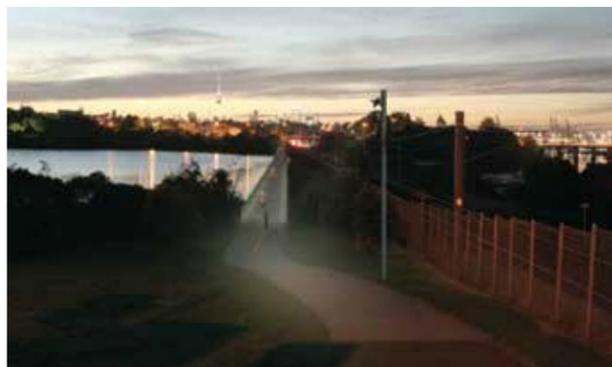




# Ōrākei Local Paths (Greenways) Programme Plan RECOMMENDATIONS

Ōrākei Local Paths Network Routes  
Recommendations for prioritised implementation and advocacy



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# Ōrākei Local Paths Programme Plan

## Introduction

The Ōrākei Local Paths Plan (2016) identifies thirteen Local Path routes throughout the Ōrākei ward, creating a network of walking and cycling routes through parks and quiet streets with slow-moving vehicles. These routes provide safe connections to local destinations such as schools, town centres, public transport stops, and recreation spaces.

Central to the concept of Auckland Paths is that they are designed to provide ‘*active transport*’ options, appealing especially to those in the community that may not be comfortable cycling or walking on streets where cars are prioritised. The Ōrākei Local Paths Plan also includes Express Paths, major active transport routes that form the framework for connecting Local Paths.

Many of the Ōrākei Local Paths are also attractive green routes popular for recreational use. Of the thirteen Ōrākei Local Paths, most will require some level of Auckland Transport partnership to complete the entire route.

Several projects with direct benefit to the Ōrākei Local Paths network are included in the 2018 Regional Land Transport Plan (RLTP):

- The Glen Innes to Tamaki Drive Shared Path: completion of all sections.
- The Tamaki Drive Cycle Route (on Tamaki Drive between Ngapipi Rd and Quay St).
- Gowing Drive Link to the Glen Innes to Tamaki Drive Shared Path.

In general, Auckland Transport advises that the Remuera/Ellerslie area is a priority for the Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e. from 2023). Specific routes have not yet been confirmed.

The Ōrākei Local Board Plan establishes priorities for investment and development for several Local Path Routes. While these are noted, baseline information for all of the 13 Routes, including the Routes listed above, was compiled and assessed on a uniform basis in order to provide a robust assessment of each individual Route within the complete Local Paths network. (Appendix B Route Prioritisation Analysis).

## Greenways and Local Paths

The Ōrākei Local Paths Plan was initiated as *The Ōrākei Greenways Planning Document 2016*, and Local Path Routes were called “Greenways” routes. The term **Local Path**, rather than “Greenway”, is used throughout this report, as this is the current usage agreed by the Ōrākei Local Board, Auckland Council and Auckland Transport. However when referring directly to the original *Ōrākei Greenways Planning Document* the original title is used.



## The Purpose of this Report

The purpose of this Programme Plan is to provide the Ōrākei Local Board with Recommendations for a prioritisation of Local Path Routes from the **Ōrākei Local Paths Plan**, adopted by the Ōrākei Local Board in 2016. The Programme Plan Recommendations will enable the Ōrākei Local Board and staff to prioritise Local Paths network projects within the current and projected funding environment for the Ōrākei Local Board, Auckland Council and Auckland Transport and potential other partners.

Routes 1.0-13.0 are identified in the Ōrākei Greenways Planning Document (2016).

- 1.0 Tamaki Drive
- 2.0 Tamaki Drive to Glen Innes
- 3.0 Remuera Ridge to St Heliers
- 4.0 Ellerslie to the Sea
- 5.0 Eastern Corridor
- 6.0 Greenlane to the Sea
- 7.0 Parnell Corridor
- 8.0 Remuera Walkways
- 9.0 Ōrākei Basin Walkways
- 10.0 Kepa Bush Walkways
- 11.0 Whenua Rangatira/Takaparawha Park
- 12.0 St Heliers Glendowie Network
- 13.0 Whenua Rangatira/Takaparawha Park to Terenia (train)

The Ōrākei Local Paths (Routes 1.0–13.0 from the Greenways Planning Document 2016) are a combination of types of Routes, designated as Local Paths, Express Paths, and Trails (as defined by the Local Path Design Guide 2017, adopted by Auckland Council and Auckland Transport). Further definition of these Route types is covered in the Key Guidelines and Benchmarks section of this report.

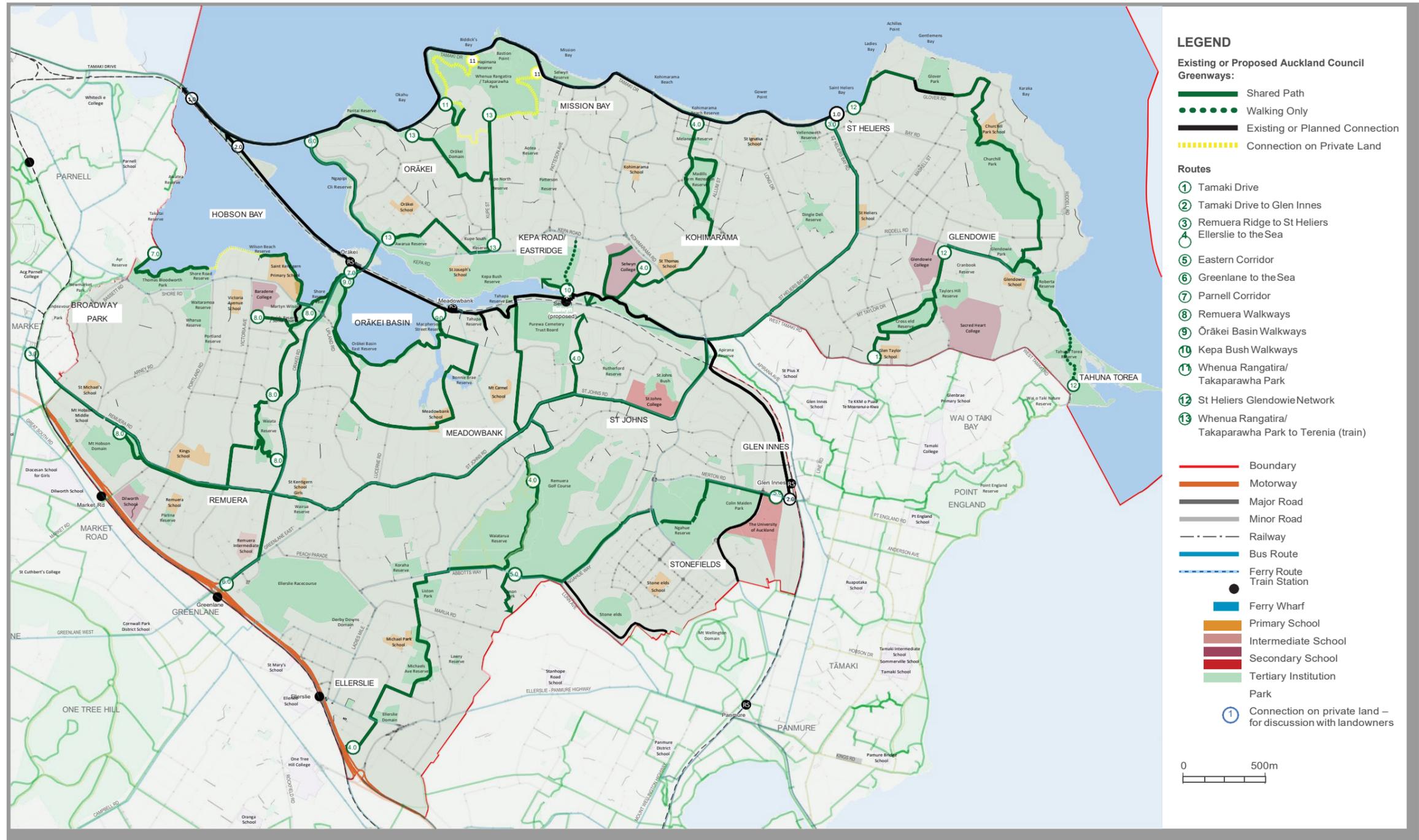
Note that the scope of this report is limited to the Local Path routes which have been adopted in The Ōrākei Local Paths Plan (2016). It does not include revisions or additions to routes. However significant route amendments incorporated in the analysis are:

- Auckland Transport's preferred coastal route for the Tamaki to Glen Innes Shared Path Section 4 (shown as the Ngapipi Rd route in the Ōrākei Local Paths Plan (2016)).
- The Gowing Drive Link to Tamaki to Glen Innes Shared Path Section 2 (Auckland Transport funding contribution allocated in the 2018 Draft RLTP).

Note that Route 2.0 Tamaki Drive to Glen Innes is being implemented as the Auckland Transport and NZTA project The Glen Innes to Tamaki Drive Shared Path - Te Ara Ki Uta Ki Tai. This report generally adopts the project name, except where referring to Ōrākei Local Board's Routes, as above. The Route is also referred to in Ōrākei Local Board documents as the Ōrākei Spine. In Appendix B, the abbreviation GI2TD Shared Path is used where required by space limitations.

# Ōrākei Local Paths Routes 1.0–13.0

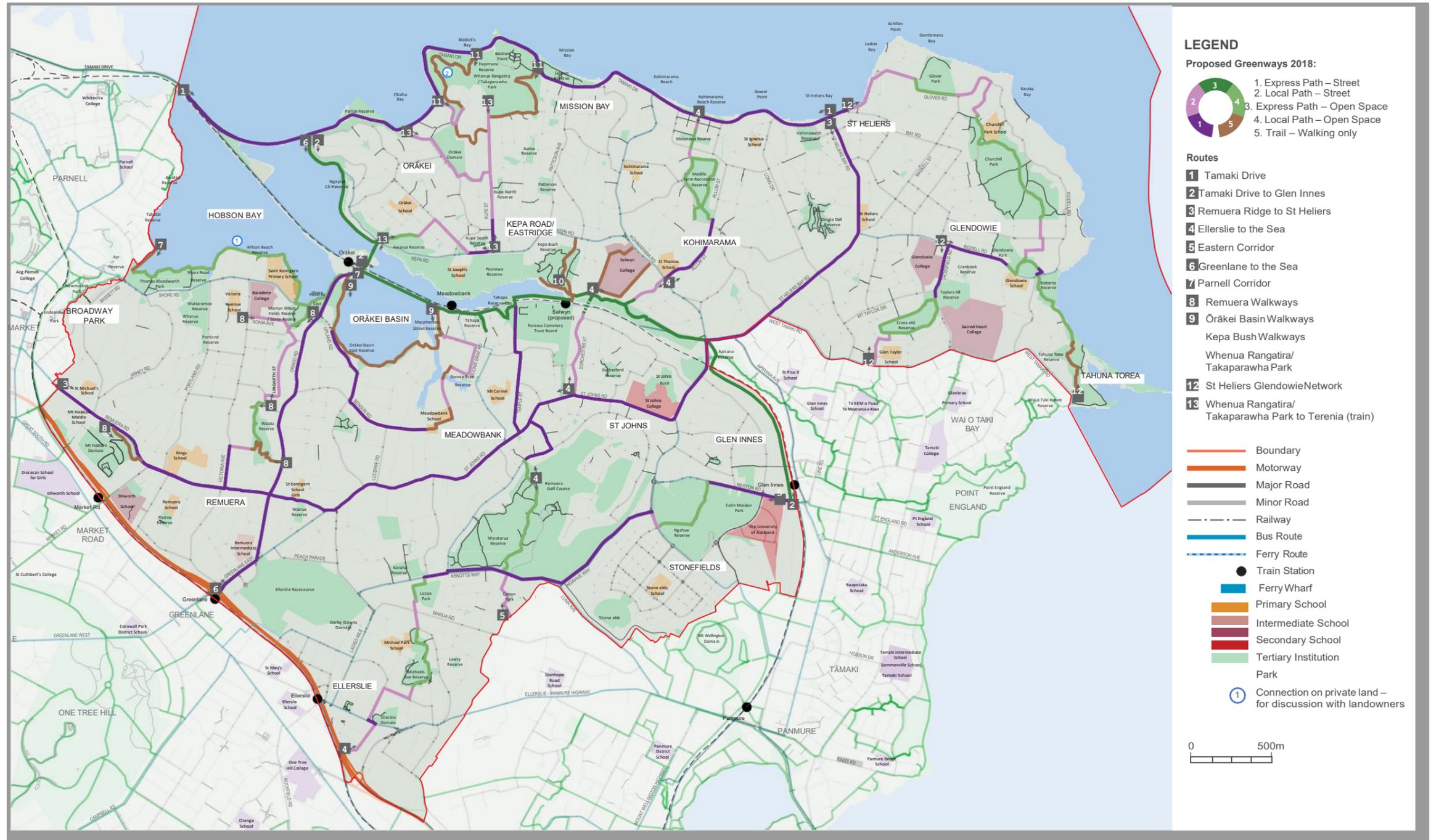
Map from Ōrākei Greenways Planning Document, adopted 2016



# Ōrākei Local Paths Routes 1.0–13.0

## Ōrākei Greenways Map with Route Types

Routes, or sections of Routes, are shown by type of route, based on the Auckland Local Path Design Guide (2017) typologies and guidelines. Refer to page 13 for guidelines.



# Ōrākei Local Paths Programme Plan: Prioritisation Recommendations

Recommendations to be read in conjunction with descriptions of Routes 1.0-13.0, and Route analysis matrix (Appendix B)

## HIGH PRIORITY: IMPLEMENTATION 2018–2023

- Gowing Drive Link to Glen Innes to Tamaki Drive Shared Path
- Colin Maiden Park Connecting Route
- Hobson Bay Walkway (Parnell Corridor)
- Kepa Bush Walkways
- Ōrākei Basin Walkways

Priority	Route No	Route Name	Key Reasons for Prioritisation Ranking	Ōrākei Local Board Investment/Advocacy	Funding
1	4.0 (part)	Gowing Drive Link to Glen Innes to Tamaki Drive Shared Path.	Important connection to the Glen Innes to Tamaki Drive Shared Path and between Meadowbank and Kohimarama. A project which will create a foundation for future work on completion of Route 4.0 Ellerslie to the Sea.	Ōrākei Local Board Investment commitment in partnership with RLTP funding	\$6.6million cost estimate, with \$5million funding allocation in Regional Land Transport Programme, May 2018. Ōrākei Local Board commitment as a Partnership project with Auckland Transport.
2	5.0 (part)	Colin Maiden Park Connecting Route	Open-Space Local Path connection with stand-alone benefits as a link between Stonefields and Merton Rd. A project that will create a foundation for future completion of Route 5.0 Eastern Corridor.	Investment	Off-road shared path 0.5km - currently unfunded.
3	7.0 (part)	Parnell Corridor Hobson Bay Walkway	Completion of the missing coastal link between Victoria Ave/ Wilson's Beach to the eastern side of Shore Rd Reserve will create a connected route enabling school students and cyclists to bypass Shore Rd as well as providing continuous uninterrupted recreational access to Hobson Bay and use of the area.	Investment	Cost estimate to be confirmed following development of proposal for coastal link. Ōrākei Local Board funding to be confirmed.
4	10.0	Kepa Bush Walkways	High environmental recreational amenity value and the proposed connection to the Glen Innes to Tamaki Drive Shared Path make the walkways a priority for implementation. Trails suitable for walking connections only.	Investment	Ōrākei Local Board funding to be confirmed.
5	9.0 (part)	Ōrākei Basin Walkways	Improvements to existing Ōrākei Basin Trails. High recreational amenity and environmental value makes these walkways a priority for implementation. Suitable for walking connections only.	Investment	Cost estimate \$89,600 for on-road cycling facilities refers to Upland Rd and Benson Rd sections, should these be future priorities. Ōrākei Local Board funding to be confirmed.

## HIGH PRIORITY: ADVOCACY

- Glen Innes to Tamaki Drive Shared Path
- Tamaki Drive (Tamaki Drive MasterPlan)
- Whenua Rangatira/Takaparawha Park and Whenua Rangatira/Takaparawha Park to Terenia (train)

Priority	Route No	Route Name	Key Reasons for Prioritisation Ranking	Ōrākei Local Board Investment/Advocacy	Funding
1	2.0	Tamaki Drive to Glen Innes	Major shared path project implemented by Auckland Transport and NZTA. Sections 1 and 3 complete. Revised budget and implementation timeline for Sections 2 and 4 to be advised by Auckland Transport.	Advocacy. Aligned to Priority 1, Gowing Drive Link to the Shared Path.	Completion of Glen Innes to Tamaki Drive Shared Path is funded as part of the Urban Cycleways Programme in the RLTP 2018 (commenced 2015 NZTA) Cost estimate \$46 million.
2	1.0	Tamaki Drive (Tamaki Drive MasterPlan)	Implementation of the Tamaki Drive MasterPlan is a high advocacy priority for the Ōrākei Local Board. Auckland Transport walking and cycling projects currently funded (2018) will create connections from the Ngapipi Rd intersection to the CBD. Advocacy to Auckland Transport for implementation of the MasterPlan east of Ngapipi Rd remains a priority.	Advocacy	Preliminary cost estimate for a separated cycle facility east of Ngapipi Rd intersection approximately \$30.5 million. Note RLTP funding for the Tamaki Drive Cycle Route and Ngapipi Bridge extensions (2018).
3	11.0 and 13.0	Whenua Rangatira/ Takaparawha Park and Whenua Rangatira/Takaparawha Park to Terenia (train)	Opportunities for integrating Local Paths network with Ngāti Whātua Ōrākei initiatives at Takaparawha Park and Pourewa Creek Recreation Reserve are a priority for discussion between the Ōrākei Local Board and Ngāti Whātua Ōrākei, Auckland Council and other stakeholders and agencies. Auckland Transport investigation of on-road cycling improvements along Kupe St and the Kupe St/Kepa Rd intersection.	Planning opportunities with Ngāti Whātua Ōrākei and advocacy to Auckland Transport and other agencies.	Takaparawha Park and Pourewa Creek Recreation Reserve developments are Ngāti Whātua projects. Auckland Transport funding for these Routes to be confirmed. Painted on-road cycle lanes on Kupe St, cost estimate \$84,000. Intersection improvements are not costed.

## FUTURE DEVELOPMENT OF THE LOCAL PATH NETWORK 2023-2028

- Ellerslie to the Sea – additional sections
- Eastern Corridor – additional sections
- St Heliers Glendowie Network
- Remuera Walkways
- Greenlane to the Sea

Priority	Route No	Route Name	Key Reasons for Prioritisation Ranking	Ōrākei Local Board Investment/Advocacy	Funding
6	4.0	<b>Ellerslie to the Sea</b>	The Gowing Drive link to the Glen Innes to Tamaki Drive Shared Path is a priority section for the Route (High Priority recommendation no 1). Additional sections of the route should be prioritised in conjunction with Auckland Transport. On-road Express cycling Routes are required to link the Open-Space Local Paths through Waiatarua Reserve and Michaels Ave Park to Madills Farm Recreation Reserve. Maximum benefits for the Ellerslie to the Sea Route are dependent on a synergetic approach with Auckland Council and Auckland Transport in order to complete all sections.	Advocacy for Auckland Transport investment where needed for on-road cycling and walking improvements.	Auckland Transport advises that the Remuera/Ellerslie area is a priority for the Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e, from 2023). Specific routes have not yet been confirmed.
7	5.0	<b>Eastern Corridor</b>	The Colin Maiden Park connecting route (High Priority no 2) would benefit from on-road cycling Express Path Connections along Abbots Way and Ngahue Drive. These Express Paths could be prioritised in conjunction with Auckland Transport Cycling Investment Programme 2018-28.	Advocacy for Auckland Transport investment where needed for on-road cycling and walking improvements.	Auckland Transport advises that the Remuera/Ellerslie area is a priority for the Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e, from 2023). Specific routes have not yet been confirmed.
8	12.0	<b>St Heliers Glendowie Network</b>	Completion of a safe active transport route along the on-road section of Riddell Rd and Crossfield Rd will be necessary. Auckland Transport does not currently advise any walking and cycling investment priority for these busy roads. However this route will continue to offer attractive Open-Space recreational Local Paths through Churchill Park, which is a network of unsealed walking and recreational cycling paths, and through Crossfield Reserve, Glendowie Park and Roberta Reserve. Note Tahuna Torea Nature Reserve is a Trail environment, where cyclists are not permitted and accessibility is limited in places.	Advocacy for Auckland Transport investment where needed for on-road cycling and walking improvements.	Auckland Transport advises that the Remuera/Ellerslie area is a priority for the Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e, from 2023). Specific routes have not yet been confirmed.

Priority	Route No	Route Name	Key Reasons for Prioritisation Ranking	Ōrākei Local Board Investment/Advocacy	Funding
9	8.0	<b>Remuera Walkways</b>	Completion of safe active transport route requires on-road cycling facilities on Victoria Ave, Ōrākei Rd and Remuera Rd, to be prioritised in conjunction with Auckland Transport Cycling Investment Programme 2018-28. Existing walking paths through Waiata Reserve and Martyn Wilson Fields Reserve continue to offer a recreational walking experience, but are not prioritised as an active transport Local Path until completion of the entire Route is possible.	Advocacy for Auckland Transport investment where needed for on-road cycling and walking improvements.	Auckland Transport advises that the Remuera Ellerslie area is a priority in the second half of the 10 year programme (i.e, from 2023). Specific routes have not yet been confirmed.
10	6.0	<b>Greenlane to the Sea</b>	Route 6.0 would create a valuable cross connection for active transport, and an important spine for the Local Paths network. Investigation of a City Southern Cycle Link (a potential southern cycle link connecting Newmarket to Ellerslie/ Penrose) is included in the RLTP 2018, and Route 6.0 would be an important link to this major facility. However the entire length of Route 6.0 is an Express Path. Greenlane East and Ascot Ave are a busy road corridor with incomplete safe cycle facilities. Implementation of safe walking and cycling conditions on these major roads would unlock major benefits for many of the Local Path Routes. These Express Paths could be prioritised in conjunction with Auckland Transport Cycling Investment Programme 2018-28.	Advocacy for Auckland Transport investment where needed for on-road cycling and walking improvements.	Auckland Transport advises that the Remuera Ellerslie area is a priority in the second half of the 10 year programme (i.e, from 2023). Specific routes have not yet been confirmed.

## Costings

### Ōrākei Local Path Routes Review Indicative Costing Model

Route	Recommendations	Metres	Off Road Path on soil base	Shared Path Existing Curb	Shared Path New Curb	Painted on-Street Lane	Express Path Separated Cycle Lane(s)	Notes
1.0	Tamaki Drive	8km	n/a	n/a	n/a	n/a	30.5 million	Refer Auckland Transport project costs.
2.0	Tamaki Drive to Glen Innes	7km	n/a	n/a	n/a	n/a	\$46 million	NZTA estimated project cost: \$46 million. Refer Auckland Transport UCP project costings.
3.0	Remuera Ridge to St Heliers	10km	n/a	n/a	n/a	n/a	\$38 million	Estimated cost includes Express Path separated cycle lanes.
4.0	Ellerslie to the Sea	9km	TBC	n/a	n/a	n/a	\$15.34 million	Includes \$6.6 million for Gowing Drive Link and Express Path separated cycle lanes.
5.0	Eastern Corridor	2km	TBC	n/a	n/a	n/a	\$5.7 million	Includes Express Path separated cycle lanes.
6.0	Greenlane to the Sea	6km	n/a	n/a	n/a	n/a	\$13.3 million	Includes Express Path separated cycle lanes. Intersection improvements not costed.
7.0	Parnell Corridor	0.6km	TBC	n/a	n/a	n/a	n/a	Includes coastal section from Wilson's Beach. Refer Auckland Council/Ōrākei Local Board project costs.
8.0	Remuera Walkways	2.9km	TBC	n/a	n/a	\$61,600	n/a	
9.0	Ōrākei Basin Walkways	4.0km	n/a	n/a	n/a	\$89,600	n/a	Includes on-road painted cycle lanes.
10.0	Kepa Bush Walkways	TBC	TBC	n/a	n/a	n/a	n/a	Auckland Council project estimate.
11.0	Whenua Rangatira/Takaparawha Park	TBC	Ngāti Whātua Ōrākei					Ngāti Whātua Ōrākei Trail development.
12.0	St Heliers Glendowie Network	6.5km	TBC	n/a	n/a	22,400	\$5.32 million	Includes Express Path separated cycle lanes. Does not include Tahuna Torea.
13.0	Whenua Rangatira/Takaparawha Park to Terenia (train)	3.8km	TBC	n/a	n/a	\$84,000		Includes painted on-road cycle lanes and intersection improvement. Intersection improvements not costed.

