

Puketāpapa Greenways Review 2017 Sept 5 2017



Figure 1: McKinnon Street Rain Gardens

For the



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Acronyms

PGNP Puketapapa Greenways Network Plan

Guide to Recommendation Tables	
Local Path Type	These are taken from the Local Path Design Guide 31 Aug 16
Destination Feeder	Connects neighbourhoods to local destinations.
Alternative Route	Provides an alternative to a busy arterial.
Route Feeder	Connects neighbourhoods to Express Paths.
Length	This is an estimate of the length of the path. Sometimes the same piece of path might be common to two options, or where two paths head in different directions.
Local Path Use Rankings	
Commuter	This is a 1-10 ranking for a route for commuters with 10 being outstanding and 1 lethal
Ecological	This is a 1-10 ranking for the ecological value the section of path will bring to the area, 1 being none, and 10 being a huge amount. The potential ecological functions of a Local Path include sequestering carbon, regulating local climatic conditions by reducing the urban heat island effect, stabilizing soils, contributing towards biodiversity and wildlife habitat, filtering of water and reducing storm water runoff and potentially even producing fruits, nuts and vegetables for local community and Pa harakeke for weaving.
Recreation	This is a 1-10 ranking for a route for recreational cyclists and walkers with 10 being outstanding and 1 lethal
Green Threshold	This figure provides guidance on the minimum and preferred thresholds of green required for a Local Path either on-street or through a park. In some cases, the street will already have enough 'green' to meet the criteria. If not, enhancement planting and potentially infrastructure works will be necessary to achieve the minimum green threshold. In most cases, parks and open spaces offer the necessary preconditions for a Local Path to be implemented directly into the space, in some cases additional planting may be required. Note in the Local Path Design Guide they have a % figure for Impervious Surface and another for Canopy Coverage. For simplicity, I have combined the two into one figure out of 10. 1 would be a corridor that has no greenery/grass and little or no potential for it, 10 would be an existing forest with a path. Minimum suggested is 3 canopy coverage, preferred is at least 4 coverage.
Total	The Local Path Use Ranking totals the individual numbers to give one way of prioritising the recommendations.
Auckland Transport (AT) Comment	The reviewer ranked the options High priority Long Term Not Recommended

Forward

In 2012, Richard Barter and the Puketapapa Local Board conceived of a connected network of walking and cycling paths throughout their Board area that would encourage visitors into the area, while also providing a pleasant series of paths for the local community to use. While emphasis was placed on walking and cycling, this was underpinned by a strong desire to improve the local ecology in a broader sense. The brief contemplated provision of habitat and movement corridors for local wildlife, with a dream of one day returning Tui and Kereru to the backyards of the area. My team was commissioned to carry out this network plan.

At the time, this seemed extremely aspirational - perhaps overly so – however as we discovered, it tapped into a near-universal undercurrent not only within Puketapapa but across the Auckland region. Following the adoption of this plan, word quickly spread across Auckland as the underlying philosophy of the project matches up with community desires in every Local Board Plan. People want to be able to walk and cycle safely around their neighbourhood, they want slow speed streets to live on, and they want to reduce their impacts on the environment. The Greenways Plans, at their best can deliver on these aspirations and to date 18 greenways plans are either in progress or complete, with several more planned for next year.

The impact of the Puketapapa Greenways Plan has been extraordinary. Not only has the Local Board managed to quickly implement several its priority routes, but it has kicked off a remarkable sequence of events, which has seen nearly every Local Board in Auckland produce a Plan, with many of the initial tranche of priority routes constructed. Awareness of Greenways as a workstream has rapidly spread across Council and within the wider design community, with a Design Guide for delivery now complete, a funding ‘bucket’ available in the Long-Term Plan, and relationships in place with Auckland Transport around joint delivery of projects. Along the way, both the Puketapapa Greenways Plan and the subsequent Design Guide have picked up planning awards from the New Zealand Institute of Landscape Architects. Several external parties have indicated an interest in becoming involved in a pro bono capacity as it aligns with their company’s philosophy, and the plans are checked against all new development proposals, to ensure that potential routes are ‘baked in’ and delivered by external parties. The term Greenway is now firmly entrenched within our professional design community, whereas five years ago it was a relatively unknown term.

The concept of a ‘Greenways network’ was modelled on the development of a similar scheme in Portland, Oregon. Showing amazing foresight, this network was originally conceived over 100 years ago, and is still being developed to this day. Portland is around two thirds the physical size of Auckland, indicating that completion of our greenway network is unlikely to happen any time soon, and we all acknowledge it is a long-term dream. However, the last five years have seen extremely rapid progress, with regional planning now largely complete, several priority routes constructed (by various agencies) and planning for many more in the pipeline. Less visibly, but no less importantly, there has been a strategic alignment of thinking between Parks, Auckland Transport, Healthy Waters and elected members around this issue.

I sometimes stand back and marvel at what one apparently minor project created from discretionary funds by the Local Board has created – it is truly a fantastic example of ‘ground up’ landscape planning, and I’m excited to see it develop across Auckland over the coming years.

Dave Little: Manager Landscape Architecture

Community Facilities

Introduction

Greenways are described in detail here in the [Auckland Council Auckland Design Manual](#). These days the term “Local Paths” are used to cover the various names used for footpaths, shared paths, cycles lanes, cycle paths, separated cycle paths to name a few. When the Puketapapa Greenways Network Plan (PGNP) was written in 2012, the “Greenway” included all the types of paths mentioned above. The PGNP was prepared with enormous assistance by the then Parks Department under the leadership of Dave Little (currently Manager Landscape Architecture, Community Facilities) with some input from Auckland Transport. The Unitary Plan was yet to take shape as were several other plans referenced in this review notably the Auckland Transport Bus Network for Central Suburbs. So, this review will consider these recent developments even though they were not part of the original thinking.

The first section is an over view of degree to which the PLGP has been completed. The recommendations follow which include a table that gives some comparable statistics on each route and a section of the updated Greenways Map. Each suggested route includes Street Views from Google Maps which give readers some indications of the nature of the road corridors they pass through.

This is followed by a narrative on the reviewer’s position on the degree to which the PGNP has been completed. Auckland Transport reviewed the recommended routes and suggested grouping them into High Priority, Advocacy and Long Term. The last section references several plans produced by Auckland Council departments, Local Boards and agencies. It was felt by the reviewer that the business case for each recommendation could be enhanced if supported by complimentary goals of relevant plans.

Overview

There are many challenges when seeking to integrate walking and cycling paths into areas where roads and streets create islands inhabited by private residences, schools, open spaces and businesses. The degree of isolation they experience is created by the volume of traffic using the corridor. Transport corridors are owned and managed by a variety of agencies. In Puketapapa these include the NZ Transport Agency (NZTA) and Auckland Transport (AT). Our open spaces are owned and managed by Auckland Council, AT, Central Government Ministries such as Education, Kiwi Rail, utilities such as Transpower and private owners both residential and business. Land use is influenced by land owners, Central Government legislation, the new Unitary Plan, Iwi, business owners and residents.

Changes to parking and allocation of road space in road corridors is an immensely controversial issue even though many in Auckland Want to cycle but are put off by the lack of cycling infrastructure.¹ Some open spaces such as our treasured Maunga have restrictions on earthworks of any kind. Waterways such as Te Auaunga Awa can flood as has been seen in the March storms creating hazards for adjacent paths.

Despite these barriers to the completion and improvement of the PGNP, enormous improvements to Puketapapa have occurred due to the completion of the existing paths. More recent years have seen the progressive and strategic joining up of paths particularly those that lead to significant destinations such as the Mt Roskill School Campus which has 2,500 students and 500 staff coming in and out each day.

Exciting developments led by the Local Board are taking place daily. One of the most outstanding is the Te Auaunga Awa restoration project² which is transforming the concrete paths running through mown

¹ <https://at.govt.nz/cycling-walking/cycling-walking-monitoring/auckland-cycling-account/>

²

<http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Pages/teauaungawastormwaterchannel.aspx>

grass along the Awa into true Greenways in every sense of the word. Even today, Puketapapa in the eyes of the reviewer leads the way in Auckland in many aspects of the provision of modal choice for residents and those passing through for recreation or on their way to school or work.

Much of the strategic back bone of the PGNP has been completed. Unfinished tasks include connecting isolated open spaces such as Monte Cecilia Park and Te Tātua-a-Riukiuta - Big King Reserve, providing modal choice for newly intensified residential areas such as Owairaka and Three Kings and enabling those last mile connections to transport hubs such as the bus (and future light rail) terminal on the intersection of Mt Albert and Dominion Roads.

As indicated above the recommendations in this review are easy to make, the reviewer hopes that the patience required by all involved over the 35 years in seeking walking and cycling infrastructure developed in the area will be picked up by this and future Local Boards along with the many stakeholders who have an interest in Puketapapa.

