

Nga Ara O Manurewa | Manurewa Local Paths Plan

AUGUST 2019





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1.0 Introduction

1.1 Purpose of the document

Purpose

This document outlines Nga Ara O Manurewa, the aspirational long-term local paths plan for Manurewa. This is a visionary and guiding document intended for use by the local board, council departments, council-controlled organisations, community groups, private developers and other interested parties.

The Manurewa Local Paths Plan outlines the long-term local paths plan for the Manurewa area, with a view to guiding developments and selection of local paths projects for funding and implementation over the coming years.

Visionary document

Sometimes known as greenways plans, plans like this have been developed in New Zealand and throughout the world. Auckland's local paths 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.

Planning and implementation of Auckland's local paths network is well underway throughout the city, with local boards sharing the vision of greatly improved walking, cycling and ecological connections throughout the region.

Guiding document

Once the local paths plan has been adopted, the local board will set out a series of priorities and look for opportunities to collaborate, fund and create these connections. The council is developing Open Space Network Plans for each of the local board areas, of which the Local Paths Plan will become a chapter. The Open Space Network Plan for Manurewa was adopted in August 2018. The network plans will sit under the council's Open Space Strategy, providing high level direction for improvements to the open space network, specific to each Local Board area.

1.2 Auckland context

Manurewa is an established district with three distinct characters; a largely 1960s residential area in the west, later 1980s development in the east and the Wiri industrial area to the north. Areas of new, higher density development are appearing around Manurewa. There are numerous parks, many of which are grassed recreational reserves, but there are also some extensive mature forest areas. The eastern reaches of the Manukau Harbour provide an extensive coastline, offering seaside views mostly hidden from the roads, but readily accessible on foot or by bike. Both Housing NZ and Panuku Development Auckland (Panuku) have higher density residential development initiatives underway within Manurewa.

Manurewa has a younger population than the Auckland average. In the 2013 census, 27 per cent of residents were under 15 years compared to 21 per cent regionally and the median age was 30, compared to 35 for the rest of the region. Almost a third of residents were born overseas and half of those people had arrived in Auckland in the previous ten years.

There are 34 state and private schools in the Manurewa Board's area, including kura kaupapa and wharekura, with some schools offering bi-lingual Samoan classes. Schools range from decile one to nine. Several schools participate in the "Bikes for Schools" programme which teaches students to ride and provides fleets of bikes and bike tracks within the school grounds. For security reasons these facilities are generally not available on weekends.

Ecology and environment

While little of Manurewa retains an unmodified character, it retains some taonga. Tōtara Park is one of the largest parks in the south and contains the headwaters of the Puhinui Stream, which flows through the Botanic Gardens on its way to the Manukau Harbour. To the south, the Papakura Stream provides Manurewa's southern boundary. The harbour itself provides Manurewa with an extensive and accessible coastline.

Matuku-tūreia (McLaughlin's mountain) and Makutu-tūruru (Wiri mountain) were once terraced pas. Both have been heavily quarried in the past but retain their cultural significance to Māori. The Matukuturua stonefields are one of the last remaining examples of pre-European settlement and gardening and are internationally significant.

Manurewa is also home to some excellent examples of mature totara, puriri, kanuka and kahikatea in reserves including Totara Park, Auckland Botanic Gardens, Orford Park, Hillcrest Grove Reserve, Walpole Avenue Reserve and David Nathan Park.

Broader transport connections

Manurewa has a well-developed street network with many wide streets and existing on and off-road cycle facilities on several routes. Main access routes to the Auckland region are State Highways 1 to the north and south and 20 to the west, linking to the airport. Trains through stations at Te Mahia, Manurewa and Homai are spaced at roughly ten minutes apart in the morning peak and every 20 minutes interpeak.

The Southern Motorway and the North Island Main Trunk railway line both present severance issues, with safety issues at at-grade crossings of the railway line and concentrating considerable volumes of traffic at motorway overpasses. Narrow footpaths on the early 1960s motorway overbridges constrain foot and cycle traffic. These major corridors present challenges for local paths development, however they also provide important longer distance transportation facilities to which local paths can link to create an effective extension of the public transport network.

In the 2013 Census, 85 percent of people working in the Manurewa local board area drove to work, the regional average was 75 percent. Driving and riding as a passenger together accounts for 92.4 percent of trips made with 2.2 percent of trips being made by bus and train. Use of active modes (generally walking and cycling) was at the time 3.7 percent.

A revised south Auckland bus network was introduced in October 2016, offering an increase in frequency. Higher service frequency was offset by the need for some passengers to transfer, most often at rail stations. This approach has been introduced throughout the city and indications are that it is working well at a regional level, with record growth in passenger numbers. However, the network retains a long-distance CBD orientation, which does not work well for shorter distance journeys. For example, a bus trip from Weymouth to the Wiri industrial area (roughly six kilometres) can only be made in peak periods and requires changes of buses.

Broader walking and cycling connections

The 'Te Araroa' national walking trail is a continuous 3,000 km trail the length of New Zealand and connects the greater Auckland area with Northland and Waikato. The Te Araroa walkway traverses the northern edge of the Manurewa Local Board area, entering Puhinui Reserve at the end of Price Road then follows Wiri Station Road to Puhinui Creek and the Botanic Gardens, then follows Porchester Road to Papakura. The local paths plan will support, enhance and improve connections to this significant national walking route.

The neighbouring Ōtara-Papatoetoe and Papakura local boards both have adopted local paths plans and the Howick local board was undergoing consultation on a plan at the time this document was being prepared. Links to these adjacent areas in this plan are all consistent with those other plans.



Te Matariki Clendon Community Centre and Library

1.3 Strategic fit

Links to the Auckland Plan

The Auckland Plan sets the council's long-term strategic direction and proposes a vision to create the world's most liveable city. It helps integrate planning for improved transport, environmental protection, land use, housing growth and economic development, benefiting from one authority being responsible for all coordination.

The Auckland Council adopted the Auckland Plan 2050 in June 2018. The plan poses six desired outcomes which are:

Belonging and participation

All Aucklanders will be part of and contribute to society, access opportunities and have the chance to develop to their full potential.

Māori identity and wellbeing

A thriving Māori identity is Auckland's point of difference in the world – it advances prosperity for Māori and benefits all Aucklanders.

Homes and places

Aucklanders live in secure, healthy, and affordable homes, and have access to a range of inclusive public places.

Transport and access

Aucklanders will be more easily able to get to where they want to go more easily, safely and sustainably.

Environment and cultural heritage

Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage, for its intrinsic value and for the benefit of present and future generations.

Opportunity and prosperity

Auckland is prosperous with many opportunities and delivers a better standard of living for everyone.

The accessibility, integration, recreational and environmental outcomes fostered by the local paths network makes a strong contribution to several of these desired outcomes.

Nga Ara O Manurewa draws on priorities and directives from several chapters in the Auckland Plan, including:

Chapter 5: Auckland's recreation and sport

Priority 1: Provide quality opportunities for all Aucklanders to participate in recreation and sport.

Directive 5.1: Encourage all Aucklanders, particularly children and young people to participate in recreation and sport.

Chapter 7: Auckland's environment

Priority 1: Value our natural heritage

Priority 2: Sustainably manage natural resources

Priority 3: Treasure our coastlines, harbours, islands and marine areas

Chapter 12: Auckland's physical and social infrastructure

Priority 2: Protect, enable, align, integrate and provide social and community infrastructure for present and future generations

Directive 12.8: Maintain and extend the public open space network, walkways and trails and recreational boating facilities in line with growth needs.

Chapter 13: Auckland's transport

Priority 3: Prioritise and optimise investment across transport modes.

Links to other initiatives

In developing this local paths plan, several related council and non-council initiatives have been investigated and where possible, included in the network:

- former Manukau City Council plans and current Auckland Council documents such as the Auckland Plan;
- the Auckland Unitary Plan;
- the Manurewa Local Board Plan (2017);
- Manurewa Takanini Papakura Integrated Area Plan (2018);
- Manurewa Open Space Network Plan (2018);
- Transform Manukau Project (2016);
- Te Araroa National Walkway;
- Auckland Cycle Network (ACN) November 2015, prepared by Auckland Transport (AT);
- walking school bus routes;
- Auckland Council's Bikes in Schools initiatives.

Local Board aspirations

Each local board develops a three-year plan reflecting what elected members have heard from their community. Feedback gained formally and informally has been key to shaping these plans and they provide a touchstone for the aspirations of each area's community.

Implementation of this local paths plan has potential to achieve several of the aspirations in the Manurewa Local Board Plan (2017), including but not limited to:

- People in Manurewa are actively connecting everywhere, every day
- Manurewa is well-connected and easy to move around
- Our environment is a source of pride and enjoyment for our community

Outcome: People in Manurewa are actively connecting everywhere, every day

- Our communities work together to create spaces and places that meet the diverse aspirations of our community, support participation in activities, and make new connections.

Local paths can provide the community with attractive walking and cycling routes to parks, schools, town centres, recreation centres, community facilities and public transport services. Skateboards and scooters are also popular ways of getting around and on this network can increase personal enjoyment of localities but also increase the use and delight in our recreational facilities.

Manurewa is well-connected and easy to move around

- People move easily around Manurewa on linked networks of public transport, walkways, cycleways and local roads.

This local paths plan proposes a connected recreational network, allowing residents to move safely through and between their existing open spaces. This access benefits the health and well-being of those active users, as well as offering an opportunity for community engagement. Increased use of existing recreational facilities in Manurewa may be another effect.

This outcome was based on the community's desire for reduced congestion and better walking, cycling and public transport options. Local paths are identified as a key tool for fulfilling this desire.

The Auckland Plan supports this aspiration and building our local paths network contributes to that end. Local paths can provide the community with attractive walking and cycling routes to parks, town centres, schools, community facilities and public transport connections.

Our environment is a source of pride and enjoyment for the community

Manurewa beats with a healthy environmental heart.

The Manukau Harbour foreshore, Puhinui Stream and Papakura Stream are other treasured assets within this area. The Puhinui Stream has its headwaters in Tōtara Park and was named the most improved stream in the New Zealand River Awards in 2016. Papakura Stream will become a focus for improvement, with the board supporting community-led streamside restoration, weeding and planting projects.

Building the walking and cycling routes described in this plan is one tool that can further our ambition to protect and enhance our waterways and harbours by providing improved access to and along them. Local paths feature a planting component and planting our waterways can reduce the flow of contaminants and sediment entering the streams and into the Manukau Harbour. We will work with our communities to care for our harbour, waterways, environment, parks and community spaces, particularly in partnership with mana whenua as kaitiaki/guardians.

These intended outcomes provide a comprehensive basis for the implementation of the local paths network.

Manurewa Local Board Outcomes

- **Outcome 1: People in Manurewa are actively connecting everywhere, every day**
Our communities work together to create spaces and places that meet the diverse aspirations of our community, support participation in activities, and make new connections.
- **Outcome 2: A prosperous local economy supporting local people**
Manurewa has a thriving local economy that enables people to live, work and play close to home.
- **Outcome 3: Manurewa is well-connected and easy to move around**
People move easily around Manurewa on linked networks of public transport, walkways, cycleways and local roads.
- **Outcome 4: Our environment is a source of pride and enjoyment for the community**
Manurewa beats with a healthy environmental heart.
- **Outcome 5: We treasure our home, our community**
Our community spaces are part of a first-class network. They are popular gathering places used for a variety of activities led by diverse local communities with many interests. They offer choices for people from different cultures and life-stages to take part in local life.

Outcomes from the Manurewa Local Board Plan			
WHAT WE WANT TO ACHIEVE	KEY INITIATIVES	LOCAL BOARD ROLE	OTHER KEY AGENCIES
More people access and participate in multi-use facilities, spaces and activities	Partner with community organisations to implement the Tōtara Park masterplan as funding allows.	Decision-maker, Advocacy	Community organisations
Our train stations are an easy and safe option for people to use.	Continue to develop our Local Paths plan to create a network that provides safe and enjoyable ways for people to get around, be active and engage with the community and their environment.	Decision-maker, Advocacy	NZTA, Auckland Transport and community organisations
	Continue to develop and enhance the Manukau Harbour coastal path and cycleway.	Decision-maker, Advocacy	Community organisations, mana whenua
	Work with Auckland Transport to improve public safety at intersections, crossings, in car parks and on footpaths.	Decision-maker, Advocacy	Auckland Transport
	Advocate to the NZ Transport Agency and Auckland Transport for changes that support safety and congestion-free roads so people can get to and from work and school on time.	Advocacy	NZTA and Auckland Transport
Manurewa's local environment and biodiversity are protected for the future.	Work with our communities in caring for our harbour, waterways, environment, parks and our community spaces in partnership with mana whenua as kaitiaki / guardians.	Decision-maker, Advocacy	Community organisations, mana whenua

Figure 3. Outcomes from the Manurewa Local Board Plan, pages 17, 25 & 29.

1.4 What is a Local Paths Plan?

Definition

The aim of a local paths plan is to advance cycling and walking routes which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve these aims, local paths may cross existing areas of parkland and follow street connections between localities, community facilities and parks. The network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

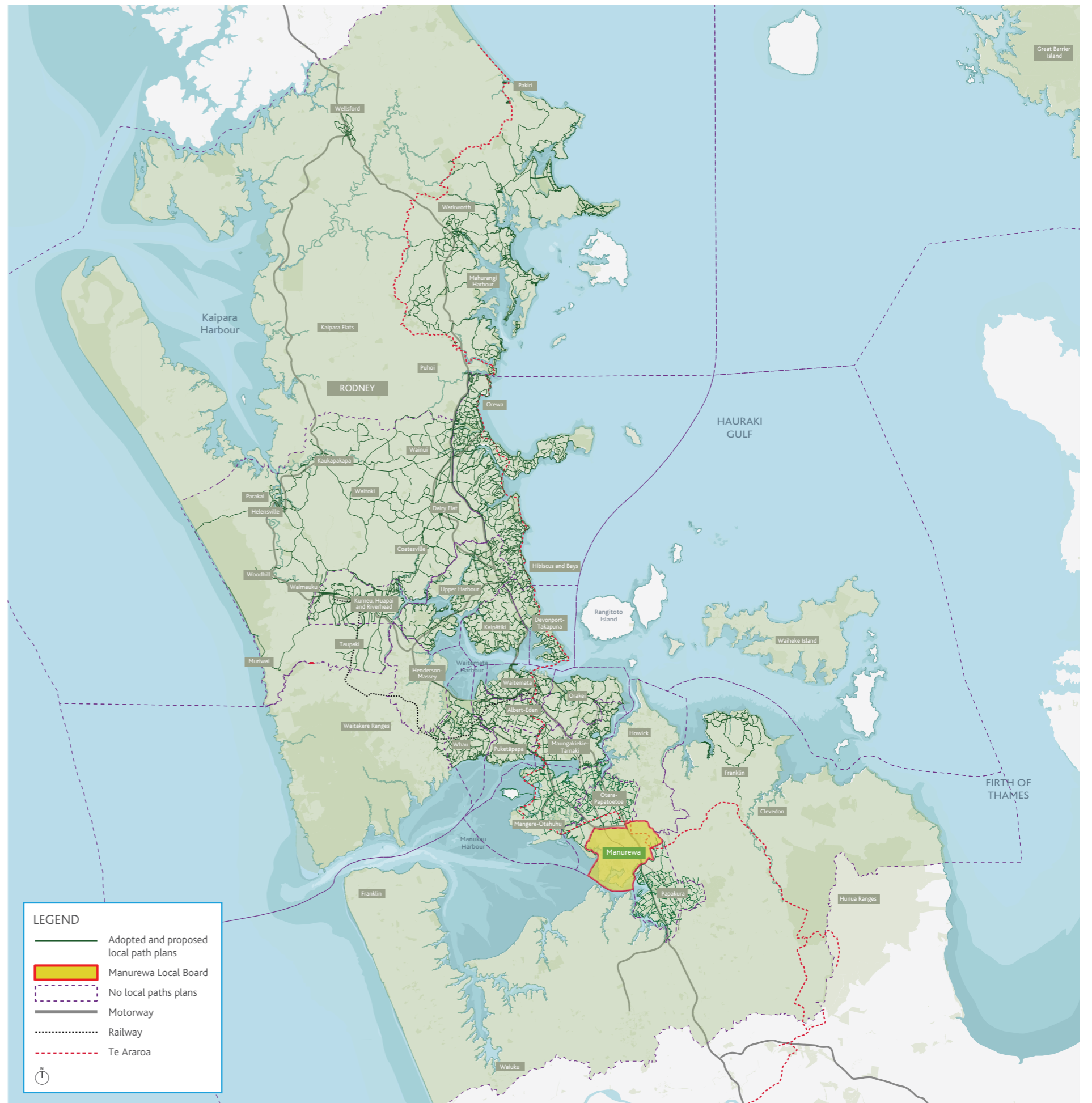
Implementation of the local paths plan will better connect Manurewa to neighbouring areas and will also connect to regional walking and cycling proposals for the greater Auckland area. The adjoining map shows other local paths plans under development or adopted by local boards.