Note that the Indicative Costing Model does not include cost estimates for wayfinding signage (refer notes page 14), or other urban design elements. These should be assessed during further design development for specific projects.

## Key Guidelines and Benchmarks

The Auckland Local Path Design Guide 2017 is used as a guide in establishing the prioritisation recommendations for implementation of the Ōrākei Local Paths Network.

The Ōrākei Greenways Planning Document 2016 pre-dates the publication of the Local Path Design Guide, and therefore did not refer specifically to the types of routes and benchmarks used in the Design Guide.

This report has assessed each of the Ōrākei Local Paths/Greenways routes within the current framework of the Local Path Design Guide, using the following definitions and benchmarks:

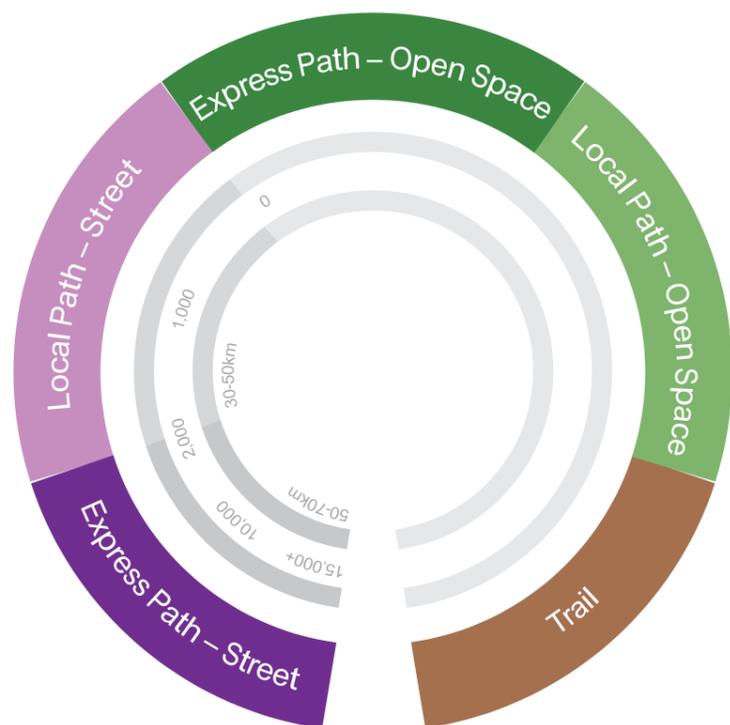
<b>Local Paths</b>	<ul style="list-style-type: none"> <li>■ Provide “active transport” options.</li> <li>■ Connect destinations, such as schools, public transport and recreation areas, and connect to the cycle network.</li> <li>■ On-street Local Path: has pedestrians on footpaths and are safe enough to cycle on without separated cycle lanes.</li> <li>■ Open-Space Local Path: runs through parks and open spaces and accommodates both cyclists and pedestrians.</li> </ul>	<b>Key Benchmarks for Local Paths</b> <ul style="list-style-type: none"> <li>■ Maximum average of 2,000 vehicles/day</li> <li>■ 30kph vehicle speed</li> <li>■ Cyclist maximum speed 20kph</li> <li>■ provide “active transport” options</li> </ul>
<b>Express Paths</b>	<ul style="list-style-type: none"> <li>■ Busy streets, with designated cycleways separated from vehicles to provide safe cycle facilities.</li> <li>■ Form the base structure of the cycleway network.</li> </ul>	
<b>Trails</b>	<ul style="list-style-type: none"> <li>■ Rural or bush setting and are primarily for recreation. Accessability limitations may be a factor.</li> </ul>	

**Measurable Benchmarks**

- Vehicle Volumes
- Vehicle Speeds
- Bicycle Speeds
- Arterial Road Crossings
- Accessibility and Safety
- Green Infrastructure

# Key Guidelines and Benchmarks

Based on the Auckland Local Path Design Guide 2017



**Express Path – Street**

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

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

**Local Path – Street**

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

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

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

**Express Path – Open Space**

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

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

**Local Path – Open Space**

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

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

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

**Trail – Walking only**

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

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

# Key Guidelines and Benchmarks

## Accessibility and Safety

The Local Path Design Guide advises that Local Paths should be accessible for all users including children and people with disabilities. For the Prioritisation Recommendations (pages 7-10), accessibility and safety factors have been assessed at a high level only. Further consideration of issues, and specific design solutions, will be required for each Route.

Routes designated as Trails (for instance, the Kapa Bush Walkways and Ōrākei Basin Walkways) do not currently meet accessibility standards and are suitable as paths for walking only. Accessibility is a key factor in the designation of a Route as a Trail.

## Stairs

In assessing the suitability of the route for all users including cyclists, the Local Path Design Guide advises that Local Paths should be wide and unimpeded to allow for easy walking and cycling and should have gentle gradients. The Guide advises wheeling ramps can be used in some cases where the gradient does not exceed 1:4 (25%).

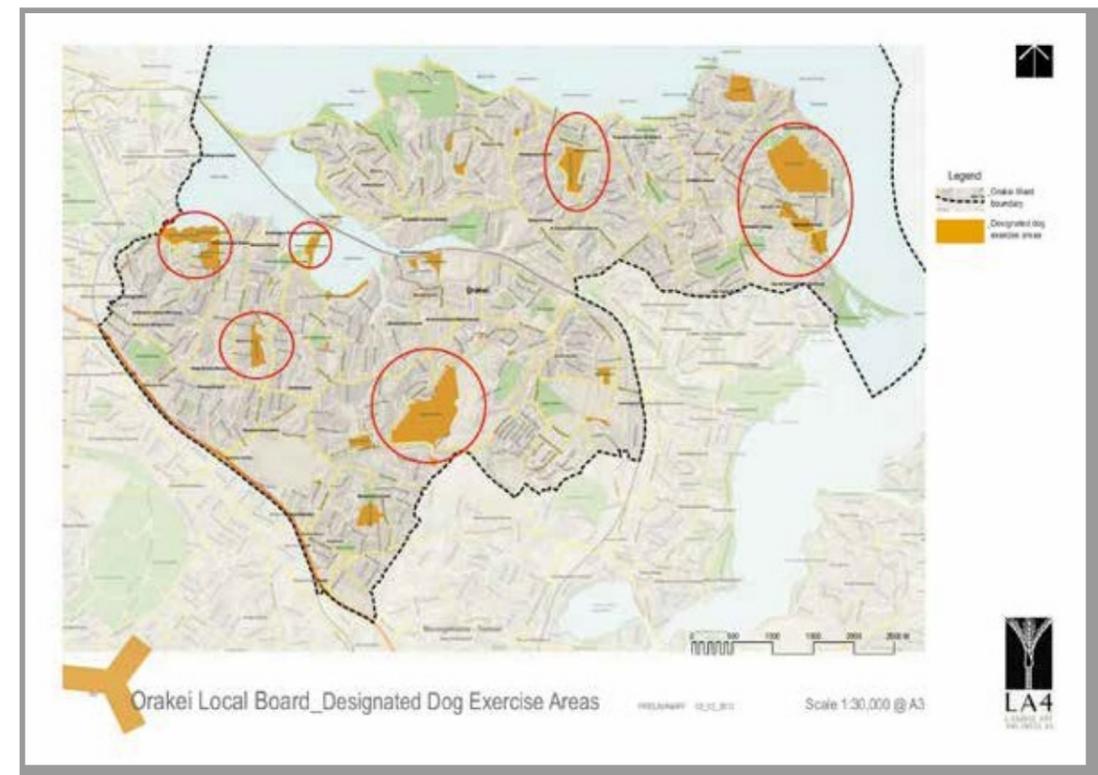
## Wayfinding Signs

Wayfinding signage is an important element for Local Path Routes. The desirability of appropriate wayfinding signs for the Ōrākei Local Path Network is noted, but this report does not consider detailed requirements for each Route. The Local Path Design Guide contains advice regarding design and placement of wayfinding signs and the use of shared path markings. Note also that cost estimates for wayfinding design and implementation are not included in the Indicative Costing Model (page 11).

## Dog Exercise Areas

Many of the Parks and Reserves that are included as Open-Space Local Path Routes are also Dog Exercise Areas, including Waitatarua Reserve, Churchill Park, Madills Farm, and others (circled on the map below).

The Recommendations do not assess issues for cyclists and dog owners sharing the same spaces, but as numbers of both groups increase, potential conflict between these activities will be a factor for consideration.



Designated Dog Exercise Areas (from the Ōrākei Local Board Eastern Parks Master Plan). The Parks and Reserves circled are referred to in the Ōrākei Local Paths/Greenways Plan.

## Route Prioritisation

### Ōrākei Local Paths Routes 1.0–13.0 – Route Descriptions

#### 3.1 Ōrākei Greenways

The greenways network is an aspirational vision and will be reviewed on a regular basis as priority routes are constructed and as other related projects are completed. Key destinations are also shown on the draft greenways maps, and how the greenways can link these, including: schools, parks, train stations, community facilities and ecological areas. The routes shown on Map 3.1 Ōrākei Greenways (opposite page) include:

- 1.0 Tamaki Drive
- 2.0 Tamaki Drive to Glen Innes
- 3.0 Remuera Ridge to St Heliers
- 4.0 Elleslie to the sea
- 5.0 Eastern Corridor
- 6.0 Greenlane to the sea
- 7.0 Parnell corridor
- 8.0 Remuera walkways
- 9.0 Ōrākei Basin walkways
- 10 Kepa Bush walkways
- 11 Whenua Rangatira/Takaparawha Park
- 12 St Heliers Glendowie network
- 13 Whenua Rangatira/Takaparawha Park to terenia (train)

An important part of greenways planning is the draft Auckland Cycling Network (ACN). It is worth noting that the Greenways do not often overlap with the ACN's 'metro' or 'connector' routes, as these are predominantly on busy roads, where recreational, ecological and more pleasant outcomes envisaged by the Greenways Plan are very difficult to achieve. Greenways overlap with the ACN's 'feeder' routes much more readily, and are now included in Auckland Transport's definition of a feeder route. Greenways are usually on minor streets with low traffic volumes or in open spaces.

There is currently a process to better align the 'feeder' routes with greenways in the ACN throughout all Local Board Greenways Plans. Both the ACN and the Greenways Plans are 'live' documents, which will be updated at regular intervals. The draft ACN shown on these maps was current as at February 2016.

The Ōrākei Local Board have also selected sections of the Auckland Cycle Network (ACN) that support the greenways network, including:

- Tamaki Drive
- Ngapipi Road
- Ōrākei Road
- Remuera Road
- St Johns Road
- Kohimarama Road
- St Heliers Bay Road
- Ngahue Road
- Riddell Road
- Merton Road
- College Road
- Main Highway
- Green Lane East

## Route 1.0 Tamaki Drive

**PRIORITY:** HIGH. Improvements to existing route are an Advocacy priority for the Ōrākei Local Board.

**TIMEFRAME:** The Tamaki Drive Cycle Route (from Ngapipi Rd to Quay St) is a funded Urban Cycling Programme project. Ngapipi Bridge safety improvements to improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tamaki Drive/Ngapipi Road intersection are complete (2018). Future walking and cycling projects along Tamaki Drive east of Ngapipi Rd have not yet been confirmed.

### Summary

A Tamaki Drive Coastal Path with separated facilities for pedestrians and cyclists is an established high priority for the Ōrākei Local Board, expressed in the Tamaki Drive MasterPlan. Auckland Transport has several major safety and cycling projects which will benefit the western end of Tamaki Drive, including the Tamaki Drive Cycle Route separated cycle way from Ngapipi Rd to Solent St and the widening of Ngapipi Bridge providing connectivity to the Glen Innes to Tamaki Drive Shared Path. East of Ngapipi Rd intersection, Auckland Transport has not yet confirmed further walking or cycling improvements to the shared path.

### Key benefits are:

- Aligns with Auckland Transport designation of Tamaki Drive as part of the Eastern Bays priority area for walking and cycling improvements 2018-2028.
- Tamaki Drive provides local and regional active transport connectivity to the CBD and waterfront destinations. A very high number of users would benefit from walking and cycling improvements, with congestion relief benefits in addition to improved safety and amenity for pedestrians and cyclists.

### Key issues are:

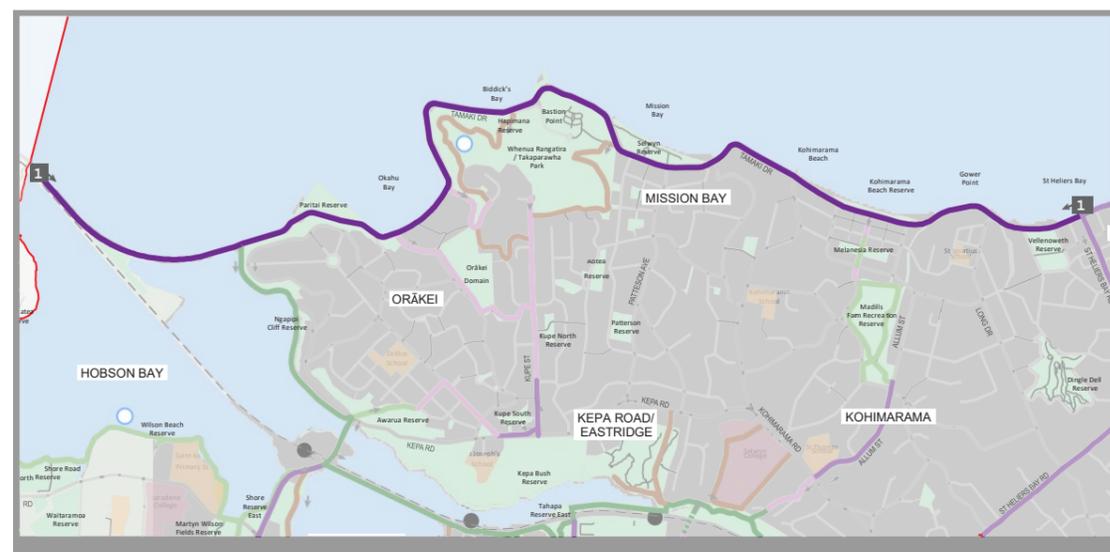
The Tamaki Drive MasterPlan identifies:

*... The successful implementation of the masterplan is dependent on a range of key agencies working collaboratively with the Ōrākei Local Board to ensure that all projects currently underway or planned along and around Tāmaki Drive are consistent with the Tāmaki Drive Masterplan, its vision and the key moves contained within it...*

East of Ngapipi Rd intersection, Auckland Transport has not yet confirmed further walking or cycling improvements to the Tamaki Drive coastal shared path.



A future vision – providing a range of ways of getting around includes improving frequency of bus service, improving facilities for local commuter cyclists and creating a widened seaward promenade (sourced from Tamaki Drive Masterplan).



## Route 2.0 Tamaki Drive to Glen Innes

(The Glen Innes to Tamaki Drive Shared Path – Te Ara Ki Uta Ki Tai\*)

**PRIORITY:** HIGH

**TIMEFRAME:** Stage 1 complete 2017. Stage 3 complete 2018. Completion of Stages 2 and 4 (Auckland Transport) have confirmed Urban Cycling Programme funding in the 2018 RLTP. Gowing Drive Link: Ōrākei Local Board partnership with Auckland Transport. Funding as a Local Board item is included in 2018 RLTP. Completion of links to John Rymer Place (Auckland Transport) and Tahapa Crescent (Auckland Council) to be advised.

### Summary

Ōrākei Local Board has identified as its highest priority the local connections to the Glen Innes to Tamaki Drive Shared Path at Gowing Drive and John Rymer Place, which will enable the Meadowbank, St Johns, Remuera, and Kohimarama communities to benefit from cross connections to schools and other local destinations.

The Gowing Drive link received a funding allocation of \$4.6 million in the 2018 RLTP as a Local Board project.

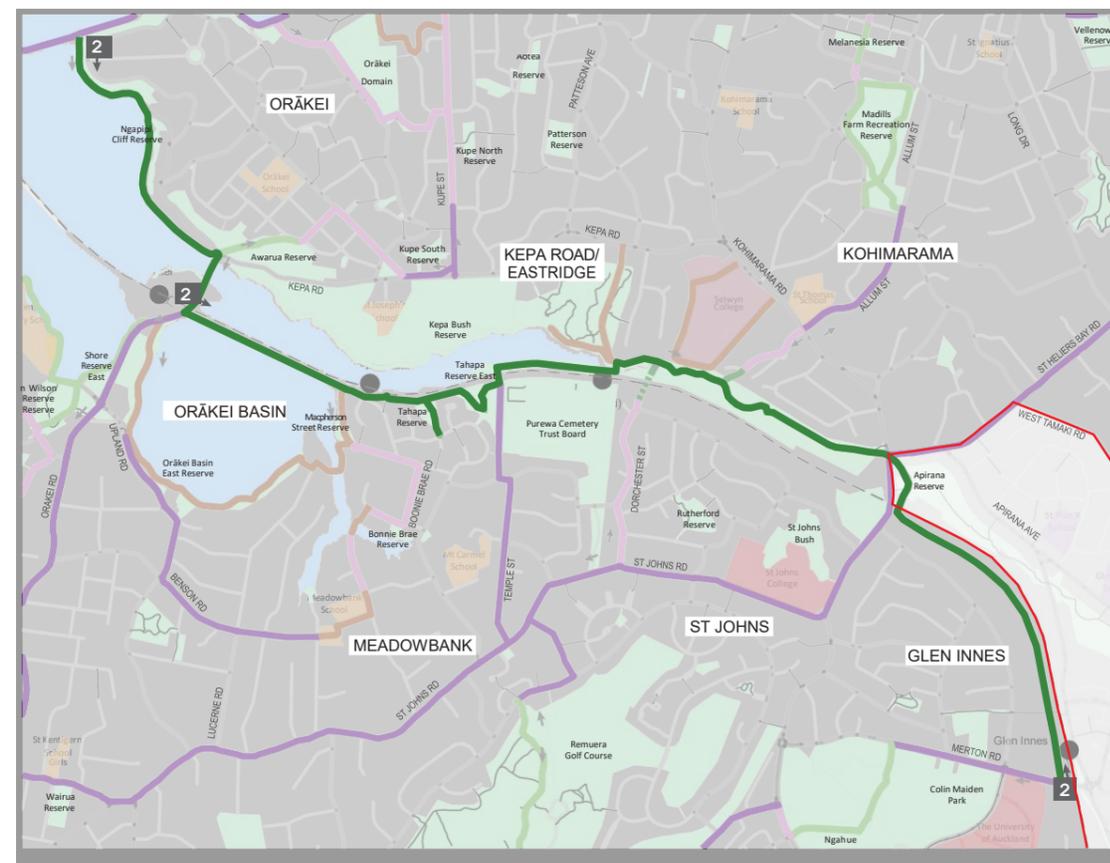
### Key benefits are:

- Route 2.0 Glen Innes to Tamaki Drive Shared Path is a major regional walking and cycling facility, described as an Express Path. It is an important spine of the Ōrākei Local Paths network.
- Glen Innes to Tamaki Drive has been funded through the Urban Cycling Programme (Auckland Transport and NZTA). Section 1, Glen Innes to St Johns, was completed and opened in 2017. Section 3, the widening of the existing Ōrākei Basin Boardwalk, will be completed in 2018. Auckland Transport will deliver Section 2, St Johns to Meadowbank, and Section 4, Ōrākei to Ngapiipi Rd/Tamaki Drive intersection.
- Shared path links to John Rymer Place (Auckland Transport) and to Tahapa Crescent (Auckland Council) are to be confirmed.

### Key issues are:

Partnership Funding for the Gowing Drive link, with contributions from Ōrākei Local Board, Auckland Council and Auckland Transport, is pending confirmation 2018. (See also Route 4.0 Ellerslie to the Sea).

\* Route 2.0 Tamaki Drive to Glen Innes is being implemented as the Auckland Transport and NZTA project The Glen Innes to Tamaki Drive Shared Path – Te Ara Ki Uta Ki Tai, and is also referred to as the Ōrākei Spine.



Auckland Transport visualisation of the “Ōrākei Spine” Cycleway crossing near Pourewa Cemetery.

## Route 3.0 Remuera Ridge to St Heliers

**PRIORITY:** HIGH Advocacy priority for the Ōrākei Local Board

**TIMEFRAME:** Auckland Transport advises specific routes are to be confirmed.

### Summary

This route is included in the Local Paths Plan as an important Express Route and as a part of the Auckland Cycle Network (ACN) that supports the Local Paths Network.

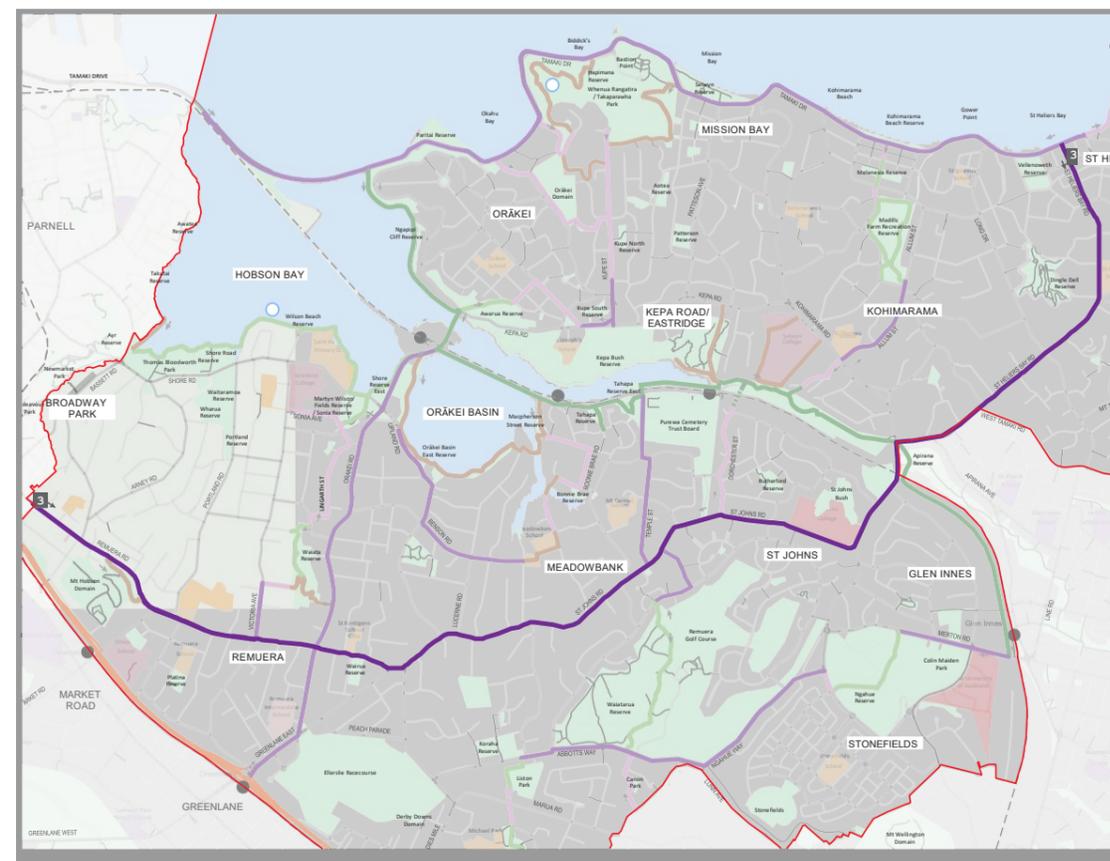
Auckland Transport advises that the Remuera Ellerslie area is a priority for the Auckland Cycling Investment Programme 2018-28 in the second half of the 10 year programme (i.e. from 2023). Specific routes have not yet been confirmed.

### Key benefits are:

- This route provides a backbone and connector for several of the Local Path Routes. Safer walking and cycling conditions on Remuera Rd, St Johns Rd and St Heliers Bay Rd would create a network of local connections through and across Ōrākei communities for a large number of users. Schools, commercial centres, and residential areas would be key destinations.

