

# Kaipātiki Connections Network Plan

2016 UPDATE - October 2016



# Contents

## Section 1: Introduction and Background

1.1	Purpose of Update	7
1.2	Methodology	7
1.3	Auckland's Greenways Plans	8
1.4	Kaipātiki's Connections Network Plan	8
1.5	Greenways Design Guide	9

## Section 2: Analysis Plan Update

2.1	Cycle Routes Map	12
2.2	Future Projects Map - Skypath and NZTA Cycleways	13

## Section 3: Completed Projects

3.1	Completed Projects Map	17
-----	------------------------	----

## Section 4: Updated Network Plans

4.1	Proposed Network Plan with Interim Connections	22
4.2	Overview of Amendments to the 2012 Plan	23

## Section 5: Future Development

5.1	Implementation Map	26
5.2	Priority Projects Map	27
5.3	Project Overview Table	28

## Section 6: Priority Projects Detail

6.1	Tuff Crater, Northcote	31
6.2	Little Shoal Bay/Le Roys Bush, Birkenhead	32
6.3	Le Roys Bush, Birkenhead	33
6.4	Chelsea Estate Heritage Park and Kauri Point Centennial Park, Chatswood	34
6.5	Eskdale Reserve Network	35
6.6	Kauri Park, Birkenhead	36
6.7	Rangatira Reserve, Beach Haven	37
6.8	Tui Park and Shepherds Park, Beach Haven	38
6.9	Hellyers Creek Reserve to Shepherds Park, Beach Haven	39
6.10	Birkenhead War Memorial Park, Birkenhead	40
6.11	Kauri Glen Reserve , Northcote	41
6.12	Glendhu Scenic Reserve , Bayview	42
6.13	Elliot Reserve, Bayview	43
6.14	Lancelot Reserve, Glenfield	44
6.15	Kaipātiki Park, Glenfield	45
6.16	Witford Reserve and Kaipatiki Esplanade Reserve, Glenfield	46
6.17	Target and Trias Reserve, Totaravale	47
6.18	AF Thomas Park	48
6.19	Northcote Greenway and Onewa Domain/Smiths Bush	49



---

# 1.0 Introduction and Background

Kaipātiki Connections Network Plan Update



## 1.1 Purpose of the update

### Update the network

The purpose of the Kaipātiki Connections Network Plan (A Greenways Plan for Kaipātiki) update is to review the network to ensure it meets the needs at the time of the update - as outlined within the original document.

Meeting the needs of the time, includes looking at the following:

- Guiding documentation
- Recent projects - in the planning or completed
- Stakeholder feedback

### Review the priorities

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

## 1.2 Methodology

### Phase One

Evaluate any shortcomings of the original network plan, and assess how they may be addressed within the update document.

Highlight key projects in the area that are relevant to the development of the Connections Network Plan.

Identify routes or priorities that are now relevant or irrelevant.

Stocktake/highlight the development of the Connections Network Plan.

### Phase Two

Meet with key stakeholders to review the original network and priorities.

Summarise and evaluate feedback from key stakeholders.

Update mapping to capture relevant analysis maps, changes to the network and priorities.

### Phase Three

Present draft Kaipātiki Connections Network Plan update to the Kaipātiki Local Board.

Receive feedback and update maps and document.

### 1.3 Auckland's 'Greenways Plans'

#### General Definition

Generally, Greenways Plans aim to provide cycling and walking connections which are safe and enjoyable, while also improving local ecology and access to recreational opportunities. To achieve this, Greenways may cross existing areas of parkland, and follow street connections between parks. The network typically follows natural landforms such as streams and coasts as well as man-made features such as streets and motorways.

Greenways can take many forms and the images on page 11 show what a greenway could look like in a variety of settings.

The adjoining map shows other Greenways Plans either under development or adopted by participating local boards. Each board sets their own Greenways definition for their respective areas, based around the common aim above.

### 1.4 Kaipātiki's 'Connections Network Plan'

The Kaipātiki Local Board area has an extensive network of walking tracks, as well as a number of on-road cycle links.

Implementation of this network plan will enhance and extend this existing network.

The network identified within this document will improve both connections within parks and connections between areas of open space.

The proposed network follows natural landscape patterns such as streams and coastlines as well as human landscape features such as streets and motorways.

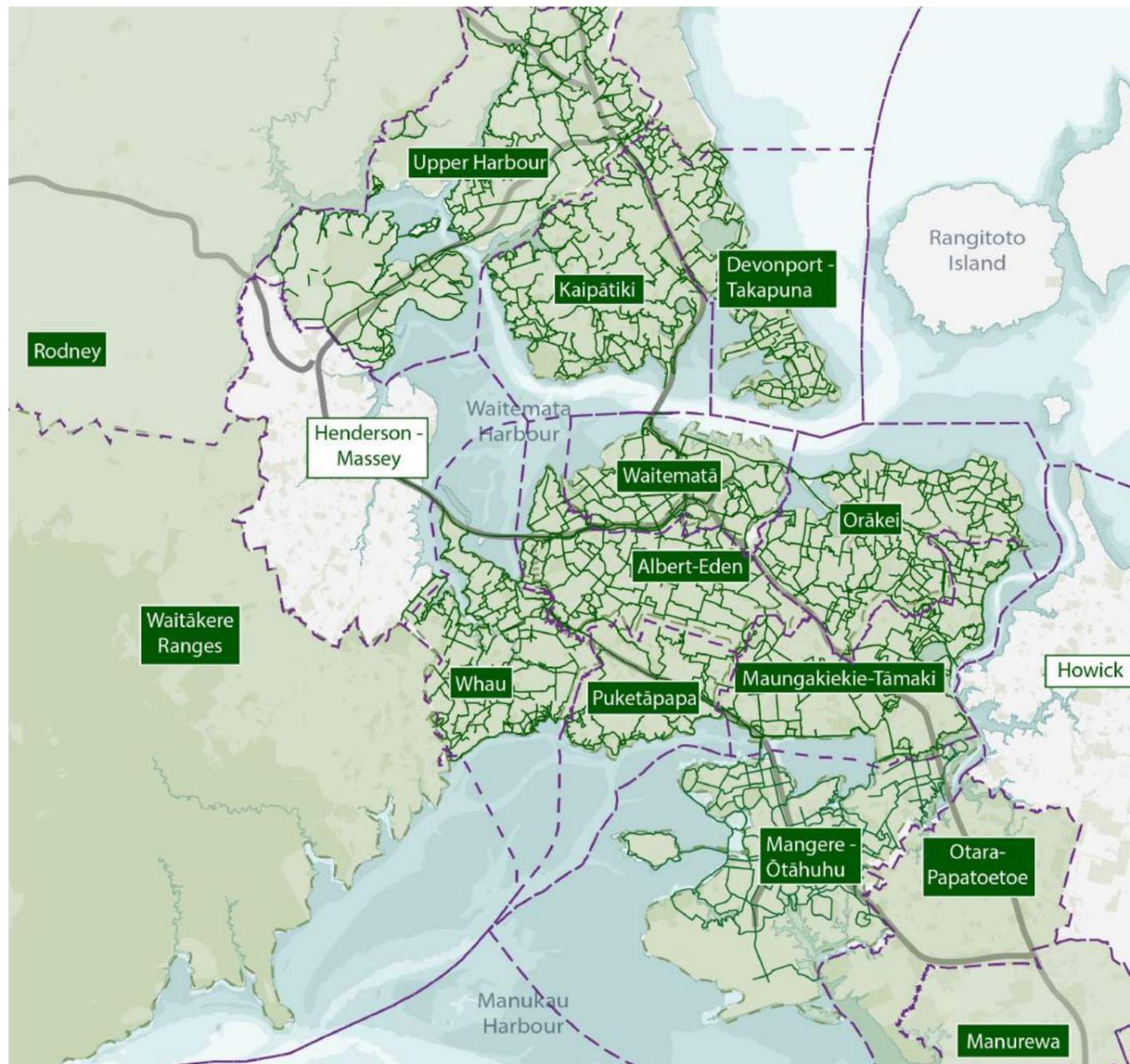
Implementation of this network will better connect Kaipātiki to the neighbouring Upper Harbour and Devonport-Takapuna Local Board areas and beyond to areas of the wider Auckland Region.

The network connects open space, ecological corridors, streetscapes and the coastal edge, and will connect the people of Kaipātiki to transport nodes, town centres, schools and community facilities.

The network will connect communities by improving opportunities for people to interact with each other and experience the natural and cultural heritage of the area.

The network will be upgraded/formed (where possible) to allow for a greater number of users, providing universal access and allowing for cyclists, where this is possible.

The network will also provide improved environmental outcomes, incorporating low impact stormwater management, and the extension and protection of existing vegetation.



LEGEND:

- Local Boards with a 'Greenways Plan'
- Local Boards - currently no 'Greenways Plan'
- Local Board Boundaries



Not to scale

## 1.5 Greenways Design Guide

Since the initial Connections Plan was adopted, Auckland Transport and Auckland Council have worked to produce a 'Design Guide' for the greenways. While the Connections Plan details 'where' the routes are to go, the design guide describes their 'look and feel'. It details the likely 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 will form the backbone of the ongoing delivery of these projects for the Kaipātiki area, and ensure that the routes connect up in a logical manner to all surrounding areas.

### Benefits of a greenway

There are many benefits to developing a network of neighbourhood greenways, including:

#### Recreation

Improving people's access to outdoor recreation and enjoyment close to their home;

#### Environmental

Reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving water quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;

#### Social

Providing improved opportunities for people to get out of their cars and meet their neighbours, to be engaged with a diverse range of communities and to be connected with their local community facilities;

#### Health

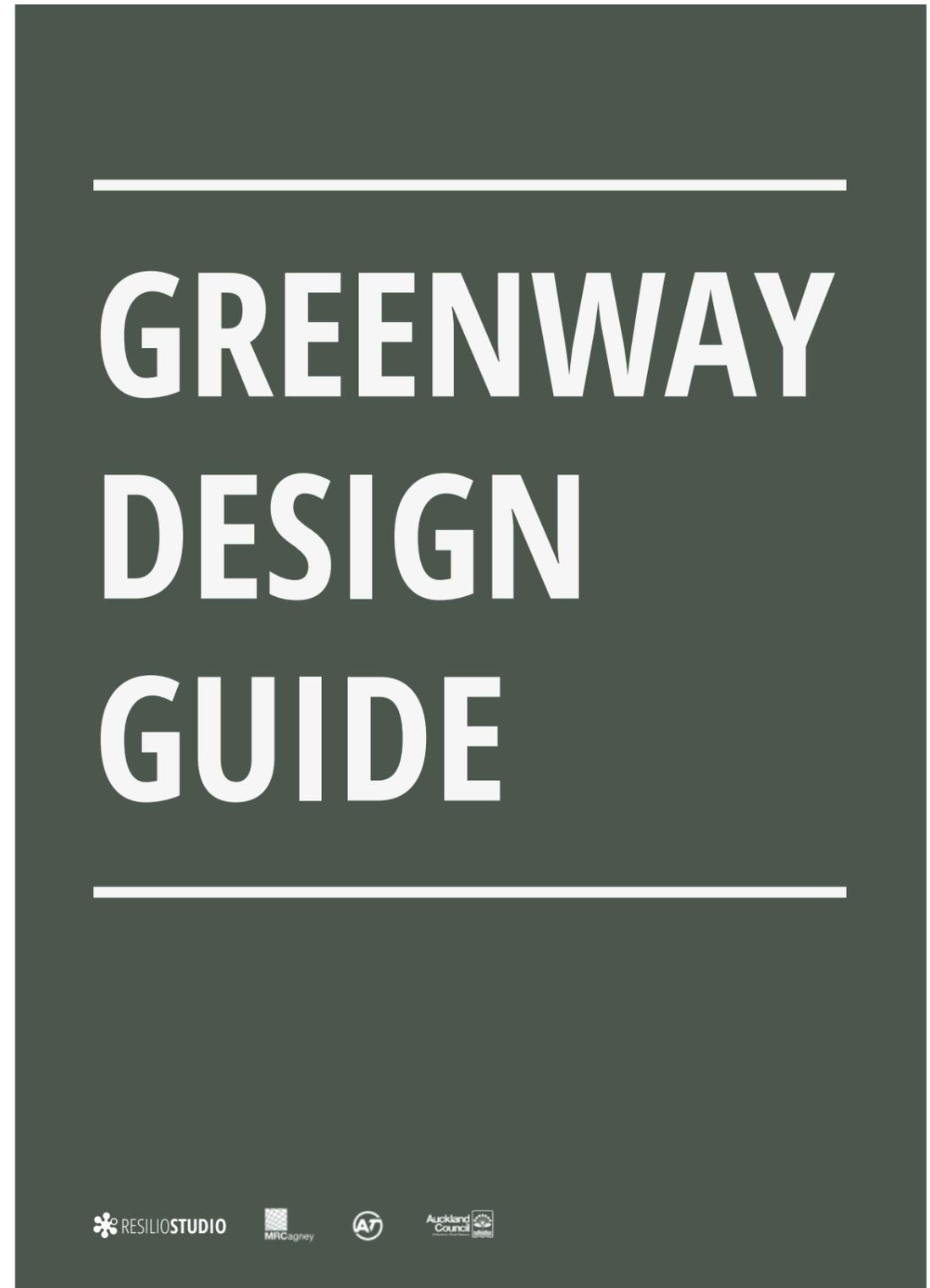
Providing improved opportunities for activity and fitness;

