context

The proposed Hunua Trail route follows private access Watercare service roads through the upper western section of the regional park.

Service infrastructure exists at key points, servicing the existing walking and mountain bike trails. With many Waitakere Ranges tracks closed by kauri die-back, opening the Hunua Trail offers an alternative to the community to access regional park space.

The trail could be the first step in creating a multi-recreational playground on Auckland's doorstep, linking to other trails and businesses, including Kōkako Outdoor Education, Camp Adair, the coastal regional parks, Te Ara Moana Kayaking Trail and a possible future Pohutukawa Coast Trail.

Te Araroa Trail through the Hunua Ranges is currently closed by kauri die-back. The Hunua Trail development could offer an alternative low risk route.

— Proposed Hunua Trail (within Regional Park)
— Current Te Araroa Trail (within Regional Park)
● Kōkako Outdoor Education
● YMCA Camp Adair



Ecological considerations

- The Hunua Ranges are the largest native forest area in Auckland, covering 25,000 hectares (almost 18,000 hectares in parkland).
- The biodiversity demonstrates efforts to maintain the environment. The area is home to a kōkako breeding programme. In 1994 only one breeding pair remained, but through the Hunua kōkako recovery project the population has increased to 55 pairs. The pest-controlled area also provides benefits to other species, including kākā, hochsetter's frogs, tomtits, long-tailed bats and bellbirds.
- Auckland Council Regional Parks supports the initiative with the proviso all possible care be taken not to introduce kauri die-back.
- The trail route avoids the kauri stands within Hunua and has been assessed by Regional Parks as being achievable and manageable. Investment in applicable wash stations to counter kauri die-back is part of the project plan.
- The trail will be co-managed with Watercare and Regional Parks.



What are the opportunities?

- Generate enhanced use of the Hunua Regional Park for recreational walkers, hikers, cyclists, locals, domestic and overseas visitors, thereby promoting health, wellbeing and the ranges as a recreational destination
- Be a shared walking and cycling trail; become the first New Zealand Cycle Trail Network accredited in the Auckland region
- Link to Te Araroa or become part of 'Te Araroa' Walking Trail. The section of Te Araroa through the Hunua Ranges is closed by kauri die-back. Moving the route to join the proposed trail would mitigate risk and offer a better off-road route for users.
- Become part of the Tour Aotearoa cycle route and link to the Huaraki Rail Trail at Kaiua, capitalising on cross-district synergies and opportunities
- Step one in creating a multi-recreational playground on Auckland's doorstep, potentially linking to other recreational trails
- Build relationships with Kokako Outdoor Education, Camp Adair and community-based initiatives Clevedon Trails and Friends of Te Wairoa
- Educate visitors about the biodiversity of the Hunua Ranges and the importance of sustainable access, the management of kauri die-back and what we need to do to protect our natural environment.



Economic Benefit

- Generate local economic benefit and lift visitor numbers, enhance visitor experience
- Visitors are expected to stay or visit local towns and to spend on various goods, services and tourist attractions
- Enhance the local connection with walking and cycling
- Opportunity for local businesses to develop support services for shuttles, equipment supply, hire and servicing, accommodation, guided walks, environmental education and cultural eco-tourism
- Potential to showcase the Māori and colonial history at key staging and service points
- Build on Franklin as a destination by targeting visitors to Auckland
- Collaborate with organisations and neighbouring towns to cross-promote events.
- Promote the existing Hunua walking trails, encouraging more visitors to the area and the regional park.



Strategic Fit

Franklin Local Board Aspirations

Each local board develops a three-year plan, a reflection of what elected members have heard from their community. Feedback gained both formally and informally has been instrumental in shaping this.

Development of the Hunua Trail Plan has the potential to fulfil a number of the aspirations set out in the 2017 Franklin Local Board Plan, where a key community priority was to ‘connect with local parks, forests, rivers, waterfronts and streams by walking and cycling tracks, and bridleways where appropriate’.