### Key issues are:

- Remuera Rd/St Johns Rd and St Heliers Bay Rd are Express Routes, major roads which exceed the Local Paths Design Guidelines in regards to the volume and speed of vehicles. The guidelines are for designated cycleways separated from vehicles to provide safe cycle facilities. Local Paths routes along or across these roads would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections.



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

## Route 4.0 Ellerslie to the Sea

**PRIORITY:** HIGH Gowing Drive Link: Ōrākei Local Board partnership with Auckland Transport. Funding included in 2018 RLTP. Completion of links to John Rymer Place (Auckland Transport) and Tahapa Crescent (Auckland Council) to be confirmed.

**FUTURE DEVELOPMENT:** Wider links to Glen Innes to Tamaki Drive Shared Path from Meadowbank/Remuera and Kohimarama, where supported by Auckland Transport.

**TIMEFRAME:** Time frame for projects to be confirmed. Refer also Route 2.0.

### Summary

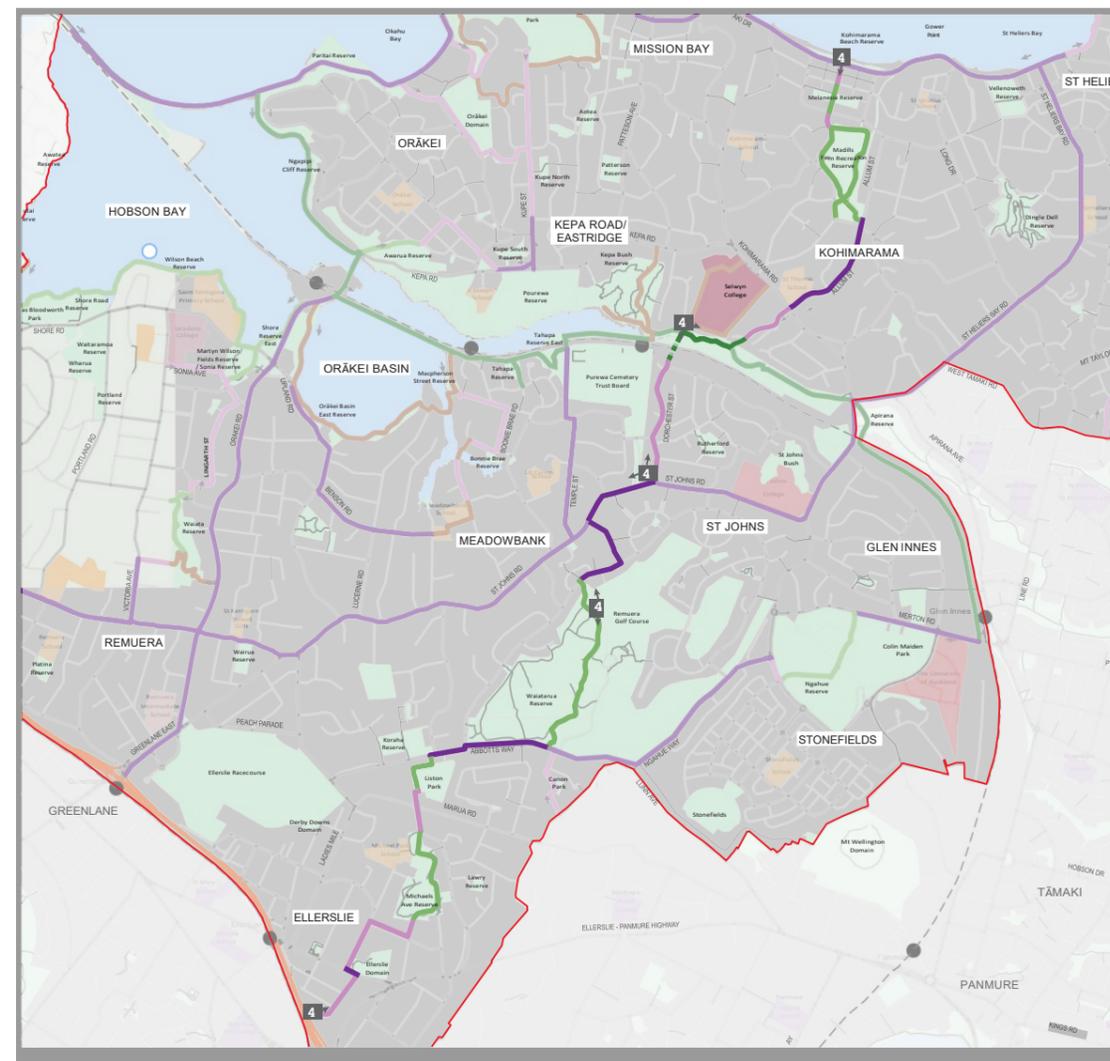
This route would create a major north-south link across the Orakei Ward from Ellerslie to Tamaki Drive at Kohimarama. It uses a complex combination of Routes through parks, quiet local roads, with several major sections on busy roads (Express Paths).

The route enhances the benefits of sections that are already completed, or funded and in progress, including links to Glen Innes to Tamaki Drive Shared Path at John Rymer Place and Tahapa Cres.

Maximum benefits would be delivered by completion of the entire route, which relies upon several major road connections including Abbotts Way, Remuera Rd, Meadowbank Rd, and others, which are Express Paths exceeding the Local Path Design Guidelines in regards to the volume and speed of vehicles. The guidelines are for designated cycleways separated from vehicles to provide safe cycle facilities. Local Paths routes along or across these roads would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections.

### Key benefits are:

- A major north-south connection to the Glen Innes to Tamaki Shared path.
- Includes the important connections to GI2TD Shared Path at Tahapa Cres, and John Rymer Place, and the proposed Gowing Drive link. These links would unlock connections for residents and primary and secondary school pupils in Meadowbank and Kohimarama.
- Completion of the entire Route 4.0 would expand the benefits of the John Rymer Place and Gowing Drive links, enabling more people to access them.
- The Route links a series of parks including Michaels Ave Reserve, Liston Park, Waitarua Reserve and Madills Farm Recreation Reserve.



**Key issues are:**

- Completion of the entire route is dependent on Auckland Transport Auckland Cycle Network connections as Express Paths to complement Open-Space and On-Street Local Paths. The Auckland Transport Walking and Cycling Investment programme 2018-2028 may include some road connection projects for the Remuera/Ellerslie suburbs in the second half of the programme. These projects have not yet been identified or funding confirmed.
- The route would have greatly reduced benefits if the sections on busy routes (including Abbotts Way, Remuera Rd, and Meadowbank Rd) were not enabled at the same time as the Local Paths (i.e., paths through parks and on quiet roads).
- Safety interventions at high-risk intersections would be crucial for cyclist and pedestrian safety (e.g. the Allum St/Madills Farm Reserve intersection, or the Michaels Ave/Marua Rd intersection).



- 1 Michaels Avenue Reserve
- 2 Michaels Avenue Reserve
- 3 Abbotts Way
- 4 Waiatarua Reserve
- 5 Marua Rd
- 6 Grand Drive

## Route 5.0 Eastern Corridor

**PRIORITY:** HIGH. Colin Maiden Park Connecting Path and Ngahue Reserve Connecting path.

**FUTURE DEVELOPMENT:** Abbotts Way and Ngahue Drive Express Paths. Advocacy for Auckland Transport to confirm these as a Walking and Cycling Programme priority from 2021.

### Summary

Route 5.0 Eastern Corridor provides an important Local Path connection between the Stonefields area and the Glen Innes to Tamaki Drive Shared Path and other destinations. An Open-Space Local Path connection through Colin Maiden Park is one of the Ōrākei Local Board's highest priorities, and is an important element in the Colin Maiden Park MasterPlan.

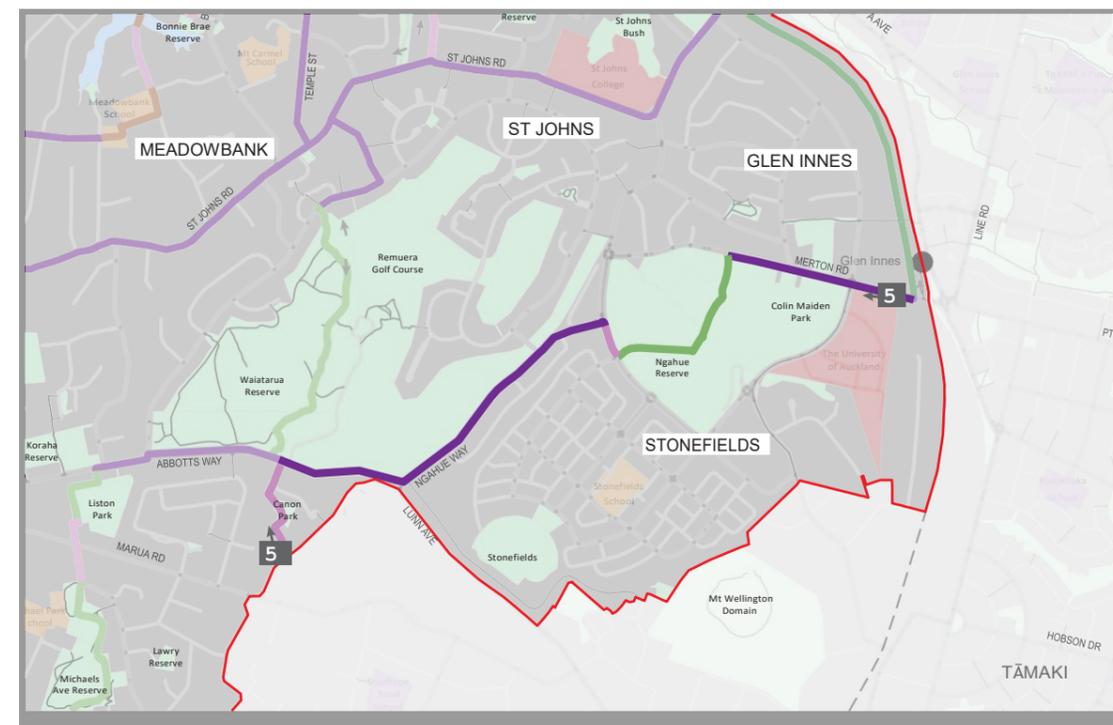
### Key benefits are:

- A major safe walking and cycling connection to the Glen Innes to Tamaki Shared Path from the Stonefields area.
- Connects to Auckland Transport cycle facilities on Merton Rd and College Rd.
- The Colin Maiden Park has stand-alone benefits even if the road sections through Ngahue Drive and Abbotts Way are not completed until later.
- Aligns with Colin Maiden Park MasterPlan proposals.

### Key Issues are:

Achieving safe Express Path connections along the high volume traffic roads Abbotts Way and Ngahue Rd would require Auckland Transport investigation and investment before connections can be created that are suitable for inclusion in the Local Paths Plan. Auckland Transport will do further investigation to identify routes in the Remuera/Ellerslie route that might be suitable for future inclusion in the Walking and Cycling Programme from 2021.

A potential new option for a Local Path link running to the east of the Edmund Hillary Retirement Village has been discussed by members of the Ōrākei Local Board in the course of this prioritisation review, as a complementary or alternative to the Kenneth Small Place route that is shown in the Ōrākei Greenways Planning Document. This route would be outside the boundary of the Ōrākei Local Board area, and assessment of new Routes is out of the scope of this work.



## Route 6.0 Greenlane to the Sea

**PRIORITY:** HIGH. Glen Innes to Tamaki Drive Shared Path Section 4: (funded 2018 – completion 2018-2021)

**FUTURE DEVELOPMENT:** Local Path Connections for Greenlane East to Ōrākei Rd.

### Summary

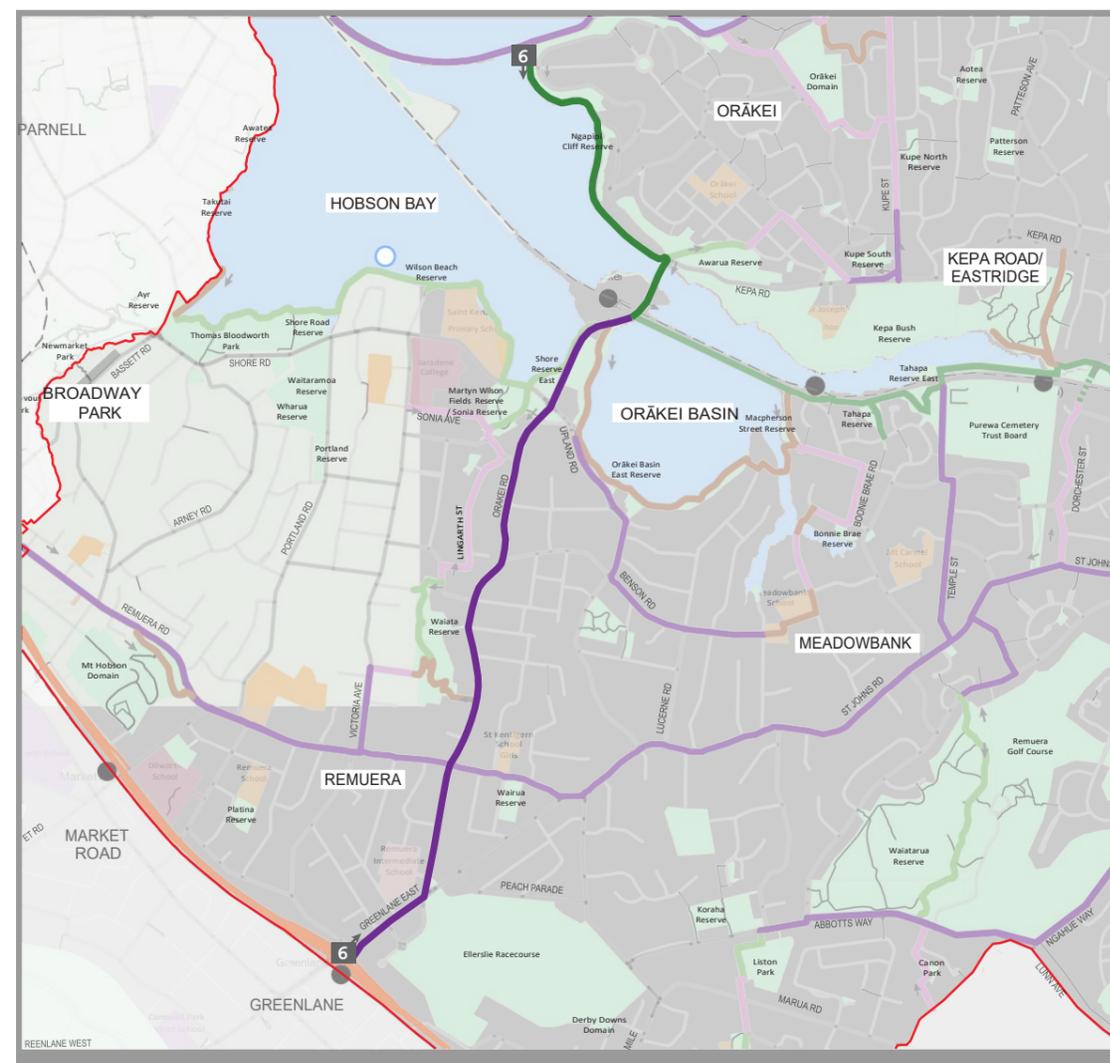
Route 6.0 Greenlane to the Sea has potential to be an important cross-route feeding into the Glen Innes to Tamaki Drive Shared Path.

### Key Benefits are:

- Section 4 of the Glen Innes to Tamaki Drive Shared Path will provide a safe route for pedestrians and cyclists from Ōrākei Rd to Ngapipi Rd. Note the confirmed coastal route option for Section 4 of GI2TD supercedes the Ngapipi Rd connection originally shown on the Ōrākei Greenways Planning Document route.
- The rest of this Route, from Greenlane through Ōrākei Rd, would provide an effective connection to the Glen Innes to Tamaki Drive Shared Path Sections 3 and 4. Maximum benefit would be delivered by completion of the entire route, which relies upon several major Express Path road connections including Greenlane East, Ascot Ave, and Ōrākei Rd.

### Key Issues are:

- Greenlane East, Ascot Ave, and Ōrākei Rd are designated as Express Paths, exceeding the Local Paths Design Guidelines in regards to the volume and speed of vehicles. The guidelines are for designated cycleways separated from vehicles to provide safe cycle facilities. Local Paths routes along or across these roads would require Auckland Transport investigation to enable safe walking and cycling connections. Safer connections in both directions for cyclists on Ōrākei Rd between the Shore Rd roundabout and the Kupa Rd roundabout would greatly enhance the opportunities for uptake of the Shared Path. Current facilities for cyclists between Ōrākei Rd and Kupa Rd are incomplete (a partial eastbound cycle lane but no westbound lane) and the roundabouts have safety risks for cyclists.
- Connections to the Orakei Rd-Kupa Rd intersection from Ngāti Whātua land are a potential area of investigation.



## Route 7.0 Parnell Corridor

**PRIORITY:** HIGH.

**TIMEFRAME:** Existing Hobson Bay Walkway, Future Development Wilson's Beach to Shore Rd and completion to Thomas Bloodworth Park.

### Summary

Completion of this missing link will create a connected route enabling school students and cyclists to bypass busy Shore Rd as well as providing continuous uninterrupted recreational access to Hobson Bay and use of the area. Ōrākei Local Board funding will enable the completion of this section of the complete Route 7.0. Although the already completed sections of the Hobson Bay Walkway are currently designated and signed as a shared path, they are suitable for pedestrians and recreational cyclists only. It is recommended the new section is constructed to a Shared Path standard given the predicted higher numbers of users.

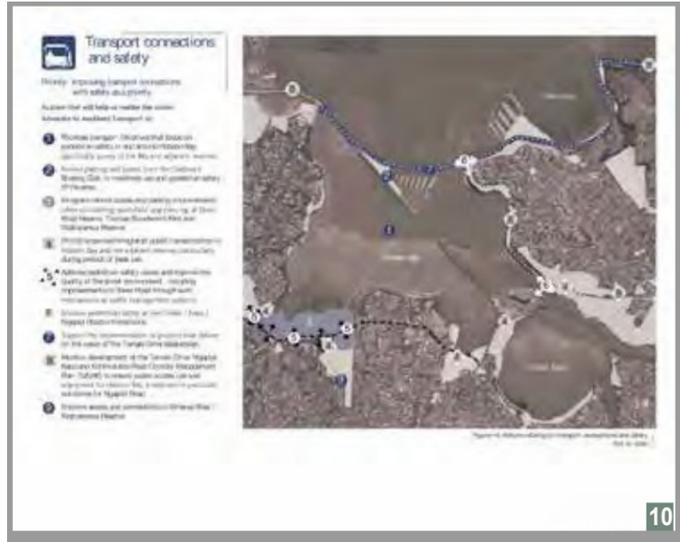
### Key Benefits are:

- Completion of the missing link between Wilson's Beach and Shore Rd Reserve/ Thomas Bloodworth Park would create a connected route enabling school students and cyclists to bypass busy Shore Rd as well as providing continuous uninterrupted recreational access to Hobson Bay and use of the area. Ōrākei Local Board funding will enable the completion of this section of Route 7.0.

### Key Issues are:

- Although the already completed sections of the Hobson Bay Walkway are currently designated and sign posted as a shared path, they are suitable for pedestrians and recreational cyclists only. It is recommended the new section is constructed to a Shared Path standard given the predicted higher numbers of users, and that existing sections of the route are improved to consistent standard for active transport use. It is noted that currently the path and boardwalk to Wilsons Beach are more suitable for recreational use than as a Local Path, the Hobson Bay boardwalk from Shore Rd to Orakei Rd is not signposted for cycling use, Shore Rd Reserve and Thomas Bloodworth Park have narrow gravel paths more suitable for recreational cycling, and west of Thomas Bloodworth Park, conditions on the Hobson Bay Walkway are not currently suitable for cycling.





- 1 Victoria Ave access
- 2 Victoria Ave access
- 3 Hobson Bay Walkway
- 4 Hobson Bay Walkway
- 5 Shore Rd access
- 6 Hobson Bay Walkway
- 7 Thomas Bloodworth Park
- 8 Hobson Bay Walkway
- 9 Shore Rd Reserve
- 10 Hobson Bay Action Plan (Ōrākei Local Board)
- 11 Hobson Bay Action Plan (Ōrākei Local Board)

## Route 8.0 Remuera Walkways

**PRIORITY:** Waiata Reserve and Mt Hobson sections are existing Trail routes for pedestrians, connected by busy Express Path routes.

**TIMEFRAME:** Potential future Local Path development of existing Trails and Express paths, in alignment with potential Auckland Transport cycling investment 2023-2028.

### Summary

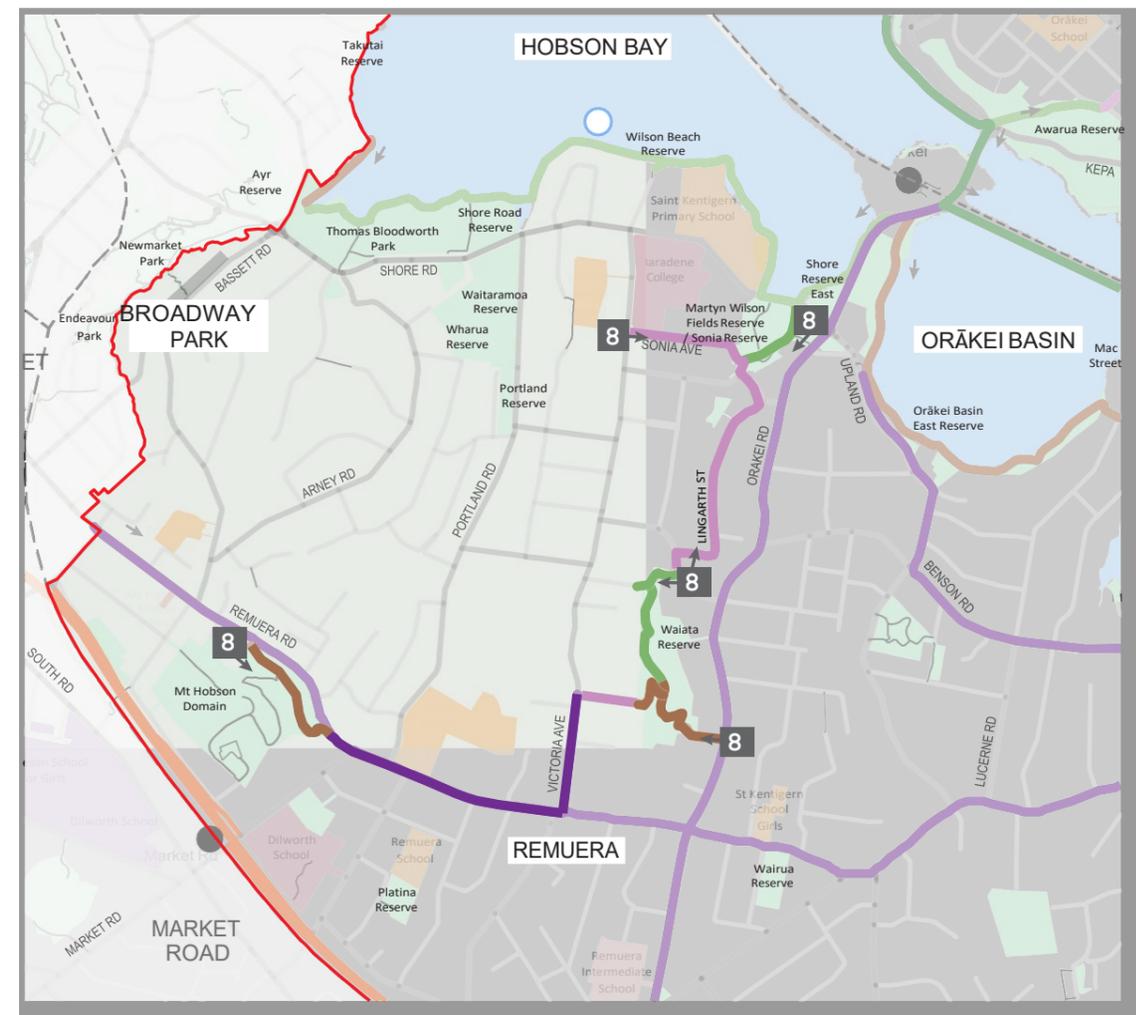
Route 8.0 Remuera Walkways is a combination of Trail route sections suitable for pedestrians (Waiata Reserve and Mt Hobson Reserve) with quiet On-Street Local Path roads connected by busy Express Roads (Victoria Ave, Remuera Rd and Ōrākei Rd). Steep gradients and tight corners through Waiata Reserve, and connections to busy Express Paths roads (Victoria Ave, Remuera Rd, and Ōrākei Rd) would require further investigation before inclusion as a safe shared Local Path for cyclists and walkers.