The Manurewa local paths plan seeks to create a future network of local paths and trails that will provide safe and enjoyable ways for people to get around, get active and become engaged with their community and environment.

Benefits of local paths

There are many benefits to developing local paths, including:

- **Recreational** – Improving people's access to outdoor recreation and enjoyment close to their home;
- **Environmental** – Reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving storm water quality and reducing flooding events through low impact design measures and by improving ecosystems, habitats 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 connected with their local community facilities;
- **Health** – Providing improved opportunities for activity and fitness;
- **Education** – Providing opportunities to learn about the plants, wildlife, ecology, history of the landscapes that people pass through; and
- **Economic** – Improving local employment opportunities as areas become more accessible and desirable for businesses and shoppers. Local path routes can become tourist destinations for both international and local visitors.





Connections in open spaces

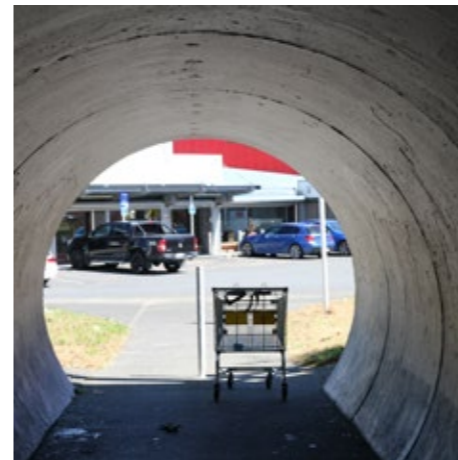
What the local paths might look like

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

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

The surface treatment may vary depending on the location of the path, its slope and the existing character of an area. It is also important that the network is marked with appropriate locating and way-finding signs or markers to help people to orientate themselves. Lighting and perceived safety are essential to encouraging use of paths, particularly at evenings and nighttime. Unobtrusive lighting that minimises shadows, along with planting that removes concealment opportunities is all part of a design approach intended to enhance safety and security for users.

These aspects have been considered as part of the 'Local Path Design Guide' which sets out a consistent toolbox for design and construction of successful local path networks through our neighbourhoods. Following the guide will ensure a consistent 'look and feel' across the Auckland network, helping with recognition and wayfinding.



Connections in streets and open spaces



Cultural, educational and ecological opportunities

1.5 Local Paths Design Guide

Positioning local paths in Manurewa

The Local Path Design Guide was developed by Auckland Transport and Auckland Council to provide best practice guidance for designing and developing local paths networks through our neighbourhoods and across the Auckland region. The local paths plans (such as this document) detail where the routes are to go, while the design guide describes their look and feel. It

details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic. It also spells out the minimum ecological aspects of the routes. Together, these two documents will form the backbone of the ongoing delivery of local paths in Manurewa and ensures that they connect to surrounding areas in a logical manner.

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.

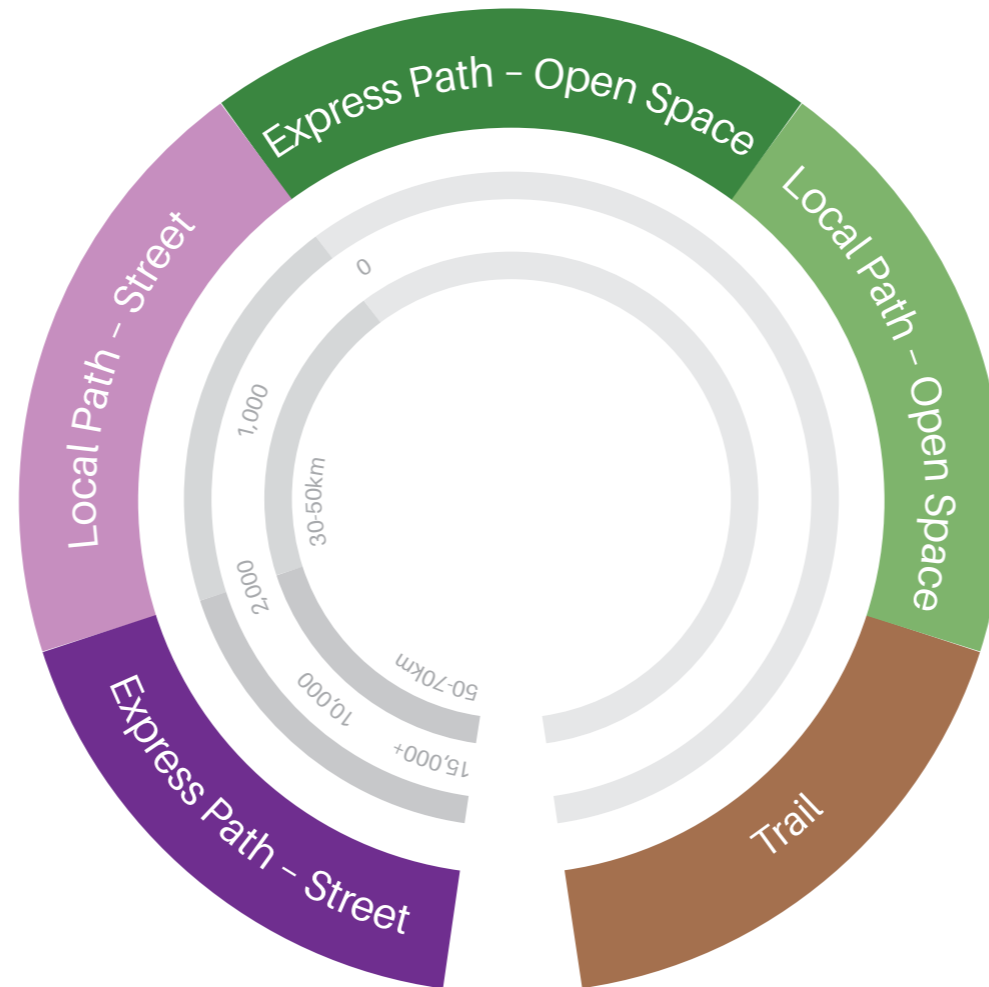
Vehicle Volume (ADT): 2,000–15,000+
Vehicle Speed (km/h): 40-60
Arterial Road Crossings: 50-100 per hour
Accessibility + Safety: Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure: Impervious surface <90%

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: Ministry of Justice 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: Ministry of Justice 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: Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure: Park land/ water systems/ self-regenerating forest

Based on the Auckland Local Path Design Guide 2017



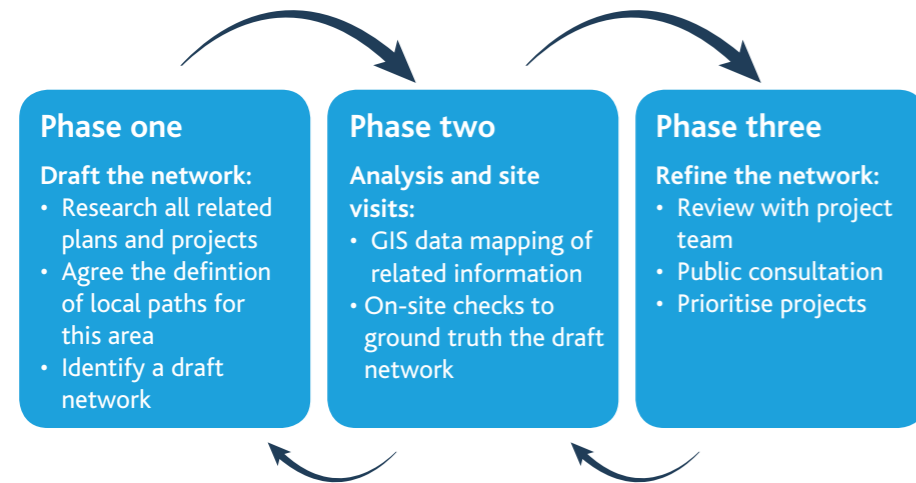
Manurewa Marae



2.0 Method

2.1 The process

Nga Ara O Manurewa was developed using a three-stage process, with feedback loops as outlined below:



Phase one – Draft the network

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

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

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

Phase two – Analysis and site visits

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

The draft network plan was next assessed on site to ensure that it provided logical and safe connections. This process involved checking several aspects, such as topography, vegetation cover, utility services (power poles etc), the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles and the width and safety of any roading corridors identified as local paths routes. Some connections were found to be inappropriate (where there wasn't enough space for a connection, the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

Phase three – Refine the network

Various discussions with the community, council staff and local board members helped identify key areas for refinement and additional links, particularly related to school travel.

Targeted consultation – Stage one

In late 2017, discussions were held with senior staff at several schools participating in the Bikes in Schools programme. Several meetings with board members also provided useful comment and local knowledge. The final phase involved consultation on the draft plan, both within council and related agencies such as AT and with the local community. Community engagement and consultation was carried out as follows:

- Weymouth School – 24 October, discussion with principal;
- Rowandale School – 24 October, discussion with principal;
- Roscommon School – 25 October, discussion with principal;
- Homai School – 26 October, discussion with principal;
- Manurewa Intermediate – 24 October, discussion with deputy principal and 20 cycling students;

The draft routes were introduced at these sessions and general feedback on their alignment and possible uses was collected. These ideas were collated and the draft routes revised and frequently added to prior to wider community engagement.

Wider consultation – Stage two

Public consultation was open from 8 March to 6 April 2019 on the Auckland Council's "Have your say" website where the public could view the draft routes and submit online feedback (refer to the Appendix – Section C for summaries of various consultations). The feedback from these sessions and the "Have your say" web page was then incorporated into the final network plans shown in Section Three.

Local paths plans are long-term schemes to be developed over 20 or so years and project prioritisation helps the board to focus on achieving sections of the plan within its three-year term. As full construction of this local paths network cannot be funded at once, the local board has nominated priority areas. These priorities are based on community desires, costs, benefits, constraints and coordination opportunities with other local projects; including those by Auckland Council, Council Controlled Organisations and external stakeholders, such as the New Zealand Transport Agency (NZTA), the Department of Conservation (DoC) and community groups. The local knowledge acquired in the open consultation was also very valuable in determining the proposed priority routes (Appendix – Section B).



Maps being marked up by attendees at the Clendon Bilingual Hikoi consultation on 23 March 2019

2.2 Public engagement summary

Overview

As outlined in the preceding section, the production of this document entailed several stages of formal and informal public engagement. A summary of public engagement is given in the Appendices section C.

Following a first round of public discussion in early 2017, an initial local paths network plan was produced. This draft plan was shared with a range of stakeholders in 2017 and 2018 and their observations considered. In most cases the resulting changes were adding new links to meet specific needs, particularly for school students.

Formal public consultation took place on the Auckland Council's "Online Have your say" website from 8 March to 6 April 2019. The public could view the draft routes and submit online feedback. 79% of submitters were in favour of the proposals, strongly agreeing or agreeing with the draft in principle. Several submissions were made directly to council officers and an open event was held at the Clendon Bilingual Hikoi, which provided some useful feedback.

Feedback from the Friends of the Gardens² noted the Auckland Botanic Gardens Management Plan prohibits "casual use of bicycles beyond the carparks". The safety and tranquillity of the gardens and for their many visitors of all ages and abilities is a high priority in the plan which could be compromised by cyclists. Another submitter supported the proposal and suggested ways to mitigate this issue.

As is the norm for all public places, path and trail user safety was raised and suggestions for standard CPTED³ principles such as lighting of paths and open park spaces to be employed. As the use of paths increases, passive security improves simply from the numbers of users and general activity.

The Auckland Plan 2050 states over the next 30 years its population will grow by an estimated 1 million people. Manurewa is expected to have 18% more residents by 2033⁴ Under the Auckland Unitary Plan 70% of Manurewa is now zoned for new types of housing that allows for moderate intensification of existing single dwelling properties⁵ The Auckland Transport Parking Strategy⁶ expects demand for parking both off and on street will grow. As has been the case throughout Auckland, concern was also expressed about the tension between on-road cycle lanes and parking supply, as vehicles may not be parked along on road cycle paths⁷ As Manurewa redevelops, with more intensive use of residential sites, the demand for on street parking may increase if that demand is not met on site.

A desire for improved cycle access to Auckland International Airport was mentioned by several submitters. The airport is outside of the plan area, but connections are proposed to paths in the adjacent Ōtara-Papatoetoe board area to provide for this need.

Some of the specific comments covering walkways and cycleways are included below. Some of these have been edited for clarity.

Walkways

- Formed paths should be a key part of park development
- Public toilets and refuse bins need to be a consideration when developing paths or formalising routes
- Wayfinding info is needed to direct users to these facilities
- There is a lack of public toilet facilities specifically linked to Manurewa's coastal walkway
- Consider lighting on some walkways/paths
- Good quality signage is crucial for wayfinding and for promotion of use
- Security on pathways also important, avoid low/bushy planting with opportunities for hiding, use trees with clear trunks and foliage some distance above ground
- Boardwalks along the Puhinui Creek shoreline need to be wider and improved security through here would be good
- There is a need for lighting from Trimdon to Fergusson including under the motorway to make it safer (for people using the train going to work etc.).

Cycleways

- Safe and secure cycle storage at destinations would encourage bike use
- We don't have a school pool, so learning to ride gives students a sense of achievement and improves self-esteem
- Stop using the roads, use the berms and alley ways. Traffic is too busy everywhere, link them to parks and schools as well as local pools and sports grounds
- The pathway that follows Manukau Harbour edge section between the end of Burundi St and North towards Manukau Marae has a section that both narrows and rises some 5-6 metres above the waterline. Falls away steeply and a there's potential for cyclists to go over the edge if meeting opposing "traffic".