The recommended routes that follow seek to address the gaps. In an ideal world assuming there is sufficient room in the road corridor plus an adequate budget, connected and separated walking and cycling infrastructure will provide a network all able-bodied residents could use irrespective of confidence and ability. Given the “ideal” is not always possible, the type of infrastructure used in the routes being recommended will be determined by engineers, and those who control the allocation of resources. The low-cost default of paint on roads will do little to encourage the use of active travel modes such as cycling. While not envisaged in the Greenways plan, I have introduced the concept of Quiet Street Zones. See the section on Quiet Street Zones on page 30.

Outcome Sought

To provide a report summarising what has been completed, identifying what is missing and prioritising next steps for implementation of the Puketapapa Greenways Plan

Lenses

This review is written by a Former Local Board Chair, he has in that role worked closely with both Parks Officers and with Auckland Transport Officers. Currently he is the Chair of PATH a community based Active Transport advocacy group that focuses on the Puketapapa Local Board area. He is on the Committee of Bike Auckland an Auckland Regional cycle advocacy group that included 15 or so local cycle advocacy groups like PATH. He manages a contract for Cycling Action Network funded by NZTA that is improving the safety of cyclists around heavy vehicles can.org.nz/str .

This review is written from an Environmental, Transport and Recreation perspective. Each recommendation is scored out of 10 on the three perspectives to give a weighting. The writer is not a transport engineer or a planner so recommendations that might be picked up will need to be assessed by Parks and Auckland Transport officers as to their suitability.

1. How far has the Puketapapa Greenways Plan met the Outcomes and Vision as stated in the original plan?

Excerpts from the Puketapapa Greenways Network Plan are in italics

1.3 Puketapapa Greenways

The Puketapapa Greenways network builds on the existing SH20 cycleway, parks and coastal walkways within the area by proposing further greenways or enhancing existing greenways to create continuous connections linking communities to its local open space, community facilities and places of interest. The alignments of these interconnecting greenways are based on the unique and defining landscapes within the area, broadly categorised as either coastal, volcanic or stream.

The SH20 Cycleway created the backbone of the Puketapapa Greenways Network (PGN). With the Waterview connection imminent and issues around the link from Hillsborough Rd to Onehunga Bay being reviewed Puketapapa will be connected regionally. The completion of the Roskill Safer Route paths and the upgrade to the paths through Walmsley and Underwood reserves have connected arms and legs to the backbone. The Puketapapa Local Board, Parks, Sports & Recreation and Auckland Transport are to be commended for the commitment they have demonstrated in establishing the core elements of the PGN. The coastal paths and those that run along Te Auaunga Awa could be categorised as coastal or stream. There are not the same connections with the category “volcanic” creating great opportunities.

Related to each of these categories, a greenway vernacular would be developed to enhance both visitors and local's relationships, experiences and interactions with the unique Puketapapa landscapes. For example, where greenways follow streams there are opportunities for stream restoration, day-lighting, riparian planting and improving water quality. The volcanic greenways can provide opportunities for archaeological and cultural conservation and education. The coastal greenways can provide revegetation opportunities to improve the abundance of food for native wildlife, including the kaka, kereru and tui.

Planting along the SH20 cycleway and the restored Te Auaunga Awa Walmsley Underwood paths will in years to come see shelter provided by trees and ecological corridors well established. The opening of the Boardwalk that heads west from Taumanu Reserve will provide world class links to the rest of the foreshore paths when the 2nd stage is completed through to Taylors Bay.

The Puketapapa Greenways look to utilise existing open spaces and streets. Improvements to existing open spaces and streets within the network would seek to enhance public experiences and enjoyment through such measures as new or improved paths, signage, planting, safe crossings and low impact design measures, such as swales and rain gardens.

The Puketapapa Greenways would link together schools, shopping centres, parks, rest homes, beaches, community facilities, volcanoes, train stations and streams. They would be an enjoyable way to get around, get active and get engaged with nature and the community.

What remains to be addressed are connections between the northern open spaces, Big King Reserve, Monte Cecilia Park and One Tree Hill Domain. Likewise, connections to the Manukau Foreshore reserves are few and far between. There is little to attract cyclists who wish to travel west to New Lynn or even as far as the Lynfield Recreation Centre. Three Kings is zoned to accommodate high density housing but lacks cycling infrastructure that would encourage the less than confident person to choose a bicycle as a primary means of transport to destinations in the area. Dominion Rd is and will always be a major Public Transport corridor, but there are few facilities to provide residents with the safe cycle storage facilities that will encourage them to cycle the “last mile” to PT Services and hubs.

2.1 Vision

Analysis of the Puketapapa Local Board area shows a complex and evolving landscape that is rich in natural and cultural patterns, processes and diversity. Three broad landscape typologies have been identified, which provide a basis to develop a unique and defining greenway network. These are:

- volcanic
- stream
- coastal

Puketapapa has an interesting geomorphological history defined by sea level changes, volcanic eruptions and lava flows. The area contains the volcanic cones of Puketapapa/Mt Roskill and Big King – the only remaining cone of the multi-vented Te Tatua a Riukiuta or Three Kings. These volcanic features are waahi tapu (sacred sites) and sites of cultural significance to Mana Whenua. Both maunga (volcanic cones) have been subject to significant abuse, neglect and alteration over many years. The volcanic greenway ‘thread’ allows opportunities to restore and protect the maunga through initiatives such as native planting, archaeological conservation and education of their cultural and environmental values.

Again, except for the section of the SH20 path across the Puketapapa maunga, the development of connections to the volcanic nature of Puketapapa is yet to be developed. This is a great opportunity.

The streams within Puketapapa including Oakley Creek/Te Auaunga, Whau and Wairaki have also been historically abused and neglected. Over the last century of rural, residential and industrial development, they have been realigned, piped and polluted. Within the Puketapapa area, only parts of the Wairaki Stream have retained their natural form and alignment. The stream greenway ‘thread’ provides opportunities to daylight streams where they are currently piped, restore streams to their natural state, to plant their riparian margins, improve water quality, reduce flooding events and enhance ecosystems for native flora and fauna in addition to improving access to and along the waterways.

Informal discussions with the Stormwater Project Manager for the Te Auaunga Awa Walmsley Underwood Restoration project indicate a desire to see the rest of Te Auaunga Awa restored back to the headwaters behind Keith Hay Park. If this is the case, the PGN will become a “Greenways Network” in every sense of the description.

The Manukau Harbour Foreshore forms the southern boundary of Puketapapa and provides a unique opportunity on the Auckland Isthmus to create a continuous coastal greenway. Stretching along this coastline is the largest coastal native forest

on the Auckland Isthmus. This key habitat for native flora and fauna has the potential to form the backbone of a series of ecological corridors across the Isthmus for native birdlife. Significant cultural heritage sites are located along the coastline reflecting the Manukau Harbour's rich Maori and European history. The coastal greenway 'thread' provides opportunities for community involvement, weed management, pest control, native planting, track upgrades, new track development, signage and education.

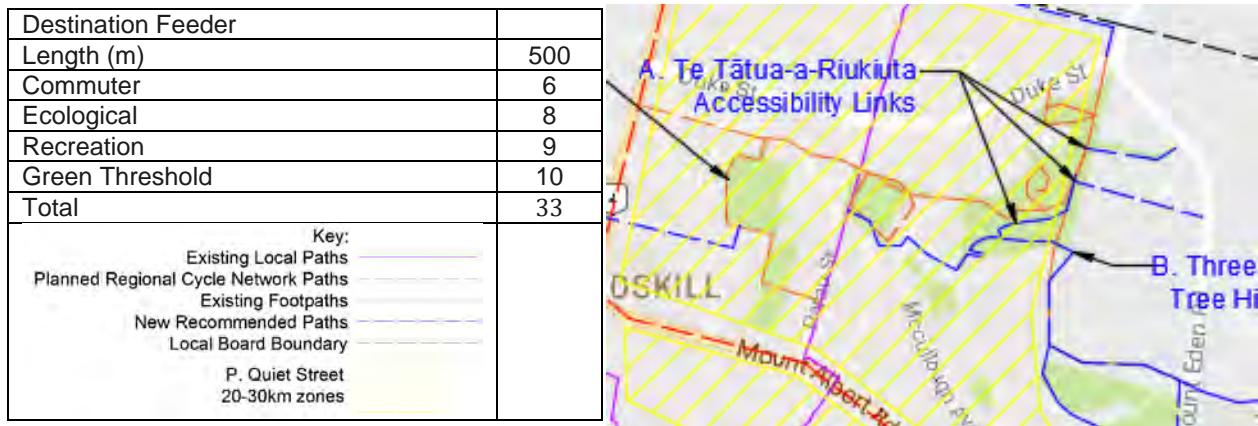
Given that the Puketapapa Local Board Manukau coastal walkway network (see page 46) is well on the way to completion, I have focused on accessibility to the coastal walkway network rather than the network itself.