#### Education

Providing opportunities to learn about the vegetation, wildlife, ecology, history and people of the landscapes that they pass through; and

#### Economic

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

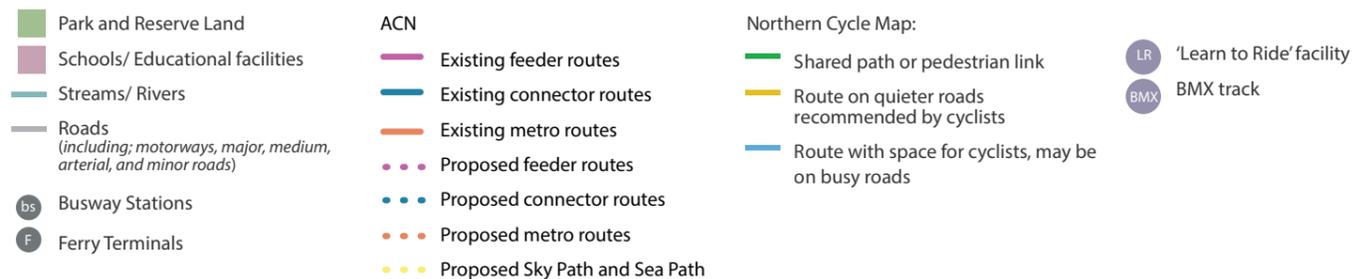
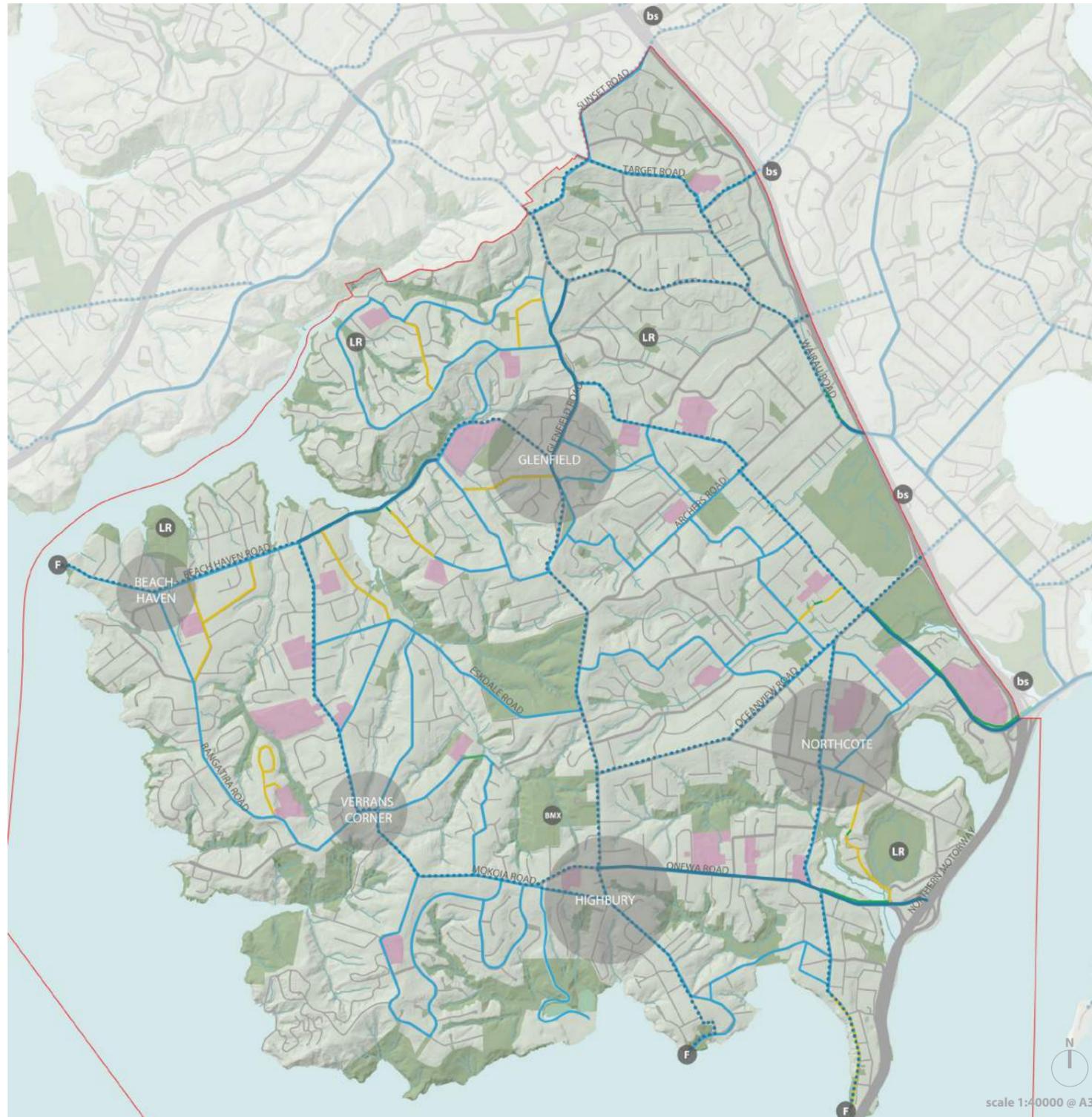




---

## 2.0 Analysis Plans

Kaipātiki Connections Network Plan Update



### Cycle Routes

This map shows existing and proposed cycling routes identified by Auckland Transport within the Kaipātiki Local Board Area, as well as 'Learn to Ride' facilities within local parks. It highlights that Kaipātiki has a well-planned on-road cycle network but a limited off-road cycle network.

The draft Auckland Cycle Network (ACN - shown on the adjoining map) is based on the Regional Cycle Network (RCN), developed by the former Auckland Regional Transport Authority in conjunction with former legacy Auckland councils and the NZTA. The draft ACN is driven by the Auckland Plan growth projections and the Auckland Integrated Transport Plan 'One Network' approach, both of which share an estimated completion date of 2040.

The draft ACN is broken into three types of cycleways:

#### Metro routes

#### Connectors

#### Feeders

'**Metro routes**' offer the highest level of service to the cyclist, in that they are dedicated connections, continuous, direct and traffic free. They would exist along motorway or railway corridors.

'**Connectors**' follow arterial routes, and are designed to connect people quickly and directly to key destinations and public transport nodes. They are 'on road' connections. A number of these exist already, many in shared bus lanes, such as those along Great North Road.

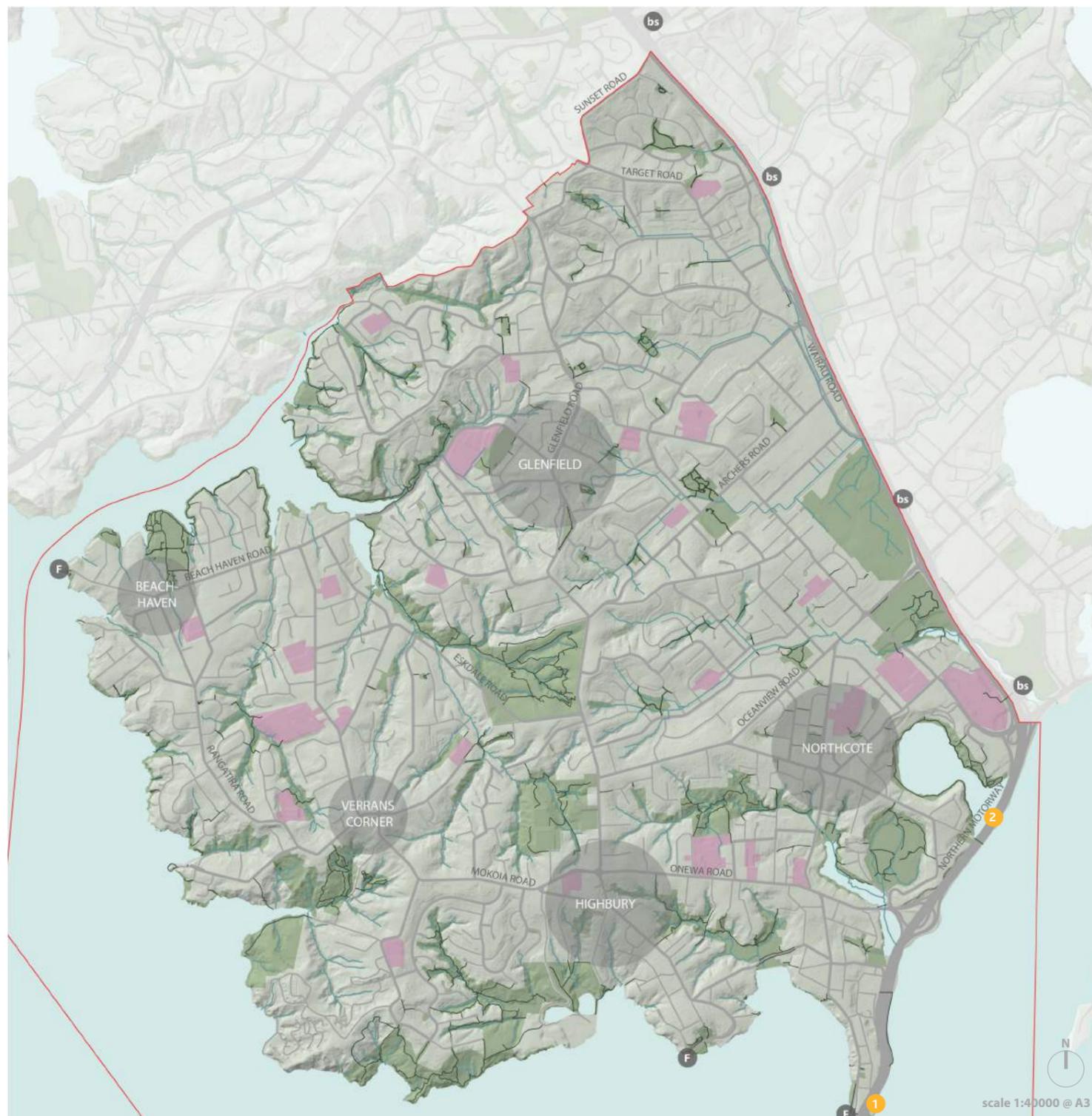
'**Feeders**' are local neighbourhood connections. These may include and/or double up with Greenways routes. Feeder routes are intended to connect open spaces /parks, and like Greenways, are likely to follow quieter streets.

As part of internal officer workshops for the development of the Greenways, Auckland Transport has expressed an interest in adjusting their 'feeder' routes to align with those routes chosen in the Greenways plans.

The Northern Cycle Map is a non-statutory document; it provides information on recreational routes recommended by novice cyclists. These routes may not have designated cycle lanes. A team of cyclists have ridden these routes and graded them in terms of their safety and whether it is a quiet or busy route. A shared path refers to an environment safe from vehicles.

'**Learn to Ride**' facilities are provided at Onepoto Domain, Shepherds Park, Normanton Reserve and Lynn Reserve. These facilities provide the opportunity for inexperienced riders to learn and build confidence in a safe environment.

An informal BMX track has been formed within Birkenhead War Memorial Park in the early 2000's. It is now complimented by a BMX pump track at the same park.



- |   |   |
|---|---|
|  Park and Reserve Land   | <b>Regional Cycle Network:</b>  |
|  Schools / Educational Facilities  |  Skypath       |
|  Streams/ Rivers   |  NZTA cycleway |
|  Roads<br>(including: motorways, major, medium, arterial, and minor roads) |   |
|  Busway Stations   |   |
|  Ferry Terminals   |   |

### Future Projects - Skypath / NZTA cycleways

There are a number of regionally significant walking and cycling projects underway or in the planning in and around the Kaipātiki Local Board area.