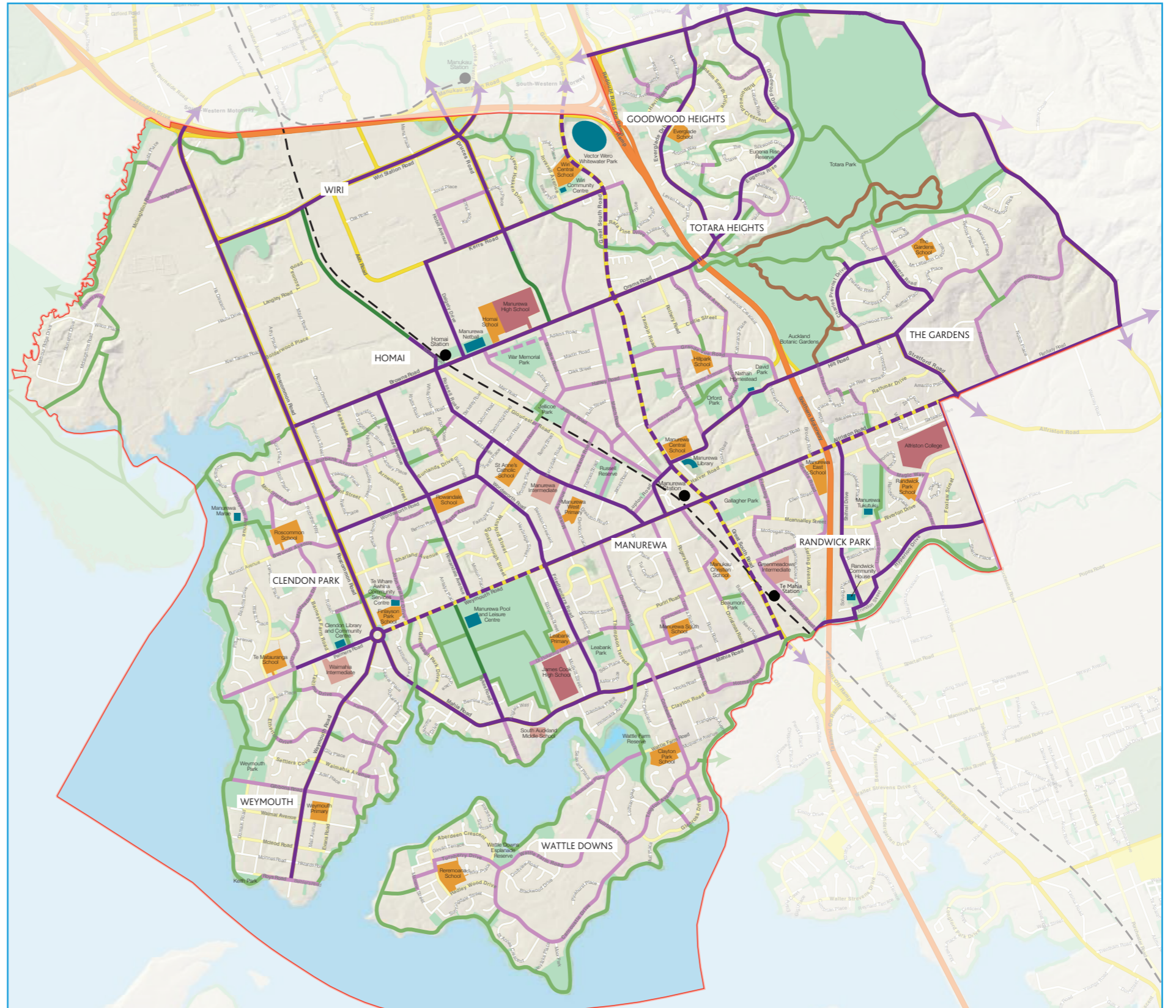
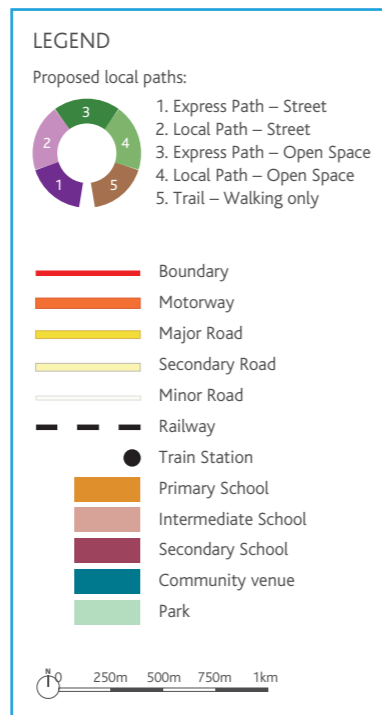
3.0 Local paths mapping

3.1 Long term aspirational local paths

This map shows the completed local paths vision adopted by the local board. This vision is ambitious and will be reviewed on a regular basis as priority sections are completed and as other related projects are finished or proposed.

The local paths network relates to Auckland Unitary Plan zoning. Panuku are developing the Wiri neighbourhood and Housing New Zealand are redeveloping sites at an increased density in special housing areas, mostly in the Homai/Rowandale area. The wider Manurewa area will inevitably experience pressure on infrastructure as development opportunities are taken up, leading to increased population and travel demand. Greater density of settlement in Manurewa can be expected to create a tension between on road cycle facilities and on-street parking. This conflict will present a design challenge for local paths implementation and presents opportunities for applying some creative thinking.

As Manurewa has an extensive and mature street network, much use of existing roads is proposed for local paths development. There are existing cycle facilities that might require refurbishment or upgrade to meet the local paths criteria. Local paths on existing roads may require new separate walking or cycling facilities as sharing road space may not be desirable due to high traffic speeds and volumes.

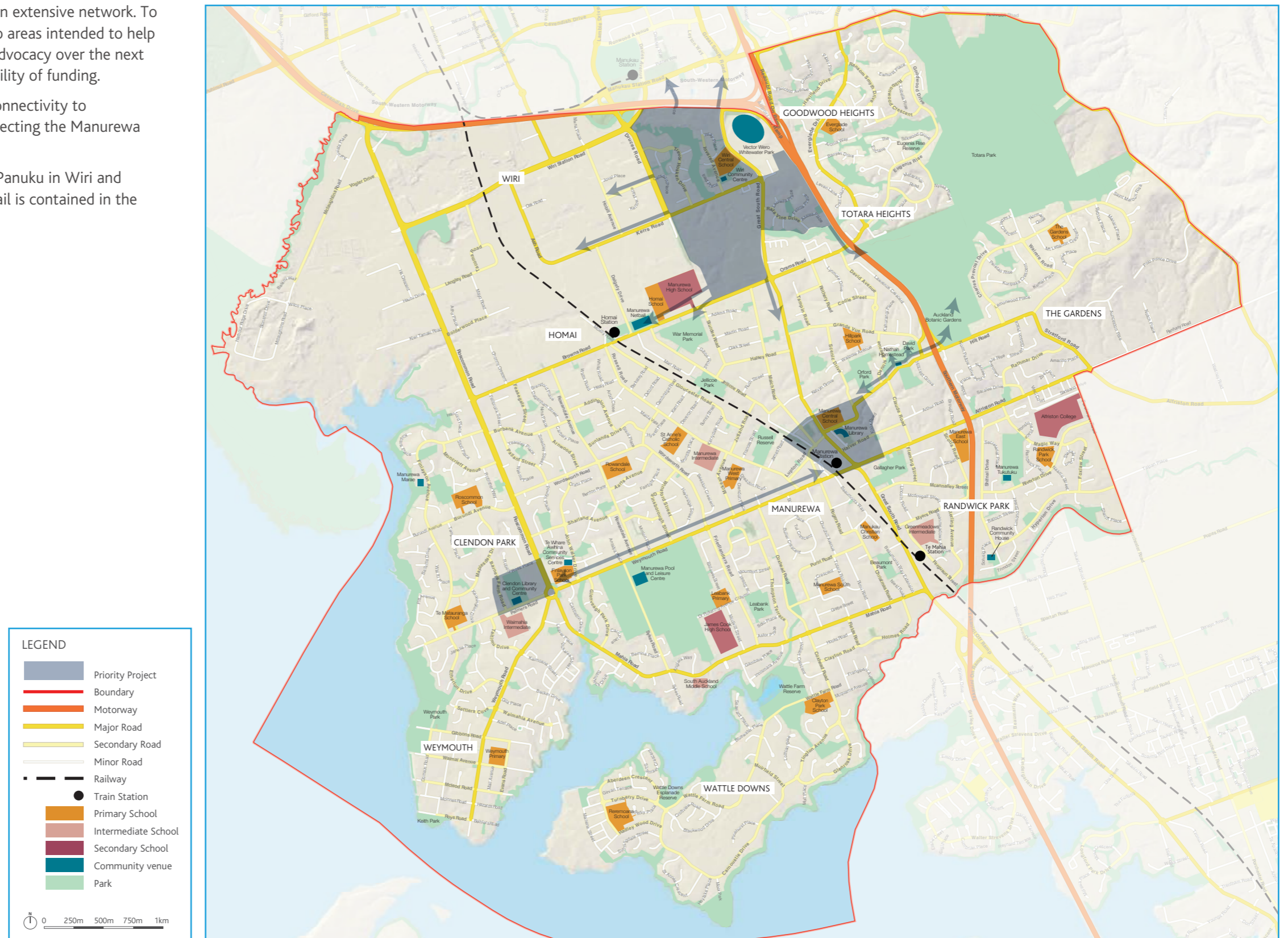


3.2 Proposed priority projects

This local paths plan presents a long-term vision for an extensive network. To simplify project selection the board has identified two areas intended to help to deliver some quick results for implementation or advocacy over the next 3-5 years; subject to regulatory processes and availability of funding.

The two emphases are the Wiri community and its connectivity to employment and recreational opportunities and connecting the Manurewa centre with Clendon Park.

Both projects entail collaboration with other parties, Panuku in Wiri and Auckland Transport for Weymouth Road. Further detail is contained in the Appendix section C.



3.3 Proposed local paths network detail plans – reference plan

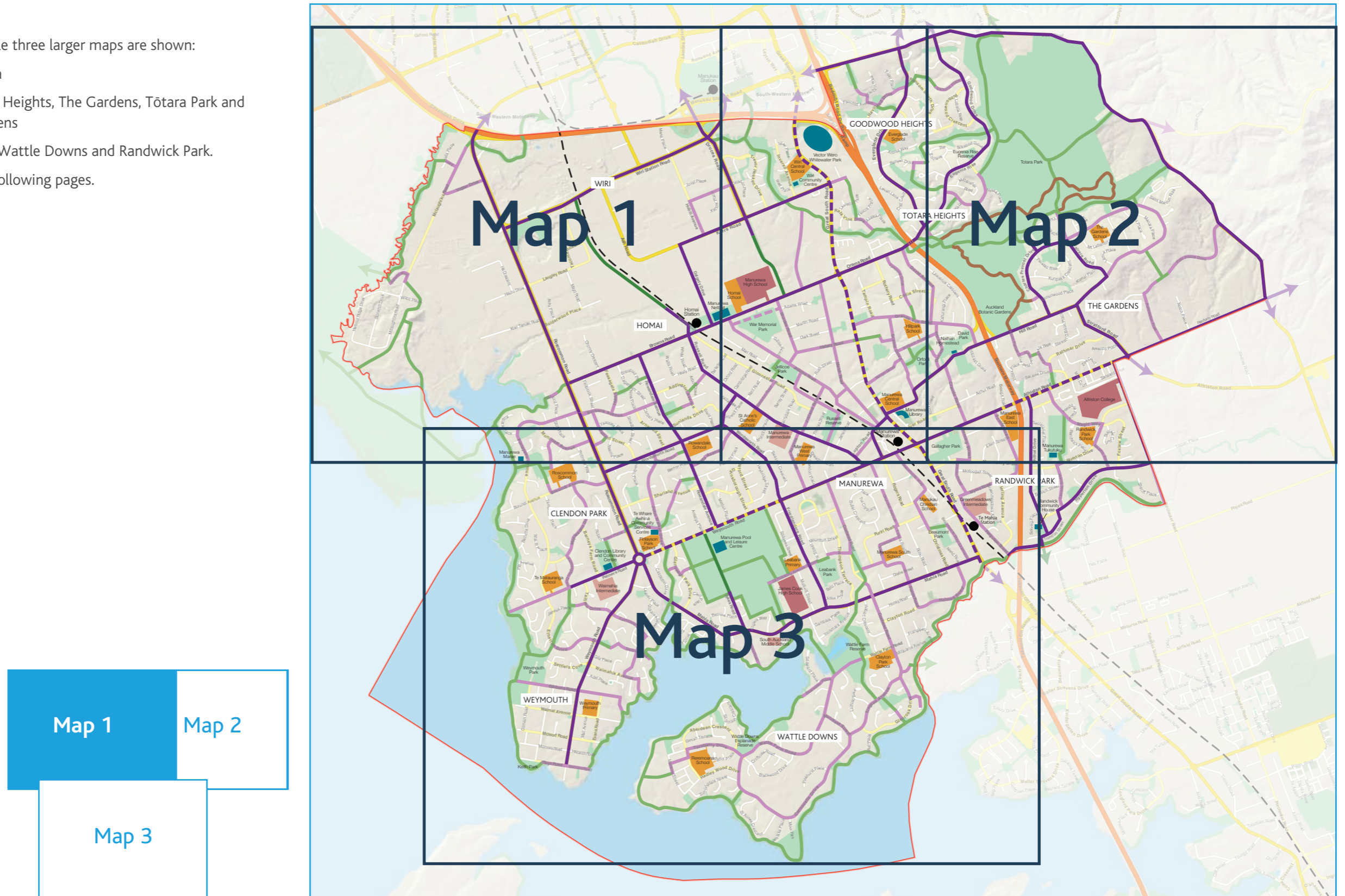
To present this plan at a legible scale three larger maps are shown:

Map 1: Wiri, Homai and Manurewa

Map 2: Goodwood Heights, Totara Heights, The Gardens, Tōtara Park and the Auckland Botanic Gardens

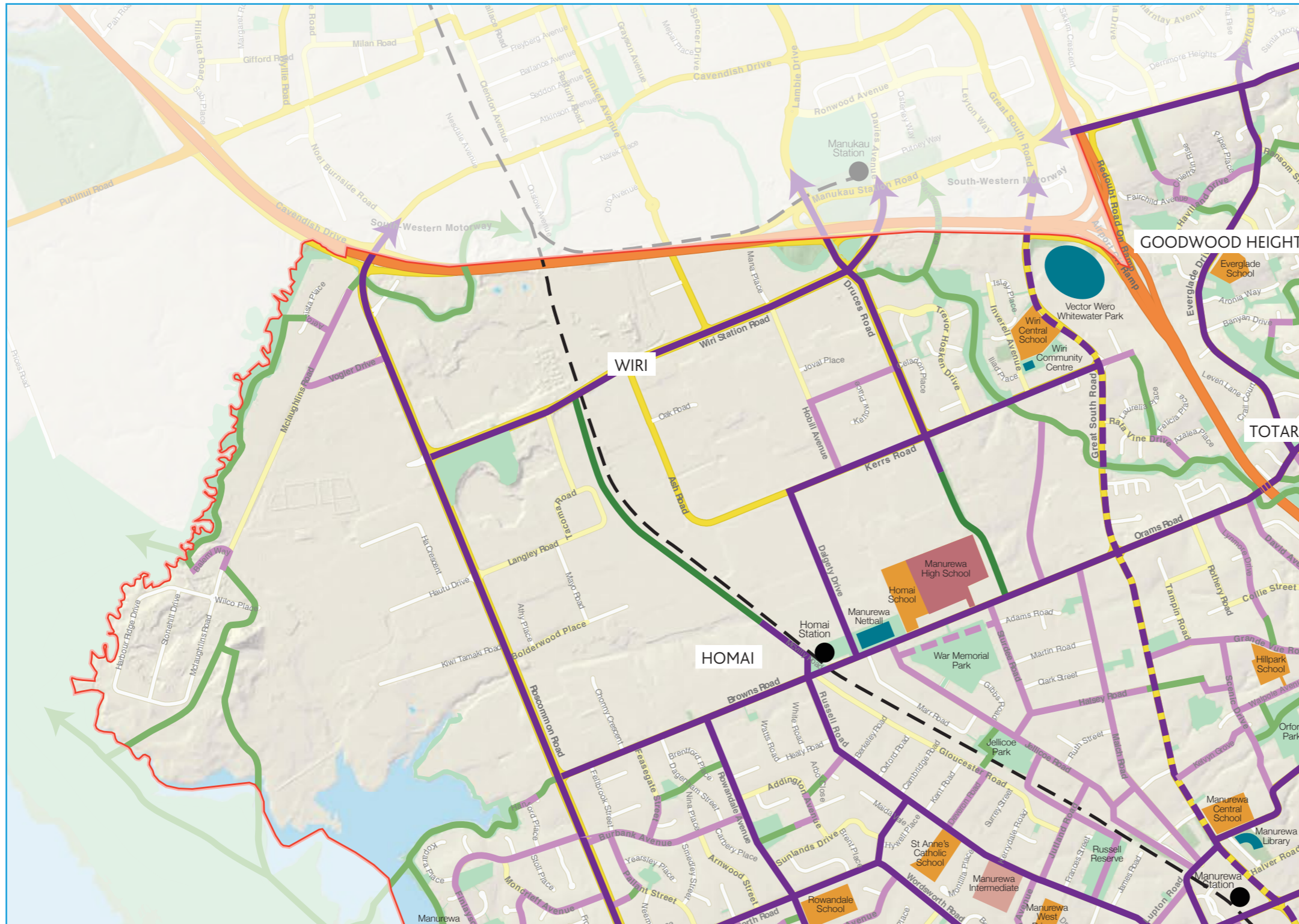
Map 3: Clendon Park, Weymouth, Wattle Downs and Randwick Park.