These greenway 'threads' provide opportunities to weave together into a network of interconnected walkways and cycleways formed along waterways, streets, the motorway and the coastline and through parks and local centres – linking schools, community facilities, maunga, public transport, beaches and shops. Along the greenway network exist opportunities to enhance the unique natural environment through planting of endemic flowering trees such as the kowhai, puriri and pohutukawa, which will attract native birds like the tui, kereru and kaka. The sights and sounds of our unique flowering trees and birdlife will attract visitors from all over the world as well as providing locals with opportunities to engage with their environment.

We live in Seacliffe Rd not far from the edge of the Manukau. We have had kereru in our garden, tui are regular and noisy occupants of the oak tree in the backyard. The Greenways at the bottom of our street lead up along SH20 into Mt Roskill are well planted with trees and plants chosen to attract birds. As the recommended connections are made and planted out we will see the achievement of the vision outlined above. What was a dream when the Puketapapa Greenways Network Plan was written, is a long way to becoming a reality.

2. High Priority Recommendations

A. Te Tātua-a-Riukiuta - Big King Reserve Accessibility Links



There is scope for a high-quality walking and cycling greenway connection from the western end of Graeme Breed Drive north through the reserve to the northern entrance on Duke St. Hopefully there will be good east west access from Mount Eden Rd through the new Fletchers development to this path. Currently there are stairs in the path between the playing field below Smallfield and Fyvie Aves and the Big King Reserve. These stairs deny access to many. There is room for a path to zigzag up the rise to the western side of the stairs to overcome this problem. There are also two routes suggested in the Three Kings Plan 2014 that are identified on the map on page 15 as “Poor/weak physical connection”. One of these (the northern one, see below) is on a finger of green that according to Google Maps could indicate public land. The satellite image below the map indicates that the link might have been built over. It would be worth having this checked out.

Another route in this area that has needed improvement for years is the walking and cycling link from Mt Albert Rd past the Fickling Centre to the Big King Reserve area. This area is dominated by car parks and roads. There are no safe routes for pedestrians and cyclists. Desired lines need to be established, but I would recommend that the ability for people to get safely from Mt Albert Rd to the Big King Reserve will need to be assured before the development of the quarry by Fletchers takes place.

Auckland Transport Comment: Connections through from Three Kings and the Fletchers development site to Big King should be improved following this development. Currently there are steep stairs in two locations accessing the Big King Reserve, denying access to many. Transport benefits are limited, but recreational benefits are huge to improve access to the Maunga.

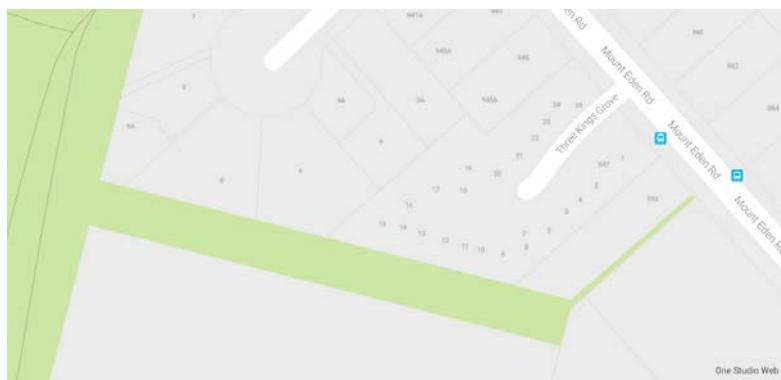




Figure 2: Stairs at end of Fyvie Ave Entrance

Figure 3: Three Kings Reserve Stairs

- There are also stairs in an entrance to the reserve off Fyvie Ave that will need ramps added to give general access.
 - The connection to the 1st playing field from Graeme Breed Drive will need to be formed into a path that meets the [Auckland Transport Local Path Design Guide](#).
 - From the Duke St Reserve entrance a cycling connection could be made west along Duke St to the Eastern Dominion Rd Safe Route.
 - A separated cycling path will need to be designated to enable safe passage from the eastern end of Graeme Breed Drive to the Fickling Centre, the shopping centre, the Three Kings Reserve and new Local Board Offices.

B. Connection between Te Tātua-a-Riukiuta - Three Kings and One Tree Hill Domain.

Alternative Route/ Destination Feeder	
Length (m)	1200
Commuter	7
Ecological	8
Recreation	8
Green Threshold	6
Total	29
Key:	
Existing Local Paths	Blue line
Planned Regional Cycle Network Paths	Dashed blue line
Existing Footpaths	Green line
New Recommended Paths	Purple line
Local Board Boundary	Grey line
P. Quiet Street 20-30km zones	Yellow shaded area

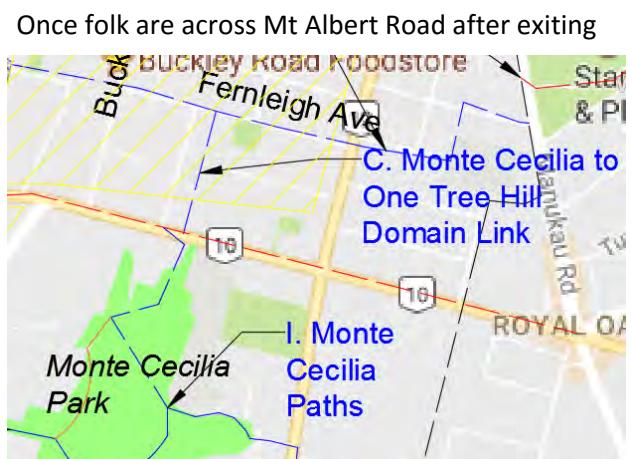


Again, referring to the high population growth in the Fletchers development, the ability for residents (and others) to safely get from Three Kings to One Tree Hill Domain will provide much needed access to open spaces. An on road safe cycle route starting from the planned entrance to the new development into Kingsway, up St Andrews, right into Gorrie Ave, right into Buckley then left into Hollywood, left and across Pah Road takes one close to the Manukau Road entrance of One Tree Hill Domain. This area would be a good candidate for a 30kph speed limit on the residential streets. This would minimise the need for cycling specific infrastructure.

AT Comment June 17: East-West link to connect the growth area of Three Kings with two key open spaces in Monte Cecilia and One Tree Hill. This has obvious recreation benefits and in the future might link with a cycleway into town down Manukau Road (AT currently investigating). The wide and mostly quiet roads of these streets means it could be less costly.

C. Connection between Monte Cecilia Park and One Tree Hill Domain.

Destination Feeder	
Length (m)	1200
Commuter	7
Ecological	9
Recreation	9
Green Threshold	6
Total	25
Key:	
Existing Local Paths	
Planned Regional Cycle Network Paths	
Existing Footpaths	
New Recommended Paths	
Local Board Boundary	
P. Quiet Street 20-30km zones	



Monte Cecilia Park, folk could travel along Peet Ave, right into Fernleigh Ave, then right onto Hollywood and follow the rest of the route described above to One Tree Hill Domain.

Auckland Transport Comment: East-West link to connect the growth area of Three Kings with two key open spaces in Monte Cecilia and One Tree Hill. This has obvious recreation benefits and in the future might link with a cycleway into town down Manukau Road (AT currently investigating). The wide and mostly quiet roads of these streets means it could be less costly

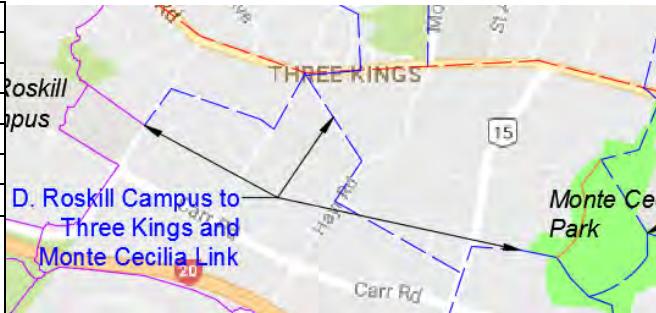






D. Connection between Three Kings and Monte Cecilia Park and Mt Roskill School Campus

Alternative Route/ Destination Feeder	
Length (m)	1500
Commuter	10
Ecological	5
Recreation	6
Green Threshold	6
Total	21
Key:	
Existing Local Paths	_____
Planned Regional Cycle Network Paths	_____
Existing Footpaths	_____
New Recommended Paths	_____
Local Board Boundary	_____
P. Quiet Street 20-30km zones	_____



Given the large growth in population that will occur in time in Three Kings, planning must start now to provide good walking and cycling access between Three Kings to Monte Cecilia Park and to the Mt Roskill School Campus. Achieving this will add connectivity to the end of the Eastern Dominion Rd Safe Route which joins Frost Rd on the northern edge of the Mt Roskill Primary School playing field.