These projects offer opportunities to be incorporated into the Greenway network:

- Skypath
- NZTA cycleways

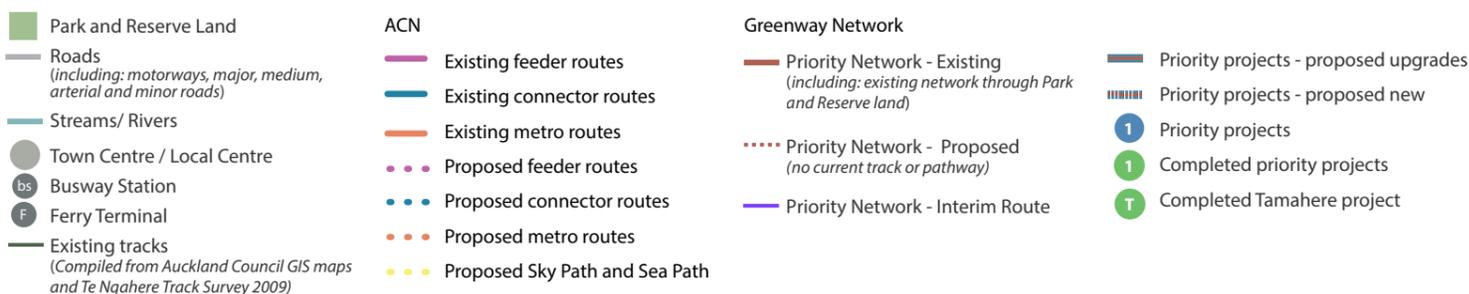
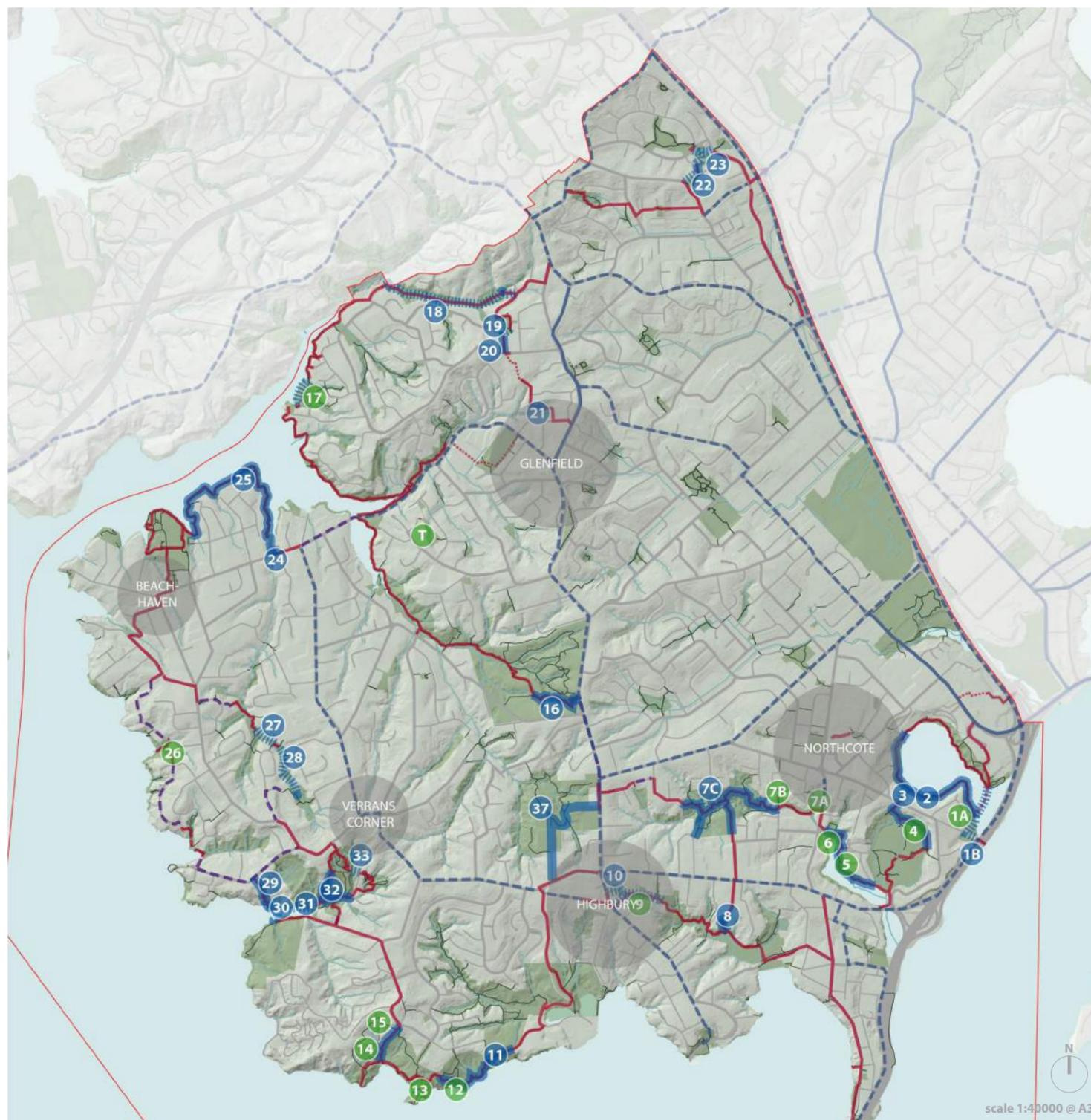


---

## 3.0 Completed Projects

Kaipātiki Connections Network Plan Update





### Completed Projects

Due to budget and resourcing constraints not all project identified within the 2012 Connections Plan were able to be implemented within the first 10 years of the plan.

A priority route for implementation was therefore identified. This route was to provide a backbone for any future development of the network and create an inner and outer loop within the local board area, connecting to public transport facilities at either end. It was to provide cost and time effective connections, building on the existing network and minimising the need for acquisitions.

The priority route was to cover the most important connections within the network, including important ecological corridors, town and local centres, educational facilities, public transport facilities, sites of special interest for recreational users and links to areas of high population density.

Specific projects to be undertaken to achieve this route were identified, these shown on the map overleaf, with project completed highlighted in green on the map overleaf and projects to be completed shown in blue.

Projects include upgrade of existing connections and the development of new ones.

To progress implementation, the area was split into 5 priority areas for implementation, with the idea that all projects within a priority area were to be implemented before starting projects in subsequent areas.

Once all connections of the priority route are established, consideration should be given to the development of feeder connections into the route within the priority areas.

Following the adoption of the Plan in 2012 the Kaipātiki Local Board adopted a three year work programme for implementation of the Connections Plan in October 2012. Implementation has progressed since then and continues to be a key priority for the Kaipātiki Local Board in its local board plan.

In November 2015 the local board approved the review of the Connections Plan and an interim work programme for the 2015/16 financial year.

As part of the adoption of the interim work programme, the local board approved the progression of projects outside of priority area 1.

The plan overleaf shows the completed projects since the adoption of the Connections Plan in 2012:

- 9 of 15 projects within priority area 1 have been completed
- An additional 4 projects within this area are in planning
- 3 projects were progressed and completed within other priority areas

The following page shows photos of a number of completed projects.



1



2



3



4



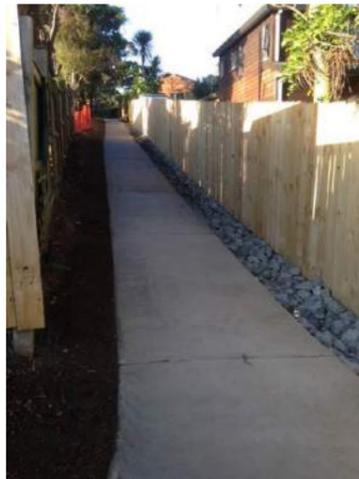
5



6



7



8



9

Completed projects

- 1. Kauri Point Centennial Park - new boardwalk (Project 14)
- 2. Kauri Glen Reserve - upgraded boardwalk (Project 7)
- 3. Kauri Point Centennial Park - new bridge (Project 12)
- 4. Le Roys Bush - new connection (Project 9)
- 5. Le Roys Bush - new connection lookout (Project 9)
- 6. Onepoto Domain - new connection (Project 6)
- 7. Onepoto Domain - path upgrade (Project 4)
- 8. Tamahere Reserve - new connection (Project T)
- 9. Tuff Crater - Exmouth Road new connection (Project 1A)

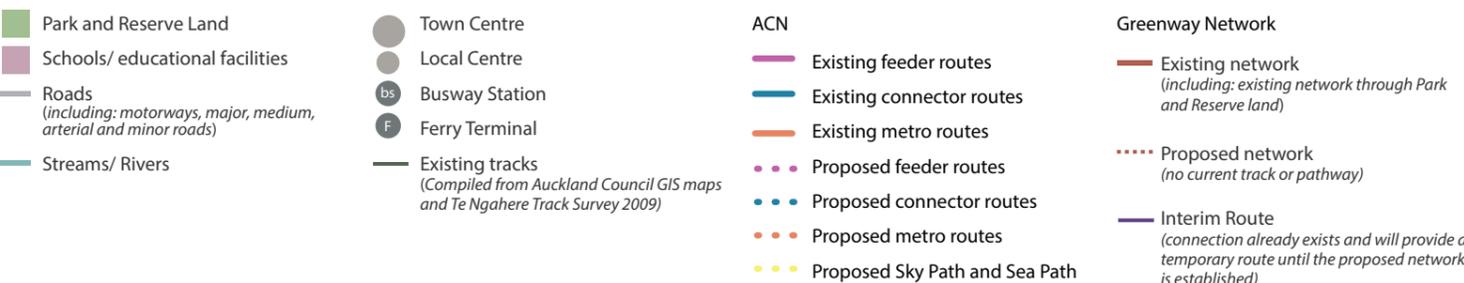
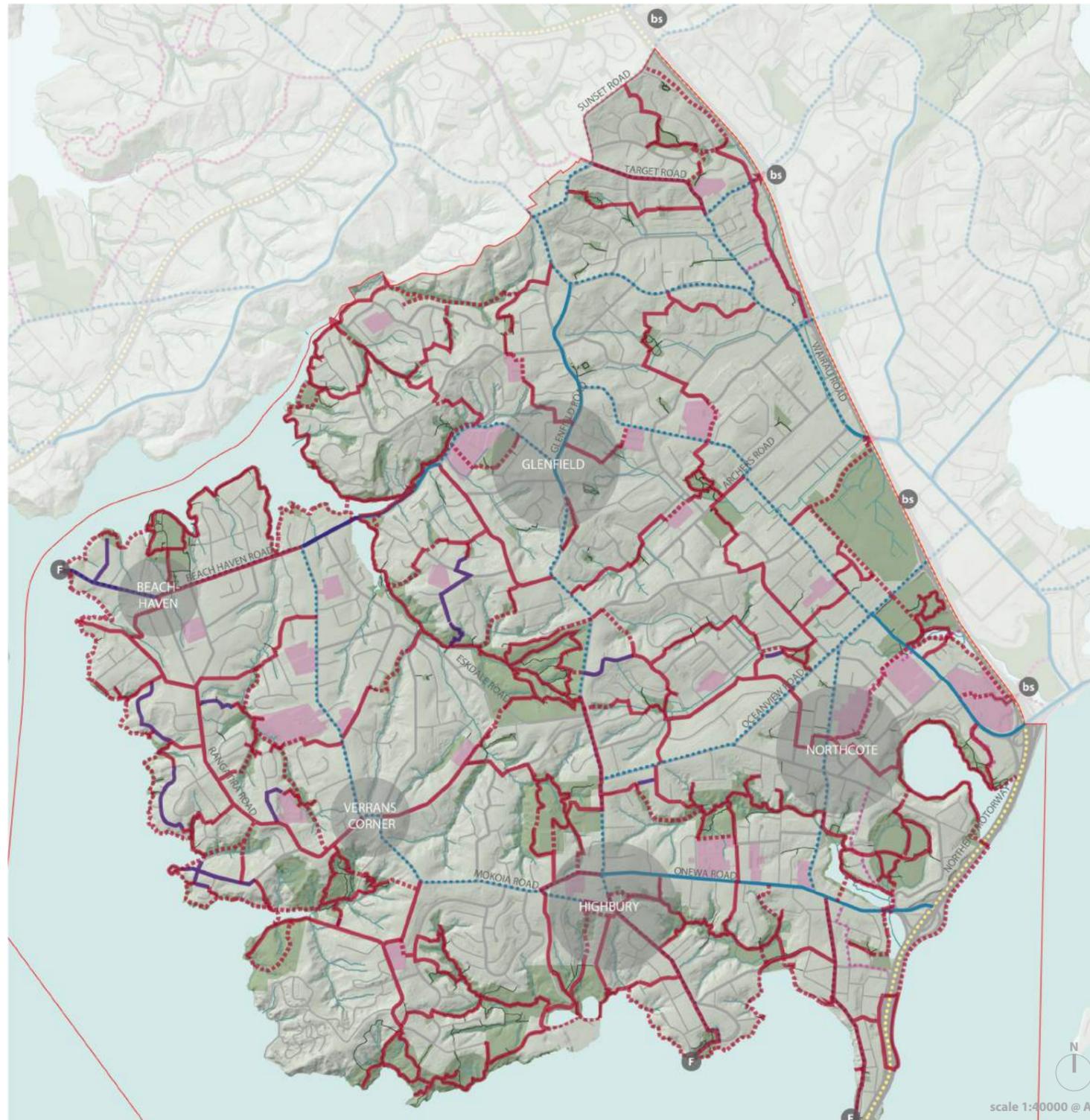


---

## 4.0 Updated Network Plans

Kaipātiki Connections Network Plan Update





### Proposed Network Plan with Interim Connections

This map shows the visionary long term network plan including both existing and proposed routes. As outlined in Section 1.1 of this document, this is a visionary document similar to those developed elsewhere in the world that puts the planning in place for delivery to progress as funding allows. Implementation of the network and its priority projects are discussed in Section 5 of this document.