These maps can be viewed on the following pages.



3.4 Proposed local paths network plan

Detail map 1 of 3: Wiri, Homai and Manurewa



LEGEND

Proposed local paths:

- 1. Express Path – Street
- 2. Local Path – Street
- 3. Express Path – Open Space
- 4. Local Path – Open Space
- 5. Trail – Walking only

- Boundary
- Motorway
- Major Road
- Secondary Road
- Minor Road
- Railway
- Train Station
- Primary School
- Intermediate School
- Secondary School
- Community venue
- Park

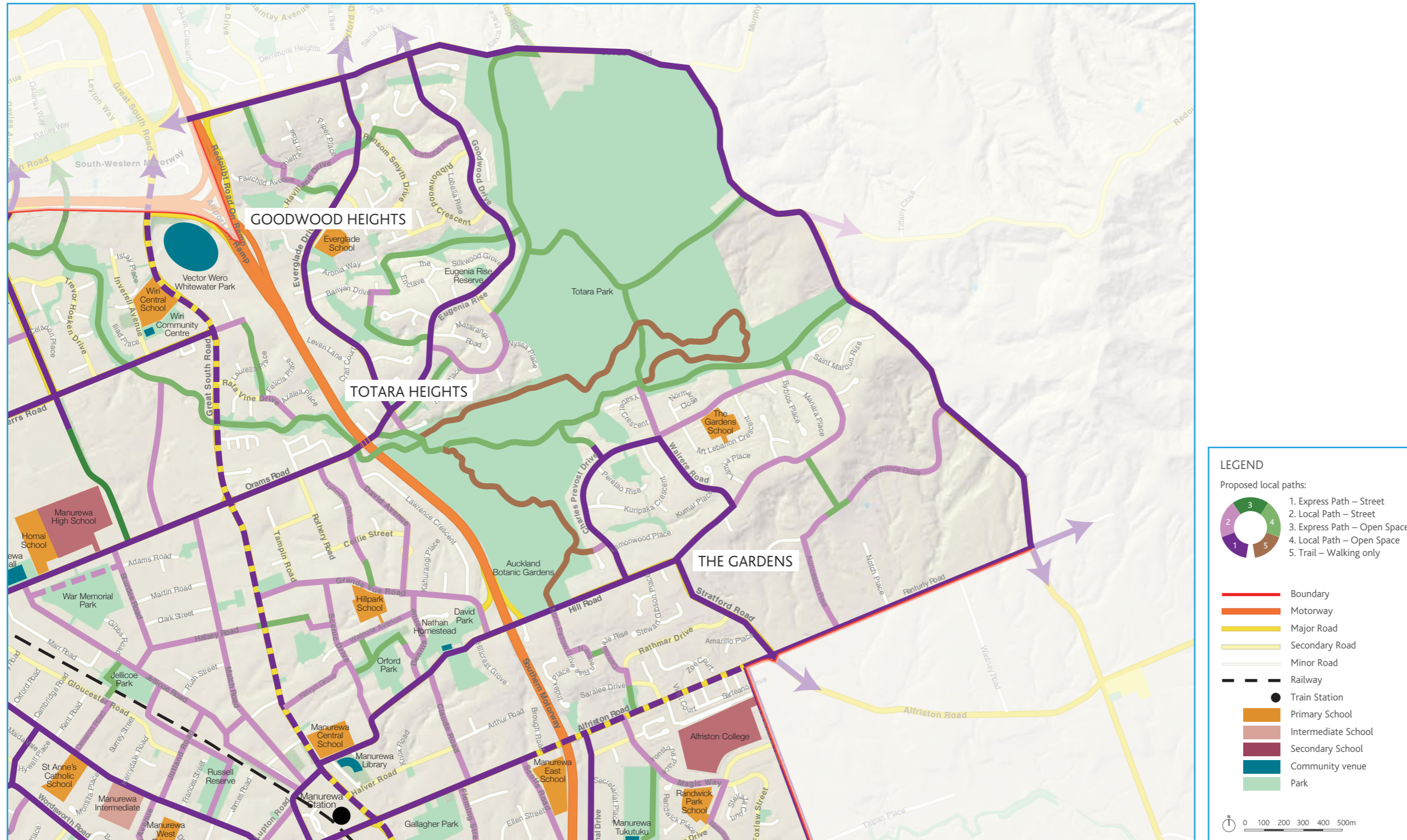
0 100 200 300 400 500m

Map 1 Map 2

Map 3

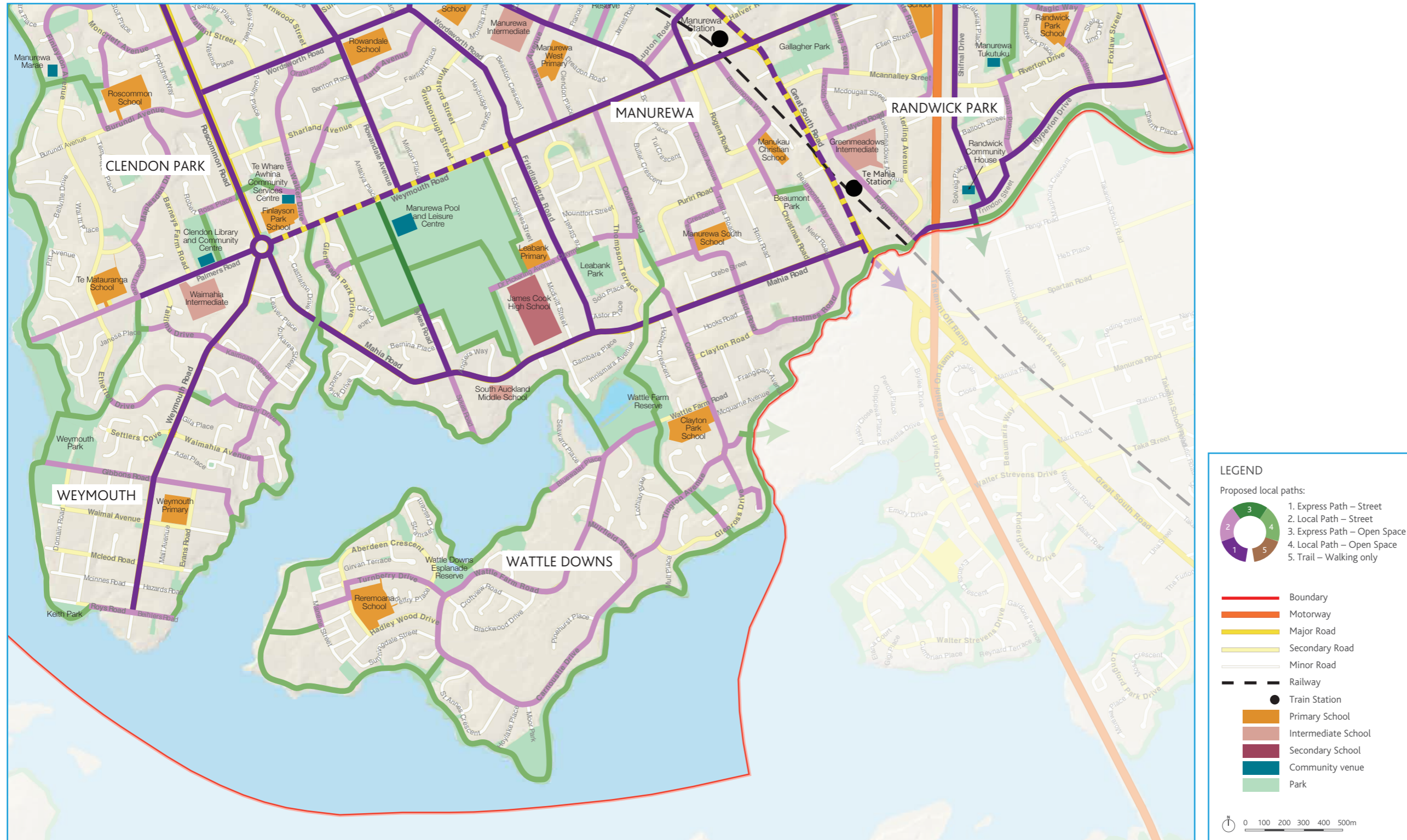
3.5 Proposed local paths network plan

Detail map 2 of 3: Goodwood Heights, Totara Heights, The Gardens, Tōtara Park and the Auckland Botanic Gardens



3.6 Proposed local paths network plan

Detail map 3 of 3: Clendon Park, Weymouth, Wattle Downs and Randwick Park





4.0 Future Development



4.1 Future development

Nga Ara O Manurewa will be implemented over time to help achieve the outcomes envisaged in the Manurewa Local Board Plan 2017. Implementation of this plan may include the upgrade of existing walking and cycling routes (both on road and off road), as well as the creation of new connections within open space land, through designation areas, and/or via partnerships with non-council parties. Physical works may include the upgrade of existing footpaths or roads to meet the requirements set out in the Local Paths Design Guide. They may also include the creation of entirely new routes, and in all cases should be supported by improved planting and ecological measures.

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

The following section gives an overview of the future development and implementation of the Manurewa Local Paths Plan over the next ten years, including best practice for implementation, stakeholder involvement, funding availability, and related case studies.

4.2 Best practice for implementation

Successful implementation of the local paths plan relies on a co-ordinated approach between Auckland Council's Parks, Biodiversity, Stormwater and Community Policy and Planning departments, as well as Auckland Transport. Future detailed planning for each of the individual projects to be designed and constructed over the coming years shall take into consideration best practice guidelines, which include:

- Local Paths (Greenways) Design Guide (Auckland Council and Auckland Transport)
- Auckland Council's Auckland Design Manual, which includes:
- Auckland Transport's Code of Practice
- Auckland Council's Stormwater Code of Practice
- Auckland Council's Parkland Design Guidelines
- Auckland Council's Te Aranga Principles.

Related 'best practice' documents such as "Bridging the Gap – NZTA Urban Design Guidelines", "Caring for Archaeological Sites" (DoC) and "Seven Qualities of Safer Places, Parts 1 & 2" (Ministry of Justice) should be considered, so too should all relevant Unitary Plan controls and area specific policies.

4.3 Stakeholder funding and information

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the Manurewa Local Paths. Likely stakeholders include:

- Neighbouring local board areas (Ōtara-Papatoetoe, Howick and Papakura)
- Mana whenua
- Auckland Tourism, Events and Economic Development (ATEED)
- Bike Auckland
- YES Disability
- Operators of community facilities, including schools
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Panuku
- Counties Manukau Health
- Residents, community and service groups and business associations
- Forest and Bird

Grass-roots community involvement is very important to ensure the ongoing success of the local paths plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of providing planting and weed clearance days, 'adopt a stream or street' groups, fund raising, lobbying and artistic input.

Funding has been allocated for road improvements in the local board area in Auckland Council's Long-term Plan (LTP) for the next 10 years, and some of this will be used to implement local paths projects. Other funding possibilities include Auckland Transport and the NZTA's regional cycleways fund. Also, the local board has planned open space projects to assist with implementation of the priority sections of this plan.

4.4 Working with Mana Whenua – Treaty Partners

The Manurewa Local Board will work with Mana Whenua to implement this local paths plan, with the guidance of the Te Aranga Principles, these are:

1. **Rangatiratanga:** the right to exercise authority and self determination within one's own iwi / hapū realm.
2. **Kaitiakitanga:** managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that we as humans are part of the natural world.
3. **Manaakitanga:** the ethic of holistic hospitality whereby mana whenua have inherited obligations to be the best hosts they can be.
4. **Wairuatanga:** the immutable spiritual connection between people and their environments.
5. **Kotahitanga:** unity, cohesion and collaboration.
6. **Whanaungatanga:** a relationship through shared experiences and working together which provides people with a sense of belonging.
7. **Mātauranga:** Māori / mana whenua knowledge and understanding.

It is understood that these principles are for initial guidance only and in no way replace the need for individual Mana Whenua consultation on every project.

In support of the above principles, there is opportunity to share narratives wherever the local paths routes follow historic trails, for Mana Whenua to share narrative and explore creative expression.

Improving freshwater quality, restoring the health of the natural environment and avoidance of wāhi tapu sites and toanga is a baseline objective of the Auckland's local paths, which aligns closely with the 'world view' of the Te Aranga Principles.

The process of developing this plan from aspirational to planning and design to physical implementation requires the support of Mana Whenua, through working relationships and engagement, including liaison through the South/Central Mana Whenua Forum, local iwi representatives and marae. This principle was fully supported at the initial consultation phases, where details of the plan were presented to the forum. Several iwi representatives noted their interest in early engagement as and when priority routes are put forward for feasibility, investigation and design.

Resourcing of iwi engagement will be achieved through the setting of work programme budgets and delivered through Auckland Council's project framework.