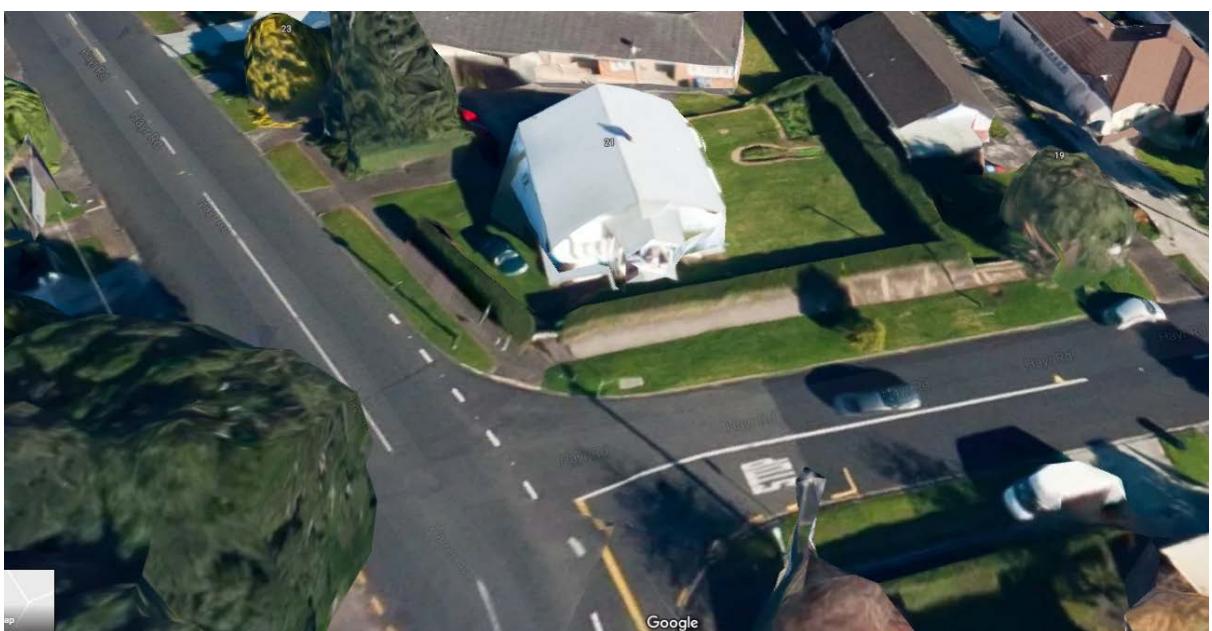
While not direct, the route from the above point will need to go up Frost Rd, along Britton Ave, up Dornwell, east and south along Hayr Rd then east along Haughy Ave to Hillsborough Rd where it can meet Delargy Ave to access Monte Cecilia park. This is a circuitous route, but the other options (Mt Albert and Carr Roads) have high traffic volumes. The roads mentioned in the link are by and large wide enough for a separated path along the likes of the Somerset Rd section of the Roskill Safer Routes path.

This link has significant strategic importance to the 2,500 students and 500 staff who travel to and from the Mt Roskill School campus daily. Currently they can access the campus from the west, the north and the south on off road paths. This link will provide modal choice for those coming from the east.

Auckland Transport Comment: The need for improvement of these and other linkages are highlighted in the Three Kings Plan page 27. Again this link has an important transport function, building off existing infrastructure to connect both the Mt Roskill School Campus and Monte Cecilia Park with the (high growth) Three Kings centre. This keeps to quiet streets to improve safety. In addition, this improves connections to Monte Cecilia for recreation purposes, and when combined with E creates a transport link to the SH20 cycleway.









E. Connection from the SH20 Cycleway at Hillsborough Rd to Monte Cecilia Park.

Destination Feeder	
Length (m) Kiwi Rail Route	720
Length (m) Hillsborough Rd	515
Commuter	10
Ecological	5
Recreation	8
Green Threshold	6
Total	23



This is not an easy connection, but given the high use of the SH20 Cycleway, it is a very strategic route. The most direct connection is to create a shared path down the eastern side of Hillsborough Rd. This has been investigated and would require purchasing a small sliver of property near the intersection of Hillsborough and Haughey Ave before connecting with the park at Delargey Ave.

An alternative would be to run the path around the open space of Kiwi Rail Land to meet the Monte Cecilia Park entrance on Herd Rd. This could be complicated from a land use permission point of view. An additional Benefit would include (with the assistance of the Maungakiekie Tamaki Local Board) a safe cycling route through to Onehunga from SH20. The reason I mention this as currently cyclists coming across the Mangere Bridge towards Mt Roskill/Puketapapa are expected to climb the enormous steep hill over Hendry Ave. This hill defeats all but the fittest riders or those with eBikes. An easy alternative is to ride up the Onehunga Mall and along Trafalgar St, left on Manukau Rd to Herd Rd where the link could be made across to the SH20 Cycleway on the Ontrack Path.

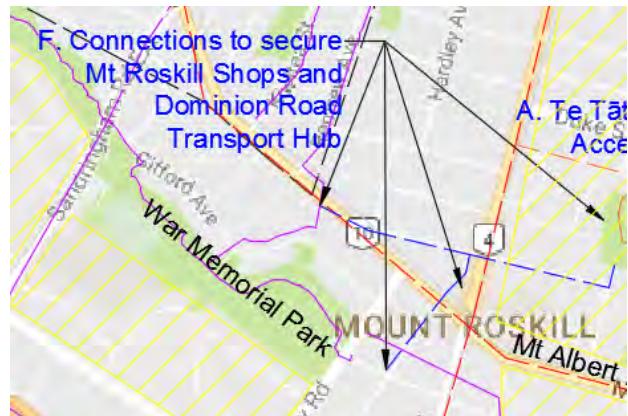
Note the Puketapapa Local Board has included a significant play ground near the Herd Rd entrance to the Park. This can be seen in the [Monte Cecilia Park Final Concept Plan](#). This will create a significant attractor for families both in Puketapapa and in Onehunga. This will create a strong case for the option of creating a family friendly path from the SH20 cycleway across the Kiwi Rail land to the Herd Rd entrance.

Auckland Transport Comment: Important connection from the greenways network to the SH20 Cycleway. This route has been investigated already and a report is available. Connection through the open space of Kiwi Rail Land is not seen as feasible. The development of this connection is likely to be quite expensive, however has both transport and recreation benefits.



F. Connections to Mt Roskill Shops and Dominion Road Transport Hub

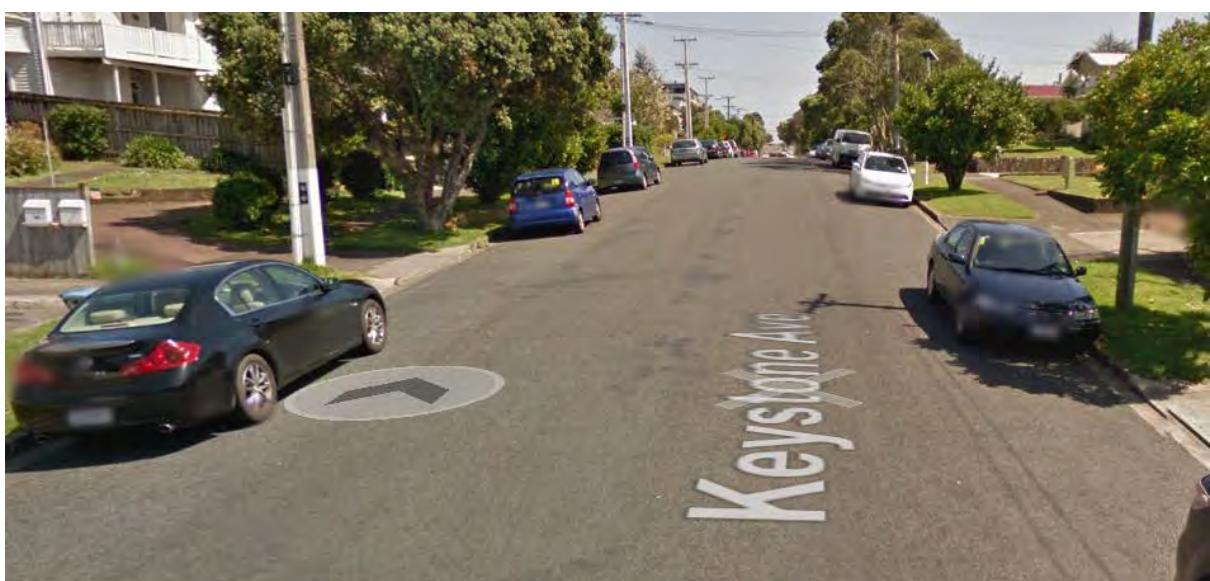
Destination Feeder	
Length (m) in Puketapapa	1260
Commuter	10
Ecological	3
Recreation	6
Green Threshold	3
Total	22
Key:	
Existing Local Paths	
Planned Regional Cycle Network Paths	
Existing Footpaths	
New Recommended Paths	
Local Board Boundary	
P. Quiet Street 20-30km zones	



With the likelihood of a Public Transport hub being established on the intersection of Mt Albert and Dominion Roads, the presence of safe access routes by bicycle will reduce the need for park and ride facilities for those seeking to catch a bus (or light rail) into town. There are the Dominion Rd Safe Cycle Routes and the path along Memorial Drive nearby but this key PT hub is not connected. While the score in the Route table is not high, this is probably one of the more important links in the whole of the PGN from a transport perspective.