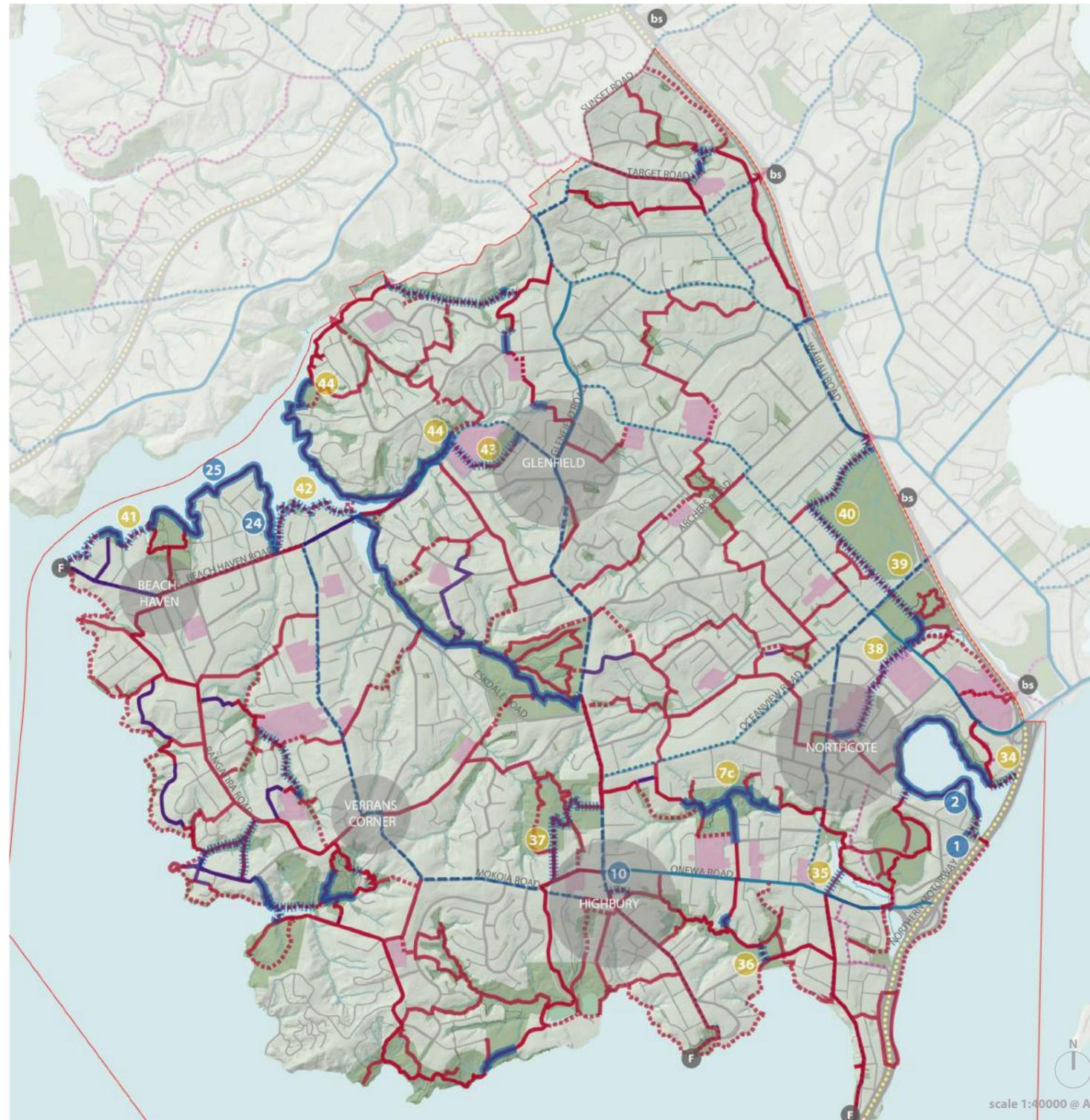
The 'existing' network includes tracks/path/cycle routes through park and reserve land. It also includes footpaths and formed carriageways within Council's roading network. The existing network may require upgrading to allow for a greater number of users, a safer environment for users, and/or to provide better environmental outcomes.

The 'proposed' network is shown where there is no current connection. These proposed connections occur mostly on public land. Where connections occur on private land, easements or land acquisitions would need to be negotiated with the relevant landowner or an alternative route found.

The map also shows 'interim' connections which enable continuous circuits until such a time that the entire network is developed.

Interim routes are predominately existing on-road connections. These routes may not be in the most desirable location but will provide temporary connections until the preferred long term network is established.

It is anticipated that no major upgrades would be undertaken on interim routes, but they should be treated in such a way that it is obvious that they are part of the network, predominately with the use of signage.



### Overview of Amendments to the 2012 Plan

Based on staff evaluation and stakeholder feedback, the network in this amended plan is largely to be retained where it was.

The concept of a priority route is to be retained, including the creation of an inner and outer priority loop, with some deviations:

- The priority route is now to include a connection through Birkenhead War Memorial Park, to create a green walk- and cyclable connection from Recreation Drive to Highbury Bypass/ Highbury Town Centre (Project 37)
- The priority route along Beach Haven now follows the entire stretch of the coast along Hellyers Creek, from Tui Park to the Kaipātiki Esplanade. As part of this route, a potential connection across Kaipātiki Creek from the Kaipātiki bridge to Bayview is to be investigated (Project 41 & 42)
- The link across the Tuff Crater mouth proposed in the 2012 Connections Plan has been removed in light of the potential development of the Seapath (part of Project 1, Pg. 17). Feeder connections into the Seapath have been included as part of this plan (Project 34).
- The connection between the newly created track in Le Roys Bush (which connects the Highbury Town Centre with Little Shoal Bay via the reserve), and the viewing platform currently being constructed at Birkenhead Avenue is retained as a project (Project 10)
- A connection between Onewa Road and Onepoto Domain via the Esplanade Reserve has been included in the plan for investigation (Project 35)
- Some priority projects have been updated and added based on the amendments of the priority route mainly along Hellyers Creek (Project 41 & 42), but also at Tuff Crater (Project 34) and around AF Thomas Park and the Northcote Greenway (Projects 38-40).

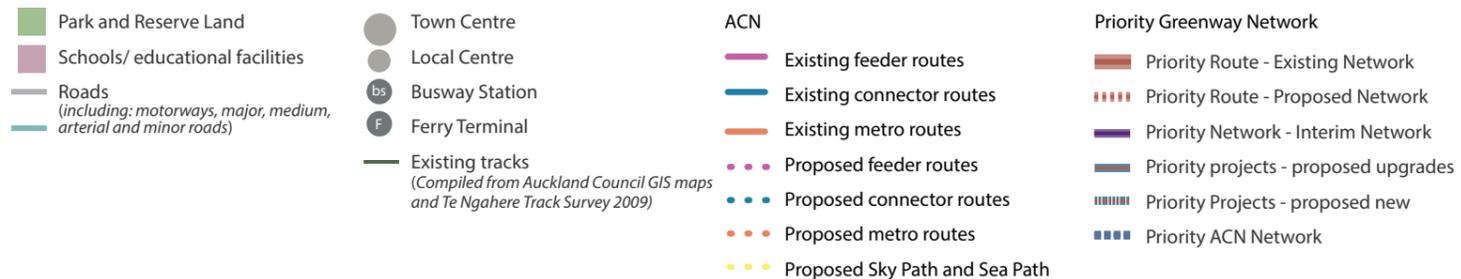
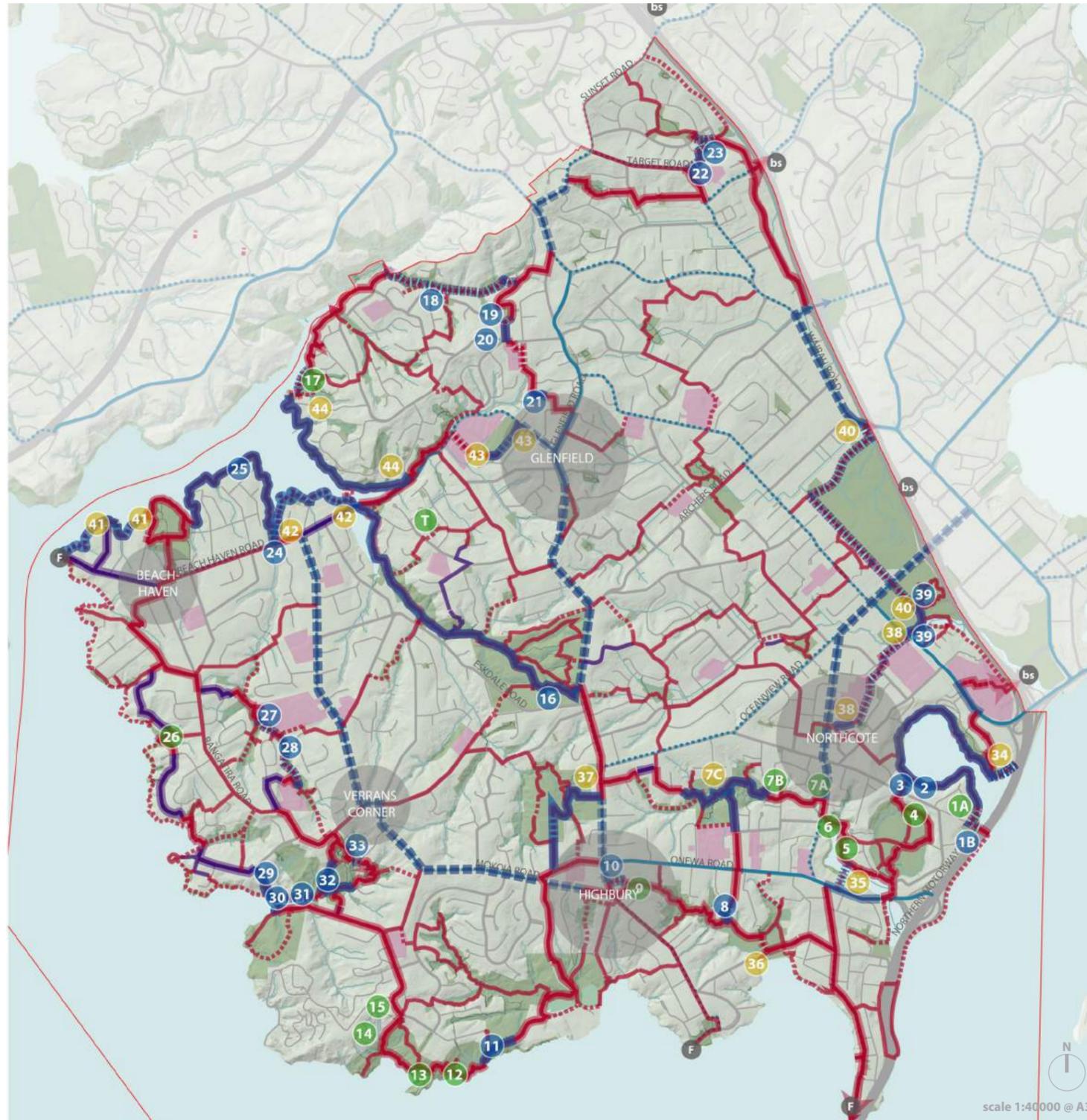
Projects added to the Plan as part of the review are shown in yellow on the map overleaf.