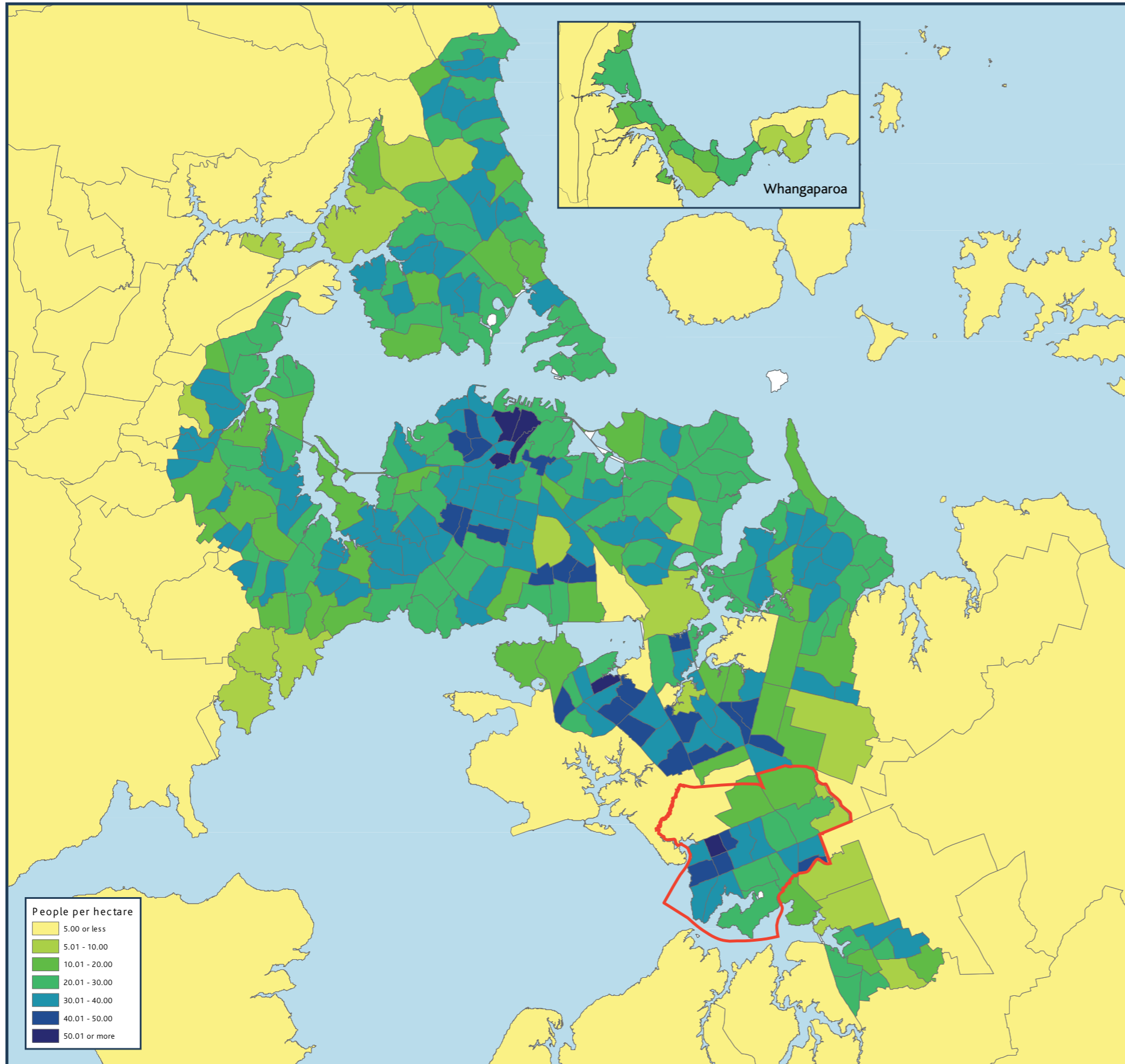
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Appendices

A. Analysis Mapping



Auckland context

The Manurewa Local Board's area is roughly twenty kilometres south of Auckland's CBD and sits between the Manukau Harbour in the west and Mill Road to the east. The northern boundary is defined by State Highway 20 and Redoubt Road with Papakura Stream, Porchester Road and Ranfurly Road forming the southern edge. The area covers 38,750 hectares and has a mix of residential areas of differing ages, retail and industrial sites.

While much of Manurewa may seem to be large tracts of developed suburban dwellings, the area is blessed with parks and open spaces, notably the Auckland Botanic Gardens (a regional park) and Tōtara Park, one of the largest parks in South Auckland.

Common with much of Auckland, Manurewa's housing stock is being redeveloped and expanded. Pockets of redevelopment are spread around Manurewa. Housing New Zealand has 10 sites around Manurewa where single older dwellings are typically being replaced with two or three new homes, these are mostly west of the railway line. Under the Manukau Framework Plan, Panuku are developing the Wiri healthy neighbourhood, with more than 2,500 new homes planned on a mix of greenfield and brownfield sites.

A population of 82,242 was recorded in the 2013 Census, with a younger and more ethnically diverse population than the rest of Auckland.

Table 1: Manurewa's age distribution

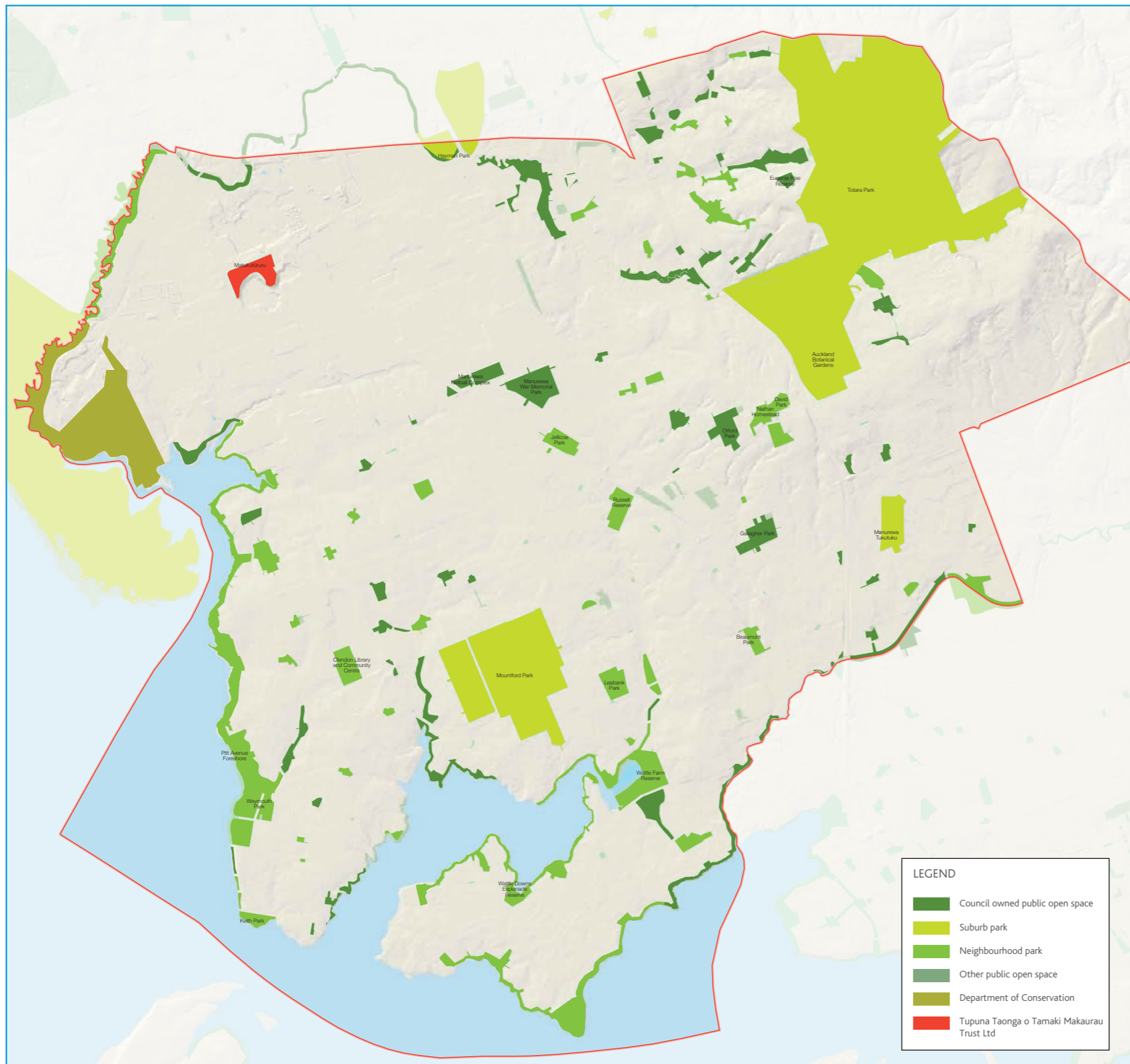
Age group	Manurewa	Auckland Region
0-14	27	20
15-39	37	36
40-64	28	32
65+	8	12
Totals	100	99

Table 2: Manurewa's ethnic distribution

Stated ethnic group	Manurewa	Auckland Region
European	37	54
Māori	25	10
Pacifica	33	13
Asian	20	21
Totals	115	99

The area unit population density map comes from Auckland Council's 2014 publication "Measuring Auckland's Population Density". It illustrates that west of the motorway, Manurewa is quite densely settled, with the Homai West area unit (AU) amongst the most densely settled areas of Auckland. Manurewa East, Randwick Park and Hyperion are also densely populated. The amount of open space in the Botanic gardens, Tōtara Park and Montfort Park reduces population density in their AUs, regardless of adjacent development levels. The map also shows lower density in Wiri. When complete the planned development for this area under Panuku's renewal programme will put Wiri into the highest density category.

This age distribution suggests many young families with school age children, with comparably fewer over 40s and over 65s. Population projections for 2043 (just outside the intended 20-year life of this plan) anticipate a marked increase in the over 65 population to 18 per cent. If current wellbeing trends persist and older people are increasingly active, the investment in local paths could well be a sound one in the long term, with immediate opportunities for active family recreation.



Manurewa Open Space Network Plan 2018

Key open spaces

While little of Manurewa is unmodified, some taonga exist within the urban fabric. Tōtara Park is the source of the Puhinui Stream, which flows through the Botanic Gardens and the Wiri community. The stream defines Manurewa's western boundary on its way to the Manukau Harbour. Tōtara Park is home to a variety of activities from walks and playgrounds, swimming pools, an equestrian centre to mountain bike tracks and neighbours the Botanic Gardens, which is a regional park.

To the south, the Papakura Stream provides Manurewa's southern boundary. The harbour itself provides Manurewa with an extensive and accessible coastline.

In 2018, the Manurewa Local Board adopted the Manurewa Open Space Network Plan. The purpose of the plan is to set out "the actions needed to deliver a sustainable, open space network for the Manurewa Local Board area that will respond to anticipated growth and provide the community with access to a range of recreation, social cultural and environmental experiences." The open space plan notes opportunities to improve the quality of parks and open spaces in Manurewa, including signs and wayfinding, lighting and amenity features such as seats and lighting.

While Manurewa is on the southern edge of Auckland's volcanic field Matuku-tūreia (McLaughlin's mountain) Makutu-tūruru (Wiri mountain) and Ash Hill are three volcano sites in the Wiri area. Ash Hill is now covered by industrial development, but Matuku-tūreia and Makutu-tūruru which were once terraced pas, along with the Matukutu-rua stonefields remain. The Matukutu-rua stonefields are one of the last remaining examples of pre-European settlement and gardening on volcanic soils and as such have international significance. Both volcanoes have been heavily quarried in the past, but retain their cultural significance to Māori.

Despite its largely suburban character, Manurewa has excellent examples of mature totara, puriri, kanuka and kahikatea trees. Most of these are in the Botanic Gardens, Hillcrest Grove, Orford Park and David Nathan Park. The coastline also provides magnificent opportunities for recreational activities, with reserves along much of the waterfront and existing near continuous pathways. Local paths development would include planting of appropriate vegetation to enhance amenity and help stabilise the harbour edge and assist efforts to improve water quality.

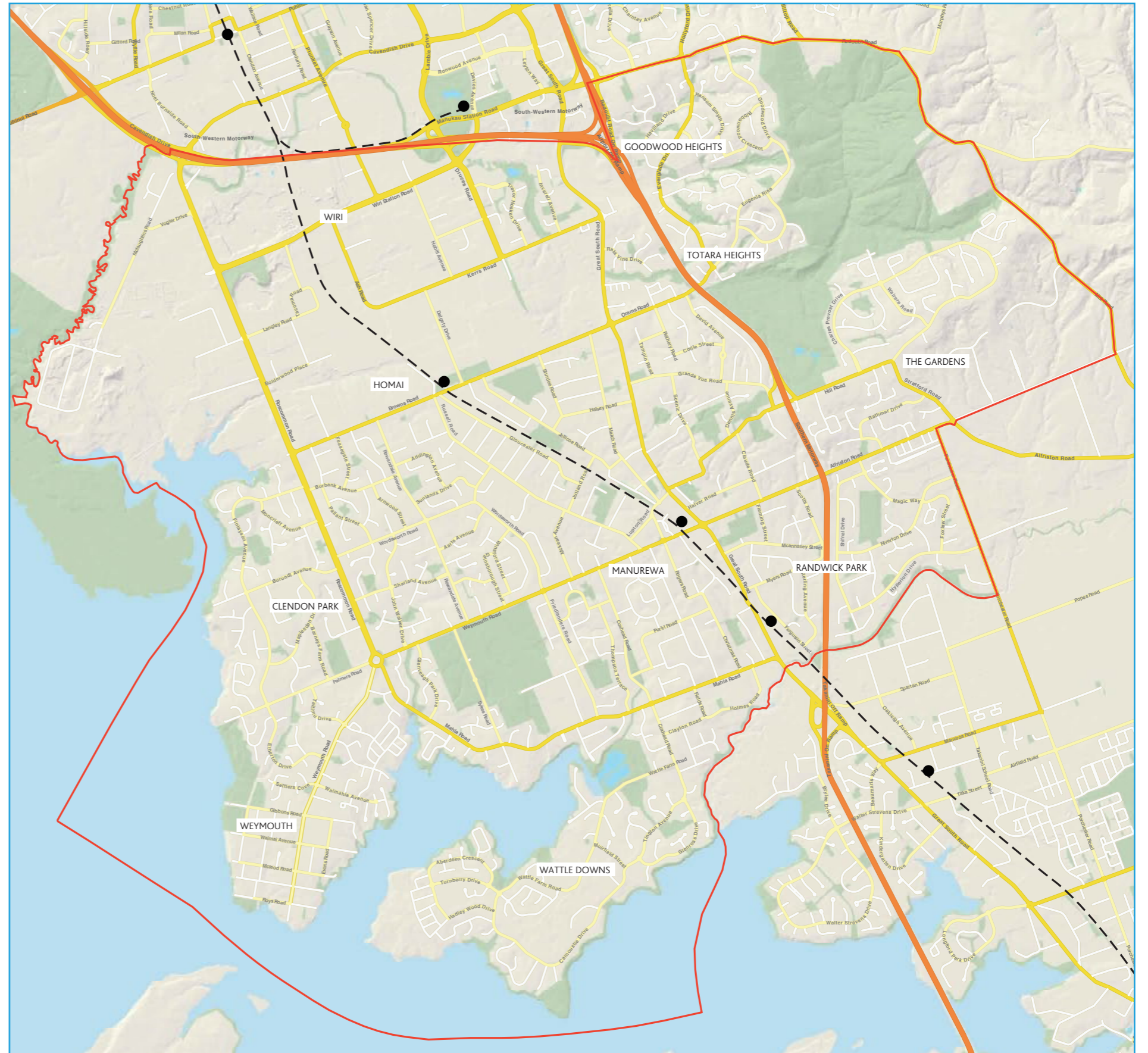
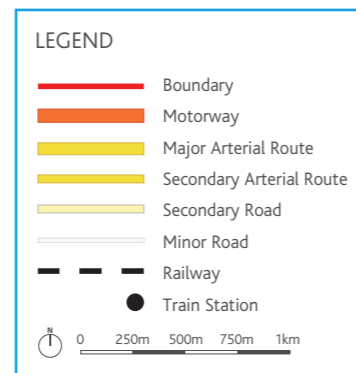
Road hierarchy and public transport

Manurewa's road network is largely a grid layout, influenced by both the Southern and South-Western motorways (State Highways 1 and 20) and the railway line. Both facilities provide connections to the wider Auckland region by car and passenger rail. Great South Road is a primary arterial, which means at a regional level, it is mainly intended to carry through traffic, but a local traffic role is also allowed for. The other roads highlighted are secondary roads, which are to provide connectivity between key local nodes.