Auckland Transport Comment: This is perhaps the most important link in the whole of the PGN from a transport perspective, connecting from existing safe cycle infrastructure, the Mt Roskill School Campus and important open space facilities to the Mt Roskill shops and future site of the Dominion Road Transport Hub.





3. Advocacy Recommendations

G. SH20 Cycleway to Lynfield Youth and Leisure Centre Via White Swan Rd

Destination Feeder	
Length (m)	1800
Commuter	10
Ecological	5
Recreation	6
Green Threshold	6
Total	21
Key: Existing Local Paths Planned Regional Cycle Network Paths Existing Footpaths New Recommended Paths Local Board Boundary P. Quiet Street 20-30km zones	



This is an important route in an area where cycling infrastructure is almost non-existent. It will enable users of the Lynfield Recreation Centre to get there safely by bicycle from the SH20 Cycleway.

Auckland Transport Comment: This is on the proposed Auckland Cycle Network (ACN), and therefore would be looked at favourably by AT as a potential partnership project. Provides some great benefits to transport and recreation. White Swan Rd is a busy road which would require a separated cycle path, which may involve navigating around bus stops and removal of car parking.

& Maioro Rd to Lynfield Recreation Centre

Destination Feeder	
Length (m) in Puketapapa	1600
Commuter	9
Ecological	4
Recreation	6
Green Threshold	2
Total	21
Key: Existing Local Paths Planned Regional Cycle Network Paths Existing Footpaths New Recommended Paths Local Board Boundary P. Quiet Street 20-30km zones	

This route provides another way to get to Lynfield Recreation Centre along Richardson Road, through Nirvana Park and down White Swan Rd. This link to the SH20 Cycleway and that down May Rd are part of the main connecting commuter route to New Lynn so have significant strategic importance.

Auckland Transport Comment: This is on the proposed Auckland Cycle Network (ACN), and therefore would be looked at favourably by AT as a potential partnership project. Provides some

great benefits to transport and recreation. White Swan Rd is a busy road which would require a separated cycle path, which may involve navigating around bus stops and removal of car parking.

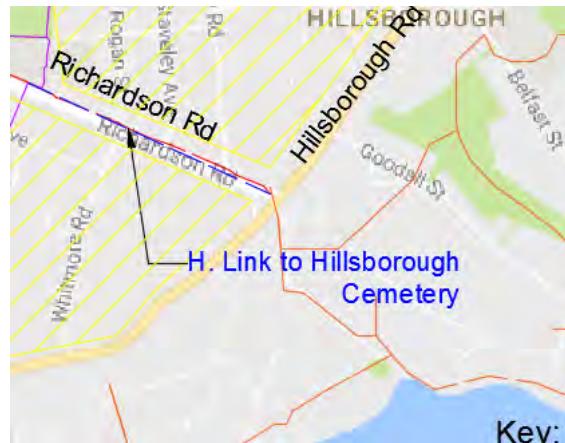






H. Link to Hillsborough Cemetery from Keith Hay Park

Destination Feeder	
Length (m) in Puketapapa	684
Commuter	3
Ecological	8
Recreation	6
Green Threshold	6
Total	23
Key:	
Existing Local Paths	Blue lines
Planned Regional Cycle Network Paths	Yellow lines
Existing Footpaths	Red lines
New Recommended Paths	Blue lines
Local Board Boundary	Black line
P. Quiet Street 20-30km zones	Orange lines



While a very hilly part of Puketapapa, this short but strategic link connects the main shared paths through Keith Hay Park with the paths down through the Cemetery to the coastal path network. This creates another opportunity to plant along the path to provide an ecological corridor to attract fauna into the inland open spaces.

Auckland Transport Comment: This short but strategic link is also on the ACN. Richardson Rd is a busy road which would require a separated cycle path, which may involve navigating around bus stops and removal of car parking.



I. Monte Cecilia Paths

Destination Feeder	
Length (m) in Puketapapa	1315
Commuter	4
Ecological	9
Recreation	9
Green Threshold	10
Total	32
Key:	
Existing Local Paths	
Planned Regional Cycle Network Paths	
Existing Footpaths	
New Recommended Paths	
Local Board Boundary	
P. Quiet Street 20-30km zones	



There is an existing network of paths in Monte Cecilia Park. The existing paths shown in blue will need upgrading to the Auckland Transport Local Path Design Guide. There is a section that runs between the rows of trees on the south-eastern edge of the park where there is no existing path, this would require a new path to be constructed. A path here would provide all season access for walkers and cyclists.

Auckland Transport Comment: An upgrade of the path network within Monte Cecilia to match the Auckland Transport Local Path Design Guidelines should be considered with their renewal. This would provide better access for walkers and cyclists for both transport and recreation benefit. The local board could use their own funds to speed this process.

J. Quiet Street Zones

Increasingly low speed zones (I have used the name given to them in London “Quiet Streets”) are being used around the country to reduce the speed differential between motor vehicles, pedestrians and cyclists. A recent and well publicised example is the low speed zone in Central Christchurch.



Figure 4: Christchurch Central Low Speed Zone

While there are significant hurdles to be overcome when introducing these type of speed restrictions, a lot of work is going into the merits of reducing motor traffic speeds in areas where there are good reasons to do so. The following quote is from the roadsafetyrisk.co.nz programme.

How safe are our roads?

The roading network data held on this website has been developed as part of Safer Journeys, New Zealand’s road safety strategy to 2020. Urban KiwiRAP contributes to the Safe System goal of improving the safety of roads and roadsides to reduce the likelihood of crashes occurring and to minimise the consequences of crashes if they do occur. Urban KiwiRAP is supported by the Safer Journeys partners.

Urban KiwiRAP is a component of New Zealand’s KiwiRAP Programme, and is used to analyse the road safety risks of the Local Authority road networks.

The New Zealand Road Assessment Programme, KiwiRAP was introduced in 2008 on the State Highway Network. The programme is a partnership between the NZ Transport Agency, Ministry of Transport, Accident Compensation Corporation, NZ Police and the New Zealand Automobile Association.

KiwiRAP and Urban KiwiRAP are part of the global network of programmes under the umbrella of the international road assessment programme, iRAP. For more information on KiwiRAP and iRAP, visit www.kiwirap.org.nz.

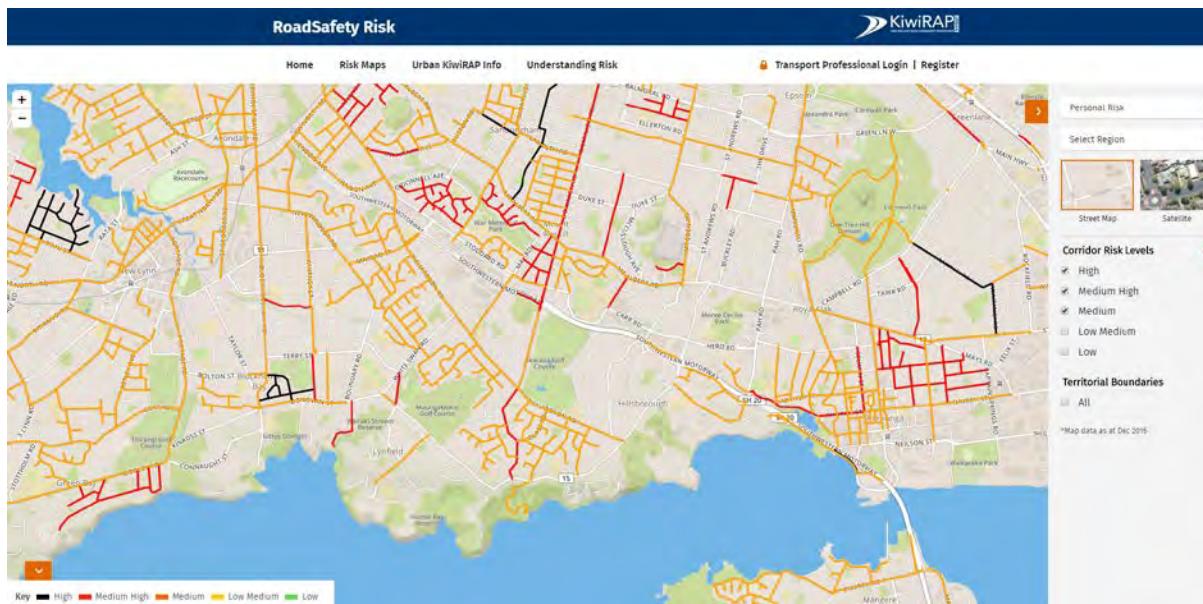


Figure 5: <https://roadsafetyrisk.co.nz/maps/heat-maps#Auckland>

The introduction of a Low Speed Zone means that in many cases the need for feeder type cycling infrastructure that enables people to safely access Express Paths. You will note the crash data that produced the above map shows that several residential areas in Puketapapa are in the high-risk category for pedestrians and cyclists. These areas could be considered a priority for further research.