---

## 5.0 Future Projects

Kaipātiki Connections Network Plan Update



- Priority projects yet to be done
- Priority projects that have been added
- Completed priority projects
- Completed Tamahere project

### Implementation

It is not possible to achieve all connections identified within the network in the short to medium term, using the funding available.

In the plan developed in 2012, priority areas for implementation were created and listed in order of priority (1 to 5). Projects were to be completed in one area before moving to the subsequent priority areas.

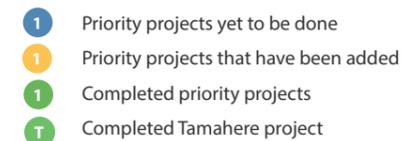
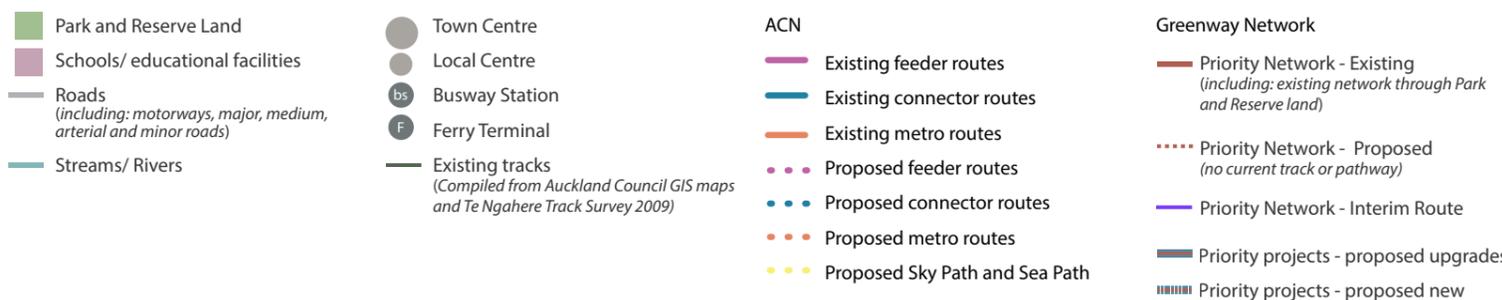
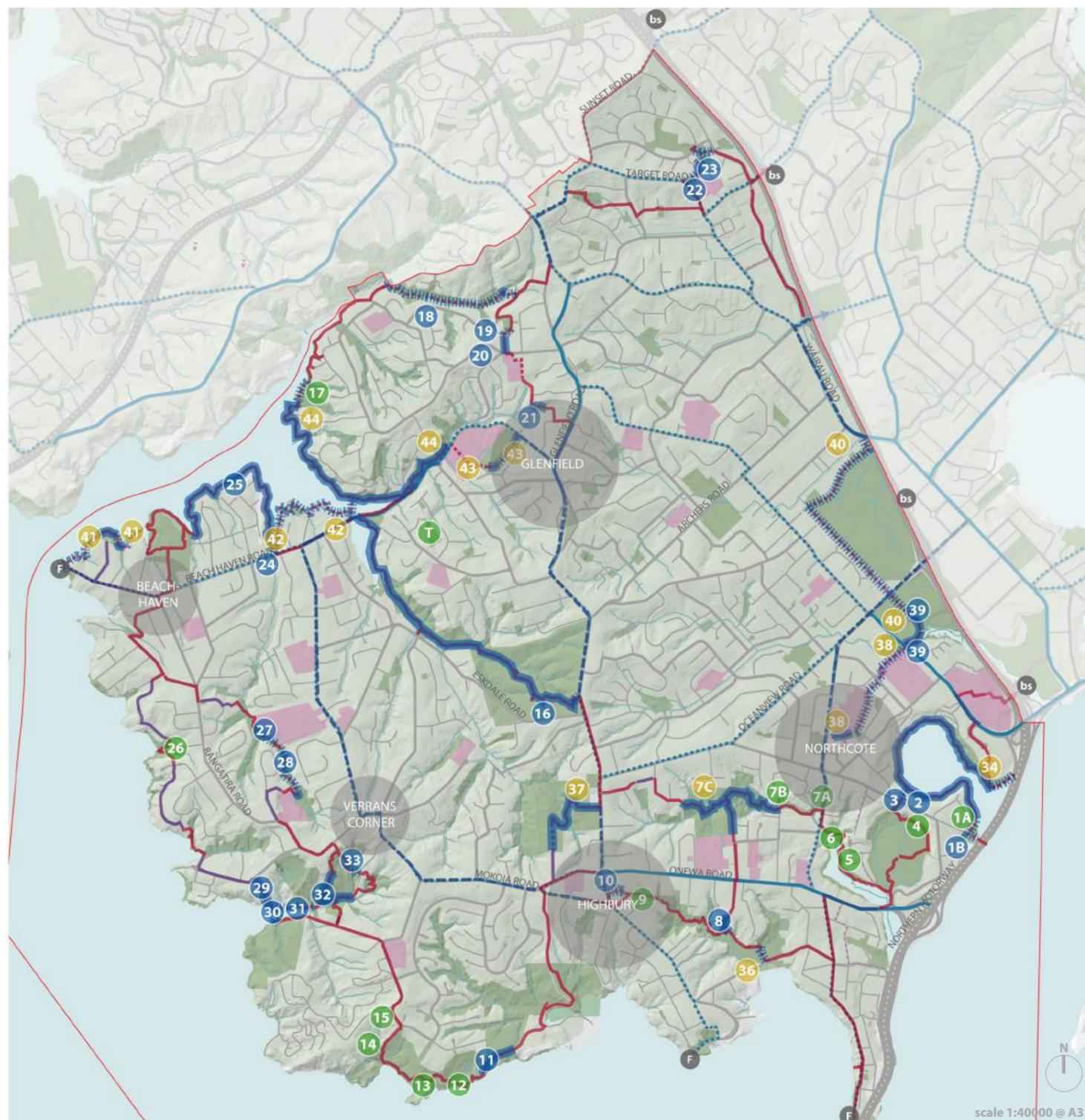
Priority areas were based on information shown in the analysis maps of this document, as well as the site assessments which were carried out by the project team and volunteer groups at the time.

Primary focus was given to connections which provide access to and between:

- Parks and Ecological Corridors
- Town and Local Centres
- Public transport facilities including busway stations and ferries
- Sites of interest for recreational users such as sites of cultural significance and significant views
- Areas of high population density

Throughout the implementation of the plan, we moved away from this approach, prioritising projects to ensure a geographic spread of the works throughout the local board area.

As part of the review of the plan, criteria were developed to help prioritise projects. These are outlined in the next section of this document.



### Priority Projects

The map overlay shows the projects for implementation to achieve the main priority route set up in this amended plan.

Projects highlighted in blue and green were included in the 2012 Plan. Projects highlighted in yellow have been included as part of the review.

Criteria have been developed to help prioritise projects. These are based on the focus areas of the plan as outlined above, but also include other factors such as alignment with existing track renewals projects within parks and the potential to partner with community stakeholders:

- Project contributes to connecting open space, ecological corridors and the coastal edge
- Project contributes to connecting commuters, transport nodes, town centres and schools
- Project contributes to connecting communities to points of interest
- Project aligns with existing renewals projects
- Project has potential for community partnership

Also taken into consideration were priorities and directives set out in the Auckland Plan, and the possible Skypath and Seapath connections.

All projects identified for implementation will be assessed against the criteria. Weightings will be applied to the different criteria, giving higher priority to projects which support a transport/commuter function.

Projects will then be implemented based on the outcome of this prioritisation.

Basic information about specific groups of projects identified is included in section 6 this plan.

Project Overview Table

Project #	Project location	Project description	Type of work upgrade/new connection	Type of connection walking or walking/cycling connection
1A	Tuff Crater - Exmouth Road to existing Tuff Crater track	new connection between Exmouth Road end and existing walkway around Tuff Crater	new	walking/cycling
1B	Tuff Crater - Exmouth Road link to over-bridge/ potential Seapath	new connection between Exmouth Road and motorway over bridge/ potential Seapath	new	walking/cycling
2	Tuff Crater	upgrade of existing track around perimeter of crater to accommodate a wider range of users	upgrade	walking/cycling
3	Tuff Crater	connection between Tuff Crater and Onepoto Domain via Sylvan Ave slip road	upgrade	walking
4	Onepoto Domain	upgrade of existing forest loop track on the northern side of the Domain	upgrade	walking
5	Onepoto Domain/ Rotary Grove	upgrade of existing connection between Onepoto Estuary to Rotary Grove	upgrade	walking
6	Rotary Grove	new connection across Rotary Grove, past tennis courts	new	walking
7A	Kauri Glen Reserve	new connection at Kauri Glen Reserve to link entrance off Lake Road with existing track network	new	walking
7B	Kauri Glen Reserve	new connection at Kauri Glen Reserve to link two parts of existing track at bottom of Woodside Ave	new	walking
7 C	Kauri Glen Reserve	upgrade of main track through reserve to allow for wider range of users	upgrade	walking
8	Le Roys Bush - Fairfax Ave connection	upgrade of existing track to accommodate a wider range of users	upgrade	walking
9	Le Roys Bush - connection Senior Citizens Hall/Hinemoa Str to existing track from Onewa Road	new walkway connection between Senior Citizens Hall/Hinemoa Str and existing track from Onewa Road to Little Shoal Bay	new	walking
10	Le Roys Bush - connection to Kaimataara o wai manawa	new connection to Kaimataara o wai manawa lookout from newly created Senior Citizens Hall track	new	walking
11	Kauri Point Centennial Park	upgrade of existing walkway from Chelsea Estate Heritage Park to Kendall Bay	upgrade	walking
12	Kauri Pt. Centennial Park	upgrade of pa track	upgrade	walking
13	Kauri Pt. Centennial Park	upgrade of Pa bypass track	upgrade	walking
14	Kauri Pt. Centennial Park	new boardwalk across Kendall Bay wetland	new	walking
15	Kauri Pt. Centennial Park	upgrade and realignment of existing swamp track	upgrade	walking
16	Eskdale Reserve Network	upgrade of existing track along spine to accommodate a wider range of users	upgrade	walking
17	Manuka Reserve	new connection to connect tracks in vicinity of dog park	new	walking
18	Glendhu Reserve - new connection	new connection from Glendhu Road to Spinella Drive	new	walking
19	Elliot Reserve	new connection from Spinella Drive to Manuka Road via Elliot Reserve playground	new	walking
20	Elliot Reserve	upgrade existing connection from Spinella Drive to Manuka Road via Elliot Reserve car park	upgrade	walking
21	Lancelot Reserve	upgrade of existing walkway in the reserve to allow for pram access	upgrade	walking
22	Target Reserve	new connection from Target Road to Tawavale Crescent via reserve	new	potential for walking and cycling provision
23	Trias Reserve	new connection from Romulus Place to Trias Road via reserve	new	potential for walking and cycling provision
24	Hellyers Creek Reserve - 1	upgrade of existing walking track from Beach Haven Road to Shepherds Park	upgrade	potential for walking and cycling provision
25	Hellyers Creek Reserve - 2	upgrade of existing walking track from Beach Haven Road to Shepherds Park	upgrade	potential for walking and cycling provision
26	Rosecamp Road Foreshore	Jacaranda Ave walkway upgrade	upgrade	walking
27	Rangatira Reserve	new north-south connection through reserve	new	walking
28	Rangatira Reserve	upgrade of existing east-west connections through reserve	upgrade	walking

Project #	Project location	Project description	Type of work upgrade/new connection	Type of connection walking or walking/cycling connection
29	Soldiers Bay Accessway	upgrade of existing walkway	upgrade	walking
30	Soldiers Bay wetland	formalisation of connection across Soldiers Bay wetland	new	walking
31	Soldiers Bay accessway to Kauri Park	formalisation of connections from Soldiers Bay accessway to Kauri Park	new	walking
32	Kauri Park	upgrade of existing tracks in Kauri Park	upgrade	walking
33	Kauri Park Fernglen connection	new connection from existing track network in Kauri Park to connect to Fernglen Native Plant Gardens entrance	new	walking
35	Onewa Road connection to Onepoto Domain	new connection from Onewa Road to Onepoto Domain	new	walking
34	Tuff Crater	new connection into potential Seapath	new	potential for walking and cycling provision
36	Dudding Park	new connection across Dudding Park to connect to existing track network in Le Roys Bush	new	walking
37	Birkenhead War Memorial Park	upgrade of existing connection via service road and car parks from Mahara Ave/Highbury Bypass to Recreation Drive/Glenfield Road	upgrade	walking/cycling
38	Northcote Greenway	new connection from Northcote Town Centre to Akoranga Drive	new	walking/cycling
39	Onewa Domain/ Smiths Bush track	upgrade of existing connections through Smiths Bush/Onewa Domain to link into proposed Northcote Safe Cycle Route	new	potential for walking and cycling provision
40	AF Thomas Park	new perimeter pathway around AF Thomas Park to link into proposed Northcote Safe Cycle Route	new	walking/cycling
41	Tui Park to Shepherds Park	new connection from Tui Park to Shepherds Park - boardwalk across estuary required	new	potential for walking and cycling provision
42	Hellyers Creek Esplanade to Kaipatiki bridge	new connection from Beach Haven Road via Kahika Point Esplanade and reserve to Kaipatiki bridge	new	potential for walking and cycling provision
43	Kaipatiki Park	upgrade of existing walking connection	upgrade	walking
T	Tamahere Reserve	new connection between Tamahere Drive and Redfern Lane	new	walking/cycling



---

## 6.0 Priority Projects Detail

Kaipātiki Connections Network Plan Update



LEGEND:

Base information

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

Greenway connections

- Priority greenway project
- Existing greenway route
- Proposed greenway route

ACN

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

PRIORITY GREENWAY PROJECTS



Location

Tuff Crater, Northcote - Exmouth Road to The Warehouse Way

Description

This is a green shared walking and cycling connection around the rim of Tuff Crater. The project is to upgrade the existing walkway to better cater for dual use, whilst honouring the ecological and cultural values of the site.