### Key benefits are:

- An attractive existing walking connection between Shore Rd and Remuera Rd. Recent improvements to Martyn Wilson Fields Reserve and a pedestrian refuge at Shore Rd provides a safe connection to the Hobson Bay Walkway, local schools, the Ōrākei Train Station, and Remuera Rd.

### Key issues are:

- The sections through Waiata Reserve and Mt Hobson are Trail, or walking routes. Potential upgrading of the Waiata Reserve section to a full Open-Space Local Path (i.e., one that is suitable for both walking and cycling connections) would require further investigation. The major connecting roads that are key sections of the Route, Remuera Rd, Victoria Ave and Ōrākei Rd, are Express Routes which exceed the Local Paths Design Guidelines in regards to the volume and speed of vehicles. The guidelines are for designated cycleways separated from vehicles to provide safe cycle facilities. Local Paths routes along or across these roads would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections.





- 1 Martyn Wilson Fields Reserve
- 2 Martyn Wilson Fields Reserve
- 3 Martyn Wilson Fields Reserve
- 4 Manawa Rd
- 5 Waiata Reserve
- 6 Waiata Reserve
- 7 Waiata Reserve
- 8 Waiata Reserve access to Ōrākei Rd
- 9 Ōrākei Rd



## Route 9.0 Ōrākei Basin Walkways

**PRIORITY:** HIGH. Trail

**TIMEFRAME:** Walkway upgrades to existing paths

### Summary

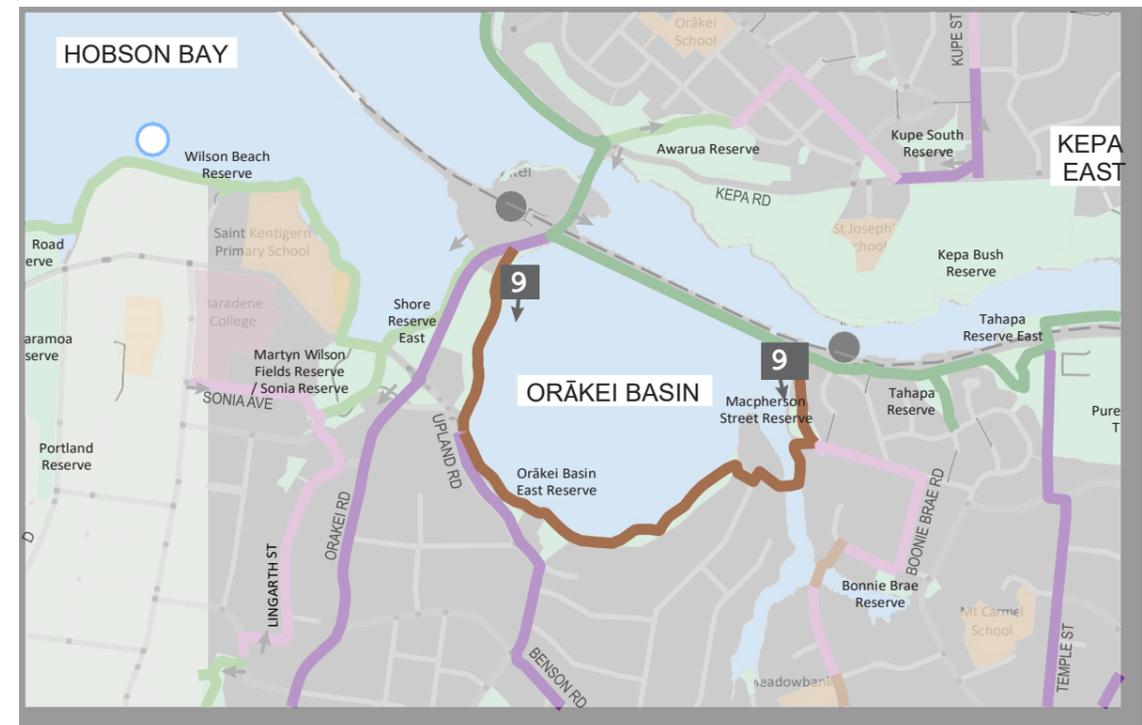
The Local Path Design Guide designates routes such as the Ōrākei Basin Walkway as a Track. It is a walking route with many recreational and environmental benefits. The extended Route around Upland and Benson Rds and through the Ngapuhi Rd and Waitarua Rd footbridges also has many sections with stairs, which make the Route more suitable for walking than cycling.

### Key benefits are:

- This Route offers an attractive and popular existing walking connection around Ōrākei Basin, with environmental, archaeological and cultural significance. The extended Route guides walkers around streets and through the Ngapuhi Rd and Waitarua Rd footbridges.

### Key Issues are:

- An assessment was made of both the Ōrākei Basin Walkway and the extended Route around Upland and Benson Rds of the suitability for a Local Path Route for cyclists as well as walkers. An effective cycle route around the Ōrākei Basin itself is unlikely to be achievable due to the narrow track and steep stairs to Lucerne Road and elsewhere. The extended route up Upland Rd, Benson Rd and through Meadowbank School, also includes steep stairs and narrow bridges (Waitarua Footridge and Ngapuhi Rd Footbridge) and would be very difficult to upgrade to a complete route for cyclists. The recommendation is for the Route to continue as a Track designation for walkers, with upgrading work planned by the Ōrākei Local Board to enhance the recreational and environmental values.



Refer Key Guidelines and Benchmarks (page 14) for criteria used in assessing the suitability of the Route for all users.



- 1 Orākei Basin Walkway
- 2 Orākei Basin Walkway
- 3 Steps on Route between
- 14 Ngapuhi Rd and
- Meadowbank Rd
- 15 Meadowbank School access.



## Route 10.0 Kepa Bush Walkways

**PRIORITY:** HIGH. Trail

**TIMEFRAME:** Funding for upgrades to existing paths and new boardwalk to be confirmed.

### Summary

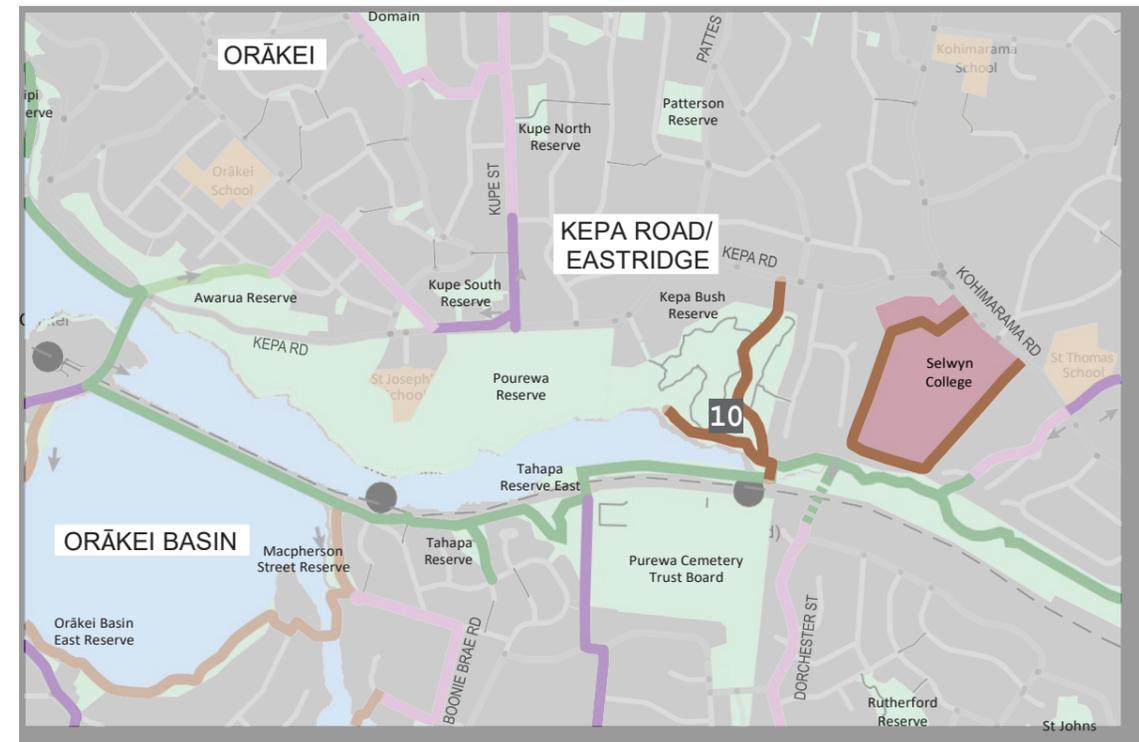
The Kepa Bush Walkways are walking paths with many recreational and environmental benefits. An upgrade to the existing Kepa Bush Walkways and the development of a boardwalk link to the Glen Innes to Tamaki Drive Shared Path have been investigated but are not yet funded. (Ōrākei Local Board/Auckland Council).

### Key benefits are:

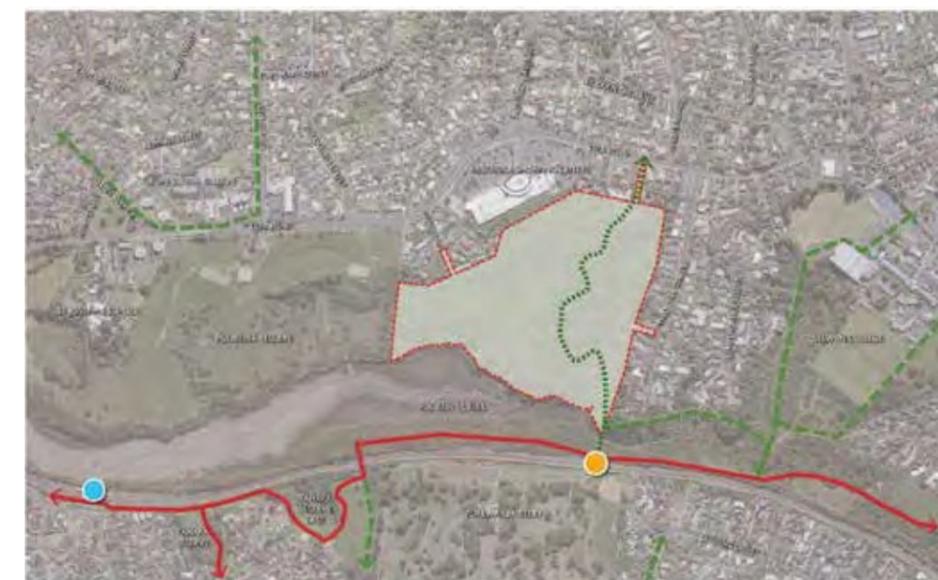
This Route offers an attractive and popular existing walking connection through Kepa Bush with environmental, archaeological and cultural significance. The proposed boardwalk link would create important connectivity to the Glen Innes to Tamaki Drive Shared Path. Potential future connections to Pourewa Reserve (Ngāti Whātua) are an additional factor in the high priority ranking.

### Key issues are:

The Route is included as a Walkway or Trail. It is a walking route only, with recreational and environmental benefits.



Existing Kepa Bush Trails  
(Auckland Council).



Plan from the Kepa Bush Reserve Integrated Plan 2018

## Route 11.0 Whenua Rangatira/Takaparawha Park Route 13.0 Whenua Rangatira/Takaparawha Park to Terenia (Train)

**PRIORITY:** HIGH

**TIMEFRAME:** Development of Local Paths in conjunction with residential and cultural developments by Ngāti Whātua Ōrākei.

### Summary

Route 11.0 Whenua Rangatira/Takaparawha Park is a high level representation of plans for Takaparawha Park by Ngāti Whātua Ōrākei.

Route 13.0 Whenua Rangatira/Takaparawha Park to Terenia (train) would create a Local Paths network to integrate with these and other developments in Ōrākei, schools and shopping areas, and to provide a safe connection for walkers and cyclists between Kupe St residential areas and Ōrākei Rail Station, the Glen Innes to Tamaki Drive Shared Path, and other destinations.

A Watene St – Reihana St connection to Kupe St is another element of the Route 13.0 plan. This section would offer a safe connection for walkers and cyclists between the Tamaki Drive waterfront coastal path and Ohaku Domain and Kupe St.

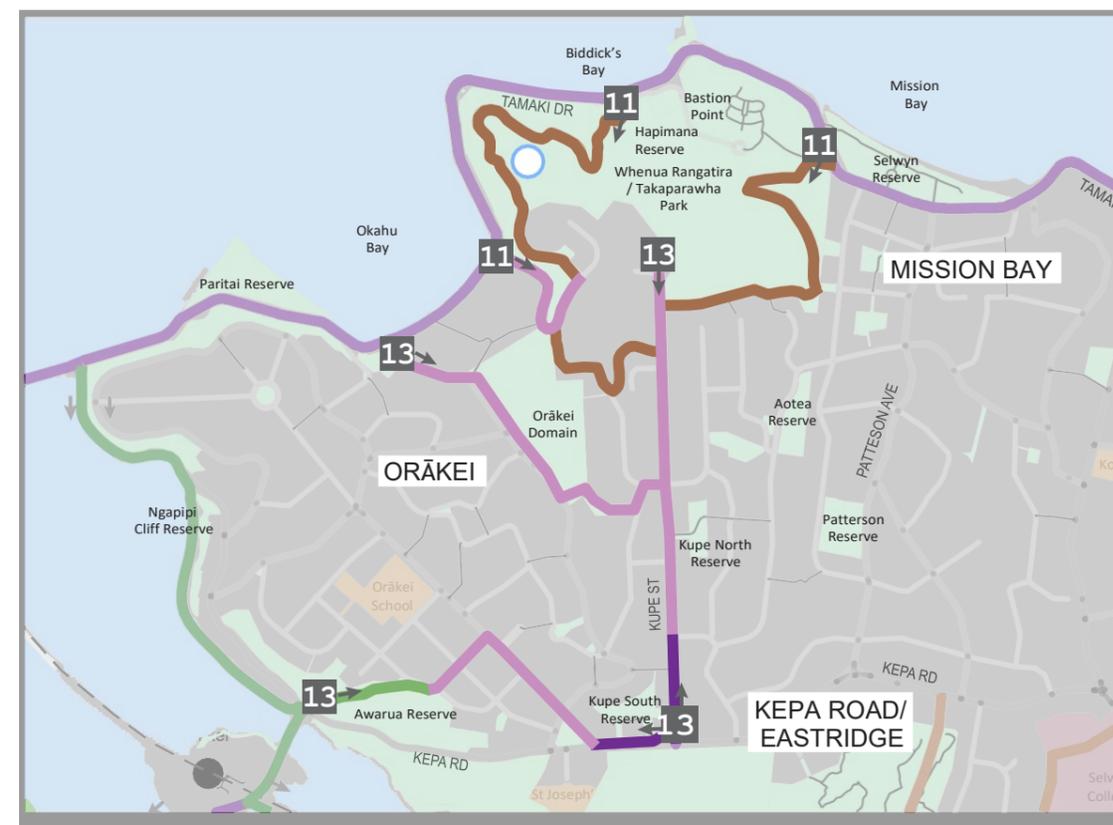
The Kitemoana St connection is subject to further discussion with Ngāti Whātua regarding iwi access to the Ōrākei Marae and residential areas.

### Key benefits are:

- An opportunity to plan a safe Local Path network for a growing community, with connections between residential areas, train and transport connections, schools, reserves, the waterfront and the Glen Innes to Tamaki Drive Shared Path.

### Key issues are:

- Potential opportunities for integrating Local Paths network with these initiatives is a priority for discussion between the Ōrākei Local Board and Ngāti Whātua Ōrākei, Auckland Transport, Auckland Council and other stakeholders and agencies, with a focus on Takaparawha Park and Pourewa Creek Recreation Reserve (Ngāti Whātua) and Kupe St and the Kupe St/Kepa Rd intersection. Kupe St close to the intersection with Kepa Rd is a busy road that will require investigation of the best options for a safe Express Path or Local Path connection for walkers and cyclists. Potential connections from Kepa Rd through Pourewa Creek Recreation Reserve (Ngāti Whātua) to Ōrākei Rd intersection may be possible as a complementary or alternative route to the Awarua Reserve Path.



## Route 12.0 St Heliers Glendowie Network

### PRIORITY:

Existing open-space paths: Glover Park, Churchill Park, Crossfields Reserve and Roberta Reserve and existing quiet on-street local paths.

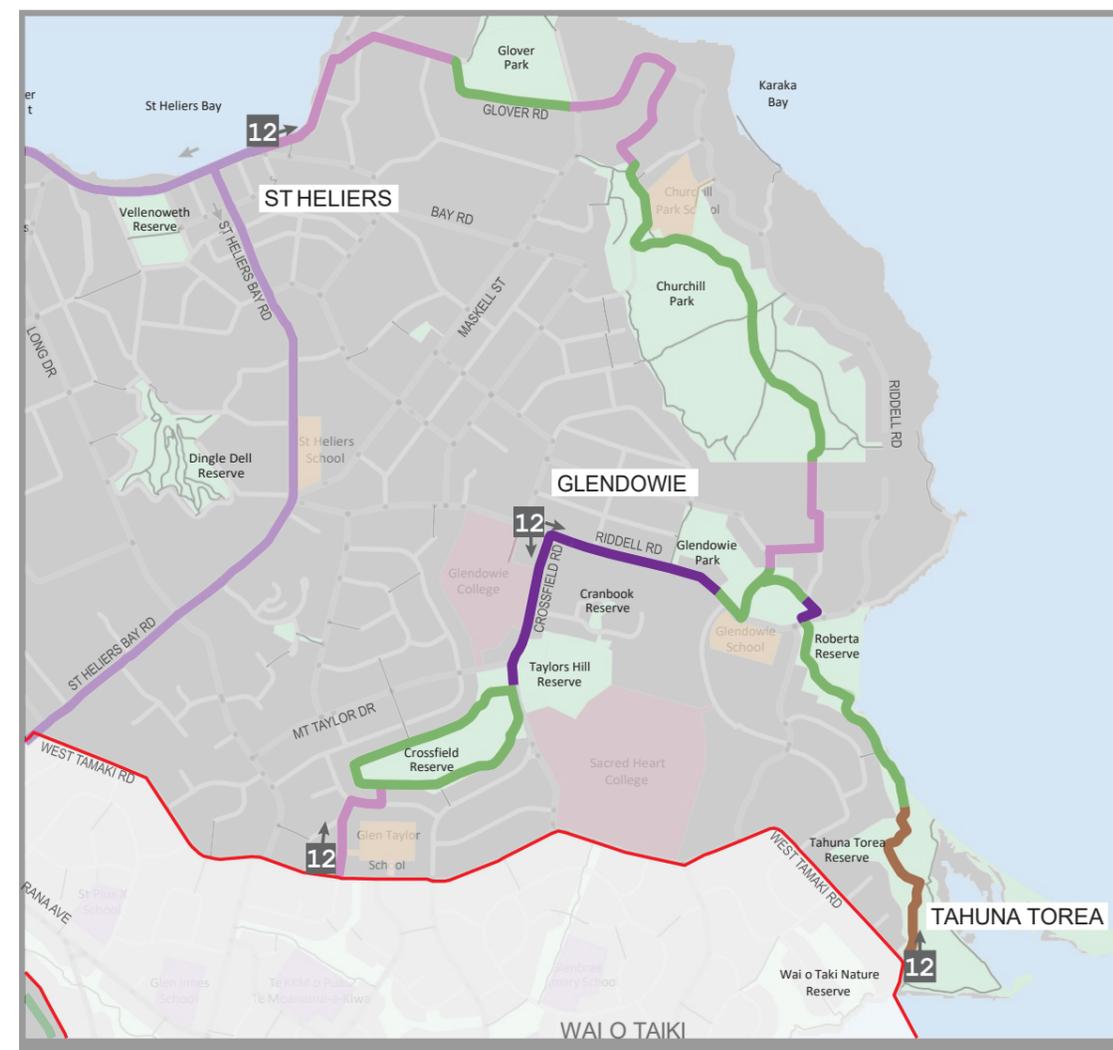
**FUTURE DEVELOPMENT:** Riddell Rd-Crossfields Rd connection between Glendowie Park and Crossfields Reserve.

### Key benefits are:

- Route 12.0 aims to create a connected Local Path route between the St Heliers waterfront through Glendowie and Churchill Park to Crossfield Reserve. If completed to a standard for Local Path use, it would assist students at several schools and colleges, provide an eastern pathway to the waterfront, and have recreational benefits for walkers and cyclists. It benefits from recent upgrades to paths at Crossfields Reserve and Glover Park, and is able to use quiet back roads for some connections.

### Key issues are:

- Churchill Park is likely to remain a recreational route only, due to the limitations for creating a route suitable for all types of Local Path users within a working farm. By contrast, the road sections on Riddell Rd between Glendowie Park and Crossfield Rd, and Crossfield Rd to Crossfield Reserve, are busy roads which exceed the traffic volume and speed guidelines for a Local Path. These roads would require investigation by Auckland Transport before inclusion as a safe route in a Local Paths Network. The recommendation is to continue to maintain the benefits of the individual reserves and parks, where upgrades have recently been completed. Quiet roads may offer some connectivity. However, Auckland Transport does not currently have any commitment to cycling improvement work for Riddell or Crossfield Roads, so completion of a safe route for both walkers and cyclists may be a future vision.





- 1 Glover Park
- 2 Churchill Park
- 6
- 7 Glendowie Park
- 8 Riddell Rd
- 9 Crossfield Reserve

# Consultation and Reference

## Consultation

This analysis has been prepared in consultation with:

Ōrākei Local Board  
Ngāti Whātua Ōrākei  
Auckland Council Staff  
Auckland Transport Staff

## Reference Documents

Ōrākei Greenways Planning Document 2016  
Local Path Design Guide (Auckland Council and Auckland Transport)  
Auckland Transport Walking and Cycling Code of Practice  
Auckland Council Parkland Design Guidelines  
NZ Cycle Trails Design Guide 2015  
Kepa Bush Reserve Integrated Plan 2018

Auckland Transport Cycling 10 Year Investment Programme 2018-2028  
Auckland Transport Auckland Cycle Network  
Auckland Council "Auckland Paths"  
Ōrākei Local Board Plan  
Tamaki Drive MasterPlan  
Ōrākei Local Board Eastern Parks MasterPlans Proposals  
Madills Farm Reserve MasterPlan  
Glover Park MasterPlan  
Crossfields Reserve MasterPlan  
Colin Maiden Park MasterPlan  
Ngāti Whātua Ōrākei Pourewa Creek Recreation Reserve Draft Reserve Management Plan

# Appendix A

## Route Prioritisation Methodology

### Route Sections

Many of the 13 routes in the Ōrākei Local Paths Plan are created by joining sections, each part of the route presenting a distinct character, type of environment, and implementation issues. Many routes combine paths through Parks with quiet roads, often linked together by busy roads.

Each distinct section of a route was assessed individually and in the context of both the Local Path network and the Auckland Cycle Network, as well as the wider context of bus routes and connections between destinations such as schools and other local community areas.

### Types of Routes

Using the guidelines in the Local Paths Guide, the types of routes identified were:

- On-street Local Path: has pedestrians on footpaths and are safe enough to cycle on without separated cycle lanes. (Quiet roads with conditions that fall within the advisory guidelines of the Local Paths Guide and which would be suitable for inclusion in a Local Path network without significant additional investigation or investment).
- Open-Space Local Path: runs through parks and open spaces and accommodates both cyclists and pedestrians (for example, Waiatarua Reserve and Churchill Park).
- Express Path: Busy roads where the volume and speed of traffic exceed the recommended guidelines for a Local Path (for instance, Remuera Road, St Johns Rd, Ngahue Drive, or the Riddell Road/Crossfield Rd intersection). Route 2.0 Tamaki Drive to Glen Innes is designated as an Express Path – Open Space.