4. Long Term Recommendations

K. Space holder

L. City Link along Buckley Rd and The Drive

Destination Feeder/ Alternative	
Length (m) in Puketapapa	1500
Commuter	10
Ecological	5
Recreation	6
Green Threshold	6
Total	21

Key:

- Existing Local Paths
- Planned Regional Cycle Network Paths
- Existing Footpaths
- New Recommended Paths
- Local Board Boundary
- P. Quiet Street
20-30km zones



This route could provide an alternative to Manukau Rd for getting into the City. Manukau Rd is a heavily used public transport and freight link from Newmarket to SH20. While the T3 Lanes have improved things for cycling, sharing them with buses, taxis and cars is still daunting for the less confident driver. This would require cooperation with the Eden Albert Board.

Auckland Transport Comment: AT are looking at potential links from this area to the city centre. This larger initiative is something that the board should look to encourage and support where possible in the future.

M. Lynfield to Wattle Reserve Link

Destination Feeder	
Length (m) in Puketapapa	1465
Commuter	4
Ecological	7
Recreation	6
Green Threshold	5
Total	21
Key:	
Existing Local Paths
Planned Regional Cycle Network Paths	-----
Existing Footpaths
New Recommended Paths
Local Board Boundary
P. Quiet Street 20-30km zones



The importance of this route is in connecting the Western coastal tracks with the Greenways Network at the entrances Lynfield Recreation Centre.

Auckland Transport Comment: Given its location away from the high growth and high commuter areas, this one is towards the bottom of the list of priorities. It would have great ecological outcomes.



5. How does the Puketapapa Greenways Plan measure up against relevant desired outcomes in other Auckland Council plans?

- The Auckland Plan 2012
- Unitary Plan
- Regional Land Transport Plan 2015
- Puketapapa Local Board Plan 2014
- Auckland Sport and Recreation Plan 2014-2024
- Parks and Open Places Strategic Action Plan 2013
- Albert-Eden Greenways Plan 2013
- Whau Neighbourhood Greenways Plan 2015
- Maungakiekie Tamaki Greenways Plan 2012
- Puketapapa Local Board Renewals Plan 2017
- Puketapapa Local Board Manukau coastal walkway network plan
- Three Kings Plan Te Tatua o Riu-ki-uta 2014
- Auckland Transport Local Path Design Guide
- Arts and Culture Strategic Plan 2014
- Environmental Action Plan 2016
- Maori Responsiveness Framework - Whiria te muka tangata
- Thriving Communities Action Plan 2014
- Auckland Strategic Walkway Network
- Active Puketapapa Baseline Survey Data report

The Auckland Plan 2012

“The Auckland Plan aims to improve the integration of the transport network using a single-system approach, encompassing public transport, roads, footpaths and cycleways.” Pg 13

The paths that have been completed as part of the PGNP have contributed to the achievement of the above Transport priority. The key element that does this is the recently complete Roskill Safer Routes section as it is part of the designated cycling route from the Auckland Airport to the CBD and is a key route in the Auckland Regional Cycling Network.

One of the 7 Outcomes stated in the Auckland Plan is “A well-connected and accessible Auckland” Given the wide socio-economic levels in Puketapapa, the PGNP gives real choices to those without cars to move around the area and to public transport links safely and in attractive spaces.

Unitary Plan

Below is the Unitary Plan map for the Puketapapa Area with the PGNP laid over it. What this shows is that some areas marked as “Residential -Terrace Housing and Apartment Buildings Zone” are reasonably well served with paths. Notably future residents in the Housing New Zealand development planned for Owairaka will be close to paths. However, this is not the case for the Three Kings area, to a lesser extent Lynfield and while outside the Local Board area, Royal Oak. The Auckland Regional Cycling Network includes a connection along Mt Albert Road. The writer believes it will be a long time if ever that safe cycling infrastructure is likely to go into this corridor given it is a strategic east west arterial road

that is also a main cross-town bus route. Refer to the Auckland Transport Bus Network for Central Suburbs Page 63.

There is a planned path to Royal Oak along Fernleigh, Ambury and Epworth Avenues, refer to the recommendation Connection between Te Tātua-a-Riukiuta - Three Kings and One Tree Hill Domain. on page 13. The intensification planned in the Fletcher Three Kings Quarry development along with the intensive zoning around either side of Mt Albert Road must be a priority for the development of walking and cycling infrastructure. Refer to the Draft Plan for the Fletchers Three Kings Development on Page 64.

It is early days, but it is likely that traffic volumes along White Swan and Richardson Roads will reduce as traffic from New Lynn takes SH20. This could enable separated paths to be constructed along these roads connected residents living in the planned intensified Lynfield area to access the rest of the network. It must be said that the hilly topography is likely to be a deterrent to many thinking about cycling from Lynfield into town. Refer to the recommendation for this section SH20 Cycleway to Lynfield Youth and Leisure Centre on Page 4.

Puketapapa

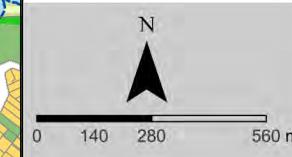
LEGEND

	Local Board map
	Township map
	Out of Scope Zone Changes
	Residential - Large Lot Zone
	Residential - Rural and Coastal Settlement Zone
	Residential - Single House Zone
	Residential - Mixed Housing Suburban Zone
	Residential - Mixed Housing Urban Zone
	Residential - Terrace Housing and Apartment Buildings Zone
	Open Space - Conservation Zone
	Open Space - Informal Recreation Zone
	Open Space - Sport and Active Recreation Zone
	Open Space - Civic Spaces Zone
	Open Space - Community Zone
	Business - City Centre Zone
	Business - Metropolitan Centre Zone
	Business - Town Centre Zone
	Business - Neighbourhood Centre Zone
	Business - Mixed Use Zone
	Business - General Business Zone
	Business - Business Park Zone
	Business - Heavy Industry Zone
	Business - Light Industry Zone
	Future Urban Zone
	Green Infrastructure Corridor
	Rural - Rural Production Zone
	Rural - Mixed Rural Zone
	Rural - Rural Coastal Zone
	Rural - Rural Conservation Zone
	Rural - Countryside Living Zone
	Rural - Waitakere Foothills Zone
	Rural - Waitakere Ranges Zone
	Strategic Transport Corridor Zone
	Special Purpose Zone
	Coastal - General Coastal Marine Zone [rcp/rp/dp]
	Coastal - Marina Zone [rcp/p/dp]
	Coastal - Mooring Zone [rcp/dp]
	Coastal - Minor Port Zone [rcp/rp/dp]
	Coastal - Ferry Terminal Zone [rcp/p/dp]
	Coastal - Defence Zone [rcp/dp]
	Coastal - Coastal Transition Zone
	Water [ij]
	Height Variation Control
	Rural Urban Boundary (RUB)
	Indicative Coastline

Note
Green Infrastructure Corridor only applied in Special Housing Areas

Key:
 Existing Local Paths
 Planned Regional Cycle Network Paths
 Existing Footpaths
 New Recommended Paths
 Local Board Boundary

J. Quiet Street
20-30km zones



Regional Land Transport Plan 2015

Dr Lester Levy, Chairman, Regional Transport Committee in his introduction to the Regional Land Transport Plan 2015-2025 said there would be “A significant increase in walking and cycling investment. The Executive Summary said “Auckland's walking and cycling network is undergoing rapid development with a commitment to continue to extend this in the future.” The current funded 10 year plan will deliver “52.4km of the Auckland Cycle Network”. In the Feedback from consultation Aucklanders said they want to walk and cycle but it has to be safe and they want current funding to be reallocated more favourably towards public transport, walking and cycling.

Key messages from the consultation included:

Footpaths – access to local facilities, connected and safe

New cycling infrastructure – connected, safer, off-road or separated

Cycle facilities at park-and-rides

Cycle and walkways – shorter journey options

Cycling and walking access across the Harbour Bridge

Additional funding – maximise Urban Cycleways Fund

“Local Board Plans are strongly supportive of many of the strategic initiatives that AT is undertaking, including the extensive improvements being undertaken in both the rail and bus networks, and the emphasis being placed on walking and cycling.” Problems identified include “Under-developed public transport, walking and cycling networks mean that Auckland continues to have high reliance on private vehicle travel and low levels of public transport use, walking and cycling.”