It also includes the development of new feeder connections into the potential future Seapath (NZTA project) at the northern and southern entrance to the crater. Through the Seapath this route also provides links to the Devonport- Takapuna Local Board area.

Ecology of the area

This connection is adjacent to Tuff Crater, a Significant Ecological area identified in the Unitary plan.

The site is one of the sites of Special Wildlife Interest and within a Coastal Protection Area.

It is also a site of geological significance. A simple explosion crater and tuff ring breached by the sea and partially filled with intertidal mud.

Forest and Bird North Shore, supported by North Shore City Council and subsequently Auckland Council, has restored large proportions of the reserve by undertaking weed control and planting natives within the last 15 years and the ecology of the area has been greatly improved. Parts of the site still contain a mix of native and exotic weed species.

Constraints

- Significant Ecological Area and special wildlife interest
- Site of geological significance
- Part of the coastal protection area
- Site of value to mana whenua
- Steep topography in parts
- Budget

Opportunities

- Education and interpretation of the restoration of Tuff Crater,
- Education about cultural heritage of the site, Māori, European and WWII tank sites
- Future link and extend existing walking and cycling connections into Seapath and Skypath

Budget Requirements (Capex)

Approximately \$550,000

The projects will be funded by a combination of renewals and development funding

NB: Contours placed every 5m

**PRIORITY GREENWAY PROJECTS**

**Location**

Little Shoal Bay/Le Roys Bush, Birkenhead - Maritime Terrace to Fairfax Avenue

**Description**

Development of new and upgrade of existing walkways through the reserve.

Potential to provide all abilities access from Little Shoal Bay along part of the track.

Project 5 will create a formal connection across Dudding Park. This presents an opportunity for collaboration with the stormwater and coastal teams to address coastal inundation and flooding in the park.

Project 6 is to improve the existing walkway connection to Fairfax Ave.

**Ecology of the area**

This connection is adjacent to the Little Shoal Bay wetland, one of only few remaining freshwater wetlands in the Northern sector.

Within the Proposed Unitary Plan the reserve and much of the bush on adjacent private land is identified as a Significant Ecological Area.

Large areas within the reserve have already been restored by the Friends of Le Roys Bush who have been active in the area for many years.

This has led to improved water and habitat quality.

**Constraints**

- Preservation of wetland and stream habitat
- Steep topography in parts
- Coastal inundation at Dudding Park and parts of the wetland
- Significant Ecological Area
- Significant kauri in the reserve – risk of spread of kauri dieback
- Budget

**Opportunities**

- Education and interpretation of the restoration of Le Roys Bush and Little Shoal Bay
- Improving recreational value of the reserve
- Provision of all abilities access from Dudding Park through part of Le Roys Bush

**Budget Requirements (Capex)**

Approximately \$300,000

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Le Roys Bush, Birkenhead - new connection between Senior Citizens track and Kai mataara o wai manawa

**Description**

This is a new connection, which would provide walking access from Little Shoal Bay to the heart of Birkenhead, the viewing platform of the newly created Kaimatara o Wai Manawa.

**Ecology of the area**

This connection is adjacent to the stream. Within the Proposed Unitary Plan the reserve and much of the bush on adjacent private land is identified as a Significant Ecological Area. Large areas within the reserve have already been restored by the Friends of Le Roys Bush who have been active in the area for many years. This has led to improved water and habitat quality.

**Constraints**

- Site ecological significance/ Significant ecological area
- Preservation of stream habitat
- Significant trees in the reserve including kauri – risk of spread of Kauri dieback
- Steep topography in parts with some erosion
- Budget

**Opportunities**

- Education and interpretation of the restoration of Le Roys Bush and Little Shoal Bay
- Improving recreational value of the reserve

**Budget Requirements (Capex)**

Tbc- further investigation required  
This is a new connections so would be fully funded through development/ Connections Plan funding.

NB: Contours placed every 5m



**LEGEND:**

<b>Base information</b>		<b>Greenway connections</b>		<b>ACN</b>	
Schools	Flood Plains	Priority greenway project	Existing greenway route	Existing feeder routes	Proposed feeder routes
Park and reserve land	Streams and rivers	Proposed greenway route	Existing connector routes	Existing metro routes	Proposed connector routes
Sites of significance to Mana Whenua	Historic heritage sites	Existing paths	Existing metro routes	Proposed metro routes	

**PRIORITY GREENWAY PROJECTS**

**Location**

Chelsea Estate Heritage Park and Kauri Point Centennial Park, Chatswood – Chelsea: Old managers house towards Kendall Bay

**Description**

This is the upgrade of an existing walking track from Chelsea Estate Heritage Park to Kauri Point Centennial Park, leading into Kendall Bay.

It is the last piece of the puzzle to complete connections in the Kendall Bay area (all other connections within the reserve have been created/ upgraded).

The reserve has an active volunteer group, the Kauri Point Centennial Park and Chatswood Reserve Management Committee, who have been holding regular working bees in the reserve for many years.

**Ecology of the area**

This connection is on a cliff top between Chelsea Bay and Kendall Bay. Within the Proposed Unitary Plan the reserve is identified as a Significant Ecological Area.

The reserves are part of a continuous area of indigenous vegetation along the coast and escarpments of the Birkenhead Coast from Birkenhead wharf to Chelsea to Kauri Point Centennial Park and the Defence Force land, Kauri Point Domain, to Kauri Park and Island Bay. Together this forms a large area of vegetation of 200 ha.

**Constraints**

- Significant Ecological Area
- Site of special wildlife interest
- Site of value to mana whenua
- Steep topography in parts
- Site is protected by a QE II Covenant
- Budget

**Opportunities**

- Education and interpretation of the restoration and ecological values of the reserve
- Revegetation and habitat creation to restoration works already undertaken in the reserve

**Budget Requirements (Capex)**

Approximately \$380,000

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua

- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- - - Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Eskdale Reserve Network – Glenfield Road to Kaipātiki Road + Stephanie Close to Lauderdale Road

**Description**

This connection is an 'off road' walking connection, with potential for use by mountain bikes in the upper part of the reserve.

It includes the upgrade of existing walkways and the development of a new stream crossing at Lauderdale Reserve, which will improve connection between the Windy Ridge and Birkdale communities.

**Ecology of the area**

This connection is adjacent to the Eskdale Stream. Within the Proposed Unitary Plan large portions of reserve are identified as a Significant Ecological Area.

Portions of reserve and stream have already been restored by volunteers from the Kaipātiki Project. This has helped to improve water and habitat quality.

The site is mix of native and exotic weed species, with many mature pine trees in the top part of the reserve.

The lower part of the reserve, closer to where it meets the Kaipātiki Creek, is identified in as a Site of Special Wildlife Interest.

The lower section of the reserve also contains a lagoon and a brackish wetland. This area is part of the coastal protection zone.

**Constraints**

- Preservation of stream and wetland habitat
- Significant Ecological Area
- Site of special wildlife interest
- Significant trees in the reserve including Kauri – risk of spread of kauri dieback
- Part of the coastal protection zone
- Steep topography in parts
- Budget

**Opportunities**

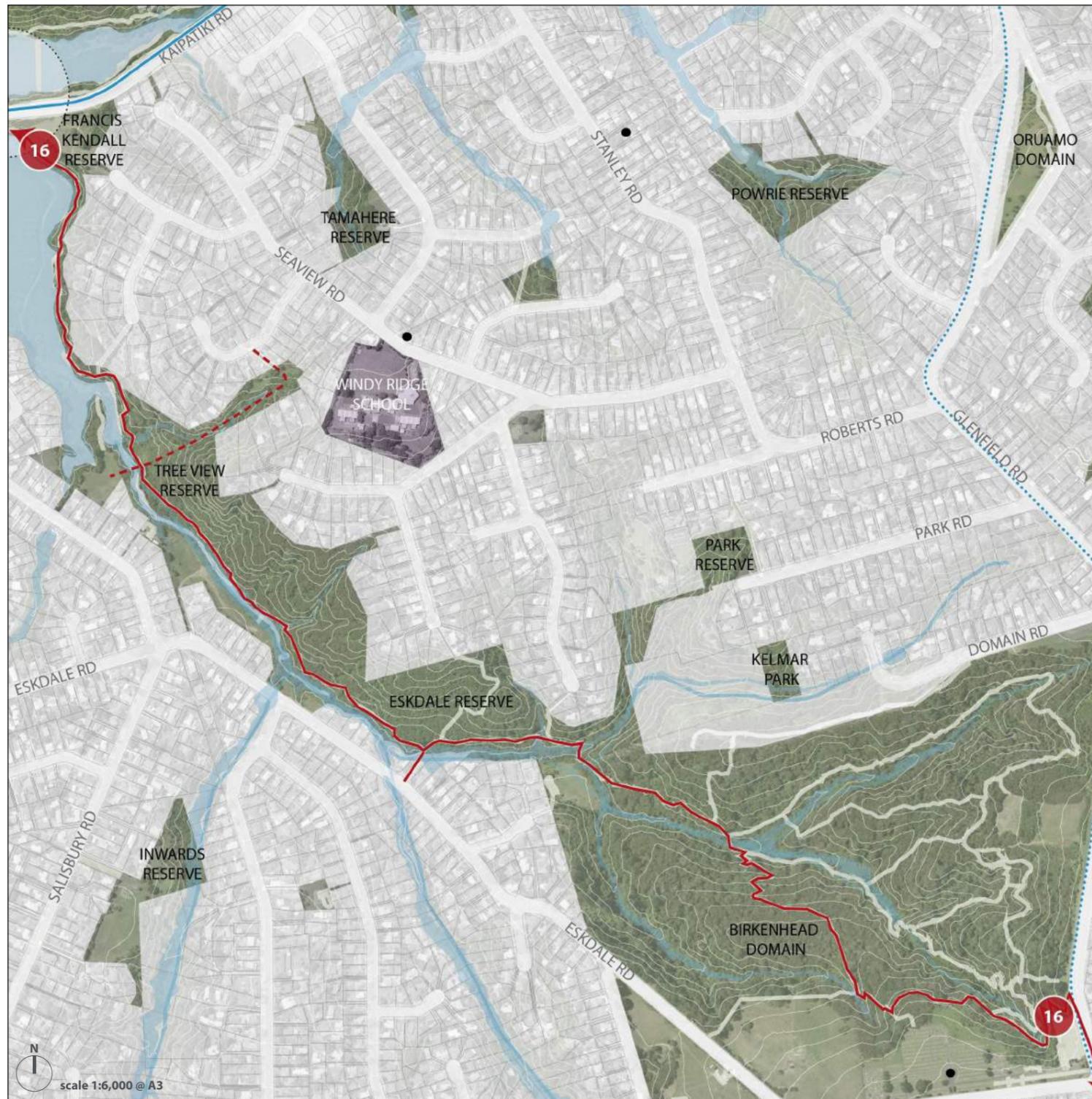
- Education and interpretation of the restoration and ecological values of the reserve
- Revegetation and habitat creation to restoration works already undertaken in the reserve

**Budget Requirements (Capex)**

Approximately \$380,000

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

<b>Base information</b>		<b>Greenway connections</b>		<b>ACN</b>	
Schools	Flood Plains	Priority greenway project	Existing greenway route	Existing feeder routes	Proposed feeder routes
Park and reserve land	Streams and rivers	Proposed greenway route	Proposed greenway route	Existing connector routes	Proposed connector routes
Sites of significance to Mana Whenua	Historic heritage sites	Proposed greenway route	Proposed greenway route	Existing metro routes	Proposed metro routes
	Existing paths				

PRIORITY GREENWAY PROJECTS



**Location**

Kauri Park, Fernglen Native Plant Gardens, Kauri Point Domain, Birkenhead

**Description**

The projects are mostly upgrades of existing walking connections, and also include the creation of two new connections, one from the main entrance of Fernglen Native Plant Gardens to Kauri Park and the second one to formalise the existing informal connection from Kauri Park to Soldiers Bay Accessway.