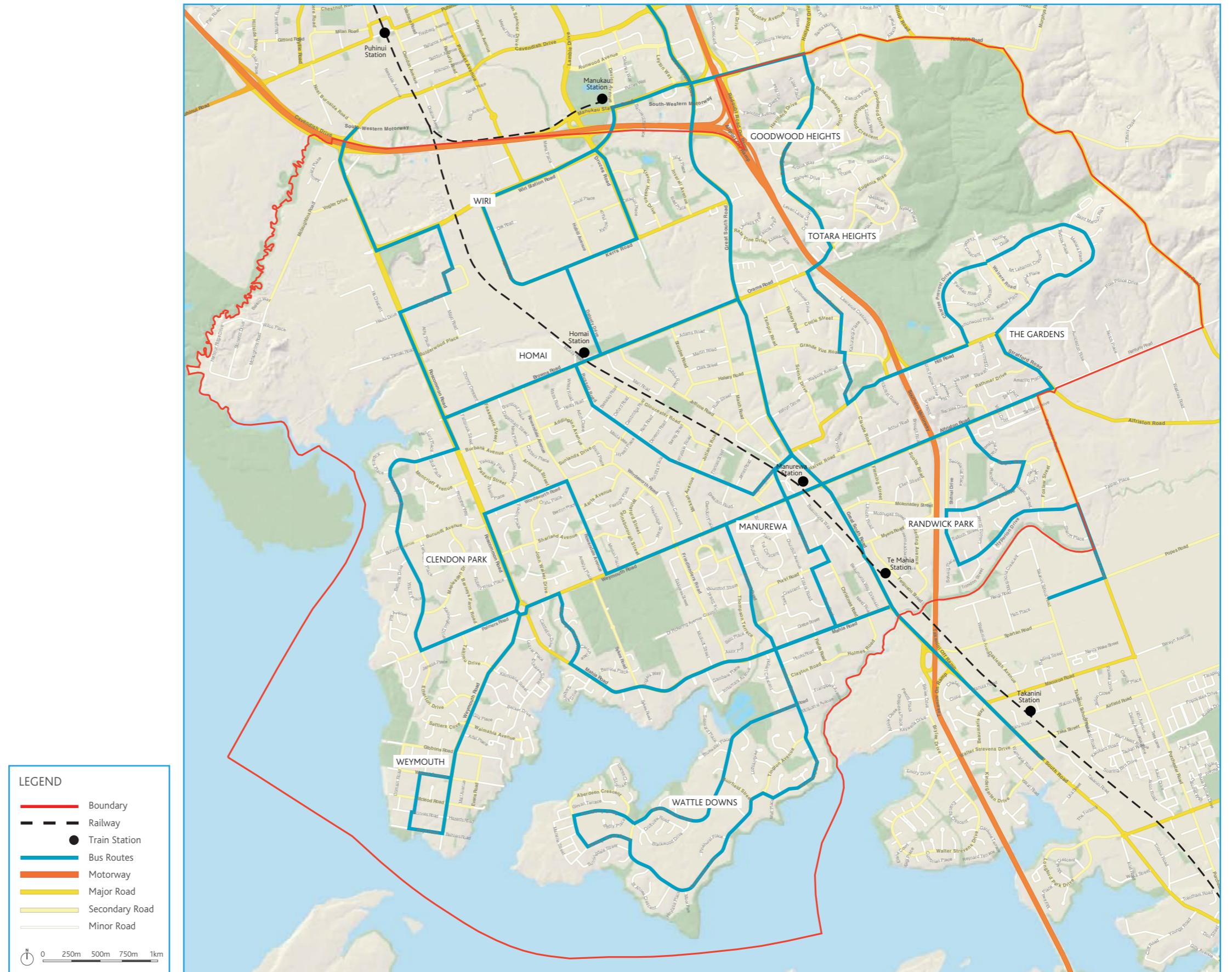
Despite their suitability for longer distance and motorised travel, the motorway and rail line both present severance issues for the slow modes. Both tend to concentrate walking and cycling trips at road crossings and the motorway bridges have constrained widths for all traffic. The underpass from Orams Road to the Botanic Gardens is the only motorway crossing that is not shared with vehicular traffic. Currently, cycling is prohibited within the grounds of the Gardens, which forces cyclists to share the other, congested crossings.

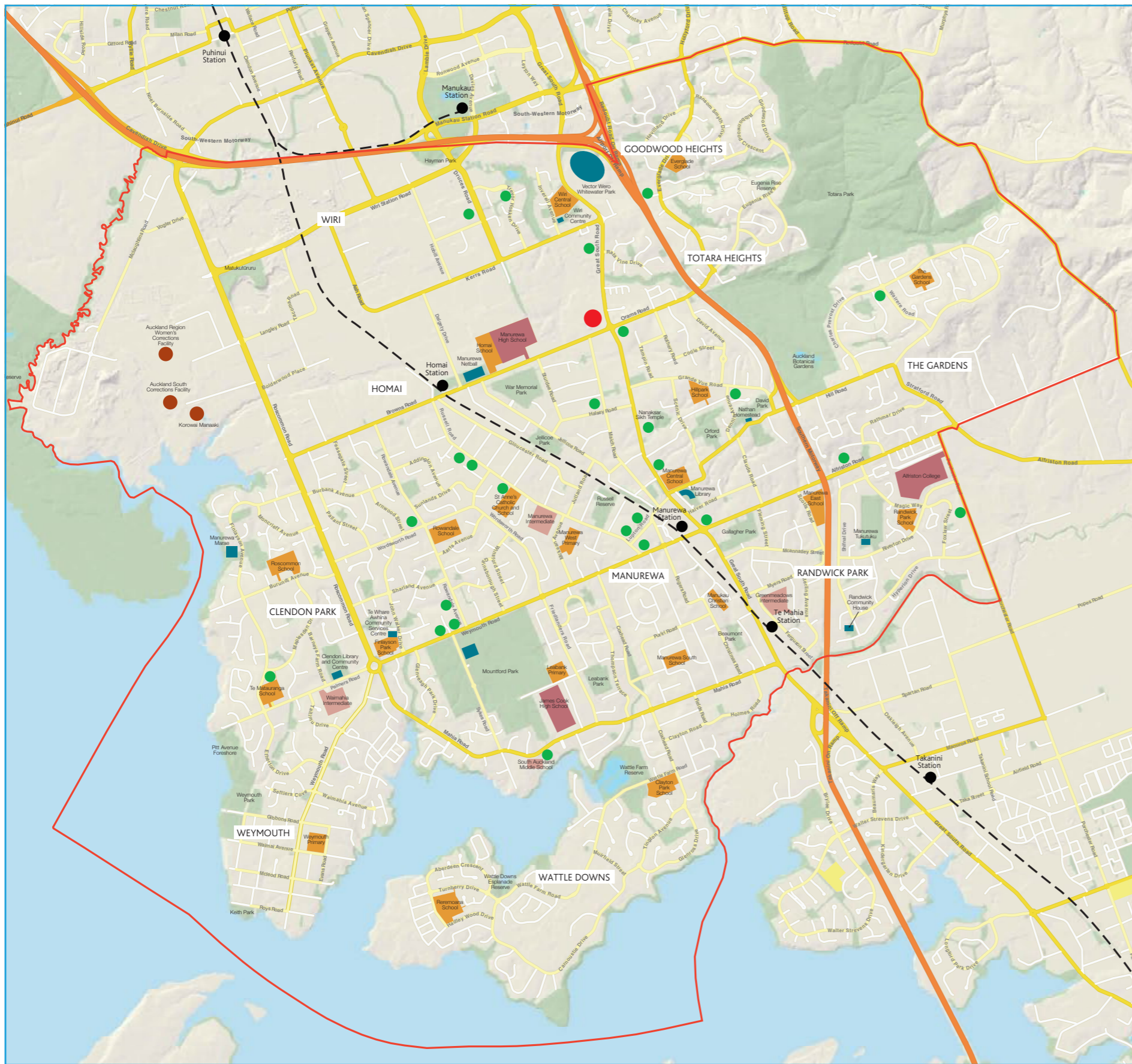
A revised south Auckland bus network was introduced in October 2016, offering an increase in frequency, which offsets the need for some passengers to transfer. The new network focuses routes on hubs at railway stations and business centres, rather than the long-haul routes focused on the Auckland CBD. The shorter routes run more frequently than previously, providing greater travel opportunities, both in terms of less waiting time and a greater variety of destinations.

This higher frequency hub approach has been introduced across the city and indications are that it is working well at a regional level with record levels of patronage growth. The monthly average for bus trips has increased by 40% from the time of the October 2016 changes¹. That said, it can work less well for trips within the local community. The major Wiri industrial employment area is directly served in the peak period only and two changes of bus might be needed for some residents who live reasonably close.



Road hierarchy showing public transport routes





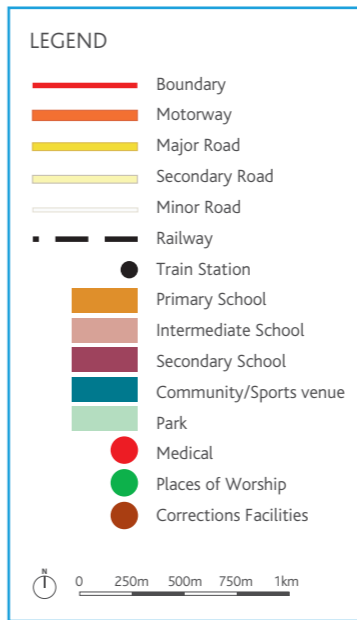
Social infrastructure

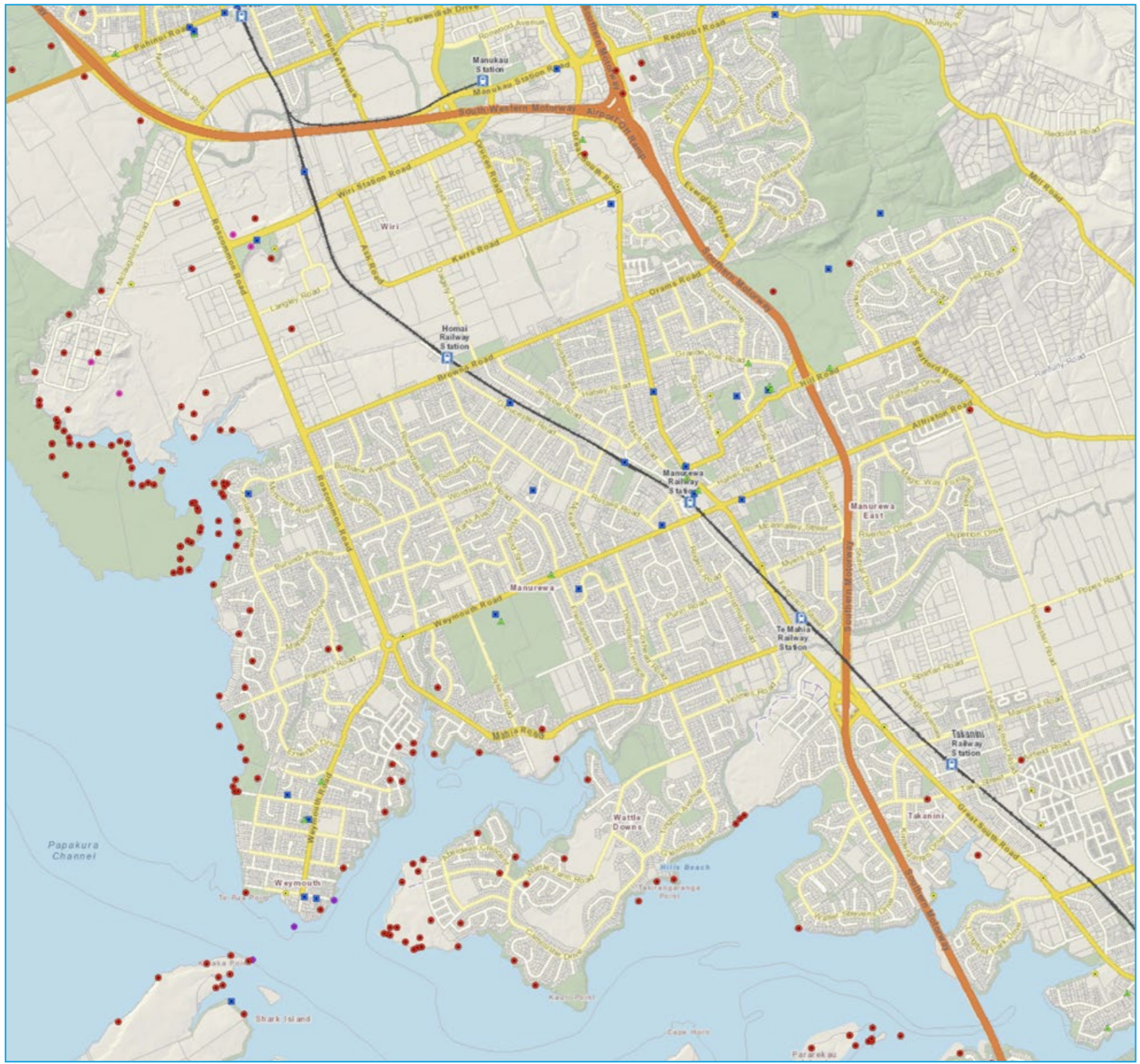
This map shows community facilities in the study area, including community centres and halls, places of worship and recreation facilities. Other community facilities sometimes noted here are historic monuments/museums.

Schools and other community facilities are critical locations for the local paths plan, providing both an opportunity to create connections, while also providing valuable community destinations. These facilities are visited frequently and providing safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

Safe walking and cycling access to schools is of particular benefit, as it encourages parents to let children travel actively to school, improving fitness, gaining an appreciation of the natural environment and locking in good habits for later life. In this community, skateboards, scooters and bicycles can become viable active travel modes, giving the user the ability to cover ground more quickly than walking.

The Manurewa and Clendon shopping centres provide valuable social amenities including libraries, doctors, banking, pharmacies and other services. Weymouth Road provides an axis between these two centres and is a priority area for enhancement in this plan.





Cultural heritage inventory

This map shows sites that were identified by the Cultural Heritage Inventory (CHI) that was created by the former Auckland Regional Council. The CHI was established to promote sustainable management of our cultural heritage by providing easy access to relevant information and should be used as a resource when developing the network.

CHI sites are classified as follows:

- **Archaeological Sites** – e.g. midden and pa sites;
- **Historic Botanical Sites** – e.g. specimen trees;
- **Built Heritage Sites** – e.g. typically early European buildings;
- **Maritime Sites** – e.g. shipwrecks, wharfs, boat sheds; and
- **Reported Historic Sites** – e.g. known locations of battles.

Matuku-tūreia (McLaughlin’s mountain) and Makutu-tūruru (Wiri mountain) were once terraced pas. Both have been heavily quarried in the past but retain their cultural significance to Māori. The Matukuturua stonefields are one of the last remaining examples of pre-European settlement and gardening and are internationally significant.