“A completely new transport network will be required to support growth. Within the existing urban area, upgrades to roads, public transport, walking and cycling networks will be required to improve efficiency, make better use of existing transport assets and provide the additional capacity and enhanced connectivity that is required to encourage and support growth and intensification.”

In the section on sustainability the comment was made that “It is vital for Auckland’s sustainability and health that we reduce transport emissions. The most viable methods to do so are to increase walking, cycling and public transport and also to encourage the use of low-emission vehicles for journeys that need to be made by private vehicle.”

“In the long term, we envisage an Auckland where public transport, walking and cycling are the preferred means of travel and Auckland’s transport fleet, both public and private vehicles, is powered by sustainable, low-emission sources.”

4.9.4 Walking, cycling and travel demand management

A city where more people walk and cycle more often is a better place to live in so many ways; people are healthier, neighbourhoods are safer and with fewer short car trips the whole transport system works better.

Auckland Transport's objectives for walking, cycling and travel demand management are to:

Support and enable long-term strategic land use outcomes

Make walking and cycling safer

Increase the proportion of trips made by walking, especially in the city centre, metropolitan centres and town centres and for short local trips especially trips to school

Provide an integrated, connected cycle network linking key population centres, education centres and transportation facilities

Unlock the suppressed demand for cycling

Model a customer-centric approach by finding out the reasons behind people's current transport choices, and what it would take to help them to make a change.

The core policies to achieve this are to:

Maintain footpaths in a safe condition, with higher standards in places where people walk most

Support schools to develop and implement Safe School Travel Plans

Complete 70 per cent of the Auckland Cycle Network (metros and connectors) by 2022

Ensure cycle facilities are safe enough to attract new riders of all ages and abilities

Ensure all transport projects consider cyclists and pedestrians as priority road users

Support local boards to develop local transport projects which meet community needs

Support Auckland businesses, business areas and tertiary institutes to encourage travel by walking, cycling and public transport through the Commute programme.

4.9.5 Safety

- *Provide safer walking and cycling environments that encourage more people to choose active transport*

10. WALKING, CYCLING AND TRAVEL DEMAND MANAGEMENT

Key Outcomes sought include

Increased level of cycling

Safety benefits

Auckland leverages the Urban Cycleways Fund

Health and environmental benefits

Improved links to public transport.

Walking, cycling and travel demand management are expected to become an increasing focus over the coming years, for the following reasons:

More intense urban developments, so more people live within walking and cycling distance of more destinations

Population growth, a renewed interest in city living and Auckland's ageing population. Good footpaths are useful for people of all ages, but for children, older adults, and those with disabilities, they are essential

A decrease in per capita car travel

Improvements to public transport leading to more focus on the 'first and last leg' of public transport journeys

Growing popularity of cycling for recreation and transport and increased demand for safe cycling facilities

Growing interest in health, community and social benefits from active transport in a world-class city

Constrained funding and limited opportunities to expand road capacity leading to an increasing focus on managing demand and optimising the efficiency of the transport network.

The target set in the Auckland Plan is to complete 70 per cent of the ACN by 2022, and 100% by 2030. Despite this accelerated investment, that target will not be met until after 2040.

Figure 27: Auckland Cycle Network

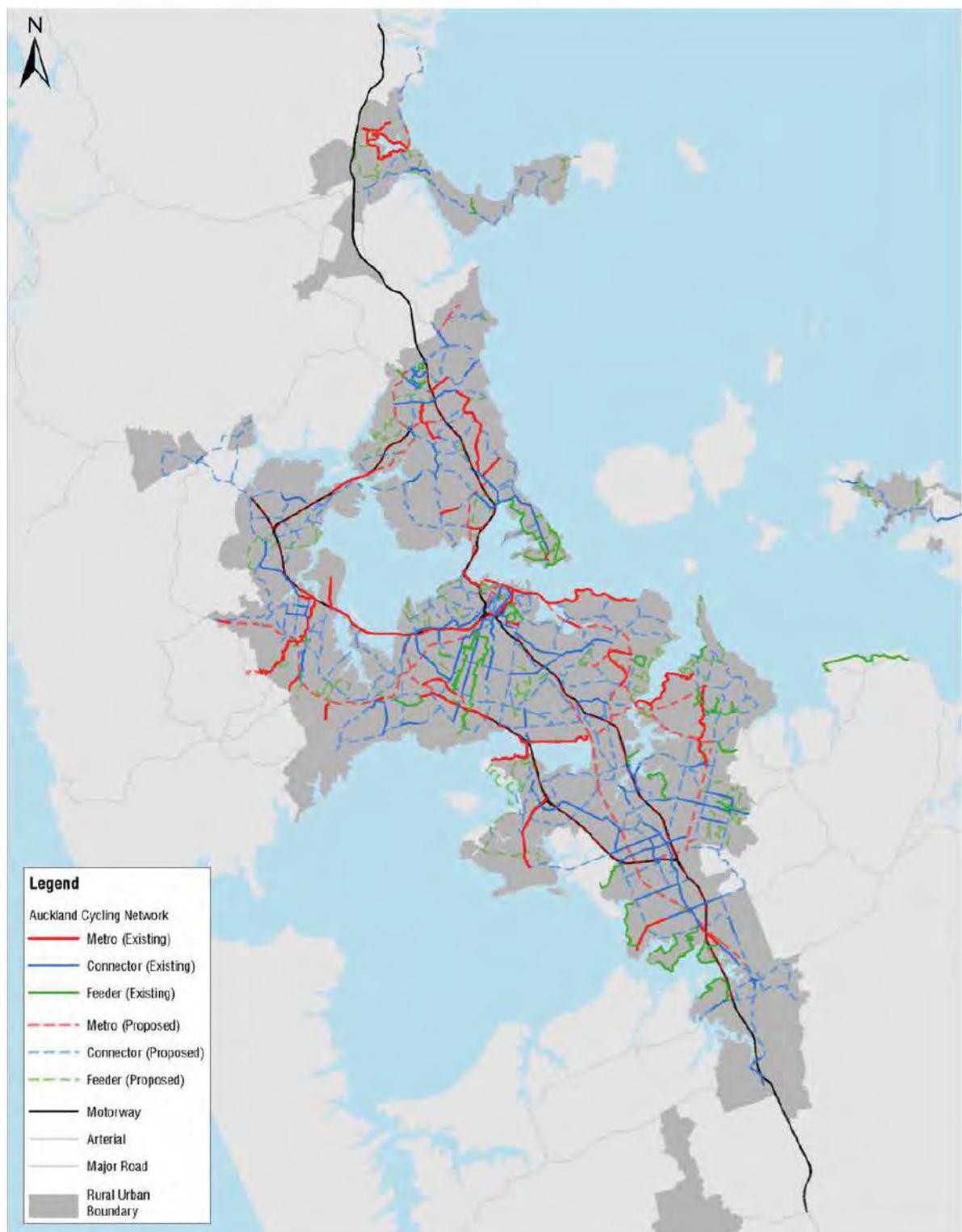
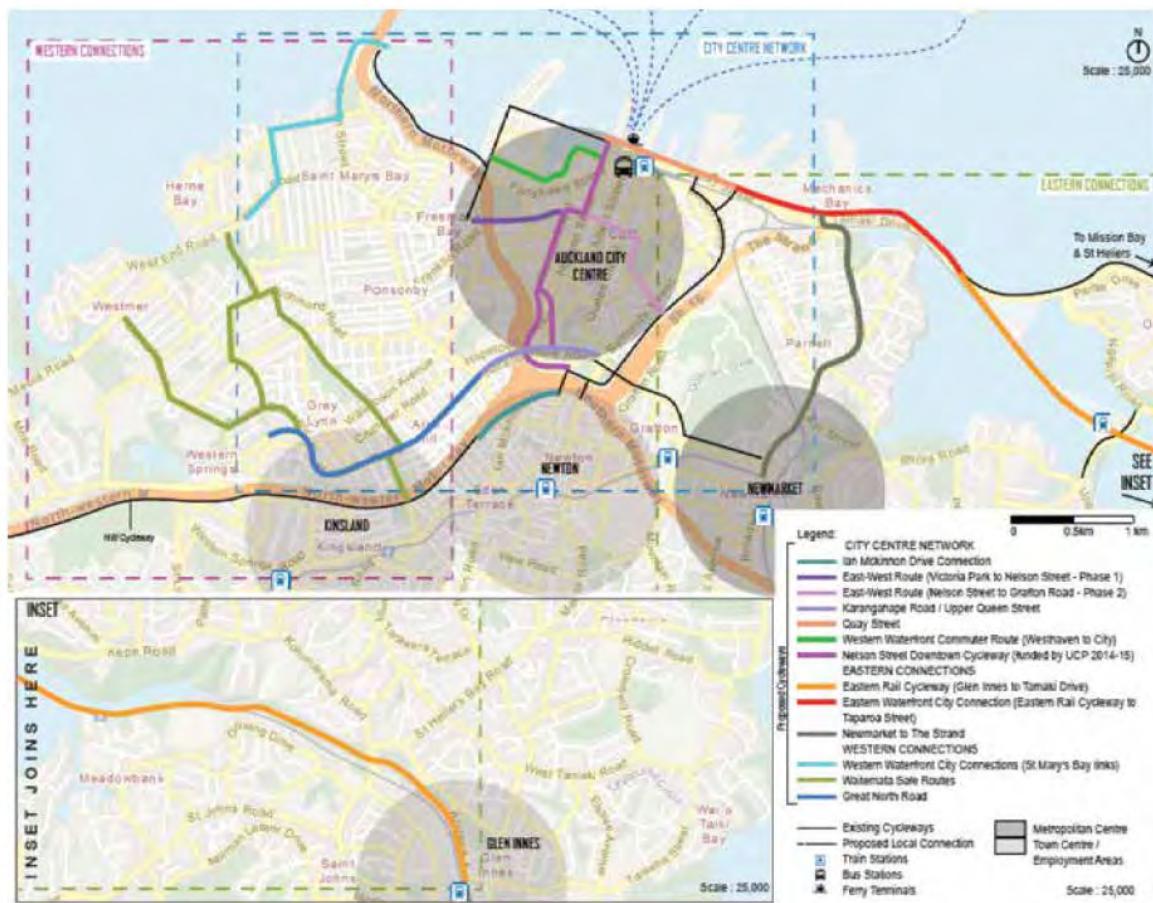