**Ecology of the area**

Within the Proposed Unitary Plan large portions of the reserves are identified as a Significant Ecological Area.

Large parts of the site are also identified as sites of special wildlife interest.

The lower part of the reserve is adjacent to Soldiers Bay, which contains one of the best examples in the Auckland region showing the ecological sequence of mangroves sand flats-shell bank-salt marsh and freshwater swamp.

The reserves contain mature tawa, taraire, puriri, kahikatea, kauri and karaka and many areas of young kauri- tanekaha forest.

Fernglen Native Plant Gardens contains a unique collection of rare plants from throughout New Zealand with a focus on alpine plants.

The reserves are part of a continuous area of indigenous vegetation along the coast and escarpments of the Birkenhead Coast from Birkenhead wharf to Chelsea to Kauri Point Centennial Park and the Defence Force land, Kauri Point Domain, to Kauri Park and Island Bay. Together this forms a large area of vegetation of 200 ha.

**Constraints**

- Preservation of stream and wetland habitat
- Significant Ecological Area
- Site special wildlife interest
- Significant trees in the reserve including kauri – risk of spread of kauri
- dieback
- Steep topography in parts
- Potential need for property acquisitions to create connection to Soldiers Bay
- Budget

**Opportunities**

- Education and interpretation of the restoration and ecological values of the reserve

**Budget Requirements (Capex)**

Tbc – further investigation currently being undertaken

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



LEGEND:

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- - - Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Rangatira Reserve, Beach Haven

**Description**

This project includes the improvement of existing walkways and development of new connections in the reserve.

The first priority for the works is to improvement of the east-west connector tracks which are linking to local schools. The second priority is to establish north-south connections to encourage more recreational use.

**Ecology of the area**

The connections are adjacent to and crossing Kahika Stream. Within the Proposed Unitary Plan most of the reserve is identified as a Significant Ecological Area.

The site is mix of native and exotic weed species. A volunteer group has formed recently who holds regular working bees in the reserve, undertaking weeding and planting.

**Constraints**

- Site of ecological significance
- Preservation of stream habitat
- Very narrow reserve in parts with steep topography
- Issues around passive surveillance
- Budget

**Opportunities**

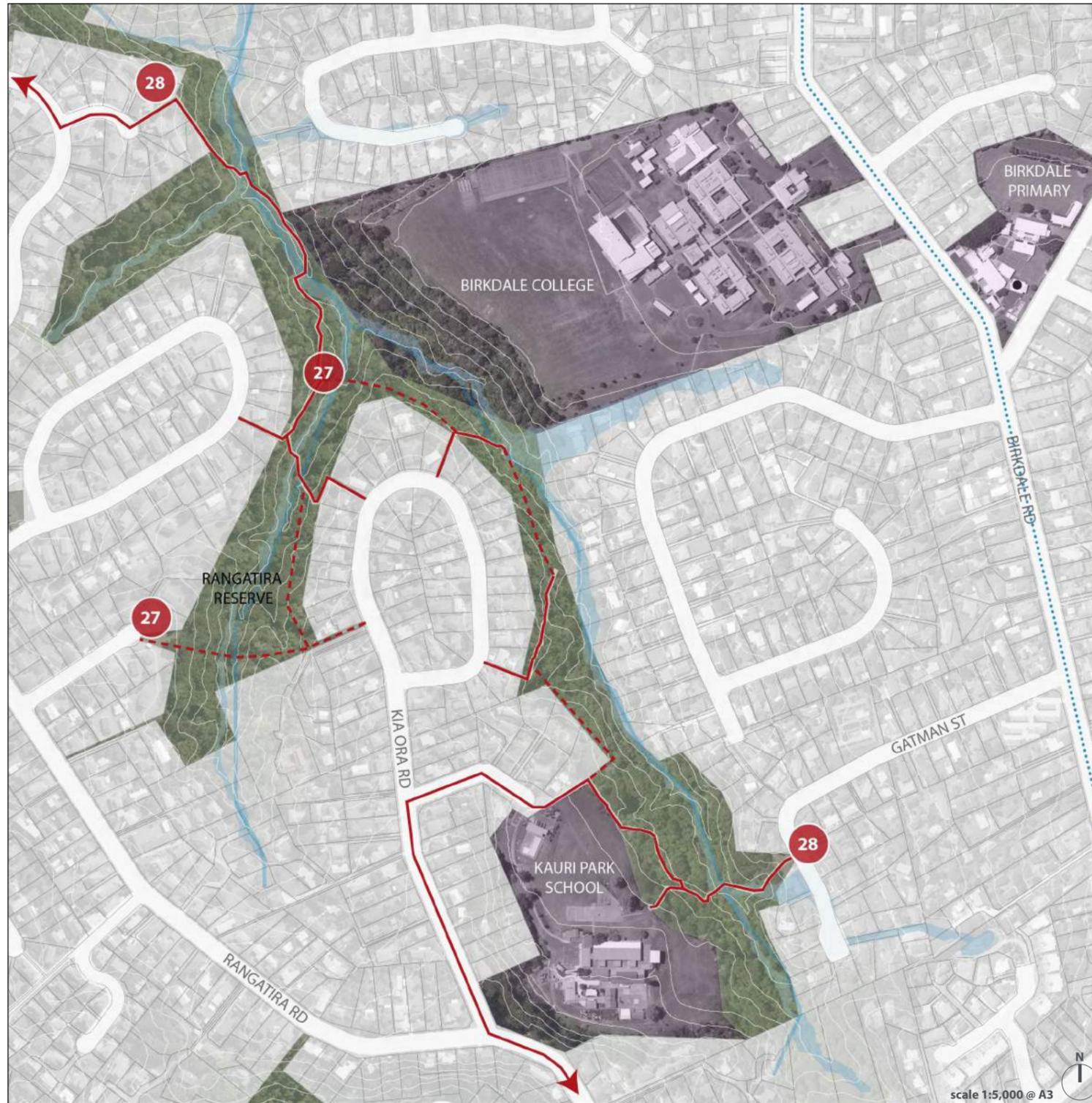
- Directly links to Birkenhead College and Kauri Park School.
- Potential to connect to Birkdale Primary School and Birkdale Intermediate School.

**Budget Requirements (Capex)**

Approximately \$585,000 (\$345,000 renewals work and \$240,000 connections works)

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Tui Park and Shepherds Park, Beach Haven – coastal connection

**Description**

This is an off-road walking connection, with the possibility to investigate suitability for cycling provision. The works include the upgrade of existing connections and creation of new connections between the two parks, potentially by creating bridges across the mangrove lined estuary.

The connection would provide access along the coast/ Hellyers Creek from Tui Park to Shepherds Park, with the potential to connect further along the coast to Kaipātiki bridge and potentially into Bayview and further afield to the Upper Harbour Local Board area.

**Ecology of the area**

This connection is adjacent to Hellyers Creek. Within the Proposed Unitary Plan portions of both Shepherds Park and Tui Park identified as a Significant Ecological areas.

Parts of the reserves directly adjacent to the coast are considered Sites of Special Wildlife Interest and Wetlands/Coastal Habitat of Ecological and Representative Importance.

The Friends of Shepherds Park have been undertaking weed control and planting of native species for many years at Shepherds Park.

The sites contain a mix of native and exotic species.

**Constraints**

- Preservation of coastal and stream habitat
- Significant Ecological Area
- Site of Special Wildlife Interest
- Both Shepherds Park and Tui Park contain cultural heritage sites
- Budget

**Opportunities**

- Education and interpretation of the restoration of Shepherds Park.
- Potential to create off- road cyclable link to Kaipātiki Bridge and possibly to Bayview

**Budget Requirements (Capex)**

Tbc – further investigation required

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

PRIORITY GREENWAY PROJECTS

24 25 42

**Location**

Hellyers Creek Reserve to Shepherds Park Beach Haven – coastal connection

**Description**

This is an off-road walking connection, with the possibility to investigate suitability for cycling provision. The works include the upgrade of existing walkway connections and creation of new connections between Hellyers Creek Reserve and Kahika Point Reserve, potentially by creating a bridge across the mangrove lined estuary (utilising the existing sewer bridges?)

The connection would be a continuation of the Tui Park to Shepherds Park link along the coast/ Hellyers Creek, with the potential to connect into Bayview and further afield to the Upper Harbour Local Board area.

Many sites of cultural heritage sites can be found along this stretch of coastline.

**Ecology of the area**

This connection is adjacent to Hellyers Creek. Within the Proposed Unitary Plan portions of both Shepherds Park and Tui Park identified as a Significant Ecological Area.

Parts of the reserves directly adjacent to the coast are considered Sites of Special Wildlife Interest and Wetlands/Coastal Habitat of Ecological and Representative Importance.

The sites contain a mix of native and exotic species.

**Constraints**

- Preservation of coastal and stream habitat
- Significant Ecological Area
- Site of Special Wildlife Interest
- Preservation of cultural heritage sites
- Budget

**Opportunities**

- Education and interpretation of the cultural heritage of the area
- Potential to create off – road cyclable link to Kaipātiki Bridge and possibly to Bayview

**Budget Requirements (Capex)**

Tbc – further investigation required

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



LEGEND:

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Birkenhead War Memorial Park, Birkenhead – Recreation Drive to Highbury Bypass/ Highbury Town Centre

**Description**

This connection is an 'off road' walking and cycling connection. It already exists informally, as a metalled service road within the park, connecting Recreation Drive and Mahara Avenue/ Highbury Bypass

This project includes the formalisation of this connection and continuation of a cyclable route through both car parks at Mahara Ave and Recreation Drive to connect to Highbury Bypass and Glenfield Road respectively.

**Ecology of the area**

Within the Proposed Unitary Plan portions of the reserve are identified as a Significant Ecological Area.

The site is a closed gully system with steep slopes in the northern half and gentle slopes in the southern half.

**Constraints**

- Preservation of stream habitat
- Significant Ecological Area
- Steep topography in parts with potential geotechnical issues
- Contains stormwater rain garden
- Budget

**Opportunities**

- Revegetation and habitat creation to restoration works already undertaken
- Potential green link into future Glenfield Road cycleway

**Budget Requirements (Capex)**

Tbc – further investigation currently being undertaken

The projects will be funded by a combination of renewals and development funding.



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Kauri Glen Reserve, Northcote

**Description**

Upgrade of existing walkways through the reserve from Woodside Ave to Tui Glen and Kauri Glen Roads.

**Ecology of the area**

This connection is adjacent to the upper reaches of the Waiuruoa Stream catchment. Within the Proposed Unitary Plan the reserve and much of the bush on adjacent private land is identified as a Significant Ecological Area. The site comprises of a steep-sided valley with terraced floor. The vegetation is mostly mature kauri tanekaha forest along parallel ridgelines. Pure stands of maturing kauri line the lower slopes of the valley and some trees are of significant size, up to 300 to 400 years old. The reserve contains one of two remaining examples of kauri-podocarp-broadleaf forest on undulating hills with many large miro and also one of two remaining examples of mature kauri forest on undulating lowland hills in the District. It contains a combination of rare vegetation types and large areas of intact vegetation with excellent regeneration in the understory.

**Constraints**

- Preservation of wetland and stream habitat
- Steep topography in parts
- Significant Ecological Area
- Significant kauri in the reserve – risk of spread of kauri dieback
- Budget

**Opportunities**

- Education and interpretation of the significant ecological values in the reserve
- Improving recreational value of the reserve
- Improving access to local schools

**Budget Requirements (Capex)**

Approximately \$380,000  
The projects will be funded by a combination of renewals and development funding.



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Glendhu Scenic Reserve , Bayview – Glendhu Road to Spinella Drive

**Description**

Creation of a new walking connection through Glendhu Reserve, which would connect Glendhu Road and Spinella Drive/ Elliot Reserve.

**Ecology of the area**

This connection is one of the tributaries of the Lignite Creek.

Within the Proposed Unitary Plan portions of the reserve and the surrounding vegetation are identified as a Significant Ecological Area.

The site is mix of native and exotic weed species.