While Express Path road connections increase the connectivity and effectiveness of a route, further investigation of potential safety measures to ensure a safe, effective connection as part of the Local Paths Route is needed. In effect, this would mean further investigation by Auckland Transport. Measures suggested in the Local Paths Guide and Auckland Transport Code of Practice could range from traffic calming, intersection treatments, pedestrian and cycle crossings, cycle lanes or separated cycle facilities. Express Paths/Busy Roads included in the Ōrākei Greenways/Local Paths Network that exceed the Local Paths Guidelines for traffic volumes and speeds for a Local Path:

Tamaki Drive	Ōrākei Rd (from Remuera Rd-Kepa Rd)
Remuera Rd/St Johns Rd	Victoria Ave (from Remuera Rd to Waiata Rd)
Abbotts Way (from Liston Park to Waiatarua Reserve, and to Ngahue Rd)	Upland Rd
Ngahue Rd	Benson Rd
Grand Drive/Gerard Way	Riddell Rd (from Roberta Ave to Crossfield Rd)
Dorchester St/Gowing Drive	Kupe St
Meadowbank Rd	Kepa Rd (intersection Kupe/Kepa/Coates Ave)
Allum St (Kohimarama Rd intersection to Baddeley Ave)	Coates Ave
Greenlane East (from Greenlane to Ascot Ave)	
Ascot Ave	

- Trails: Generally in a rural or bush setting and are primarily for recreational walkers. Accessibility limitations may be a factor.

## Appendix A<sub>(cont)</sub>

### Recommendations: Supporting Analysis

Each Route was separated into sections where different types of existing path are combined. As defined by the Local Path Design Guide, these are **Open-Space Local Paths, On-Street Local Paths, Express Paths, and Trails**.

Factors analysed for each Route, and for distinct individual sections of each Route include:

- Name of Project
- Owner of Route, or section of Route  
(most Routes had multiple owners, with sections combining responsibilities of Ōrākei Local Board, Auckland Transport, Auckland Council, Ngāti Whātua Ōrākei, other).
- Project Description
- Budget
- Funding
- Source of Funding
- Route Benefits
- Type of Route, Condition of Existing facilities, Length and Gradient
- Destinations and Connections
- Opportunities for Delivery and Synergies with Other Projects
- Interdependancies
- Projected Level of Users
- Complexity of Delivery, Constraints and Risks

For further information on Methodology and Analysis, refer to:

**Appendix A: Methodology.** An explanation of the Methodolgy used for Prioritisation Recommendations

**Appendix B Route Prioritisation Analysis Matrix.** Full analysis matrices for each Route, supporting the Prioritisation Recommendations

## Appendix A<sub>(cont)</sub>

### Route Prioritisation Methodology

#### 3: Auckland Transport Cycling Investment Programme 2018-28

An important factor in the priority ranking for the Ōrākei Local Paths routes is Auckland Transport's priority for investment in cycling improvements on roads which are part of the Local Paths routes.

Auckland Transport gives the following advice regarding prioritisation of areas within the Ōrākei ward:

Remuera/Ellerslie: Auckland Transport will be investing in cycling facilities in the Remuera/Ellerslie area but has not yet identified specific routes in the area that will have investment in this programme. Prioritised cycling projects are likely to be confirmed in the timeframe 2023- 2028.

Tamaki Drive is part of the Eastern Bays priority area, but other than the Tamaki Drive Cycle Route from Ngapipi Rd to Solent St, no specific projects are yet confirmed.

Roads which are part of the routes in other areas are not part of any priority area.



Auckland Transport: Auckland Cycling Investment Programme 2018-2028. Programme Overview

## Appendix B

### Route Prioritisation Analysis

ŌRĀKEI LOCAL PATHS PROGRAMME PRIORITISATION ANALYSIS

ROUTES 1.0 – 13.0 (Routes identified in Ōrākei Greenways Planning Document 2016)

LEGEND																			
Express Path – Street																			
Local Path – Street																			
Express Path – Open Space																			
Local Path – Open Space																			
Trail																			

1.0 TAMAKI DRIVE

Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
1.01	<b>Tamaki Drive Overview: Road Corridor and Coastal Shared Path.</b> <i>Type: Express Path</i>	Express Path – Street	Tamaki Drive as a whole is Route 1.0 in the Ōrākei Greenways Planning Document. Ōrākei Local Board's vision for Tamaki Drive is the Tamaki Drive MasterPlan, and the Ōrākei Local Board Plan records the high priority the Board has given to adoption of the MasterPlan. Auckland Transport, Auckland Council, and the Ōrākei Local Board have overlapping responsibilities which will impact future planning along Tamaki Drive in the Ōrākei Ward. Auckland Transport/NZTA walking and cycling and safety projects which have an impact on Tamaki Drive are included in the analysis of Route sections below.	Auckland Transport, Auckland Council, Ōrākei Local Board.	n/a	n/a	Refer below for Auckland Transport/NZTA walking and cycling projects which are funded for Tamaki Drive.		The Ōrākei Local Board's Tamaki Drive Masterplan outlines future benefits of corridor re-design along the length of Tamaki Drive, in particular separation of pedestrians and cyclists. Improved safety and amenity for all users is a desired outcome.	8km	Express Path. Currently, existing on-road cycle lanes, and coastal shared path. Note Tamaki Drive Cycle Route separated cycleway between Ngapipi Rd and Solent St is funded, construction date TBC.		The Tamaki Drive MasterPlan summarises Tamaki Drive's role as a local and regional connector. Tamaki Drive provides a connection between eastern suburbs and the city centre, and has many current and future destinations including beaches, attractions and cultural centres, business centres, and residential areas.	Tamaki Drive Cycle Route separated cycleway between Ngapipi Rd and Solent St is funded, construction date to be confirmed.	Tamaki Drive Cycle Route separated cycleway between Ngapipi Rd and Solent St is funded, construction date TBC. Glenn Innes to Tamaki Drive Shared Path, the Ngapipi Rd/Tamaki Drive signalisation, Ngapipi Bridge widening, and the Quay St Cycleway extension to the Strand, are projects with impacts on Tamaki Drive.	Tamaki Drive Cycle Route, a separated cycleway between Ngapipi Rd and Quay St Extension Cycleway, is funded. Tamaki Drive is part of Auckland Transport's Eastern Bays priority area for walking and cycling improvements 2018-2028. Specific projects to be confirmed.	High numbers of pedestrians and cyclists. Average daily cycle count 1,400 cyclists with peaks of over 2,000 cyclists per day. The existing shared-path has approx 50% of all cycle users (AT Cycle Counts) Numbers of pedestrians and other active users (joggers, skaters) are also high.	Current coastal northern side shared-path was first opened in 1976 and has remained essentially unchanged despite growth in user numbers of both pedestrians and cyclists. Multiple safety issues include pinchpoints at Takaparawha Point, condition and width of footpath through Ōkahu Bay, and user conflict at Mission Bay, Kohimarama and elsewhere.	Highly complex	Highly complex
1.02	<b>Tamaki Drive Cycle Route (Solent St to Ngapipi Rd Intersection)</b>	Express Path – Street	Tamaki Drive Cycle Route is a bi-directional, fully separated cycleway on the northern, seaward side of Tamaki Drive from Solent St to Ngapipi Bridge. Tamaki Drive Cycle Route (Ngapipi Rd intersection to Quay St Extension cycleway) is funded as part of the Urban Cycleways Programme. East of Ngapipi Rd, Auckland Transport has not yet confirmed any planning for walking and cycling.	Auckland Transport.	n/a	11.4 million	Funded. Urban Cycleways Programme		Part of Auckland Transport's Auckland Urban Cycleways Programme.	2km	Express Path – Street. Auckland Transport project. Separated, bi-directional cycle lane in road corridor, on northern, seaward side of Tamaki Drive. Existing seaward side shared path remains. Refer Auckland Transport project information.	Flat	High connectivity to existing and future Auckland cycle network. Integrated connections with: • Quay St Cycleway Extension (Waitemata Local Board area) • Glen Innes to Tamaki Drive Shared Path at Ngapipi Road. • Tamaki Drive existing coastal shared path from Ngapipi Rd eastwards • Tamaki Drive on-road cycling.	Refer Auckland Transport Auckland Cycling Programme. Synergies with other cycling and walking projects and corridor improvements.	Route 2.0 Tamaki Drive to Glen Innes. (The Glen Innes to Tamaki Drive Shared Path Stage 4).	Auckland Walking and Cycling 10 Year Programme (2018 - 2018).	High numbers of both pedestrians and cyclists. Total daily average of all cyclists on Tamaki Drive is 1,400. (Includes both on-road and on the shared-path. AT automatic counters) This makes Tamaki Drive the busiest Auckland cycle route. Counts show a roughly 50-50% split between on-road and shared-path users.	Refer Auckland Transport Tamaki Drive Cycle Route project information.	Refer Auckland Transport Tamaki Drive Cycle Route project information.	Refer Auckland Transport Tamaki Drive Cycle Route project information.
1.03	<b>Ngapipi Rd/Tamaki Drive Intersection</b>	Express Path – Street	Auckland Transport signalisation of intersection 2018 is included in this analysis as a safety improvement that has benefits for future planning for the Ōrākei Local Paths network.	Auckland Transport.	n/a	n/a	Completed 2018.		Safety improvements including signalisation of the intersection and extension of the northern side sea wall and widening of the path adjacent to the signals are included as part of the significant project to address cyclist and pedestrian safety and to provide safe connections to Glen Innes to Tamaki Drive Shared Path and Tamaki Drive Cycle Route.	n/a				Completed	n/a	n/a	n/a	n/a	n/a	
1.04	<b>Ngapipi Estuary Bridge Widening</b>	Express Path – Street	Tamaki Drive/ Ngapipi Road safety improvements to the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tamaki Drive/ Ngapipi Road intersection are included in this analysis as a significant benefit for future planning for the Ōrākei Local Paths network.	Auckland Transport.	n/a	n/a	Funded (Auckland Transport)		Pedestrian and cycling safety improvements provide connections to new Tamaki Drive Cycle Route separated cycleway and Glen Innes to Tamaki Drive Shared Path.	0.2km	This Auckland Transport project is included in this matrix as a significant safety improvement for walking and cycling which enables a link between the Glen Innes to Tamaki Shared Path and Tamaki Drive Cycle Route.	Flat	Cycle and pedestrian route junction	Enables high connectivity to existing and future cycle network projects on Tamaki Drive, and the Glen Innes to Tamaki Drive Shared Path Stage 4, and enhances safety improvements at Ngapipi Road intersection.	Ngapipi Rd signalisation		n/a	n/a	n/a	n/a

1.05	Tamaki Drive from Ngapipi Road to St Heliers	Express Path – Street	A Tamaki Drive waterfront separated cycle path is part of the Ōrākei Local Board's Tamaki Drive MasterPlan Vision. Auckland Transport is responsible for road corridor safety improvements for pedestrians and cyclists.	Auckland Transport.	n/a	Cost estimate subject to Auckland Transport investigation. Preliminary estimate \$30.5million for Express Path separated cycle lanes.	Not yet funded	Refer the Ōrākei Local Board's Tamaki Drive Masterplan, which outlines future benefits of corridor re-design, in particular separation of pedestrians and cyclists. Improved safety and amenity for all users is a desired outcome.	approx 8km	Express Path – Open Space/Street. Existing seaward side shared-path. Existing on-road cycle lanes and traffic lanes.	Flat	High connectivity to the existing and future Auckland cycle network. On-road cycling and the existing seaward side shared path are both high-use walking and cycling connections to many current and future community destinations and attractions, including shopping and business centres, swimming pools, eastern beaches and parks, such as Okahu Bay, Mission Bay, Kohimarama, St Heliers, Takaparawha Park, and Ōrākei Domain.	The shared path has high connectivity to the existing walking and cycling network, including: Tamaki Drive Cycle Route, the Glen Innes to Tamaki Drive Shared Path at Ngapipi Road and other safety improvements at Ngapipi Rd/ Tamaki Drive intersection.	Tamaki Drive has integrated connections with other routes but is also a stand-alone waterfront route that has current high and increasing counts for pedestrians and cyclists.	Tamaki Drive safety improvements may be part of Auckland Transport's Walking and Cycling 10 Year Programme (2018 - 2028). To be confirmed.	Cycle count ADT total for Tamaki Drive approx 1,400 (2017), with total numbers of cyclists exceeding 2,000 on peak days. This the highest cycle count of any cycle route in Auckland. The existing coastal shared path has high user numbers of both pedestrians and cyclists. Of the cyclists counted at AT's Solent St counter, approximately 50% on the shared-paths. Pedestrian numbers are not counted, but a steady increase in numbers of pedestrians and cyclists is estimated.	Existing coastal shared path has capacity and maintenance issues.	Highly complex
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2.0 TAMAKI DRIVE TO GLEN INNES/The Tamaki Drive to Glen Innes Shared Path - Te Ara Ki Uta Ki Tai/ The Ōrākei Spine																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
2.01	Glen Innes to Complete Tamaki Drive Shared Path Stage 1: St Johns to Glen Innes	Express Path – Open Space	Auckland Transport. Completed	Urban Cycling Programme funding NZTA/ Auckland Transport	Completed 2017	Completed 2017	Completed 2017	Completed 2017	Connection between Glen Innes town centre and St Johns Road. Future connectivity to Glen Innes to Tamaki Drive Shared Path Stage 2-4 from St Johns to Tamaki Drive.	approx 2km	Express Path – Open Space. A shared path connecting to major centres.	steep	Connection between Glen Innes town centre and St Johns Road. Future connectivity to Glen Innes to Tamaki Drive Shared Path Stage 2-4 from St Johns to Tamaki Drive.	Major project with many synergies with other walking and cycling projects including Glen Innes to Tamaki Drive Shared Path Sections 2-4, Local Path Route 5.0 Eastern Corridor, and Auckland Transport cycling improvements in Glen Innes.	Benefits enhanced with delivery of all Stages of the Glen Innes to Tamaki Drive Shared Path.	Completed.	Further growth dependent on completion of Stages 2, 3 and 4 of the Glen Innes to Tamaki Drive Shared Path, and Auckland Transport's cycling improvement projects in Glen Innes.	n/a	n/a	n/a
2.02	Glen Innes to Tamaki Drive Shared Path Stage 2	Express Path – Open Space	Refer Auckland Transport /NZTA project information.	Urban Cycling Programme funding NZTA/ Auckland Transport.	Auckland Transport UCP project. Total project cost estimate for all stages \$46 million.	Refer Auckland Transport/NZTA project information.	Funded. Urban Cycleway Programme	Refer Auckland Transport /NZTA project information	Provides a missing link in the Auckland Cycle Network and connection to routes at Point England and Tamaki Drive for commuters coming into the city and those using the path for fitness and recreation.	approx 3km	Express Path – Open Space. A shared path connecting to major centres.	Gradient varies. Some hilly sections.	Major project that connects Tamaki Drive waterfront to Ōrākei, Meadowbank, Remuera, St Johns and Glen Innes communities. Cross connections proposed at John Rymer Place, Tahapa Cres, and Gowing Drive, will enable many more connections to these suburbs, schools and communities.	Major project with many synergies with other transport and Pourewa Valley projects.	Benefits enhanced with delivery of all stages of the Glen Innes to Tamaki Drive Shared Path and local connections.	Refer Auckland Transport /NZTA project information.	High	n/a	Highly complex	Complex. Refer AT Project Planning
2.03	Glen Innes to Tamaki Drive Shared Path Stage 3	Express Path – Open Space	Refer Auckland Transport /NZTA project information. Completion 2018. Upgrades existing Ōrākei Basin Boardwalk.	Urban Cycling Programme funding NZTA/ Auckland Transport.	Refer Auckland Transport project information.	Refer Auckland Transport/NZTA project information.	Funded. Under construction	Refer Auckland Transport /NZTA project information	Links Glen Innes to Tamaki Drive Shared Path Stages 2-4. Upgrades existing Ōrākei Basin Boardwalk.	approx 1km	Express Path – Open Space. A shared path connecting to major centres. Widening of existing Ōrākei Basin Boardwalk to 4m wide shared path.	Flat	As above.	As above.	As above.	Refer Auckland Transport /NZTA project information.	High	n/a	n/a	Construction.
2.04	Glen Innes to Tamaki Drive Shared Path Stage 4	Express Path – Open Space	Refer Auckland Transport /NZTA project information.	Urban Cycling Programme funding NZTA/ Auckland Transport.	Refer Auckland Transport project information	Refer Auckland Transport/NZTA project information.	Funded. (Urban Cycleway Programme funding 2015/2018)	Refer Auckland Transport /NZTA project information	Provides a missing link in the Auckland Cycle Network and connection to routes at Point England and Tamaki Drive for commuters coming into the city and those using the path for fitness and recreation. Better connections for walking and cycling between the eastern suburban and the waterfront.	Express Path – Open Space. A shared path/boardwalk connecting to major centres. Refer Auckland Transport/NZTA project information. Preliminary designs are for a 4m wide shared path coastal boardwalk with off-road connections at Ngapipi Rd and Ōrākei Rd.	Mostly flat. Refer Auckland Transport/ NZTA project information	As above. The Glen Innes to Tamaki Drive Shared Path Stage 4 will connect the Tamaki Drive waterfront to Ōrākei Rd.	Refer Auckland Transport /NZTA project information.	Benefits enhanced with delivery of all stages of the Glen Innes to Tamaki Drive Shared Path, and local connections.	Refer Auckland Transport /NZTA project information.	High	n/a	n/a	Complex. Refer AT project information.	
2.11	Tahapa Reserve Links to the Glen Innes to Tamaki Drive Shared Path Stage 2	Local Path – Open Space	Connections from Tahapa Reserve to Glen Innes to Tamaki Drive Shared Path. Refer Auckland Council project information.	Ōrākei Local Board/ Auckland Council	Refer Auckland Council project information		Funding to be confirmed.	Auckland Council, Ōrākei Local Board	Connections from Meadowbank to the Glen Innes to Tamaki Drive Shared Path.	0.1km	Local Path – Open-Space.	Gentle.	As above, Tahapa Cres links will enable connections to adjacent suburbs, schools and communities.	Refer Auckland Transport /NZTA project information.	Dependent on the Glen Innes to Tamaki Drive Shared Path Stage 2. Benefits enhanced with delivery of all stages of the Glen Innes to Tamaki Drive Shared Path and local connections.	Refer Auckland Transport /NZTA project information.	High	Tahapa Reserve open space and paths. Refer Auckland Council project information.	Medium complexity	Medium. Refer Auckland Council project information.
2.12	John Rymer Place Link to the Glen Innes to Tamaki Drive Shared Path Stage 2	Express Path – Open Space	Connection from the Glen Innes to Tamaki Drive Shared Path Stage 2 to John Rymer Place. Refer Auckland Transport project information. See also John Rymer Place to Kohimarama Rd, Route 4.0 Ellerslie to the Sea.	Ōrākei Local Board/ Auckland Transport	Refer Auckland Transport project information		Funding to be confirmed.		A connection between Kohimarama and the Glen Innes to Tamaki Drive Shared Path.	0.4km	Express Path - Open Space. A link to the Glen Innes to Tamaki Drive Shared Path.	Varies. Steep elements.	As above, the John Rymer Place link is an important connection between schools and communities in Meadowbank, St Johns and Kohimarama.	Refer Auckland Transport /NZTA project information.	Dependent the Glen Innes to Tamaki Drive Shared Path Stage 2. Benefits enhanced with delivery of all stages of the Glen Innes to Tamaki Drive Shared Path and local connections.	Refer Auckland Transport /NZTA project information.	High	n/a	Complex	Complex. Refer AT project information.
2.13	Gowing Drive Link to the Glen Innes to Tamaki Drive Shared Path Stage 2	Express Path – Open Space	A Gowing Drive connection to the Glen Innes to Tamaki Drive Shared Path Stage 2 is a high priority for the Ōrākei Local Board. The 2018 RLTP allocates \$4.6 million to this cycling and pedestrian feeder link from the Gowing Drive area to the Glen Innes to Tamaki Drive Shared Path, as a Local Board item. Refer also Route 4.0 Ellerslie to the Sea.	Ōrākei Local Board/Auckland Transport Partnership Project.	Pre-liminary total budget estimate \$6 million. Refer project information.	Approx \$6.6 million. Refer Auckland Transport /NZTA/Ōrākei Local Board contribution to be confirmed.	RLTP 2018 Funding \$4.6 million. Additional Ōrākei Local Board contribution to be confirmed.	Auckland Transport /Ōrākei Local Board.	A Gowing Drive connection creates important pedestrian and cycling connections for Remuera, St Johns and Meadowbank communities.	n/a	Express Path – Open Space.	Refer project information	A Gowing Drive connection provides additional connections for Remuera, St Johns and Meadowbank communities and schools.	Ōrākei Local Board commitment to investment as part of a partnership with Auckland Transport, Auckland Council, NZTA. Refer Auckland Transport /NZTA project information.	Dependent on delivery of the Glen Innes to Tamaki Drive Shared Path Stage 2. Benefits enhanced with delivery of all stages of the Glen Innes to Tamaki Drive Shared Path and local connections.	Refer Auckland Transport /NZTA project information.	High	n/a	Complex	Complex. Refer AT Project Planning

3.0 REMUERA RIDGE TO ST HELIERS																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
3	Remuera Ridge from Newmarket to St Heliers	Express Path – Street	Remuera Rd is a major arterial road (ADT > 20,000) and would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections from Newmarket to St Heliers	Auckland Transport.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$38 million for Express Path Separated Cycle Lanes where required for route (includes Remuera Rd, St Johns Rd, St Heliers Bay Rd).	Not yet funded.	Auckland Transport	Major cycle route connector to eastern suburbs, identified in Auckland Transport Cycle Programme as a future cycle route.	10km approx	Express Path - Street. Connection to major centres. Busy road corridor.	Varying flat, undulating and some steep sections.	High connectivity for pedestrians and cyclists with access to many destinations, schools and shopping centres.	Auckland Transport advises that the Remuera Ellerslie area is a priority for the Cycling Investment Programme 2018-2028, in the second half of the programme (i.e. from 2023). Specific routes have not yet been confirmed.	Auckland Transport Walking and Cycling Investment Programme 2018-2028	Auckland Transport advises that the Remuera Ellerslie area is a priority for the Cycling Investment Programme 2018-2028, in the second half of the programme (i.e. from 2023). Specific routes have not yet been confirmed.	High	Existing arterial roads and footpaths.	Complex	Complex