Implementation of the Hunua Trail concept contained within this plan will also deliver on a number of the aims of the Auckland Plan 2012 and the Draft Auckland Plan 2050 with the following focus points:

- belonging and participation
- Māori identity and well-being
- homes and Places
- Transport and access
- environment and cultural heritage
- opportunity and prosperity

<p>Te Whakaotinga 1: He taiao tōtika te tiakina</p>	<p>Outcome 1: A well-cared for natural environment</p>	<p>Enhance, protect and maintain our diverse natural environment and make sure it's able to be enjoyed</p> <p><i>"You have told us you want to connect with the outdoor areas with tracks for walking, cycling and where appropriate horse riding"</i></p>
<p>Te Whakaotinga 2: He ōhanga ā-rohe whaihua</p>	<p>Outcome 2: A thriving local economy</p>	<p>Franklin has a strong economy and attracts people to live, work locally and visit its attractions.</p> <p><i>"Do more to explore Franklin's tourism potential"</i></p>
<p>Te Whakaotinga 3: He whakapikinga pūnaha kawenga tāngata</p>	<p>Outcome 3: An improved transport system</p>	<p>Continue to work towards better public transport and safer roads in Franklin.</p> <p><i>"Better road safety for cyclists, pedestrians and horse riders via paths and road reserves"</i></p>
<p>Te Whakaotinga 4: He tōtika te āta whakatupu</p>	<p>Outcome 4: Growth is dealt with effectively</p>	<p>Make full use of existing outdoor space and community facilities before developing new.</p> <p><i>"Use targeted rate for trails development, management and maintenance"</i></p>
<p>Te Whakaotinga 5: Te hua he whaimana me te tūhono o ngā hapoki ki tō rātou rohe</p>	<p>Outcome 4: Communities feel ownership and connection to the area</p>	<p>Support community participation in helping to shape people's quality of life, creativity, health and wellbeing.</p> <p><i>"More mountain bike tracks and pump tracks are needed"</i></p>

Extract from Franklin Local Board Plan 2017

Linkages

In developing this plan a number of related council and non-council initiatives have been considered:

- Wairoa River Restoration
- Clevedon Trails, part of the Clevedon Sustainable Development Plan - supported by Clevedon Community and Business Association (CCBA), Walking Access Commission and Auckland Council
- Auckland Transport (AT) proposals and initiatives such as the Auckland Cycle Network (CAN)
- New Zealand Transport Authority (NZTA) proposals such as the Southern Corridor Improvements Project
- New Zealand Transport Authority (NZTA) Ngā Haeranga NZ Cycle Trail Network
- AC Regional Parks Management Plan
- AC Local Paths Plan (formerly Greenways Plan)

The board also gave direction that a collaborative approach was to be used, working in partnership with the community



How

The Process

The Hunua Trail Plan had its genesis in a *World Class Cycling and Recreation Opportunities Discussion Summary 2016* commissioned by Franklin Local Board. The Hunua Trail concept was developed further in a staged process outlined below:

Phase One - Completed

Public input and identification of connections:

- identify stakeholders and roles
- establish working group to consult on initial concept
- feedback collated to enable community engagement
- research feasibility with key stakeholders
- consultation with iwi
- project team and steering group site visits
- research collated from NZ Cycle Network.

The Franklin Local Board assisted in identifying key stakeholders and roles from the community to be included in the working group, including:

- Watercare
- Regional Parks
Auckland Council
- NZTA
- Auckland Transport
- Pohutukawa Bike
- Walking Access
- ATEED.



Phase Two - Current

Refinement of proposals:

- production of the Draft Hunua Trail Aspirational Plan document
- public engagement on the plan
- feedback collated and assessed for consideration by Franklin Local Board
- develop recommended project structure, ownership and management
- develop and submit NZ Cycle Network accreditation application
- commission a health and safety audit of the proposed route
- planning documents relevant to the area such as geospatial maps and typographical information collected and reviewed
- site visits to existing cycleways/walkways to gain understanding of how the trail can be best implemented.

Phase Three - September to December 2018

Adoption of Aspirational Plan:

- review of the Hunua Trail Aspirational Plan by steering group
- further refinement
- adoption of the plan by Franklin Local Board.