Manurewa’s pattern of archaeological sites closely corresponds with coastal and stream margin areas. Coastal sites are affected by materials becoming exposed by active erosion, which presents an issue for monitoring and recording and for potential retrieval and relocation of materials as they are eroded out.

Not all areas within the local board boundary have been archaeologically surveyed and currently unknown and unrecorded archaeological sites may be present in the areas proposed for local paths projects. Therefore, developers of any local paths project, should engage with iwi and an appropriately qualified and experienced archaeologist to undertake an archaeological assessment early in their process. Path plans would then be evolved to avoid or minimise adverse impacts on freshly discovered sites. Heritage sites also present a mutually beneficial opportunity to add richness to the user experience allied with the presentation of interpretive information telling the local story.

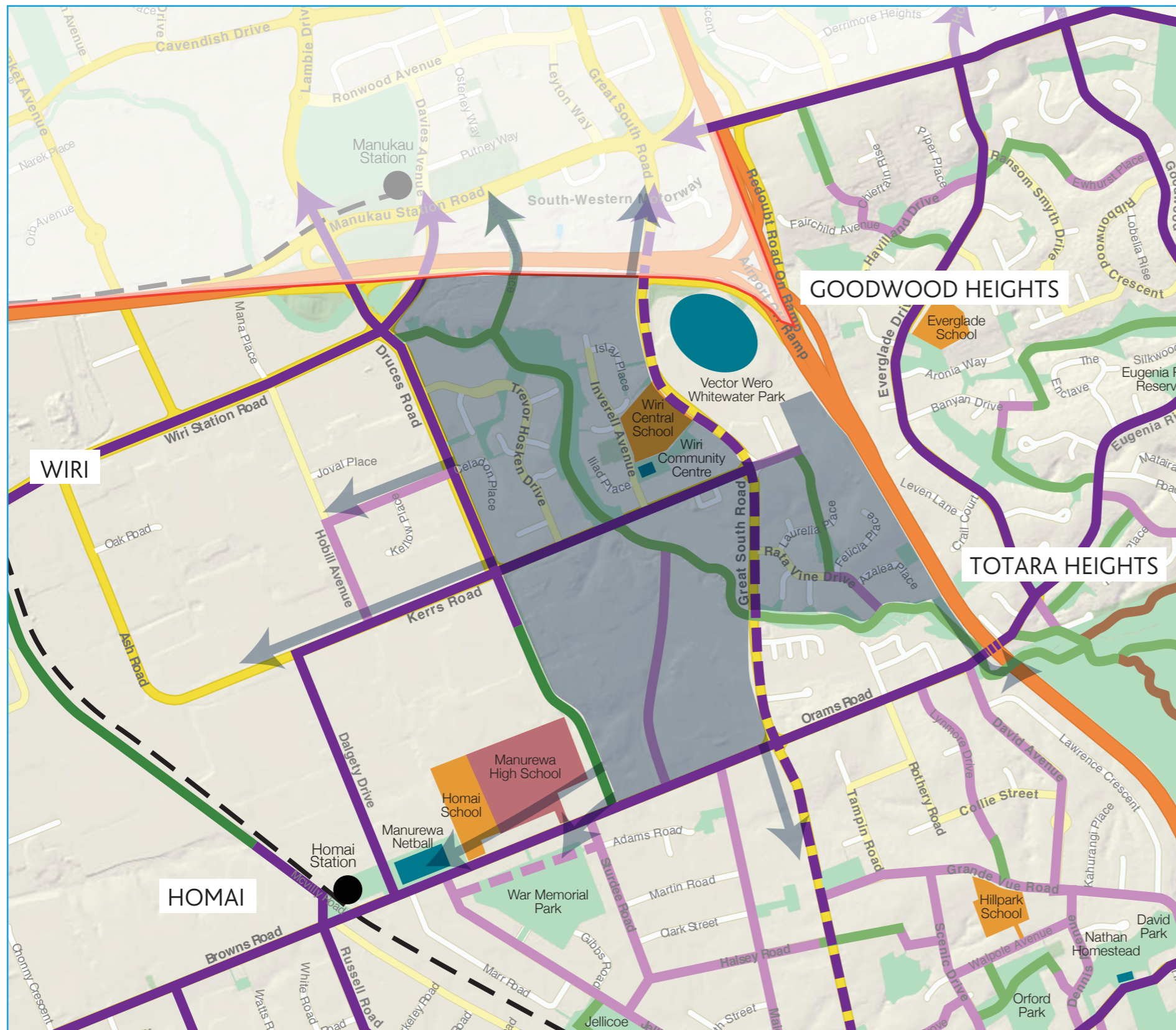
LEGEND
Cultural Heritage Sites

- Archaeological Site
- Hayward and Diamond
- ▲ Historic Botanical Site
- Historic Site
- Maori Heritage Area
- Maritime Site
- Reported Historic Site



B. Priority development areas

Priority Local Paths Areas 1 – Connect Wiri



Description

The Wiri neighbourhood is a focal area for Panuku Development Auckland. The goal is to develop a “healthy neighbourhood” with up to 2,500 new dwellings. Central to the zone is the Wiri Stream Reserve, with Puhinui Stream running through it. The redevelopment will include new street patterns and movement networks to enhance local connectivity and increased community facilities and amenities, with a focus on children and young people.

Local paths can integrate into the Manukau Framework Plan and help deliver on three of its three Key Moves. These are:

- realising the potential of the Puhinui Stream;
- developing the Wiri healthy neighbourhood; and
- enhancing community connectivity.

Ecology and cultural considerations

- The Puhinui Stream winds through the centre of the area and provides an open space network with significant potential to enable healthy lifestyles for residents and higher quality development for surrounding sites.
- All residents of new developments should live within a five-minute walk of Puhinui Stream.

Constraints

- The large block with in within Kerrs Road, Great South Road, Browns Road and Dalgety Drive acts as a barrier for the Wiri Community to key sporting and recreational facilities such as Netball Manurewa and War Memorial Park. The paths going through this block would open up connections, access to facilities and connect the community with the rest of Manurewa.

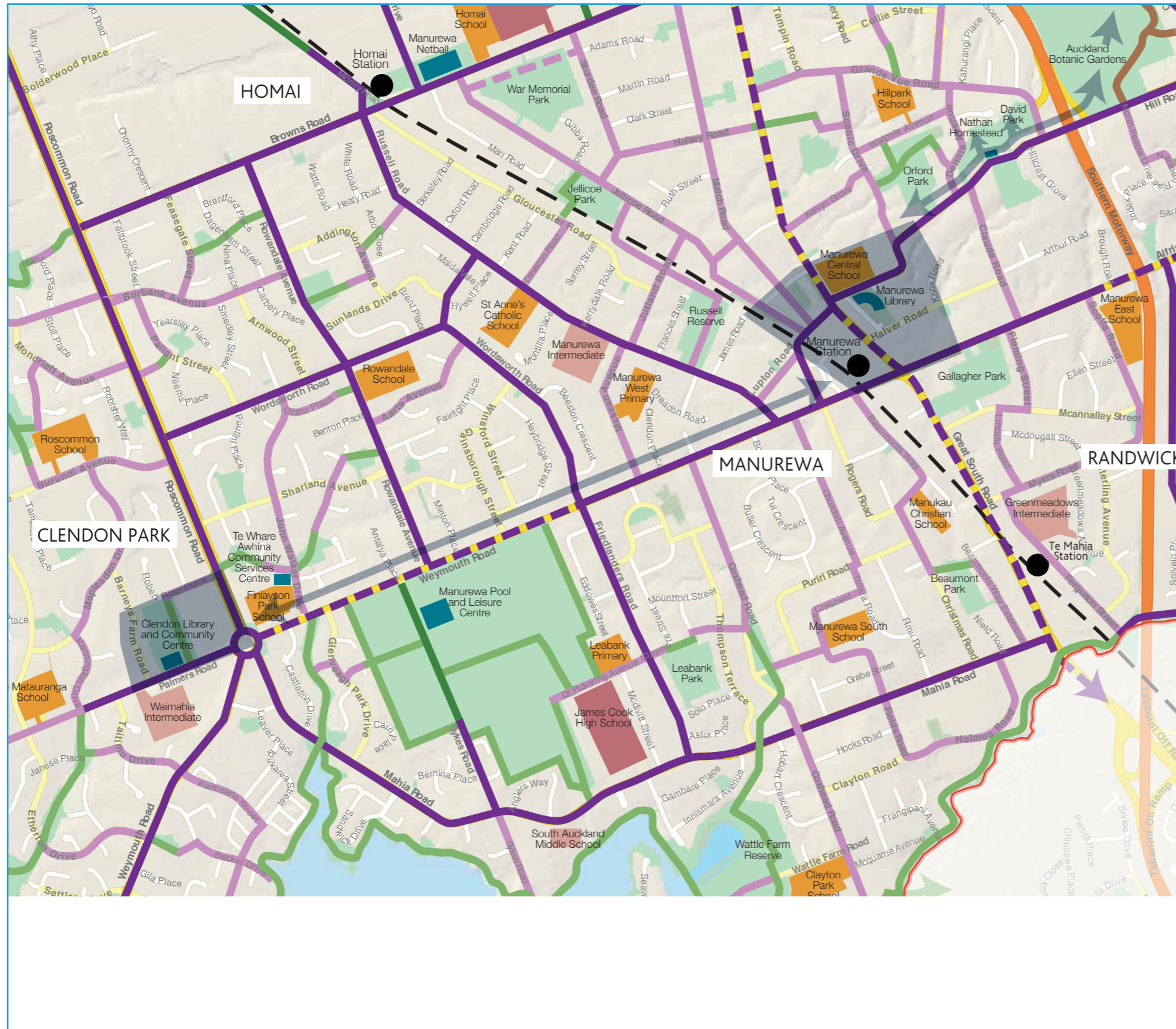
Opportunities

- Early development of local paths will support healthy travel choices as the population grows over 20 years.
- As the Puhinui Stream runs through the District Health Board’s Superclinic site, it presents an opportunity for a high amenity local path leading to the north-west corner of the Botanic Gardens and Totara Park.

Funding and delivery options

Panuku Development Auckland, Counties Manukau Health, Parks Growth Programme (Greenways), Locally Driven Initiatives CAPEX, Local Board Transport Capital Fund individual LTP line item, volunteer/partnership work (planting), AT Cycle Network Funding, New Zealand Transport Agency Urban Cycleways Fund, partnership with local iwi/businesses/sponsorship/advocacy.

Priority Local Paths Areas 2 – Clendon to Manurewa centres link



Description

Both Manurewa and Clendon centres are the focus of improvement plans. Manurewa Town Centre comes under the Manurewa, Takanini and Papakura Integrated Area Plan, one of the council's Spatial Priority Areas where Great South Road and the rail corridor provide an axis along which the three centres are located. Clendon is also undergoing revitalisation, initially with attention to basics like lighting, carpark amenity and tidying up, followed up by beautification and artwork. A priority focus should be to strengthen linkages between Clendon town centre, Manurewa town centre, Nathan Homestead and the Regional Botanic Gardens.

As stated in the Local Board Plan, the community wants to ensure Manurewa develops a thriving local economy. Supporting the retail precincts of Manurewa and Clendon to become safer, vibrant, successful centres where local people can shop, relax and come together to enjoy time with family and friends. They are working to create a bustling, age-friendly town centre and transport hub with attractive streetscapes, new retail businesses and better connections to surrounding areas.

Feedback from the community indicated a desire to develop the park and recreation spaces around the privately owned Clendon shopping centre to cater for emerging growth and to support it becoming an attractive, safer and well-used local retail centre and gathering space.

Ecology and cultural considerations

- Weymouth Road is a well established transport corridor, local paths development offers an opportunity for planting and visual enhancement.

Constraints

- Achieving this aim requires the involvement of Auckland Transport and their buy-in to the vision. Funding and project timing could become issues.
- The unique design of the roundabout at the intersection of Weymouth and Roscommon roads gives free movement to users, but relatively poor passive surveillance. This situation should improve as the number of users grow.

Opportunities

- Weymouth Road forms the axis between the two centres. The current mix of on and off road cycle paths gives an opportunity to develop potentially segregated facilities for pedestrians, skateboarders, scooter riders and cyclists.
- Mountford Park with the pool and leisure centre is within easy reach of both commercial centres and provides a stimulus for active travel in the vicinity.

Funding and delivery options

Parks Growth Programme (Greenways), Locally Driven Initiatives CAPEX, Local Board Transport Capital Fund individual LTP line item, volunteer/partnership work (planting), AT Cycle Network Funding, New Zealand Transport Agency Urban Cycleways Fund, partnership with local iwi/businesses/sponsorship/advocacy.



C. Public engagement summary

C. Public engagement summary

Public engagement interviews and events

EVENT	LOCATION
Movies in the Park 28/1/2017	Keith Park Roys Road Weymouth
Waitangi Day 6/2/2017	Mountfort Park 83 Sykes Road Manurewa
RAMS Wheels Up Event 17/2/2017	Netball Courts 93 Browns Road Manurewa
Elvis in the Gardens 11/3/2017	Auckland Botanic Gardens Manurewa
Hikoi Te Whenua 23/3/2017	Manurewa Marae 81 Finlayson Avenue Manurewa
War Memorial Park BBQ 4/3/2017	War Memorial Park 16R Gibbs Road Manurewa
Eye on Nature 1/04/2017	Auckland Botanic Gardens Manurewa
Have your say 8 March to 6 April 2019	Online survey

Have your say: Public engagement summary

Formal public consultation took place on the Auckland Council's "Online Have your say" website from 8 March to 6 April 2019. The draft routes could be viewed and comments entered online.

Based on the survey results 79 per cent of respondents were in favour of the proposals, strongly agreeing or agreeing with the draft in principle.

The real value of this exercise comes from the submitter's comments, which have been edited only for clarity and consistency. Percentages are rounded to whole numbers due to the level of response.

Q2a In principle, I support the creation and extension of the greenways network for Manurewa

Comments:

Yes I support the move. More can be done along Weymouth Road though, particularly down to Weymouth. There is a cycle way already which can be upgraded

I would ride a bike to work but find the wandering dogs a bit scary

I purchased an electric bike in June 2018 with the intention to ride to my workplace every day in Manukau. After a few rides, I had to change my plan because:

- a) the roads beyond the Roscommon Road and Browns Road intersection are a death trap. I'm talking about Wiri Station Road, sections of Roscommon Road as it leads onto the motorways, Cavendish Drive and associated side streets; and*
- b) it's illegal to ride on the footpaths, but when I'm forced to for safety, the footpaths themselves are badly maintained, broken, and uneven. Even walking on them would be hazardous.*

Good for children, cyclists and adults.

All good as proposed as far as I can see. Establishment of a link/shared path from Roscommon Rd to Prices Rd onto Puhinui Rd then to Airport area would be of great use to both recreational and workers.

Manurewa has a long history with Greenways. For example, planners who laid out areas around Mountfort Park and Clendon shopping centre left space and put in good paths to make it easy to walk or cycle off road to key locations like James Cook High School, the swimming pool and Clendon shops.

It is really heartening to know that safe attractive connections for getting around actively are being reviewed for Manurewa Local Board area and will be extended and integrated into the wider network of greenways. Many areas of Manurewa are flat and pleasant to walk, cycle, ride a mobility scooter or push scooter in. Many people, particularly younger people, do not have ready access to a car. Public transport is good on the train line or Great South Road but elsewhere is infrequent. We have one bus per hour where I live for example. Greenways can provide a real alternative for us to get around.