4.0 ELLERSLIE TO THE SEA																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
4.01	Amy St – Ellerslie Domain - Ballin St – Arron St – Michaels Avenue Reserve	Local Path – Street	Local streets suitable for Local Path Network. Wayfinding signage would be required.	Auckland Transport. Unconfirmed status.	Not yet budgeted	On-street safety improvements subject to Auckland Transport investigation.	Not yet funded.	Auckland Transport	Enables walking and cycling connection between Ellerslie and Michaels Avenue Reserve.	1km	On-Street Local Path. Local streets suitable for Local Path Network.	Gradient varies.	Ellerslie Main Highway is an important link which would enable connection to Ellerslie Town Centre and unlock full benefits for Route 4.0 Ellerslie to the Sea.	Route 4.0 Ellerslie to the Sea.	Route 4.0 Ellerslie to the Sea.	Auckland Transport advises that the Remuera Ellerslie area is a priority for the Cycling Investment Programme 2018-2028, in the second half of the Programme (i.e. from 2023), Specific routes have not yet been confirmed.	Medium	Local streets suitable for Local Path Network. Wayfinding signage would be required.	Medium.	Ellerslie Main Highway is an important link which would enable connection to Ellerslie Town Centre and unlock full benefits for Route 4.0 Ellerslie to the Sea. Ellerslie Main Highway is a busy road (ADT > 10,000).
4.02	Michaels Avenue Reserve	Local Path – Open Space	Michaels Avenue Reserve is a network of walking paths, approx 1.2 wide, with some steep slopes towards the Ballin St connection, and tight corners. Paths would require upgrading to meet standards for Local Paths. There is potential for creating a shared-path network suitable for both cyclists and pedestrians, but further investigation would be required.	Auckland Council/Ōrākei Local Board.	Not yet budgeted	\$350,000 estimate.	Not yet funded.	Auckland Council, Ōrākei Local Board.	Michaels Avenue Reserve is a crucial link in Route 4.0 Ellerslie to the Sea.	0.7km	Open-Space Local Path. A network of existing Reserve walking paths.	Flat	Ellerslie Leisure Centre, community sports facilities, playing fields and reserve areas.	Route 4.0 Ellerslie to the Sea. Potential for other cycling links to future network projects.	Full benefits as a Local Paths Route are dependent on completion of other connections to Route 4.0 Ellerslie to the Sea. Improved internal access for walkers and cyclists through Michaels Avenue Reserve could provide additional recreational benefit for pedestrians and cyclists.	n/a	Medium	Average width of concrete paths approx 1.2m wide, with some steep slopes towards Ballin St connection, and tight corners. Paths would require upgrading to meet standards for Local Paths.	Complex.	Without full completion of the complete Route 4.0, uptake of the section through Michaels Avenue Reserve will be limited to recreational walking and cycling traffic.
4.03	Michaels Ave – Marua Rd Intersection – Michaels Ave	Local Path – Street, crosses Express Path	Michaels Ave is a quiet local road suitable for inclusion as a Local Path network. It is in the upper band of acceptable traffic volumes for a Local Path, and has a 50km speed limit. The Route crosses Marua Road, a very busy road with high traffic volumes which substantially exceed the guidelines for safe road crossings as a Local Path. This intersection would require investigation by Auckland Transport before inclusion in a Local Paths network.	Auckland Transport. Unconfirmed status.	Not yet budgeted	On-street safety improvements subject to Auckland Transport investigation.	Not yet funded.	Auckland Transport	Michaels Ave is a link in Route 4.0 Ellerslie to the Sea.	1km	On-Street Local Path Local streets suitable for Local Path Network, with exception of the Marua Rd crossing, as noted.	Flat	Immediate connections to Michaels Avenue Reserve and Liston Parks community facilities. Wider connections as part of the whole Route 4.0 Ellerslie to the Sea.	Route 4.0 Ellerslie to the Sea.	Full benefits as a Local Paths Route are dependent on completion of other connections to Route 4.0 Ellerslie to the Sea.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the programme (i.e. from 2023). Specific routes have not yet been confirmed.	Medium	Local streets suitable for Local Path Network, with exception of the Marua Rd crossing, as noted.	Intersection at Michaels Ave and Marua Rd would require Auckland Transport investigation. Roads are suitable for Local Path without significant delivery complexity.	Without full completion of the Route 4.0, including busy road sections along Abbots Way and St Johns Rd, uptake of the route between Michaels Ave Reserve and Liston Park will be limited to recreational and local walking and cycling use.
4.04	Liston Park	Local Path – Open Space	Existing recently upgraded paths enable pedestrian and recreational cycle traffic. Further investigation would be required as part of an active transport network.	Auckland Council/Ōrākei Local Board.	Complete		Path upgrade completed.	Ōrākei Local Board	Existing recently upgraded paths enable pedestrian and recreational cycle traffic to Liston Park community facilities. Wider connections as part of the whole route 4.0 Ellerslie to the Sea.	0.5km	Open-Space Local Path. Concrete paths around park perimeter, 2m width.	Flat	Immediate connections to Michaels Avenue Reserve and Liston Park community facilities. Wider connections as part of the whole Route 4.0 Ellerslie to the Sea.	Route 4.0 Ellerslie to the Sea.		n/a	Medium		Complex. Connection to Abbots Way is an important element.	Without full completion of the Route, including busy road sections along Abbots Way and St Johns Rd, uptake of the Route through Liston Park will be limited to recreational walking and cycling traffic.
4.05	Abbots Way	Express Path – Street	Abbots Way is an important link in Route 4.0, and as a future local and regional cycling and walking connection. Auckland Transport advises that the Remuera Ellerslie area is a priority for cycling funding in the second half of their 10 year programme (i.e. from 2023), but specific routes have not yet been confirmed. Abbots Way is currently a major road (ADT > 20,000) and would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections between Liston Park and Waiaatarua Reserve. The signalised crossing on Abbots Way, and cycle lane provision to the Grand Drive intersection, may be useful for the Route, but additional investigation of safe connections is required.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$15.4 million for Express Path Separated Cycle Lanes where required for Route (includes Abbots Way, Grand Drive, St Johns Rd, Alum St)	Not yet funded.	Auckland Transport	The Abbots Way connection between Liston Park and Waiaatarua Reserve is an important Express Path link in Route 4.0 Ellerslie to the Sea.	0.5km	Express Path – Street. Abbots Way is a major road (ADT>20,000) Cycle facilities are currently limited to treatment of Grand Drive/ Abbots Way intersection. Footpaths on both sides are not continuous between the two destinations.	Flat	Abbots Way is an important future local and regional cycling and walking Express Path connection. it would provide many transport, community, residential and commercial connections to destinations. Immediate connections are to Liston Park and Waiaatarua Reserve. Wider connections as part of the whole Route 4.0 Ellerslie to the Sea.	Route 4.0 Ellerslie to the Sea. Abbots Way is also part of Route 5.0 Eastern Corridor.	Auckland Transport Cycling Investment Programme 2018-2028.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e. from 2023). Specific routes have not yet been confirmed.	High	Busy road corridor. Cycle facilities currently limited to treatment of Grand Drive/Abbots Way intersection. Footpaths on both sides are not continuous between the two destinations.	Complex.	Delivering a safe connection along Abbots Way between Liston Park and Waiaatarua Reserve for pedestrians and cyclists would require Auckland Transport investigation.

4.06	Waiaatarua Reserve	Local Path – Open Space	Waiaatarua Reserve and Wetlands has a network of gravel paths of varying widths. The Ōrākei Local Board Achievements Report 2016 advises: "Wide pathways have been established for walking and jogging". Some paths have broken surfaces or ponding. The Reserve is a busy dog-off leash exercise area.	Auckland Council/Ōrākei Local Board. Unconfirmed status.	Not yet budgeted.	\$522,000.00	Not yet funded.	Auckland Council/Ōrākei Local Board.	Important Open-Space link in Route 4.0 Ellerslie to the Sea.	1.0km	Open-Space Local Path. Wetland reserve with unsealed paths.	Varies. Undulating with gentle climbs.	Waiaatarua Reserve and Wetlands is a recreational and environmental destination with wetlands tracks. As part of Route 4.0 Ellerslie to the Sea, paths through the Reserve would contribute a key link between Abbots Way and Grand Drive.	Route 4.0 Ellerslie to the Sea.	Waiaatarua Reserve management plans, recreational and environmental priorities.	n/a	High	Wetland reserve with unsealed paths, varying width. Currently suitable for recreational cycling only.	Medium complexity	Environmental constraints to respect wetlands priority. Waiaatarua Reserve management plans, recreational and environmental priorities.
4.07	Grand Drive – Gerard Way	Express Path – Street	Grand Drive is a busy road (ADT > 5,000) and would require Auckland Transport investigation to ensure safe walking and cycling along the Route and at crossings and connections at the entrance to Waiaatarua Reserve, Gerard Way and St Johns Road.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$15.4 million for Express Path Separated Cycle Lanes where required for route (includes Abbots Way, Grand Drive, St Johns Rd, Allum St)	Not yet funded.	Auckland Transport	Important Express Path providing connectivity for the Local Path Route 4.0	0.6km	Express Path. Grand Drive is a busy road (ADT > 5,000)	A Grand Drive connection would create many transport, community, residential and commercial destinations for active transport and recreational use. Immediate connections to Liston Park and Waiaatarua Reserve. Wider connections as part of the whole route 4.0 Ellerslie to the Sea.	Route 4.0 Ellerslie to the Sea.	The Glen Innes to Tamaki Drive Shared Path.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the programme (i.e. from 2023), Specific routes have not yet been confirmed.	High	Existing busy road and footpaths.	Medium complexity.	Dependent on Auckland Transport investigation.	

**4.0 ELLERSLIE TO THE SEA (cont)**

Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
4.08	St Johns Rd	Express Path – Street	St Johns Rd is an important future local and regional cycling and walking Express Path. Auckland Transport advises that the Remuera Ellerslie area is a priority for cycling funding in the second half of the programme (i.e. from 2023), but specific routes have not yet been confirmed. St Johns Road is a busy road (ADT > 15,000) and would require Auckland Transport investigation to ensure safe walking and cycling for either an Street or Open-Space Path facility along the Route.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Refer above. Cost estimate subject to Auckland Transport investigation.	Not yet funded.	Auckland Transport	Important Express Path providing connectivity for the Local Path Route 4.0	0.5km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres) St Johns Road is a busy road (AADT > 15,000)	Undulating road. Moderate gradients	St Johns Rd is an important future local and regional cycling and walking Express Path providing links for the Local Paths network.	Local Path Route #4 Ellerslie to the Sea. Note St Johns Rd is also part of Route 3.0 Remuera Ridge	Route 3.0 Remuera Ridge. Glen Innes to Tamaki Drive Shared-Path.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e. from 2023). Specific routes have not yet been confirmed	High	Existing busy road and footpaths.	Complex	Dependent on Auckland Transport investigation.
4.09	Dorchester St – Gowing Drive	Local Path – Street, crosses Express Path	A Gowing Drive connection to the Glen Innes to Tamaki Drive Shared Path Stage 2 is an Ōrākei Local Board priority. Refer Auckland Transport project information for details of access from Gowing Drive. Further investigation by Auckland Transport to ensure safe walking and cycling connections is required. Dorchester St is moderately busy. Traffic volume is less at Gowing Drive/Tipene Place point and more suitable for a Local Path connection to the Glen Innes to Tamaki Drive Shared Path Stage 2. Refer also Route 2.13.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation.	Not yet funded	Auckland Transport	A Gowing Drive connection to the Glen Innes to Tamaki Drive Shared Path Stage 2 is the highest priority for the Ōrākei Local Board as it enables a crucial additional local connection for walkers and cyclists.	0.6km	On-Street Local Path, or potentially an Express Path (a major cycleway on busy street and off-road path, connecting to major centres) Refer Auckland Transport Gowing Drive Link project information.	Moderate gradients	Key connection between proposed Gowing Drive Connection to Glen Innes to Tamaki Drive Shared Path and Remuera Rd/St Johns Rd and Meadowbank.	Route 4.0 Ellerslie to the Sea. Key connection between proposed Gowing Drive Connection to Glen Innes to Tamaki Drive Shared Path and Remuera Rd/St Johns Rd and Meadowbank.	Gowing Drive Connection to Glen Innes to Tamaki Drive Shared Path Stage 2.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the 10 year programme (i.e. from 2023). Specific routes have not yet been confirmed	High	Gowing Drive is moderately busy road at with traffic volumes at the upper range of the Local Paths Guide	Complex	Gowing Drive may be suitable for inclusion as a On-Street Local Path Route. With future increases in cycle traffic, Auckland Transport investigation of further safety treatments may be required.
4.10	Gowing Drive Connection to GI2TD Stage 2.	Express Path – Street	A Gowing Drive connection to the Glen Innes to Tamaki Drive Shared Path Stage 2 is a the highest priority for the Ōrākei Local Board. 2018 Draft RLTP allocates \$4.6 million to this cycling and pedestrian feeder link from the Gowing Dr area to the Glen Innes to Tamaki Dr Shared Path as a Local Board item. Details of a potential rail underpass TBC. Refer also Route 2.0.	Ōrākei Local Board/ Auckland Transport.	Ōrākei Local Board/ Auckland Transport	\$6.6 million cost estimate subject to Auckland Transport confirmation.	Funded RLTP 2018 \$4.6 million. Additional Ōrākei Local Board contribution TBC.	Auckland Transport	A Gowing Drive Connection will enable an important Local Paths link for pedestrians and cyclists between the suburbs of Meadowbank/St Johns and Kohimarama.	Refer project information.	Express Path. Refer Auckland Transport Gowing Drive Link project information.	n/a	Creates many community and transport connections in conjunction with the Glen Innes to Tamaki Drive Shared Path, including to residential areas, primary and secondary schools, Kohimarama Rd and St Johns Rd, and Rail Stations.	Glen Innes to Tamaki Drive Shared-Path.	Glen Innes to Tamaki Drive Shared Path Stage 2.	Refer Auckland Transport Gowing Drive Link project information.	High	Refer Auckland Transport project investigation.	Complex. Refer Auckland Transport project investigation.	Complex. Refer Auckland Transport project investigation.
4.11	John Rymer Place – Link to GI2TD Stage 2	Express Path – Street	A link to John Rymer Place from the Glen Innes to Tamaki Drive Shared Path Stage 2 is an Ōrākei Local Board Plan priority.	Ōrākei Local Board/ Auckland Transport.	Refer Auckland Transport project information.	Refer Auckland Transport project information.	Funding to be confirmed.	Auckland Transport	Key cross valley connection between proposed Glen Innes to Tamaki Drive Shared Path and Kohimarama Rd to the north, Gowing Drive and Meadowbank communities to the south.	0.5km approx	Express Path, or Open-Space Local Path. Auckland Transport design in progress.	Moderate	Key connection between proposed Gowing Drive Connection to Glen Innes to Tamaki Drive Shared Path and Remuera Rd/St Johns Rd and Meadowbank.	Glen Innes to Tamaki Drive Shared-Path	Glen Innes to Tamaki Drive Shared-Path.		High	Refer Auckland Transport project investigation.	Design completed	n/a
4.12	John Rymer Place	Local Path – Street.	The John Rymer Place road and footpath connection continues the Route between the John Rymer Place Link and Kohimarama Rd. It is a quiet road suitable for a Local Path- Street. Note steep gradient may create safety issues for cyclists.	Auckland Transport. Unconfirmed status.	Not yet budgeted		Not yet funded.	Auckland Transport	Key cross valley connection between proposed Glen Innes to Tamaki Drive Shared Path and Kohimarama Rd to the north, Gowing Drive and Meadowbank communities to the south.	0.4km	On-Street Local Path Quiet residential road, steep gradient.	Steep	Key connection between proposed Gowing Drive Connection to Glen Innes to Tamaki Drive Shared Path and Remuera Rd/St Johns Rd and Meadowbank.	Glen Innes to Tamaki Drive Shared-Path	Glen Innes to Tamaki Drive Shared-Path.		High	Existing road and footpaths.	Easy. Wayfinding signage required. Residents have requested speed control for downhill vehicle traffic.	Dependent on completion of John Rymer Place Link to GI2TD
4.13	Kohimarama Rd Intersection – Allum St	Express Path – Street	This Route section would enable significant walking and cycling connections to the adjacent primary and secondary schools, and between Kohimarama and Meadowbank. Auckland Transport investigation is required to ensure safe walking and cycling connections is required. The intersection of John Rymer Place, Kohimarama Rd and Allum St is a busy district arterial intersection (Kohimarama Rd ADT >25,000, Allum St ADT > 3,000). Allum St is narrow and congested with traffic and parking for St Thomas's School and the shopping centre, and has poor visibility. Allum St has a vehicle speed warning advice sign which highlights high downhill traffic speeds. The intersection of Allum St/Baddeley Ave/Tarawera Terrace is a potential safety risk for pedestrians and cyclists. Further Auckland Transport investigation is required.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$15.4 million for Express Path Separated Cycle Lanes where required for route (includes Abbots Way, Grand Drive, St Johns Rd, Allum St)	Not yet funded.	Auckland Transport	Key intersection connecting significant walking and cycling connections to the adjacent primary and secondary schools, and between Kohimarama and Meadowbank. Allum St is an important connection between Kohimarama Rd and Madills Farm Reserve to Tamaki Drive.	0.7km	Express Path. The intersection of John Rymer Place, Kohimarama Road and Allum St is a busy district arterial intersection (Kohimarama Rd ADT >25,000, Allum St ADT > 3,000).	Steep	High connectivity. Connections to Kohimarama Rd, and to Glen Innes to Tamaki Drive Shared Path. Primary school and secondary college are significant destinations on Kohimarama Rd/Allum St. Connect Tamaki Drive waterfront and Madills Farm Reserve to Meadowbank, Remuera and Ellerslie.	Glen Innes to Tamaki Drive Shared-Path	John Rymer Place links to Glen Innes to Tamaki Drive Shared Path.	Auckland Transport advises that currently not prioritised for Cycling Investment Programme 2018-28,	High	Existing busy intersection, busy road corridor and footpaths.	Complex	Auckland Transport investigation of further safety treatments may be required.

4.14	Maddills Farm Reserve	Local Path – Open Space	Madills Farm Reserve paths have been recently upgraded, and signage for shared paths has been installed. Refer Ōrākei Local Board Madills Farm MasterPlan. Madills Farm Reserve is a busy sports and recreation centre, and paths are often congested at weekends. Madills Farm Reserve is a dog off-leash exercise area, which can be a conflict with increased numbers of cyclists.	Auckland Council/Ōrākei Local Board	Complete , additional wayfinding TBC	Completed.	Ōrākei Local Board.	Existing paths currently enable walking and recreational cycling connections to sports and community facilities. Wider connections as part of route 4.0 Ellerslie to the Sea.	0.6km	Open-Space Local Path. Concrete paths around park perimeter, 2m width	Flat	Madills Farm Reserve is a recreational destination. Paths are signposted for shared walking and cycling. As a part of the active transport Local Path network, it is a key link between Allum St and Tamaki Drive.	Glen Innes to Tamaki Drive Shared-Path, Tamaki Drive Coastal Shared Path.	Madills Farm Reserve is a recreational destination. Full benefits as a Local Paths Route are dependent on completion of Route 4.0 Ellerslie to the Sea.	n/a	Medium	n/a	n/a	n/a
4.15	Baddeley Rd – Melanesia Rd – Tamaki Drive	Local Path – Street, crosses Express Path	The Route crosses Melanesia Road at Baddeley Ave, at a busy intersection with relatively high speed traffic. Melanesia Rd (ADT >4,000). Further investigation by Auckland Transport to ensure a safe walking and cycling connection is required. The route continues through Speight Reserve and Neligan Ave, a quiet Local Path road, before ending at Tamaki Drive.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Not yet funded	Auckland Transport	Safe pedestrian and cycle crossing conditions at this intersection would improve safety for local connections between Madills Farm Reserve and Tamaki Drive.	0.4km	On-Street Local Path, crosses Express Path.	Flat	High connectivity intersection providing local connections between Madills Farm Reserve and Melanesia Rd to Tamaki Drive.	Glen Innes to Tamaki Drive Shared Path, Tamaki Drive Coastal Shared Path.	n/a	n/a	Current high level of use by pedestrians. A high number of cycle users is predicted following completion of Route 4.0.	Baddeley Ave intersection requires Auckland Transport safety assessment.	Medium	Intersection safety to be investigated.

5.0 EASTERN CORRIDOR																					
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks	
5.01	Abbotts Way	Express Path – Street	Refer 4.06. Abbotts Way is an Express Path, a major arterial road. Further investigation by Auckland Transport to ensure safe walking and cycling connections is required. (Note existing intersection improvements at Abbotts Way/Grand Drive intersection).	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$5.7 million for Express Path Separated Cycle Lanes where required for route (includes Abbotts Way and Ngahue Drive).	Not yet funded	Auckland Transport	The Abbotts Way link between Liston Park, Waiaatarua Reserve, and Ngahue Drive is an Express Path link in Route 4.0 Ellerslie to the Sea, and Route 5.0 Eastern Corridor. Pedestrian and cycling improvements would greatly assist safety for active transport users.	0.5km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.)Abbotts Way is currently a major road (ADT > 20,000). Footpaths on both sides are not continuous between the two destinations.	Flat, gentle gradient.	Abbotts Way is an important future local and regional cycling and walking Express Path connection. It would provide many transport, community, residential and commercial connections to destinations. Immediate connections are to Liston Park, Waiaatarua Reserve, Lunn Ave, and to Route 5.0 Eastern Corridor.	Local Path Route 5.0 Eastern Corridor and 4.0 Ellerslie to the Sea.	Auckland Transport Cycling Investment Programme 2018-2028	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the programme (i.e. from 2023). Specific routes have not yet been confirmed.	High	Busy road corridor. Footpaths on both sides are not continuous between the two destinations.	Complex.	Delivering a safe connection along Abbotts Way for pedestrians and cyclists would require Auckland Transport investigation.	
5.02	Abbotts Way-Ngahue Drive-Lunn Ave Intersection	Express Path – Street	Express Path signalised intersection at Abbotts Way/LunnAve/ Ngahue Drive. Currently has safety risks for cyclists (these roads have ADTs >20,000) Further investigation by Auckland Transport to ensure safe walking and cycling connections is required. Note: the Ōrākei Greenways Planning Document shows Lunn Ave as an "existing or planned connection" – this status of this designation is not confirmed.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Not identified	Not yet funded.	Auckland Transport	Pedestrian and cycling improvements would greatly assist safety for active transport users.	n/a	As above.	Flat	As above.	As above.	As above.	As above	High	Busy multi-lane intersections	Complex	Route 5.0 Eastern Corridor and Route 4.0 Ellerslie to the Sea.	
5.03	Ngahue Drive, and Ngahue Drive-College Rd Intersection	Express Path – Street	Ngahue Drive is an Express Path. (ADT > 20,000). Further investigation by Auckland Transport to ensure safe walking and cycling connections is required. Express Path signalised intersection would need to be part of the Ngahue Drive investigation for inclusion in the Local Path network.	Auckland Transport. Unconfirmed status	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$5.7 million for Express Path Separated Cycle Lanes where required for route (includes Abbotts Way and Ngahue Drive).	Not yet funded	Auckland Transport	Ngahue Drive between Abbotts Way and College Rd is an important Express Path link in Route 5.0, Eastern Corridor. Pedestrian and cycling improvements would greatly assist safety for active transport users.	1.0km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.) Ngahue Drive a major road and footpaths on both sides are not continuous between the two destinations.	Flat, gentle gradient. Medium gradient at intersection with College Rd	As above, with connections to Lunn Ave, College Rd, Stonefields residential area, and Colin Maiden Park recreational and sporting facilities.	As above.	As above.	As above	High	Busy road corridor. Footpaths on both sides are not continuous.	Complex	Route 5.0 Eastern Corridor	
5.04	College Rd	Local Path – Street	Existing shared path facility on eastern side of College Rd between Merton Rd roundabout and Stonefields Ave.	Auckland Transport	n/a	n/a	Completed	Auckland Transport	n/a	n/a	n/a	Medium gradient	As above.	As above.	n/a	n/a	n/a	Shared Path	n/a	n/a	
5.05	Ngahue Reserve	Local Path – Open Space	Ngahue Reserve access is part of the Colin Maiden Park MasterPlan.	Auckland Council/Ōrākei Local Board	TBC	TBC	TBC	TBC	Access to Colin Maiden Park for active transport and recreational connections.	Open Space	Local Path	Flat, gentle gradient.	A key connection between Stonefields residential community and Glen Innes including connections to the Glen Innes to Tamaki Drive Shared Path Stage 2	Colin Maiden Park MasterPlan	Colin Maiden Park MasterPlan	n/a	High	Open space Reserve.	Medium complexity	Ngahue Reserve access developments	
5.06	Colin Maiden Park	Local Path – Open Space	A connection through Colin Maiden Park creates an important connection between Stonefields and Merton Rd. The Colin Maiden Park MasterPlan identifies a connecting road and connecting paths as future developments.	Auckland Council/Ōrākei Local Board	Not yet budgeted	\$260,000.00	Not yet funded	Ōrākei Local Board, Auckland Council.	Access through Colin Maiden Park for active transport and recreational connections. A key connection between Stonefields residential community and Glen Innes including connections to the Glen Innes to Tamaki Drive Shared Path.	0.5km approx	Open Space	Local Path	Flat, gentle gradient.	A key connection between Stonefields residential community and Glen Innes including connections to the Glen Innes to Tamaki Drive Shared Path.	Colin Maiden Park MasterPlan	Colin Maiden Park MasterPlan development of projects.	n/a	High	Open Space Reserve. Refer Colin Maiden Park MasterPlan.	Medium complexity	Developments in Colin Maiden Park
5.07	Merton Road	Express Path – Street	Refer Auckland Transport project information for details of improved cycle and pedestrian facilities on Merton Road creating connections to Glen Innes and to the Glen Innes to Tamaki Drive Shared Path.	Auckland Transport.	Refer Auckland Transport project information.	Refer Auckland Transport project information.	Funded	Auckland Transport	Connections between Glen Innes and the Glen Innes to Tamaki Drive Shared Path Stage 2 and Colin Maiden Park.	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.)	Medium gradient.	Glen Innes and the Glen Innes to Tamaki Drive Shared Path Stage 2 and Colin Maiden Park.	Auckland Transport cycling programme for Glen Innes.	Auckland Transport cycling programme for Glen Innes.	n/a	High	Refer Auckland Transport project information.	Refer Auckland Transport project information.	Refer Auckland Transport project information.		