**Constraints**

- Preservation of stream habitat
- Significant Ecological Area
- Steep topography in parts
- Issues around passive surveillance
- Budget

**Opportunities**

- Education and interpretation of the ecology stream
- Revegetation and habitat creation to restoration

**Budget Requirements (Capex)**

Approximately \$550,000

The projects will be funded through development/ Connections Plan funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua

- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

PRIORITY GREENWAY PROJECTS

**Location**

Elliot Reserve, Bayview – Spinella Drive to Manuka Road

**Description**

This project is to formalise walking connections in Elliot Reserve from Spinella Drive to Manuka Road.

The formalisation of this connection improves access to Manuka Primary from surrounding residential areas.

**Ecology of the area**

The reserve has minimal ecological value, but does contain some mature trees, which are a mix of native and exotic species.

**Constraints**

- Budget

**Opportunities**

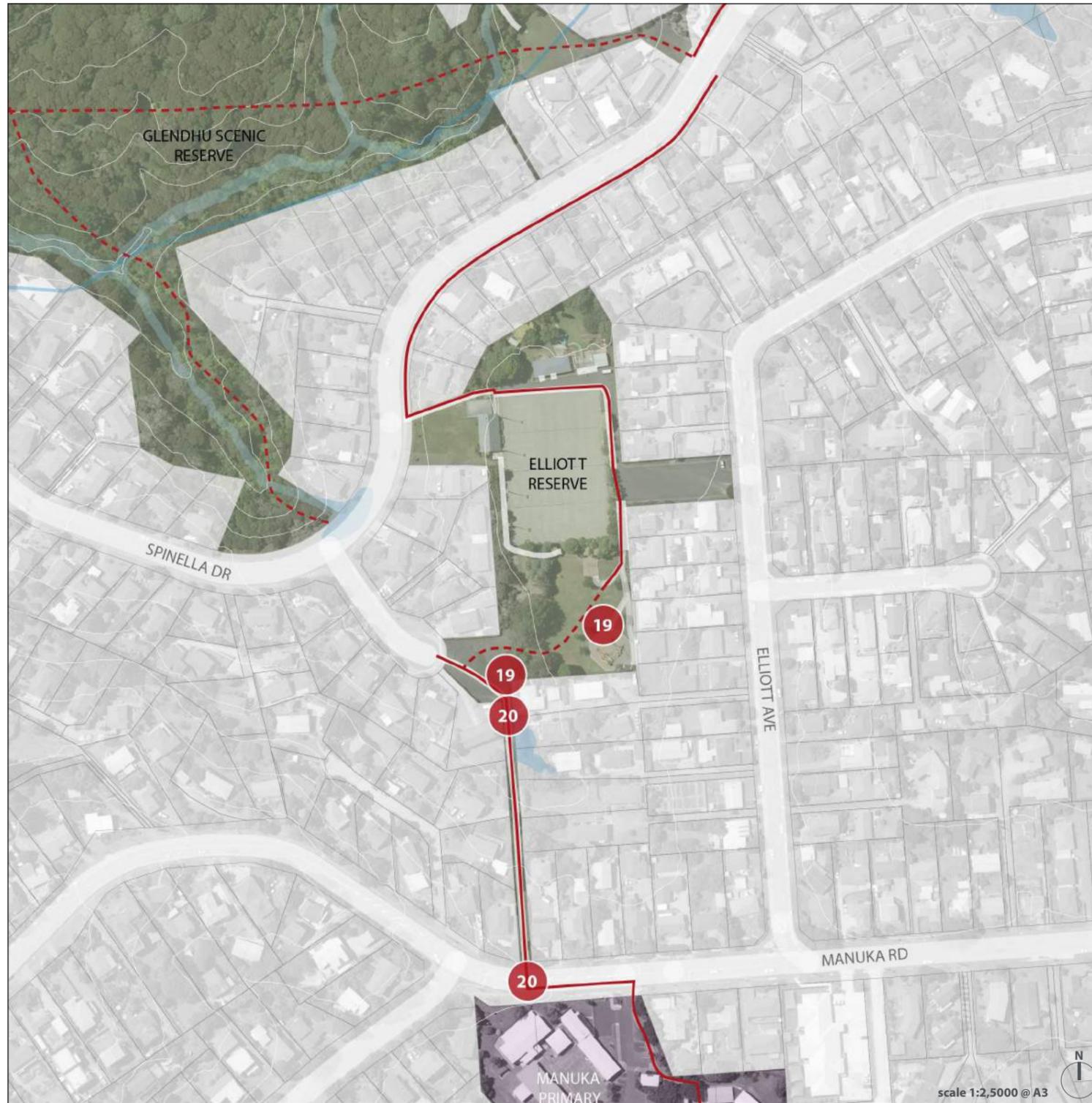
- Improving link to local school

**Budget Requirements (Capex)**

Approximately \$30,000

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



LEGEND:

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Lancelot Reserve, Glenfield – Neal Ave to Lancelot Place

**Description**

This is the upgrade of an existing walking connection through the reserve.

It is a continuation of the Spinella to Manuka Road link and continues (on- road) to Glenfield Road.

It includes the removal of the entrance bollards at Lancelot Place, which currently stops pram access.

**Ecology of the area**

The south-western corner of the reserve is part of a significant ecological area, which encompasses vegetation on private property and also the DoC owned portion of Witheford Reserve.

The site is part of the Kaipātiki Creek Catchment. It contains a mix of native and exotic species.

**Constraints**

- Steep topography in parts
- Parts of the reserve are part of a Significant Ecological Area
- Budget

**Opportunities**

- Improving linkages to local schools

**Budget Requirements (Capex)**

Tbc – further investigation required

The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Kaipātiki Park, Glenfield – Kaipātiki Road to Glenfield College

**Description**

This is a new walking connection through the park to connect to Glenfield College. This connection in parts informally exists, through the car park at Kaipātiki Park. It requires the formalisation of a connection through the school grounds, which is not part of the scope of this project.

**Ecology of the area**

The site has minimal ecological value, but contains some mature vegetation at the boundary with the school

**Constraints**

- Access adjacent to car park and sports fields
- Mature vegetation at the boundary with the school through which the track would lead
- Budget

**Opportunities**

- Working with MoE on connection through school grounds

**Budget Requirements (Capex)**

Approximately \$96,000  
The projects will be funded by a combination of renewals and development funding.

NB: Contours placed every 5m



**LEGEND:**

<b>Base information</b>		<b>Greenway connections</b>		<b>ACN</b>	
Schools	Flood Plains	Priority greenway project	Existing greenway route	Existing feeder routes	Proposed feeder routes
Park and reserve land	Streams and rivers	Proposed greenway route	Existing connector routes	Existing metro routes	Proposed connector routes
Sites of significance to Mana Whenua	Historic heritage sites	Proposed greenway route	Existing metro routes	Proposed metro routes	
	Existing paths				

**PRIORITY GREENWAY PROJECTS**



**Location**

Witford Reserve and Kaipatiki Esplanade Reserve (Glenfield Coastal Walkway)

**Description**

Upgrade of existing walkways through the reserve from Kaipatiki Road to Manuka Road

**Ecology of the area**

This connection is adjacent to Kaipatiki Creek and Hellyers Creek. Within the Proposed Unitary Plan the reserve and much of the bush on adjacent private land is identified as a Significant Ecological Area. The site comprises steep south-facing slopes containing extensive areas of native vegetation. The vegetation is dominated by a kauri and podocarp-broadleaved forest with large kohekohe, puriri, kahikatea and taraire, with abundant kauri and hard beech. The area contains examples of complex riparian vegetation types dominated by mature kowhai. The vegetation provides a riparian buffer to the Kaipatiki Creek.

**Constraints**

- Preservation of wetland and stream/wetland habitat
- Steep topography in parts
- Significant Ecological Area
- Site of Special Wildlife Interest
- Coastal Conservation Area
- Adjacent to Wetland of Ecological and Representative Importance
- Budget

**Opportunities**

- Education and interpretation of the significant ecological values in the reserve
- Improving recreational value of the reserve

**Budget Requirements (Capex)**

Approximately \$325,000  
The projects will be funded by a combination of renewals and development funding.

**LEGEND:**

<b>Base information</b>		<b>Greenway connections</b>		<b>ACN</b>	
Schools	Flood Plains	Priority greenway project	Existing feeder routes	Proposed feeder routes	
Park and reserve land	Streams and rivers	Existing greenway route	Existing connector routes	Proposed connector routes	
Sites of significance to Mana Whenua	Historic heritage sites	Proposed greenway route	Existing metro routes	Proposed metro routes	
	Existing paths				

**PRIORITY GREENWAY PROJECTS**

22 23

**Location**

Target and Trias Reserve, Totaravale – Target Road to Totaravale Road

**Description**

These are new walking connection which link Target Road and Totaravale Road via Target Reserve (adjacent to Target Primary School) and Trias Reserve.

**Ecology of the area**

The reserves contain minimal ecological value.

They are part of the Wairau Stream catchment. Trias Reserve contains a small stormwater wetland, which is mostly surrounded by flax plantings and links to a remnant stream in Totaravale Reserve and Rewi Alley Reserve.

Some mature trees exist at Target Reserve.

**Constraints**

- Preservation of wetland habitat
- Area is flood prone
- Budget

**Opportunities**

- Providing links from residential areas to a local primary school

**Budget Requirements (Capex)**

Approximately \$50,000

These projects are new connection, hence funded through the connections plan funding only.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua

- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

AF Thomas Park – Wairau Road to Northcote Road

**Description**

This connection is an 'off road' walking and cycling connection around the perimeter of AF Thomas Park. It links into the proposed Northcote Safe Cycle Route and potential Northcote Greenway, providing easy access to 3 schools within the area (Westlake Boys High School, Westlake Girls High School and Takapuna Normal Intermediate) and Smales Farm Bus station.

**Ecology of the area**

The site contains minimal ecological value, as per the Unitary Plan, but contains mature vegetation and two wetlands.

It is part of the Wairau Creek Catchment.

The site is mix of native and exotic species.

**Constraints**

- The site is currently leased to the Takapuna Golf Club
- Managing golf club use and pedestrians/cyclists
- Part of the area is a flood plain
- Budget

**Opportunities**

- Providing cycleable links between major schools, busway station and residential areas

**Budget Requirements (Capex)**

Tbc – further investigation required

This is a new connection and would need to be funded through development/ connections plan funding.

NB: Contours placed every 5m



**LEGEND:**

**Base information**

- Schools
- Park and reserve land
- Sites of significance to Mana Whenua
- Flood Plains
- Streams and rivers
- Historic heritage sites
- Existing paths

**Greenway connections**

- Priority greenway project
- Existing greenway route
- Proposed greenway route

**ACN**

- Existing feeder routes
- Existing connector routes
- Existing metro routes
- Proposed feeder routes
- Proposed connector routes
- Proposed metro routes

**PRIORITY GREENWAY PROJECTS**

**Location**

Northcote Greenway and Onewa Domain/Smiths Bush – Lake Road to Northcote Road

**Description**

This is a new off- road walking and cycling connection, which links Northcote Town Centre with Onewa Domain/ Smiths Bush and AUT’s Akoranga campus.

It is directly adjacent to Onepoto Primary School and Northcote Intermediate and traverses part of Hato Petera College.

The route requires property acquisitions from MoE and the Catholic Diocese of Auckland.

Via the connection through Smiths Bush it links to the Northcote Safe Cycle Route, providing connections to Smales Farm Bus Station and other local schools in the area, as well as the Devonport-Takapuna Local Board Area.

**Ecology of the area**

Smiths Bush and Akoranga Reserve are identified in the Proposed Unitary Plan as a Significant Ecological Areas.

The wetland adjacent to Smiths Bush is a site of special wildlife interest.

**Constraints**

- Preservation of stream habitat
- Some steep sections
- Area is within a flood plain
- Significant Ecological area at Akoranga Reserve and Smiths Bush
- Site of Special Wildlife Interest in vicinity of Smiths Bush stormwater pond
- Land acquisitions/ easements required to realise this route
- Budget

**Opportunities**

- revegetation and habitat creation to restoration
- potential for collaboration with stormwater team, Panuku and Housing New Zealand
- linking a growing town centre to schools and public transport

**Budget Requirements (Capex)**

Tbc – further investigation required

This is a new connection and would need to be funded through development/ connections plan funding.



**LEGEND:**

<b>Base information</b>		<b>Greenway connections</b>		<b>ACN</b>	
Schools	Flood Plains	Priority greenway project	Existing feeder routes	Proposed feeder routes	NB: Contours placed every 5m
Park and reserve land	Streams and rivers	Existing greenway route	Existing connector routes	Proposed connector routes	
Sites of significance to Mana Whenua	Historic heritage sites	Existing greenway route	Existing metro routes	Proposed metro routes	
	Existing paths				