Q2b The proposed greenways routes shown on the accompanying map are generally in the right place

Comments:

As long as they connect to other greenway routes outside of Manurewa.

There is no need to connect Wattle Farm Rd to Mahia Rd thru to the Dale Reserve on Coxhead Road.

I haven't seen the map but not impressed with the bike tracks on some roads as don't see why they are there and not on the berms some of the berms are wide enough and not mowed much and would look better if cycle tracks were there instead of a busy road especially on Weymouth Road and Takanini I won't ride there on certain sides, I'd be worried about being hit by traffic.

Any off-road greenways to avoid the Roscommon Road area would be wonderful - and a safe way to travel down that very busy road.

Great ideas, especially making through the botanic gardens open to cyclists, as I feel this is a much-needed link. I work at the gardens and we constantly have to tell cyclists to walk.

The proposed Greenway network includes an Express Path-Open Space through the Auckland Botanic Gardens. This contradicts the Auckland Botanic Gardens Management Plan in which 'Casual use of bicycles beyond the public carparks' is a Prohibited Activity. This was in response to safety concerns and to the desire to fulfil the primary role of botanic gardens in providing a tranquil respite where the study and enjoyment of plants is paramount. The path network at the Gardens is used by all ages and abilities including people using prams, walkers, chairs and mobility scooters. Enabling bicycles into the Botanic Gardens beyond the main carpark would compromise these objectives and fundamentally change visitor experience.

I found the map supplied in the consultation documents complex. I could not actually understand it in some cases. Some of what was proposed seemed impractical. I will outline some specific examples in further comments.

Q2c Are there any changes that you suggest for the proposals, or other routes or projects not shown on the draft maps that you think should be included? Or are there particular places where we need to take extra care?

Comments:

I'm just curious about the routes around McLaughlin's mountain. They appear to show a path going being (behind?) industrial buildings then straight up over the remnant from the western side.

We already have a cycle way down to Weymouth and there is wide grass verge which can be utilised. The coastal route is lovely idea and will likely only be used in the weekends over summer for recreation.

Stop using the roads, use the berms and alley ways, traffic is too busy everywhere and link them to parks and schools as well as local pools and sports grounds.

Need to explore safety around the Papakura Stream and Trimdon Park route.

Can you please provide a way to the airport that is off-road?

Extra care near motorway, Great South Rd and the mall.

At north end of the botanic gardens linking the pathway that goes under the Orams road Highway 1 overbridge (north west corner of the gardens) and the southwestern entrance to Totara park should be made a cycleway. As stated above I work at the gardens and a lot of public use this route to commute or ride through, it is wrong to have bike access through Totara Park, then suddenly no riding through that area of the gardens, then back on your bike again for the trail under the motorway. Care would have to be taken as off-leash dogs are currently in this area however there is so much space these could be moved to allow the creation of a cycle route. The route is already there it would just need formalising and signage. Happy to talk more on this if need be, thanks.

The proposed Greenway network should not include an Express Path-Open Space through the Auckland Botanic Gardens. The Botanic Gardens pathway network includes numerous small pathways with limited visibility that enable access within the extensive plant collections. Bicycles are currently prohibited to enable such passive enjoyment of the gardens and their presence would be unsafe. The Gardens holds collections of exotic, rare and native threatened plants that require a high degree of protection. The purpose of a botanic garden is to connect people with the value of plants and gardens and pathways are designed to slow people down and encourage engagement with plants. Desire lines, thoroughfares or use of bicycles off designated pathways risks adversely affecting irreplaceable groups of plants.

Greenways need to be integrated with other completely safe paths so we can get to Manurewa Town Centre and other key destinations like Te Mahia Station without going on road.

Q3e If more local (or improved) walking and cycling connections were created through reserves and along streets, I would likely use these to get to work, school, recreational facilities or to do shopping.

Comments:

It depends on the time differences between both methods and how connected they are to public transport. I live in Weymouth and catch the train to town.

Just keep dogs in their yards.

And please accompany these connections with safe places to store bikes. Aside from personal safety, I also get freaked out having to leave my bike in unsafe places as it is at high risk of getting stolen. For example, I would love to ride my bike to the supermarkets in Clendon but I do think that there is too much risk that it would get nicked.

As one who enjoys walking the open areas surrounding Manukau Harbour, any new or enhanced pathways would be definitely utilised by myself and friends.

For context, in Manurewa we have already had a cycle way initiative which appears to have been of little success. From about 2015 lines were marked on some of the major roads and cyclists were invited to ride in these unseparated "cycle lanes". No physical barriers were provided. This is not safe in Manurewa. People do not use these unprotected cycle lanes in any number. There is some resentment from drivers who experience congestion and see on road space being allocated to cyclists.

So let's learn lessons from this previous cycle lane project enacted by Auckland Transport, both for future Auckland Transport programs and also for Greenways. We need to have clear physical barriers to separate cycle lanes from cars and trucks. Why is this relevant to Greenways? My neighbours and I cannot cycle along a Greenway part of the way to say Manurewa Town Centre and then encounter dangerous conditions when we come to road crossings or on road parts of the journey. Greenways needs to be integrated with really safe options to make cycling safe for the whole journey.

Q3f Creation of more (or improved) local walking and cycling connections through reserves and along streets would encourage me to walk and cycle more overall.

Comments:

For sure but safe cycle lanes I'm not riding on busy roads.

As # 10 above.

yes

Q3g Are there connections that you would like to see prioritised over the next 3-5 years in this area and why?

Comments:

Connections to the airport. Because it directly affects me.

Parks especially botanical gardens Totara Park would be fun.

The connections between river and sea – great to for recreational activities because they are scenic and would encourage more people to exercise.

Puhinui Reserve and the Clendon/ Weymouth connections into Manukau CBD.

Would like cycling/walking connection from Browns Rd/Roscommon area to airport to be established.

Although not on proposed list, there is definite need for walkway/cycleway separate from Puhinui Rd to connect with both Manukau Central and Manurewa/ Clendon areas.

I would like a safe off-road route to Manukau shopping and Civic area to be prioritised. So that young people or people who choose to walk or cycle or scooter can safely and easily get to and from our major urban centre. This priority should include major upgrade on the current gravel track from Browns Road north to Kerrs Road. Lighting and a wider path with good sight lines is needed.

The priority should also include getting into Manukau completely safely with signalised crossings and no on road riding. Access to Manukau could also include part of the path along Puhinui Stream. It would be great to have an under road connection beside Puhinui stream under Kerrs Road.

A second priority is to connect to the new shared path being constructed by NZTA contractors alongside the Southern motorway between Conifer Grove and Karaka. People should be able to safely and easily access this path without going on road. This includes from Conifer Grove from Wattle Downs, from Manurewa East, from Takanini, from Karaka and from Papakura.

Towards this and other transport ends there should be a pedestrian cycle and motorised scooter bridge over the Papakura stream near Gairloch Place in Wattle Downs to link the esplanade walkway of Wattle Downs with other paths. Currently this proposed pedestrian bridge across Papakura stream is indicated on the map supplied but lacking connections.

There is now a newish wide concrete path on the southern side of the Papakura stream so this can provide very easy safe access to Great South Road and traffic lights to cross. There can be a link made along the Papakura stream under the railway line to join with the existing path there that runs under the motorway. The stream does flood so design will need to take account of that. This would be a beautiful greenway along the Papakura stream.

The map supplied shows a notional but unsuitable route along the northern bank of the Papakura stream past the industrial area of Holmes Road. There is not space to construct even a board walk through this area as the boundaries of commercial properties just about overhand the river in parts.

Q3f Do you have any other comments or suggestions on the draft Manurewa Greenways Network plan?

Comments:

Nope just make use of the berms.

Please, please make them beautiful in design – form and function in combination! We're already in a landscape that has been decimated by industry.

Referring to surfacing of walkways and paths, movement of concrete slabs create trip hazards for some of the more senior users, especially those with walking frames. Asphaltic surfaces might prove more flexible?

Paths do need to be maintained. Regular cutting of grass and pruning of vegetation is required. Additional allocation into Parks maintenance budget will be needed. Plantings are best kept well back from the paths as overtime they can create obstruction and reduce usefulness of the greenway.

Otherwise hooray Greenways in modern form are coming to Manurewa.

Active engagement responses	
WHO/WHERE/WHEN	COMMENT SUMMARIES
Weymouth School 24 October 2017	<ul style="list-style-type: none"> the school has a pump track with a bike track around the school being developed the newly developed Weymouth housing area is a major contributor of students for the school safety is a big issue for parents some parents have no work, which leads to limited mobility Clendon shops is an important destination for residents. Located by the roundabout at Roscommon Rd/Weymouth Rd/Palmers Rd/Mahia Rd. WINZ, Post Shop/Kiwibank, Warehouse, Pack'N'Save etc.
Rowandale School 24 October 2017	<ul style="list-style-type: none"> the school is decile 1A, low income <\$29k project needs a clear definition of purpose cycle tracks around Mountford Park would be an attraction for families recognises the health and educational benefits of cycling
Roscommon School 25 October 2017	<ul style="list-style-type: none"> doesn't have a school pool, so learning to ride gives students a sense of achievement and improves self-esteem, use of the bike track is timetabled, bikes on loan from AT/council with intensification many new dwellings have on-site parking for only one car, is concerned about effects of bike lanes on available parking
Auckland Transport 2 February 2018	<ul style="list-style-type: none"> important to link to the SH1 Takanini – Hingaia link focus on Housing Corp developments and Puhinui Stream project PT interchanges/railway stations a focal point

Active engagement responses	
WHO/WHERE/WHEN	COMMENT SUMMARIES
Homai School 26 October 2017	<ul style="list-style-type: none"> the coastal pathway to Sykes Rd creates a shorter route from Weymouth to Wattle Downs there is a natural pathway to the Manukau centre either side of the school, which leads to vandalism and theft issues Homai School shares a lot of families with Manurewa Intermediate, a robust link between the two would be helpful as intermediate student often drop off/pick up Homai sisters/brothers 2.4 shows a new link across the railway line around the back of Jellicoe Park, when there's already a pedestrian overbridge from Gloucester Rd link Orams Rd to motorway underpass to good active areas in the Botanic Gardens good quality signage is crucial for wayfinding and for promotion of use security on pathways also important, avoid low/bushy planting with lurking opportunities, use trees with trunks and foliage some distance above (CPTED) outside the study area, but a link from Redoubt Rd to AUT South Campus that avoids Great South Rd could be beneficial form link across the greenspace behind the Medical Super Centre, Browns Rd to Kerrs Rd
Community Services March 2018	<ul style="list-style-type: none"> connections to railway stations important lighting in parks could be improved, solar power options Wattle Downs retirement village a possible focus for active use development

Active engagement responses	
WHO/WHERE/WHEN	COMMENT SUMMARIES
Manurewa Intermediate 7 March 2018	<ul style="list-style-type: none"> commented that just as many students rode scooters to school as cycled made an intercom call for pupils who cycled to school to come to his office, 20 came several students said that rode 20 or 30 minutes to school, one came from Manukau, one from Totara Heights and another from Wattle Downs students enjoyed riding for the sense of freedom, quickness compared to walking, the good views and the environmental benefits things they didn't like were rain, bullies or theft of bikes and hills Sam had mentioned alleyways presenting an opportunity for bullying, the students were more concerned with broken glass and rubbish in them cars parking in bike lanes, particularly around the schools was also mentioned as an annoyance
South Auckland Advocacy Working Group 21 March 2018	<ul style="list-style-type: none"> support for the development of a local paths network for Manurewa recognition that walking and cycling activity on local paths supports public health objectives
Comments from the Clendon Bilingual Hiko 23 March 2019	<ul style="list-style-type: none"> numerous people expressed the view that formed paths should be a key part of park development – no wet feet in winter be creative in design and elements associated with path development to encourage specifically kids into to parks and walking public toilets and refuse bins need to be a consideration when developing paths or formalising routes, one solution could be improved wayfinding info to direct users to these facilities; there is a lack of public toilet facilities for Manurewa's coastal walkways consider lighting on some walkways/paths

Active engagement responses	
WHO/WHERE/WHEN	COMMENT SUMMARIES
Clendon Bilingual Hikoi (cont)	<ul style="list-style-type: none"> • maintenance adjacent to path routes is often not managed well – reference to the overgrown nature of large parts of the coastal walkway; several people talked about not feeling safe where sightlines were poor plus trip hazards e.g. phormium not managed • newly developed path – Waimahia community through to Mahia Rd is poorly maintained • Oratu Place walkway to Rowandale Ave – not noted on the large plan • parts of the coastal walkways are uneven and broken and need repair, rubbish needs to be cleared and foliage managed • coastal boardwalks near the marae are narrow and need to be widened • the roundabout at Wordsworth Road and Rowandale Avenue is dangerous and needs improvement for school kids • lighting and security on the coastal walkways should be improved, particularly along the Puhinui Stream waterfront • add an exercise track around Mountford Park
South/Central Mana Whenua Engagement Forum 27 March 2019	<ul style="list-style-type: none"> • recognised and supported the opportunities to nurture awareness and to celebrate Manurewa's cultural heritage through interpretive installations and activities along the local paths • concern for exposure of path users to vehicle exhaust fumes, both on and off street • recognised the need for adequate funding for maintenance and upkeep post implementation • noted a concern for loss of on-street parking if bike lanes are installed on streets • noted the importance of the pākau, the kite, in the cultural history of Manurewa

Active engagement responses	
WHO/WHERE/WHEN	COMMENT SUMMARIES
Friends of the Auckland Botanic Gardens Inc. by email 3 April 2019	<ul style="list-style-type: none"> • opposed to the proposed Express path – open space through the gardens • including a cycleway through the gardens would compromise their restful nature • the path network is laid out to enhance user's connection to the surroundings and their engagement may make them less aware of approaching cyclists • cyclists may pose dangers to walkers, given the wide range of ages and abilities • the Friends note their broad endorsement of the aims of the Greenways (Local Paths) network
Heritage New Zealand by email 16 April 2019	<ul style="list-style-type: none"> • while extensive work has been carried out identifying heritage sites in Manurewa, many areas have not been surveyed, therefore sites may be uncovered in the development of new local paths • in particular, the Matukuturua Stonefields at 58 McLaughlin's Road is a listed heritage site and the engagement of suitably experienced and qualified assistance should be engaged along with great care and consultation preceding any work in the vicinity • Heritage New Zealand fully supports proposals to include interpretive fixtures and the telling of heritage stories as an integral part of local paths development • parts of the coastline are subject to erosion, possibly exposing previously unknown heritage materials which might be retrieved and relocated

Endnotes

1. Auckland Transport. (2019). public-transport-patronage-data-may-2019.xls, <https://at.govt.nz/about-us/reports-publications/at-metro-patronage-report/>
2. The Friends is a non-profit organisation with over 400 members who enjoy a programme of events and activities that support the Auckland Botanic Gardens. <http://www.aucklandbotanicgardens.co.nz/about-us/friends-of-the-auckland-botanic-gardens/>
3. Crime Prevention through Environmental Design
4. Manurewa Local Board. (2017). *The Manurewa Local Board plan*.
5. <http://dataviz.thespinnoff.co.nz/unitary/suburbs/manurewa.html>
6. <https://at.govt.nz/media/1119147/Auckland-Transport-Parking-Strategy-May-2015.pdf>
7. See section Qf3



Waimahia Creek Shore from Greers Road