5.08	Kenneth Small Place	Open-Space and/or On-Street Local Path.	A connection though Kenneth Small Place is shown on the Ōrākei Greenways Planning Document map. A potential complementary or new connection has been suggested which would run to the east of Edmund Hillary Retirement Village. This proposed path would be outside the Ōrākei Ward boundary and outside the scope of this report.	Further investigation required.	Not yet budgeted.	Further investigation required.	Not yet funded.	Ōrākei Local Board, Auckland Council.	Further investigation required.	0.6km approx	Further investigation required.	Flat.	Further investigation.	Further investigation.	Further investigation.	n/a	Low	Further investigation.	Further investigation.	Further investigation.
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**6.0 GREENLANE TO THE SEA**

Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
6.01	Greenlane East	Express Path – Street	Route 6.0 would create a valuable cross connection for the Local Paths network. The RLTP 2018 indicates that a City Southern Cycle Link (a potential southern cycle link connecting Newmarket to Ellerslie/ Penrose) will be investigated, and Route 6.0 would be an important link to this major facility. However the entire length of the Route is an Express Path. Greenlane East and Ascot Ave are a major roads (ADT > 10,000). The road corridor has a multi lane roundabout and motorway on- and off-ramps. Cycle facilities are incomplete. Footpaths on both sides with pedestrian underpass under motorway. Further investigation by Auckland Transport to ensure safe walking and cycling connections is required.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$17.5 million for Express Path Separated Cycle Lanes where required for route (includes Greenlane East, Ascot Avenue, and Ōrākei Rd).	Not yet funded.		Route 6.0 Greenlane to the Sea would enable walking and cycling connections between Remuera Rd, eastern Local Paths routes, including the Glen Innes to Tamaki Drive Shared Path, Ōrākei Rail Station, schools, and residential areas. Greenlane connections include employment, rail station, shops, parks, schools, and residential areas. A future City Southern Cycle Link (a potential southern cycle link connecting Newmarket to Ellerslie/ Penrose) would be a significant Route connection if implemented.	Total route 6.0km approx . Greenlane East 0.5km	Express Path. A busy road corridor with multi lane roundabout and motorway on- and off-ramps. Cycle facilities are incomplete. Footpaths on both sides with pedestrian underpass under motorway.	Flat	General comments on the roads and intersections on Route 6.0 Greenlane to the Sea would enable walking and cycling connections between Remuera Rd and eastern Local Paths routes, including the Glen Innes to Tamaki Drive Shared Path, Ōrākei Rail Station, schools, and residential areas. Greenlane connections include employment, rail station, shops, parks, schools, and residential areas.	General comments on the roads and intersections on Route 6.0 Greenlane to the Sea. Future plans for Greenlane intersection, Ascot Ave, Ōrākei/Remuera Rd intersection, Ōrākei Rd and Ōrākei/Shore intersection are not identified by this report. A future City Southern Cycle Link (a potential southern cycle link connecting Newmarket to Ellerslie/ Penrose) would be a significant Route connection if implemented.	General comments: achieving Route 6.0 Greenlane to the Sea is dependent on future planning for Greenlane intersection, Ascot Ave, Ōrākei/Remuera Rd intersection, Ōrākei Rd and Ōrākei/Shore Rd.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the programme (i.e. from 2023). Specific routes have not yet been confirmed.	High predicted use by cycle commuters if entire Route is completed.	Road corridor and footpath. Greenlane pedestrian underpass noted. Incomplete existing cycle facilities.	Complex	Complex
6.02	Ascot Avenue	Express Path – Street	As above	Auckland Transport. Unconfirmed status.	Not yet budgeted	As above.	Not yet funded.	Refer comment above.		1km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.)	Medium.	Refer comment above	Refer Auckland Transport comments	Route 3.0 Remuera Rd. Refer Auckland Transport comments	As above	refer general comment above	Road corridor, complex conditions	Complex	Complex
6.03	Ascot-Remuera-Ōrākei Intersection	Express Path – Street	The important intersection at Ascot Ave/Remuera Rd/Ōrākei Road. is a key intersection in this route and for Route 3.0 Remuera Rd. Auckland Transport investigation and potential treatment to enable safe walking and cycling connections for either an on-road or local path facility would be required	Auckland Transport. Unconfirmed status	Not yet budgeted	Further investigation required	Not yet funded	Refer comment above.		0.1km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.) Busy signalised road intersection. No additional cycle facilities.	Medium.	see general comment above	Refer Auckland Transport comments	Route 3.0 Remuera Rd. Refer Auckland Transport comments	As above	refer general comment above	Road corridor, complex conditions	Complex	Complex
6.04	Ōrākei Road	Express Path – Street	Ōrākei Road is a busy road (AADT > 10,000) and would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections for either an on-road or local path facility.	Auckland Transport. Unconfirmed status	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. Preliminary cost estimate \$17.5 million for Express Path Separated Cycle Lanes where required for route (includes Greenlane East, Ascot Avenue, and Ōrākei Rd).	Not yet funded	Refer comment above.		2.0km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.) Busy road (AADT > 10,000). No additional cycle facilities.	Steep.	see general comment above	Refer Auckland Transport comments	Route 3.0 Remuera Rd. Refer Auckland Transport comments	As above	refer general comment above	Road corridor, complex conditions	Complex	Complex
6.05	Ōrākei Rd-Shore Rd-Upland Road Intersection roundabout	Express Path – Street	In the current configuration, the multi-lane roundabout at this intersection is a major safety risk for cyclists in all directions. (AADTs >20,000) Auckland Transport investigation and treatment would be required for either an on-road or local path facility. The Martyn Wilson Field Reserve Path and Shore Road pedestrian refuge provide safe links to Shore Road, Hobson Bay and Ōrākei Basin. However safe cycle connections through the multi-lane roundabout are not currently provided.	Auckland Transport. Unconfirmed status	Not yet budgeted	Further investigation required	Not yet funded	Refer comment above.		0.1km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.) Very busy roundabout intersection. (AADTs >20,000) No additional cycle facilities.	Flat.	see general comment above	Refer Auckland Transport comments	Route 3.0 Remuera Rd. Refer Auckland Transport comments	As above	Refer comment above	Road corridor, complex conditions	Complex	Complex
6.06	Ōrākei Rd to Kepa Rd	Express Path – Street	A busy road (ADT > 10,000) with multiple access points and destinations, including Ōrākei Train Station, Ōrākei Village, Glen Innes to Tamaki Drive Shared Path, Ōrākei Basin Walkways. Cycle lane eastbound. Completed, but ends before Ōrākei Village entrance. No cycle lane westbound. A cycle connection in both directions is a consideration for the Local Paths network. Connections to Glen Innes to Tamaki Drive Shared Path Stage 3 and 4 are dependencies.	Auckland Transport. Unconfirmed status	Not yet budgeted	Further investigation required	Not yet funded	Completion of additional cycle lanes (eastbound from finish of current lane to connect to GI2TD and rail station, and Westbound from Kepa to Shore Rd, would provide safety for cyclists to key destinations.		1.0km	Express Path. A busy road (ADT > 10,000). Partial cycle facilities noted.	Gentle gradient.	Important destinations and connections include the Ōrākei Rail Station, the Glen Innes to Tamaki Drive Shared Path Stages 3 and 4, Ōrākei Village shopping centre, Ōrākei Basin Walkways, Martyn Wilson Field Reserve, schools and residential areas.	Glen Innes to Tamaki Drive Shared Path Stages 3 and 4, shopping centre and residential developments, Ngāti Whātua plans for Pourewa Recreational Reserve.	The Glen Innes to Tamaki Drive Shared Path Stages 3 and 4 will add crucial connectivity.	As above	A high predicted use by cycle commuters if cycle facilities are completed to provide safe connections to and from the Glen Innes to Tamaki Drive Shared Path Stages 3 and 4.	Road corridor, Hobson Bay Walkway, footpaths. Partial cycle lanes on eastbound side only. Complex conditions.	Complex	Complex

Hobson Bay Walkway	Local Path – Open Space	Pedestrians only. The Ōrākei Point to Shore Road walkway and boardwalk across the Hobson Bay wetland provides a safe route for school children and locals between Remuera and the Ōrākei Train Station. The walkway is a link in the Ōrākei Local Board's coastal walkway network around Hobson Bay and the Ōrākei Basin, and a part of the Hobson Bay Action Plan.	Ōrākei Local Board/Auckland Council	Complete	n/a	Completed		Pedestrians only. Walkway provides a safe option for pedestrians along Ōrākei Road and to the Ōrākei Train Station.	0.5km	Open-Space Local Path. Boardwalk.	The Ōrākei Point to Shore Road walkway and boardwalk is part of the Hobson Bay Action Plan and a link in the Ōrākei Local Board's coastal walkway network around Hobson Bay and the Ōrākei Basin.	Glen Innes to Tamaki Drive Shared Path Stages 3 and 4.	Walking path.	A high existing and predicted use by pedestrians to local destinations and to the Glen Innes to Tamaki Drive Shared Path Stages 3 and 4.	Completed		
6.07 Ōrākei Road - Kēpa Rd Intersection	Express Path – Open Space	The proposed Glen Innes to Tamaki Drive Shared Path Stage 4 will create an Express Path-Open Space Route to Ngāpipi Rd and Tamaki Drive. The Glen Innes to Tamaki Drive Shared Path Stage 3 (the Ōrākei Basin Boardwalk) will create walking and cycling connections from Ōrākei Rd to Meadowbank and St Johns. (Refer 2.04)	Auckland Transport/NZTA.	Refer Auckland Transport /NZTA project information.	Important Local Path connection. Destinations and connections as noted.	0.1km	Express Path. Road corridor has a busy roundabout intersection. (ADTs >20,000) No additional cycle facilities. Note no current plans for walking and cycling improvements to road corridor as Glen Innes to Tamaki Drive Shared Path Stage 4 will provide an alternative.	Refer Auckland Transport /NZTA project information. Important destinations and connections include the Ōrākei Rail Station, the Glen Innes to Tamaki Drive Shared Path Stages 3 and 4, shopping centre, Ōrākei Basin, schools and residential areas, Tamaki Drive and walking and cycling connections to the city centre.	A Local Paths connection will be dependent on the Glen Innes to Tamaki Drive Shared Path Stage 4 connection. Note also Ngāti Whātua commitment to future planning for this area.	A Local Paths connection will be dependent on the Glen Innes to Tamaki Drive Shared Path Stage 4 connection.	A high predicted use by pedestrians, commuters and recreational cyclists on G12TD Shared Path Stages 3 and 4.	Shared Path connection design details TBC	Complex. Refer AT Project Planning	Complex. Refer AT Project Planning			
6.08 Kēpa Rd - Ngāpipi Rd to Tamaki Drive.	Express Path – Open Space	The proposed Glen Innes to Tamaki Drive Shared Path Stage 4 will provide a major Express Path-Open Space Route to Ngāpipi Rd/Tamaki Drive intersection. (Stage 4 supersedes the road connection shown on the Ōrākei Greenways Planning Document). (Refer 2.04)	Auckland Transport/NZTA.	Refer Auckland Transport /NZTA project information.	Important Local Path connection. Destinations and connections as noted.	1.5km	Express Path. A Ngāpipi Rd road connection is shown on the Ōrākei Greenways Planning Document, but the Glen Innes to Tamaki Drive Shared Path Stage 4 will provide the preferred Route option.	Refer Auckland Transport /NZTA project information. Important destinations and connections include the Ōrākei Rail Station, the Glen Innes to Tamaki Drive Shared Path Stages 3 and 4, shopping centre, Ōrākei Basin, schools and residential areas, Tamaki Drive and walking and cycling connections to the city centre.	A Local Paths connection will be dependent on the Glen Innes to Tamaki Drive Shared Path Stage 4 connection.	A Local Paths connection will be dependent on the Glen Innes to Tamaki Drive Shared Path Stage 4 connection.	A high predicted use by pedestrians, commuters and recreational cyclists on the Glen Innes to Tamaki Drive Shared Path.	Proposed Glen Innes to Tamaki Drive Shared Path Stage 4. Refer Auckland Transport /NZTA project information.	Complex. Refer Auckland Transport /NZTA project information.	Complex. Refer Auckland Transport /NZTA project information.			

7.0 PARNELL CORRIDOR																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
7.01	Hobson Bay Walkway (eastern) Ōrākei Road – Shore Rd foreshore – Wilson's Beach.	Local Path – Open Space	Foreshore path projects completed and marked as shared walking and cycling paths. 2m width paths concrete and boardwalk.	Ōrākei Local Board/ Auckland Council	Completed	n/a	Completed	n/a	Signposted as a shared-path for both cyclists and pedestrians.	1.0km	Open-Space Local Path.Coastal foreshore path and boardwalk	Flat	Sportsfields, Hobson Bay walkway, Ōrākei Basin, Glen Innes to Tamaki Shared Path, schools, residential and commercial developments, Tamaki Drive.	Part of Hobson Bay Walkway (Hobson Bay Action Plan)	Completion of link west of Wilson's Beach, as below.	n/a	High	Although the already completed sections of the Hobson Bay Walkway are currently designated and signed as a shared path, they are suitable for pedestrians and	n/a	n/a
7.02	Wilson's Beach-Shore Rd	Local Path – Open Space	Completion of this missing link will create a connected Route enabling school students and cyclists to bypass Shore Rd as well as providing continuous uninterrupted recreational access to Hobson Bay and use of the area. Current Ōrākei Local Board funding will enable the completion of this section of the complete Route 7.0. The Hobson Bay MasterPlan identifies a need to complete the missing link in the walkway from Victoria Avenue/Wilson's Beach to the eastern side of Shore Rd Reserve, and aims to develop walkways and cycleways with a consistent look and feel to create a cohesive access route.	Ōrākei Local Board/ Auckland Council	TBC	Cost estimate subject to further investigation. Preliminary cost estimate \$626,400 including new coastal link and improvements to Shore Rd Reserve. Refer Ōrākei Local Board/ Auckland Council project information.	Refer Ōrākei Local Board/ Auckland Council project information	Refer Ōrākei Local Board/ Auckland Council project information	Completion of the coastal boardwalk/walkway would enable a safe link between Parnell area, sportsfields and reserve to Hobson Bay Walkway, unlocking access to Ōrākei Station, Glen Innes to Tamaki Shared Path, schools, residential and commercial development areas.	0.6km approx	Open-Space Local Path.Coastal foreshore	Flat	As above	As above	Hobson Bay Walkway	n/a	High	Coastal foreshore, boardwalk or walkway Route to be confirmed.It is recommended that this new link section is constructed to a Local Path shared path standard given the predicted higher numbers of users.	Complex	Completion of permissions and design for Route construction
7.03	Hobson Bay Walkway (western)/Shore Rd Reserve/Thomas Bloodworth Park.	Local Path – Open Space	Unsealed existing paths would require upgrade before inclusion as an active transport link. Access beyond Thomas Bloodworth Park should be included as a pedestrian Trail only. Hobson Bay MasterPlan identifies the need to investigate the feasibility of providing all tide access around Hobson Bay where possible.	Ōrākei Local Board/ Auckland Council.	TBC	Cost estimate subject to further investigation. Preliminary cost estimate \$626,400 including new coastal link and improvements to Shore Rd Reserve. Refer Ōrākei Local Board/ Auckland Council project information.	Not yet funded	Ōrākei Local Board/ Auckland Council.	Path is unsealed from Shore Rd Reserve to Thomas Bloodworth Park and is suitable for recreational walking and cycling only unless paths upgraded. Costs estimates are given for upgrading existing paths.	0.6km approx	Open-Space Local Path.	Flat	As above	As above	Completion of link west of Wilson's Beach, as above.	n/a	High	Coastal foreshore path	n/a	n/a

8.0 REMUERA WALKWAYS																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
8.01	Martyn Wilson Fields Reserve	Local Path – Open Space	Ōrākei Local Board Achievements Report 2016 "At Martyn Wilson Reserve a two metre wide pathway now connects the existing pathway along the stream edge through to Shore Road...connects with a new pedestrian refuge enabling safer pedestrian access to the Hobson Bay Walkway network on the other side of Shore Road."	Ōrākei Local Board/Auckland Council.		Completed	Completed	n/a	Walking connections from surrounding streets to schools, Hobson Bay Walkway, and other destinations.	0.3km	2m wide Concrete path is not currently signposted as a shared path.	Flat	Connects to Hobson Bay Walkway and Orakai Basin Walkway, sports fields, schools and residential areas.	Hobson Bay Walkway/Shore Rd (Local Paths Route 7.0) and Remuera Rd (Local Paths Route 3.0) are adjacent routes.	Completion of entire Route 8.0 is needed for effective connectivity to Remuera Rd.	n/a	Medium	2m wide concrete path recently upgraded. Not currently signposted for bicycles or as a shared path.	Easy	
8.02	Manawa Rd – Lingarth St – Combes Rd	Local Path – Street, crosses Express Path	The route crosses and continues along these roads. Manawa Rd is a quiet road (ADT <2000) but scan experience high peak hours traffic between Ōrākei Rd and Victoria Ave. Combes Rd is busier (ADT>4,000).	Auckland Transport.	Not yet budgeted	\$39,200 estimate	Not yet funded.	Auckland Transport	Provides connectivity for Route 8.0	0.7km	On Street Local Paths, crossing Express Paths. Moderately busy roads which may exceed the guidelines for Local Paths.	Varies medium gradient	Connects to local streets, schools, and parks.	As above.	Completion of entire Route 8.0 is needed for effective connectivity from Shore Rd to Remuera Rd.		Low	Road corridor and footpaths, no existing cycle facilities.	Easy	Completion of entire Route 8.0 is needed for effective connectivity to Remuera Rd.
8.03	Waiata Reserve	Local Path – Open Space	Waiata Reserve has sealed paths of varying widths from 1.2-2m wide, and with varying gradients up to 14 degrees, with tight radius corners at the southern end of the park. It has a Dog Off-Leash Area. It is suitable as a walking route but is not currently signed as a shared path. Creating a cycle friendly route would require substantial work to widen paths, and investigate gradients and curves.	Ōrākei Local Board/Auckland Council.	Not yet budgeted	\$365,400 (if upgrade of existing recreational path paths for active transport use is decided. Estimate only) Route Wayfinding TBC	Not yet funded.	Ōrākei Local Board/Auckland Council.	Recreational benefits.	0.7km	Open Space Local Path/Trail. Reserve with sealed paths, varying widths, steep sections.	Varies. Steep gradient in parts limits accessibility.	Recreational walking connections between Remuera and Shore Rd.		Walking route only. Completion of entire Route 8.0 is needed for effective connectivity from Shore Rd to Remuera Rd.	n/a	Low	Waiata Reserve has sealed paths of varying widths from 1.2-2m wide, and with varying gradients up to 14 degrees, with tight radius corners at the southern end of the park. Steep gradient in parts limits accessibility. The paths may be usable by recreational cyclists but would need upgrading to be used for safe active transport connections.	Existing walking route. Narrow steep paths would require investigation to upgrade as a Local Path for active transport and accessibility.	Completion of entire Route 8.0 is needed for effective connectivity from Shore Rd to Remuera Rd.
8.04	Waiata Ave	Local Path – Street	Waiata Ave is a quiet road.	Auckland Transport.	Not yet budgeted	\$11,200 estimate.	Not yet funded.	Auckland Transport	Connects Waiata Reserve to Victoria Ave.	0.2km	On-Street Local Path	Medium gradient.	Victoria Ave, schools and residential areas.	As above.	Completion of entire Route 8.0 is needed for effective connectivity from Shore Rd to Remuera Rd.		Medium.	Local road and footpaths	Easy	
8.05	Victoria Ave	Express Path – Street	Victoria Ave connects to several schools and to the Remuera town centre. However it is a busy road (ADT > 5,000) and would require Auckland Transport investigation and potential treatment to enable safe walking and cycling connections for either an on-road or local path facility.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Refer Route 3.0. Cost estimate subject to further investigation. Preliminary cost estimate \$5.5 million for Express Path separated cycleways (including Remuera Rd and Victoria Ave).	Not yet funded.	Auckland Transport	Victoria Ave connects to several schools and to the Remuera town centre.	0.3km	Express Path. Busy road and footpaths with no existing cycle facilities.	Medium gradient.	Victoria Ave connects to several schools and to the Remuera town centre.	As above. Route 3.0 Remuera Rd.	Completion of entire Route 8.0 is needed for effective connectivity from Shore Rd to Remuera Rd.	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the programme (i.e. from 2023), Specific routes have not yet been confirmed	High.	Road corridor and footpaths, no existing cycle facilities.	Medium complexity	Dependent on inclusion in AT Cycling Investment Programme 2018-2028.
8.06	Remuera Rd	Express Path – Street	Remuera Rd is a busy road (ADT > 15,000) and would require Auckland Transport investigation and potential treatment to enable safe cycling for either an on-road or local path facility along the route.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Refer Route 3.0. Cost estimate subject to further investigation. Preliminary cost estimate \$5.5 million for Express Path separated cycleways (including Remuera Rd and Victoria Ave).	Not yet funded.	Auckland Transport	Remuera Rd has major local and regional transport benefits.	0.8km	Express Path (a major cycleway on busy street and off-road path, connecting to major centres.)Very busy road (AADT > 15,000) and footpaths.	Flat.	Remuera Rd has many destinations including schools, Remuera town centre, and residential areas.	As above. Route 3.0 Remuera Rd.	Remuera Rd is an important Express Path providing connectivity for the Ōrākei Local Paths Plan as an important connecting route from Newmarket to St Heliers. Refer Route 3.0 Remuera Ridge to St Heliers.	As above.	High.	Road corridor and footpaths, no existing cycle facilities.	Complex	Dependent on inclusion in AT Cycling Investment Programme 2018-2028.
8.07	Mount Hobson Domain	Trail	Mount Hobson Domain is a recreational walking path only. It is not suitable for cyclists.	Ōrākei Local Board/Auckland Council	Not yet budgeted	n/a	Not yet funded	Auckland Transport	Recreational path only.	n/a	Trail. Unsealed steep paths for recreational walkers.	Steep.	Recreational destination	Route 3.0 Remuera Rd.	n/a	n/a	Low.	Unsealed reserve paths, varying widths and steep gradients	Existing walking route.	n/a
8.08	Sonia Ave	Local Path – Street	Sonia Ave is a quiet road.	Auckland Transport	Not yet budgeted	\$11,200 estimate	Not yet funded	Auckland Transport	Connects Waiata Reserve to Victoria Ave.	0.2km	Quiet Local Path Street.	Medium.	Victoria Ave, schools and residential areas.	As above.	Victoria Ave.		Medium.	Road corridor and footpaths, no existing cycle facilities	Easy	Completion of entire Route 8.0 is needed for effective connectivity.