Phase Four - TBC

Implementation:

- implementation of the Aspirational Plan
- implementation of the trail
- opening of the trail.

Access to the land, funding and availability of necessary resources will determine the implementation programme dates.



When

Implementation

Once public feedback has been canvassed and the Franklin Local Board formally adopts the updated Aspirational Plan the Hunua Trail Project will commence with:

- establishing the governance and operating structures for the trail
- engaging with communities for support services
- developing promotions and marketing in support of the trail
- implementing the physical works required for the trail - signage, safety barriers, modifications to gates, cleaning stations, pick-up and drop-off zones.

It is anticipated project planning will be completed in 2019 with the trail opening in late 2019.

Partnership

Successful implementation of the plan will rely on a co-ordinated approach between the community, the steering group, Franklin Local Board, Hauraki District Council, mana whenua, Auckland Council Regional Parks, Watercare and community and cultural policy departments, as well as Auckland Transport and the New Zealand Transport Authority.

The Walking Access Commission is also able to play a role, including providing leadership and advice, facilitating resolution of disputes and publishing maps and information. Future detailed planning will take into consideration best practice guidelines, which include:

- Local Paths Design Guide (Auckland Council)
- New Zealand Cycle Network Trail Design Guide (NZTA)
- Auckland Transport Code of Practice
- Parkland Design Guidelines (Community and Cultural Policy).

Related best practice documents will be considered in the development of the project. All relevant Unitary Plan controls and area-specific policies will be referred to.

Governance

The Hunua Trail Project to deliver a long-term recreational trail for walking and cycling will be managed by a dedicated trust. Iwi will be invited to appoint representatives.

Some key partners may have representation on the trust board.

Other representatives will be appointed by Auckland Council council, but will be independent and will have aligned skills to deliver on the trust's objectives.

Key Stakeholders

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the plan. Likely stakeholders, other than those previously mentioned, include:

- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- Bike Pohutukawa
- The Walking Access Commission
- Local residents and business associations.

Grass-roots community involvement is important to ensure the success of the plan. Local knowledge-sharing and volunteering will be needed to provide community ownership, care and responsibility. Community involvement could take the form of developing aligned businesses supplying supporting services.

References

Text reference

Auckland Council (2012). Auckland Plan.

Auckland Council (2018). Draft Auckland Plan 2050.

Auckland Council (2018). Auckland Unitary Plan.

Auckland Council (2018). Auckland Unitary Plan Operative in part.

Auckland Council (2017). Local Path Design Guide. Rev1.2

Geospatial Data, Auckland Council

Franklin Local Board (2017). Franklin Local Board Plan 2017.

Auckland Council (2010) Regional Parks Management Plan 2010.

ATEED (2016). Franklin Auckland South - Tāmaki Makaurau - World Class Cycling & Recreation Opportunities - Discussion Summary October 2016.

Image reference

Cover Page

Photographer Jonathan Kennett (2018). View of Upper Mangatawhiri Reservoir

Page 2

Photographer Jonathan Kennett (2018). View of Cycling the Hunua Trail

Photographer Jonathan Kennett (2018). Cycle Sign

Page 3

Google Maps (2018).

Page 5 and 6

Under Armour Map My Ride Hunua Trail Map and Elevation (2018).

www.mapmyride.com/nz

Page 7

Auckland Council Regional Parks online brochure <https://www.aucklandcouncil.govt.nz/parkmaps/map-hunua-ranges-regional-park.pdf>

Page 8

Stock Images for kōkako, kākā, bellbird, hochsetter's frog - will need sourcing and purchasing once draft approved.

Page 9

Photographer Jonathan Kennett (2018). View of the Hunua Trail.

Page 10

Photographer Jonathan Kennett (2018). The Pink Shop Kaiaua.

NZTRI Research (2018). Google Maps - Services and Amenities

Page 12

Photographer Jonathan Kennett (2018). View of Cycling the Matangi Hill Road.

Page 13

Photographer Jonathan Kennett (2018). View of Upper Mangatawhiri Reservoir.

Page 13

Photographer Jonathan Kennett (2018). View of Upper Mangatawhiri Campground.