9.0 ŌRĀKEI BASIN WALKWAYS																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
9.01	Ōrākei Basin West Reserve – Ōrākei Basin Walkway	Trail	Trail. The existing Ōrākei Basin Walkway path around the Basin transitions to unsealed bush walks of varying widths, with drop offs and steep sections. Accessibility factors, including steep stairs to Lucerne Road and elsewhere on the Ōrākei Basin Route, make the Ōrākei Basin Walkway suitable as a walking Trail rather than a shared path.	Auckland Council/Ōrākei Local Board.	Refer Ōrākei Local Board project information	Refer Ōrākei Local Board project information. Existing Trail. Cost estimate for upgrade to active transport Local Path not identified.	Refer Ōrākei Local Board project information.	Auckland Council/ Ōrākei Local Board.	Recreational, cultural and environmental benefits. Geological and archaeological features for preservation.	3.5km approx	Trail. Recreational walking route. Accessibility is limited by steep paths and stairs.	Varies. Some steep sections.	Walkway with connections to adjacent communities, Ōrākei Rail Station, Glen Innes to Tamaki Shared Path, commercial developments. Adjacent to Routes 2.0 G12TD Shared Path, 7.0 Parnell Corridor, 8.0 Remuera Walkways.	Hobson Bay Walkway/Shore Rd, Adjacent to Routes 2.0 Tamaki Drive to Glen Innes, 7.0 Parnell Corridor, 8.0 Remuera Walkways.	Hobson Bay Action Plan implementation.	n/a	High	Improvements to Ōrākei Basin path are planned 2018. Additional improvements to recreational walking tracks unconfirmed.	Complex, due to environmental and other impacts.	Many environmental and ecological constraints.
9.02	Upland Rd	Express Path – Street	Express Path. Busy roads provide local connectivity to Ōrākei Basin, schools, and residential areas.	Auckland Transport/Auckland Council/. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$89,600 estimated for painted on-road cycle lanes on Upland Rd and Benson Rd.	Not yet funded.	Auckland Transport /Auckland Council.	Express Path. Extended walking route creates local connections to Ōrākei Basin and Waiaatarua Rd.	1km approx	Express Path. Existing road and footpaths.	Moderate.	Connections to adjacent communities, schools, Ōrākei Rail Station, commercial developments, Routes 2.0 Tamaki Drive to Glen Innes, 7.0 Parnell Corridor, 8.0 Remuera Walkways.	n/a	Ōrākei Basin Walkways	Auckland Transport advises that the Remuera Ellerslie area is a priority for Cycling Investment Programme 2018-28, in the second half of the programme (i.e, from 2023), Specific routes have not yet been confirmed.	Low	Existing busy road. Footpaths are discontinuous on Ōrākei Basin side of Ōrākei Rd.	Medium complexity.	
9.03	Benson Rd	Express Path – Street	As above.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$89,600 estimated for painted on-road cycle lanes on Upland Rd and Benson Rd.	Not yet funded.	Auckland Transport	As above.	0.6km approx	Express Path. Existing road and footpaths.	Moderate.	As above.	n/a	n/a	As above	Low	Existing busy road and footpaths.	Medium complexity	
9.04	Ngapuhi Rd – Kelvin Rd Walkway	Trail	Trail. Accessibility factors, including steep stairs and a narrow bridge, make the Walkway suitable as a walking Trail rather than a shared path. It is not suitable for cyclists.	Auckland Council/Ōrākei Local Board.	Not yet budgeted	Existing Trail. Cost estimate for improvement to active transport Local Path not identified.	Not yet funded.	Auckland Council, Ōrākei Local Board.	As above.	0.5km approx	Trail.Recreational walking route. Accessibility is limited by steep paths and stairs.	Steep, stairs	As above.	n/a	n/a	n/a	Low	Existing walkway with narrow steep stairs and a narrow bridge	Medium complexity	
9.05	Kelvin Rd	Local Path – Street	Quiet connecting road.	Auckland Transport.	Not yet budgeted		Not yet funded.	Auckland Transport	As above.	0.5km approx	On-Street Local Path.	Moderate.	As above.	n/a	n/a	n/a	Low	Quiet connecting road	Medium complexity	
9.06	Kelvin Rd – Waiaatarua Road “through Meadowbank School”	Trail	Trail. The walkway passes through Meadowbank School, which is open to the public and not closed after school hours. The school likes visitors to check in at the School Office, although signs do not require this. The School does not permit dogs or bicycles to be ridden through the School grounds. The walking track has sections of steep stairs and narrow bridges and is designated as a walking Trail only. It is not suitable for cyclists.	Auckland Council/Ōrākei Local Board.	Not yet budgeted	Existing Trail. Cost estimate for improvement to active transport Local Path not identified.	Not yet funded.	Auckland Council, Ōrākei Local Board.	As above. Extended walking Route creates local connections to school, residential areas, Ōrākei Basin and Waiaatarua Rd.	0.5km approx	Trail. Recreational walking route and local school connectivity. Accessibility is limited by steep paths and stairs.	Steep, stairs.	As above, extended walking route creates local connections to school, residential areas, Ōrākei Basin and Waiaatarua Rd.	n/a	n/a	n/a	Low	Existing walkway with narrow steep stairs and a narrow bridge	Medium complexity	
9.07	Waiaatarua Footbridge	Trail	Trail. See above. This section of Walkway has steep stairs and narrow bridges and is suitable as a recreational walking Trail only. It is not suitable for cyclists.	Auckland Council/Ōrākei Local Board.	Not yet budgeted	As above.	Not yet funded.	As above.	As above.	0.5km approx	As above.	Steep, stairs.	As above.	n/a	n/a	n/a	Low	Existing walkway with narrow steep stairs and a narrow bridge	Medium complexity	
9.08	MacPherson Street	Local Path – Street	A quiet local road.		Not yet budgeted	As above.	Not yet funded.	Auckland Transport	As above.	0.5km approx	On-Street Local Path. Quiet connecting road	Moderate.	As above.	n/a	n/a	n/a	Low	Quiet road.	Medium complexity	

10.0 KEPA BUSH WALKWAYS																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
10.01	Kepa Bush Walkways	Trail	Refer Kepa Bush Reserve Integrated Plan. Development of the Kepa Bush Walkways and the proposal for a boardwalk link to the Gien Innes to Tamaki Drive Shared Path have been investigated (Ōrākei Local Board /Auckland Council). The existing Walkways have steep track sections with accessibility limitations which mean this Route is suitable as a recreational walking Trail only. It is not suitable for cyclists.	Ōrākei Local Board/Auckland Council.	Refer Ōrākei Local Board/Auckland Council project information	Refer Ōrākei Local Board project information.	Refer Ōrākei Local Board project information.	Ōrākei Local Board.	Recreational, cultural and environmental benefits. geological and archaeological features.	1km approx	Trail. Existing tracks are steep, with stairs.	Steep.	Kepa Rd, Pourewa Valley.	Potential future connections to Ngāti Whātua Ōrākei plans for Pourewa Creek Recreation Reserve.	n/a	n/a	Currently low, potentially high with future improvements.	Refer Kepa Bush Reserve Integrated Plan and Pourewa Management Plan.	Medium complexity.	Topography and environmental concerns limit accessibility.

12.0 ST HELIERS GLENDOWIE NETWORK																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport/Auckland Council/ OLB /Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
12.01	Cliff Rd	Local Path – Street	Cliff Rd, Springcombe Rd and Glover Rd are quiet roads suitable for a Local Path.	Auckland Transport. Unconfirmed status.	Not yet budgeted		Not yet funded.	Auckland Transport	Connection between Tamaki Drive, St Heliers and Glover Park.	0.3km	On-Street Local Path. Road and footpath. No existing cycle facilities.	Steep	St Heliers to Glover Park	Existing popular cycling route. Maximum benefits would be achieved with completion of entire Route 12.0.	Maximum active transport connections benefits would be achieved with completion of entire Route 12.0.	Auckland Transport has not advised priority routes in this area.	Moderate	Existing road corridor. No existing cycle facilities	Easy	Maximum benefits would be achieved with completion of entire Route 12.0
12.02	Cliff Rd Reserve	Local Path – Open Space	The Greenways Plan shows the Local Paths Route through Cliff Rd Reserve. This is likely to be an effective connection for walkers only, as cyclists will use the road.	Auckland Council.	Not yet budgeted		Not yet funded.	Auckland Council, Ōrākei Local Board.	As above.	0.1km		Steep	St Heliers to Glover Park	As above.	As above.	As above		as above	as above	
12.03	Springcombe Rd	Local Path – Street	As above	Auckland Transport. Unconfirmed status	Not yet budgeted		Not yet funded.	Auckland Transport	As above.	0.1km	On-Street Local Path. As above.	Moderate	St Heliers to Glover Park	As above.	As above.	As above		as above	as above	
12.04	Glover Rd	Local Path – Street	As above	Auckland Transport. Unconfirmed status	Not yet budgeted		Not yet funded.	Auckland Transport	As above.	0.2km	On-Street Local Path. As above.	Moderate	St Heliers to Glover Park	As above.	As above.	As above		as above	as above	
12.05	Glover Reserve	Local Path – Open Space	Glover Reserve has a completed concrete shared path to the western edge which offers a safe off-road alternative to Glover Road.	Auckland Council	n/a	n/a	Completed	n/a	Completed.	0.5km approx	Open-Space Local Path. 3m wide concrete paths to perimeter of Glover Park, suitable for Local Path use.	Moderate	St Heliers to Riddell Rd, waterfront to sports and community facilities, part of Route 12.0.	As above.	n/a	n/a	Moderate	Upgraded concrete paths to perimeter of Reserve.	Completed	
12.06	Riddell Rd	Local Path – Street	The northern end of Riddell Rd is quiet (AADT approx 2,000). The intersection of Glover Rd and Riddell Road can require care.	Auckland Transport. Unconfirmed status	Not yet budgeted	\$22,400 cycle lanes on Riddell Rd.	Not yet funded	Auckland Transport	Connection between Glover Park and Churchill Park.	0.4km	On-Street Local Path. Road and footpath. No existing cycle facilities.	Moderate	Road connection between Glover Reserve and Churchill Park	Existing popular cycling route. Maximum benefits would be achieved with completion of entire Route 12.0	Maximum active transport connections benefits would be achieved with completion of entire Route 12.0	As above	Moderate	Existing road corridor. No existing cycle facilities	Moderate complexity road intersection	
12.07	Karaka Park Place	Local Path – Street	Karaka Place is a quiet road suitable for a Local Path.	Auckland Transport	Not yet budgeted		Not yet funded.	Auckland Transport	Connection between Riddell Road and Churchill Park.	0.3km	On-Street Local Path. Road and footpath. No existing cycle facilities.	Moderate	Quiet road connection	Maximum benefits would be achieved with completion of entire Route 12.0	as above	As above		as above	Easy	
12.08	Churchill Park	Local Path – Open Space/Trail (limited accessibility)	Churchill Park is an existing network of unsealed walking and recreational cycling paths. It is a working farm with a network of unsealed paths of varying widths, generally around 2m wide. A large number of farm gates need to be operated to use the route through the park. In general these conditions make it more suitable as a walking connection, and some recreational cycling use only. However school children from the adjacent Churchill Park School may find the paths a safe off road alternative. Churchill Park is a dog off-leash exercise area.	Ōrākei Local Board/Auckland Council	Not yet budgeted	\$788,000 (if upgrade of existing recreational paths for active transport use is required. Estimate only)	Existing unsealed recreational Route. Cost estimate for improvement to active transport Local Path not identified.	Ōrākei Local Board/Auckland Council	Recreational routes, with benefits for local school children. Accessibility is limited by unsealed paths and farm gates.	1.5km	Open-Space Local Path/Trail. Unsealed paths of varying widths, generally around 2m wide. Many farm gates.	Varies. Generally moderate, some short steep sections.	School, residential areas.	Churchill Park Management Plan.	Churchill Park Management Plan.	n/a	Moderate/Low	Unsealed paths of varying widths and condition. Generally around 2m wide. Many farm gates. Some steep sections.	Complex to upgrade to a full Local Path suitable for all types of cyclists. Easy as a walking and limited recreational cycling route only.	
12.09	Shrewsbury Ave- Hartland Ave – Lisburn Ave	Local Path – Street	These are quiet road connections suitable as Local Paths.	Auckland Transport	Not yet budgeted		Not yet funded.		Connections between Churchill Park and Glendowie Park.	0.3km	Road and footpath. No existing cycle facilities.	Moderate	Quiet road connection	Maximum benefits would be achieved with completion of entire Route 12.0	as above	As above	Low	Existing road corridor. No existing cycle facilities	Easy	
12.10	Glendowie Park	Local Path – Open Space	Glendowie Park has 2m wide concrete paths.	Ōrākei Local Board/Auckland Council	Not yet budgeted		Further work: Not funded		Connections to schools and shopping area.	0.3km	Concrete paths through park, 2m wide.	Moderate	School, residential areas, residential village, church, shopping area.	As above	as above	n/a	Moderate	Concrete paths through park, 2m wide.	Easy	
12.11	Riddell Rd (to Crossfield Rd)	Express Path – Street	An important connection to schools, reserves, churches and transport. Riddell Rd to Crossfield Rd is a busy road (ADT >3,000). It is especially congested and busy at peak hours, at school start and end times, and at some weekend times.	Auckland Transport. Unconfirmed status	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$5.32 million cost estimate for Express Path separated cycle lanes for Riddell Rd and Crossfield Rd.	Not yet funded.		Connections between Glendowie Park and Crossfield Reserve. Schools, church residential village and residential areas.	0.7km	Busy road and footpath. No existing cycle facilities.	Moderate	Connection between Glendowie Park and Crossfield Reserve. Schools and Reserve, shopping centre.	As above	Maximum active transport connections benefits would be achieved with completion of entire Route 12.0	Auckland Transport has not advised priority routes in this area.	High	Busy road and footpath. No existing cycle facilities.	Complex	Auckland Transport has not advised priority routes in this area.
12.12	Crossfield Rd	Express Path – Street	Crossfield Rd is a busy road (ADT 3,000). It is especially busy at peak hour and at school start and end times, and weekends. The intersection with Riddell Rd, and the entrance to Crossfields Reserve, are high risk points for cyclists and pedestrians.	Auckland Transport. Unconfirmed status	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$5.32 million cost estimate for Express Path separated cycle lanes for Riddell Rd and Crossfield Rd.	Not yet funded.		Important existing road connection to Crossfield Reserve.	0.7km	Road and footpath. No existing cycle facilities.	Flat	Connection between Riddell Road and Crossfield Reserve, school and residential area.	Maximum active transport connections benefits would be achieved with completion of entire Route 12.0	Eastern Parks MasterPlan. Maximum active transport connections benefits would be achieved with completion of entire Route 12.0	As above	High	Busy road and footpath. No existing cycle facilities.	Complex	As above

12.13	Crossfield Reserve	Local Path – Open Space	Recent upgrade to park includes 2m wide concrete paths to perimeter of Reserve and playing fields.	Ōrākei Local Board, Auckland Council.	n/a	Completed	Access to community and sports facilities	0.5km approx	2m wide concrete paths around Reserve perimeter	Flat	Crossfield reserve sportsfields, schools, residential areas.	n/a	Eastern Parks MasterPlan	na/	High	Upgraded concrete paths to perimeter of Reserve.	Completed
12.14	Jefferson St – Navarre Rd	On-Street Local Path	Quiet roads suitable for a Local Path	Auckland Transport	Not yet budgeted	Not yet funded	Connection to Crossfield Reserve.	0.3km		Moderate	Quiet road connection.	As above.		As above	Low	Existing road corridor. No existing cycle facilities	Easy
12.15	Glendowie Park-Riddell Rd – Roberta Reserve Intersection	Express Path - Street	The Glendowie Park/Riddell Road crossing close to the Roberta Ave intersection is busy (ADT 3,000, with high speeds likely). Auckland Transport investigation and potential treatment to enable safe walking and cycling crossings for cyclists and pedestrians would be need for a Local Path network connection.	Auckland Transport. Unconfirmed status	Not yet budgeted	Not yet funded	Busy intersection with Riddell Rd.	0.1km	Busy road intersection.	Flat	Busy road intersection connecting Glendowie park to Roberta Reserve.	Maximum active transport connections benefits would be achieved with completion of entire Route 12.0		Auckland Transport has not advised priority routes in this area.	Moderate	Existing road corridor and intersection. No existing pedestrian crossing or cycle facilities.	Complex
12.16	Roberta Reserve – Tahuna Torea Nature Reserve	Trail (limited accessibility – Tahuna Torea.) Open-Space Local Path – Roberta Reserve	Roberta Reserve has off-road paths that are suitable for recreational cycling on shared paths. Tahuna Torea Nature Reserve is a Trail environment, where cyclists are not permitted and accessibility is limited in places.	Auckland Council	Not yet budgeted	Roberta Reserve: Existing Recreational use. Tahuna Torea: Existing Trail paths. Cost estimate for improvements to active transport Local Path not identified.	Not yet funded	Environmental and recreational benefits for walkers and runners.	Unsealed network of reserve paths, varying widths, though wetland Reserve.	Flat	Roberta Reserve, Tahuna Torea Nature Reserve, surrounding residential areas, schools and community facilities.	n/a	Tahuna Torea environmental and management priorities.	n/a	High	Roberta Reserve has off-road paths that are suitable for recreational cycling on shared paths. Tahuna Torea Nature Reserve is a Trail environment, where cyclists are not permitted and accessibility is limited in places.	Suitable for walking only. Not suitable to upgrade to a full Local Path for use by all cyclists and walkers.

11.0 WHENUA RANGATIRA/TAKAPARAWHA PARK																				
13.0 WHENUA RANGATIRA/TAKAPARAWHA PARK TO TERENIA (TRAIN)																				
Section #	Section Description	Local Paths: Route Type*	Project Description (descriptive summary of route analysis)	Type of Budget: Auckland Transport / Auckland Council / OLB / Other	Total Budget	Rounded cost estimate for delivery	Stage (funded, unfunded)	Funding options	Benefits (with AC staff support)	Length	Type	Gradient Description	Destinations and connections	Opportunities for delivery and synergies with other projects	Interdependencies	Auckland Transport advice	Predicted level of relative use (per user group)	Condition of existing assets to be re-purposed for local path use	Complexity of delivery	Constraints and risks
11.01	Ngāti Whātua Ōrākei	Trail	Ngāti Whātua plans for enhancement and development of Takaparawha reserve and potential future Ōrākei Local Board input or partnership.	Ngāti Whātua Ōrākei/Ōrākei Local Board/Auckland Council.	n/a	n/a	Funding by Ngāti Whātua Ōrākei.	Funding by Ngāti Whātua Ōrākei.	Ngāti Whātua will progress plans for enhancement and development of Takaparawha reserve and Pourewa Creek Recreation Reserve. Significant cultural, environmental, archaeological and other benefits including walking and cycling paths.	Refer project information.	Refer project information.	TBC	Multiple connections. Planning by Ngāti Whātua Ōrākei/others TBC	Opportunities for development of Local Path Routes in partnership with Ngāti Whātua Ōrākei.	Dependent on planning and development by Ngāti Whātua Ōrākei	n/a	n/a	n/a	n/a	n/a
13.01	Kupe St	Express Path – Street/Local Path - Street	Kupe St is an important connection for a safe pedestrian and cycling route, connecting Takaparawha Park to Kepa Rd and the Ōrākei train station. Kupe St is a quiet road at the northern end (north of Te Arawa St ADT 1500) but is busy close to the Kepa Rd intersection (ADT approx 4,000). Further investigation by Auckland Transport to ensure safe walking and cycling connections is required, particularly of the intersection of Kepa Rd and Kupe St.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$783,000 preliminary cost estimate for painted on-road cycle lanes where required (incl Kupe St, Coates Ave, Watene St & Ngake St).	Not yet funded.	Auckland Transport	Kupe Rd links Takaparawha Reserve and Kepa Rd/Pourewa Creek Recreation Reserve. It connects existing residential and future housing and commercial development areas to Ōrākei Rail Station, Ōrākei Basin, Pourewa Creek Recreation Reserve and Kepa Bush Walkways.	1.5km	On-Street Local Path to Te Arawa St. Express Path from Te Arawa St to Kepa Rd. Road and footpaths, no existing cycle facilities.	Varies: Moderate/flat	connects existing residential and future housing and commercial development areas to Ōrākei Rail Station, Ōrākei Basin, Pourewa Creek Recreation Reserve and Kepa Bush Walkways.	Opportunities for development of Local Path Routes in partnership with Ngāti Whātua Ōrākei.	Maximum benefits dependent on planning and development by Ngāti Whātua Ōrākei of Kupe St of intensified residential areas and other amenities.	Auckland Transport has not advised priority routes in this area.	High	Existing road corridor and footpaths. No existing cycle facilities.	Moderate	Maximum benefits dependent on planning and development by Ngāti Whātua Ōrākei of Kupe St intensified residential areas and other amenities.
13.02	Kepa Rd	Express Path – Street	Kepa Rd is a district arterial road (ADT >25,000) and growth in traffic volumes is expected as residential intensification and development of commercial uses increases. Further investigation by Auckland Transport to ensure safe walking and cycling connections is required, particularly at the intersection of Kepa Rd and Kupe St.	Auckland Transport. Unconfirmed status	Not yet budgeted	Intersection safety improvements not costed.	Not yet funded.	Auckland Transport	There will be potential major safety and connectivity benefits from walking and cycling improvements to this intersection.	0.2km	Express Path. Busy district arterial road, busy intersection at Kupe St/Kepa Rd. currently no cycle facilities, pedestrian crossing adjacent.	Flat	Residential and commercial developments on Kepa Rd and Kupe St, shopping centres, schools, Pourewa Valley Reserves and Kepa Bush Walkway, connection to Ōrākei Rail Station and Glen Innes to Tamaki Drive Shared Path.	Opportunities for safety improvements at the Kepa/Kupe intersection during planning for local commercial and residential developments Kupe St.	Important as a Local Path connection to Ngāti Whātua Ōrākei developments at Kupe St and Okahu Domain.	As above	High	Existing road corridor and footpaths. Currently no cycle facilities. Pedestrian crossing adjacent.	Complex	As above.
13.03	Coates Ave	Express Path – Street	Coates Ave is a moderately busy road (ADT . 3,000) and growth in traffic volumes is predicted. Further investigation by Auckland Transport to ensure safe walking and cycling connections is required.	Auckland Transport. Unconfirmed status	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$783,000 preliminary cost estimate for painted on-road cycle lanes where required (incl Kupe St, Coates Ave, Watene St & Ngake St).	Not yet funded.	Auckland Transport	Potential connection to existing residential and future housing development areas to Ōrākei Rail Station, Ōrākei Basin, Pourewa Creek Recreation Reserve and Kepa Bush Walkways.	0.6km	Express Path. Busy Road	Moderate	As above	The development of Pourewa Creek Recreation Reserve Land by Ngāti Whātua will create potential partnership opportunities to develop routes from Kepa Rd to the Ōrākei Rail Station, which may complement or be an alternative to the Routes shown in original Ōrākei Greenways Plan Document.	Kepa Rd.	As above	High	Existing road corridor and footpaths. No existing cycle facilities.	Moderate	As above.
13.04	Coates Ave- Ngaio St Walkway	Open-Space Local Path	Walkway connection.	Ōrākei Local Board, Auckland Council.	Not yet budgeted		Not yet funded.	Ōrākei Local Board, Auckland Council.	Walkway connection	0.2km	Pedestrian Walkway.	TBC	As above	As above		As above		TBC	TBC	Maximum benefits dependent on integrated planning with Ngāti Whātua Ōrākei initiatives.
13.05	Ngaio St	Local Path – Street	Local streets suitable for Local Path Network.	Auckland Transport.	Not yet budgeted		Not yet funded.	Auckland Transport	Local road connection	0.2km	On-Street Local Path. Quiet road.	Moderate.	As above	As above		As above				As above
13.06	Awarua Reserve – Kepa Rd	Open-Space Local Path	Options for Paths through Awarua Reserve to be investigated.	Ōrākei Local Board, Auckland Council.	Not yet budgeted	Further investigation required. Project cost estimate not identified.	Not yet funded.	Ōrākei Local Board, Auckland Council.	Potential for Open-Space Local Path connection through Awarua Reserve. May be complemented or affected by alternative routes through Pourewa Creek Recreational Reserve (Ngāti Whātua)	0.2km	Open-Space Local Path. Options for Paths through Awarua Reserve to be investigated.	Steep.		As above		n/a		TBC	Complex	As above.

13.07	Watene St – Reihana St	Local Path – Street	Watene St, Reihana St and Ngake St is a moderately busy streets at the upper level of acceptability for inclusion in a Local paths programme without significant safety interventions. (ADT approx. 2,000) However these roads can be busy at times of events at Ōrākei Domain, and are likely to become significantly busier in future. Auckland Transport is investigating the intersection of Watene St/ Tamaki Drive for safety treatment due to a high rate of cyclist injury incidents.	Auckland Transport. Unconfirmed status.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$783,000 preliminary cost estimate for painted on-road cycle lanes where required (incl Kupe St, Coates Ave, Watene St & Ngake St).	Not yet funded	Auckland Transport	Important Local Path connection between Tamaki Drive and Kupe St with connections to Okahu Domain, Tamaki Drive, and Ōrākei residential areas.	0.6km	On-Street Local Path. Busy roads, with traffic volumes predicted to increase in future with residential intensification and development of Ngāti Whātua plans	Moderate gradients.	Connects Okahu Bay and Tamaki Drive to Kupe St and Takaparawha Reserve.	Opportunities for development of Local Path Routes in partnership with Ngāti Whātua Ōrākei.	Important as a Local Path connection but will enhanced by connectivity to Ngāti Whātua Ōrākei developments at Kupe St and Okahu Domain.	As above	High	Existing road corridor and footpaths. No existing cycle facilities	Moderate	As above.
13.08	Reihana St – Ngake St Walkway	Open-Space Local Path	Walkway connection.	Ōrākei Local Board, Auckland Council.	Not yet budgeted	Wayfinding, walkway improvements TBC	Not yet funded	Ōrākei Local Board, Auckland Council.	As above	0.1km	Open-Space Local Path Pedestrian Walkway	TBC	As above	As above	As above	As above	High	TBC	TBC	
13.09	Ngake St – Takitimu St	Local Path – Street	Quiet road suitable for inclusion in the Local Path network.	Auckland Transport.	Not yet budgeted	Cost estimate subject to Auckland Transport investigation. \$783,000 preliminary cost estimate for painted on-road cycle lanes where required (incl Kupe St, Coates Ave, Watene St & Ngake St).		Auckland Transport	As above	0.2km	On-Street Local Path. Quiet road, but traffic volumes predicted to increase in future.	Moderate.	As above	As above	As above	As above	High	Existing road corridor and footpaths. No existing cycle facilities		As above