Figure 28: Progress on Auckland Cycle Network 2015–2018



10.5.3 Walking and cycling – value for money

Auckland Transport is confident that investments in footpaths, streetscapes, cycleways and the promotion of walking and cycling are targeted to enhance delivery of the Auckland Plan. Programmes have been aligned to levels of service defined through the Integrated Transport Programme, and detailed asset management planning links activities and costs to this level of service framework. Transport modelling has confirmed the significant transport benefits possible, for limited cost, through shifting even a small proportion of short trips from car to either walking or cycling.

Recent changes to Transport Agency policy have made evaluation procedures more consistent across all transport modes, and this has meant that cycling projects score much better on a value-for-money assessment than under the previous processes. That said, it remains very difficult to assess some categories of project, especially those which improve walking environments (such as pram crossings) and the local board projects which are not subject to an AT evaluation.

The benefits of road network management and optimisation have been assessed using the prioritisation methodology set out in Section 4.6.

The strategic fit, which is High because of the priority given to walking and cycling in the Auckland Plan and the Government Policy Statement on Land Transport Funding.

Effectiveness is High for most of the specific projects assessed.

Efficiency compares the costs against the Transport Agency's assessment of the dollar value of benefits. This is High on average for all of the individual projects assessed within the cycling and walking programme, as detailed in Section 16.2 and is also High for the road safety improvements around schools.

Puketapapa is making a significant contribution to the targets set in the Auckland Transport Plan. Given that much of the task outlined in the recommendations involve connecting destinations and existing paths, a strong case could be made to the Auckland Transport and the Governing Body for funding to accelerate the construction of the recommended new routes. The reason for this is that only when an area has a functional network of paths can the real benefits be observed. Given the advanced stage of the implementation of the PGNP Puketapapa could become a model Local Board area where visitors can experience a high quality active transport environment. As the PGNP has been used as a template for other plans, so too could the network itself be used in business cases being created to support investment in Local Paths in other areas.

Puketapapa Local Board Plan 2014

Greenways: *The Board plans to continue to expand its pioneering greenways network with more paths through public parks and by working with Auckland Transport on safer on-road routes. We wish to reduce carbon and other vehicle emissions with public education initiatives which promote more active options, and intend to investigate successful projects deployed elsewhere and adapt them for Puketāpapa.*

WHAT YOU HAVE TOLD US: *"The single most important move is to complete the cycling walking network." "Improve transport services to job areas." "Implement policies that promote moving people over moving cars." "Better buses and train links." "More cycle friendly zones." "Extend train line from Onehunga to Mt Roskill with a commuter's car park." "Regular services between shopping centres such as Mt Roskill, Roskill South, Three Kings, Blockhouse Bay, Lynfield." P. 28*

"Real transport choices and connectivity" feature all through the Puketapapa Local Board plan. Residents for generations to come will be in debt to the Local Board for giving such priority to this outcome. While there is still work to be done, the existing network of paths offer large sections of the community real choice when it comes to recreational walking and cycling off road, commuting to school, work, to transport hubs such as the Onehunga Rail stations and the bus way down Dominion Rd.

Auckland Sport and Recreation Plan 2014-2024

The following Key Initiative is amongst those seen by the recreation and sport sector as the most important for delivery over the next few years and will be the focus of action and resources.

3.5 Support active transport initiatives to encourage participation in active commuting, walking school buses and skill development for biking.

Lead: Auckland Council, RSTs, Auckland Transport

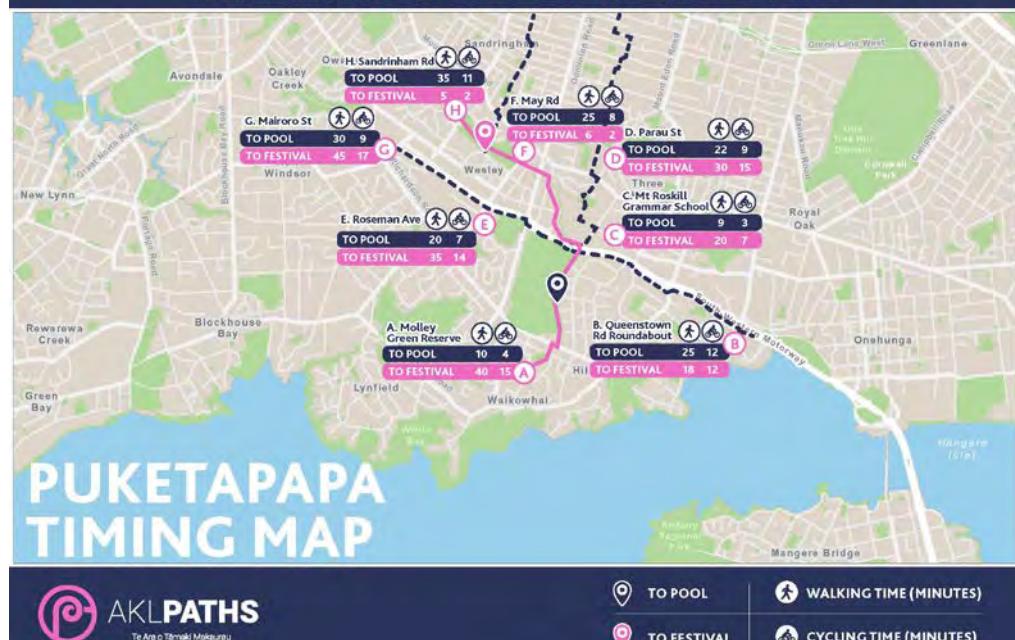
Support: Walking and cycling, groups, Schools, Tertiary institutes

Time Frame: Under way and ongoing

The network of paths in Puketapapa provide off road walking and cycling linkages to Keith Hay park one of the busiest sports parks in the region. On April 9th 2017 the Family Try-athlon event (part of the Active Puketapapa campaign) made it clear to the public how reaching Keith Hay Park is achievable using active transport modes.



WALKING / CYCLING ROUTES



Parks and Open Places Strategic Action Plan 2013

Connect our parks and open spaces

Ngā papa haumi

We will focus on creating a green network across Auckland by physically and visually connecting our parks, open spaces and streets. We will work closely with partners towards achieving long-term goals to connect our open space network. The following are our priorities for the next 10 years.

Create greenways across Auckland

Building on the work already being done by local boards across Auckland, we will develop greenways that connect our parks, streets and esplanade reserves with a network of walkways, cycleways and trails. Greenways will make moving around our neighbourhoods easy, whether visiting the local shops, going to school or getting out for some exercise.

See our streets as places

Our streets are increasingly an integral part of Auckland's open space network, being popular places for recreation and socialising. We need to make the most of our streets to create attractive and vibrant town centres and suburbs while ensuring people can easily get around Auckland – by bus, car, foot or cycle. Balancing demands for trees, transport, utilities and storm water in attractive streets will be a key challenge as Auckland develops.

Create a regional trail network

Developing an integrated network of trails that are destinations for walking, riding, and paddling will provide world-class recreation experiences for locals and tourists alike. We will identify, plan and develop existing and new trails to form an integrated regional network that showcases the best Auckland has to offer.

Connect our natural areas

Connecting natural areas allows wildlife to move through the region, protects our landscape, maintains Auckland's hydrology and enhances our biodiversity. We will focus on enhancing waterways and streams, wetlands and esplanade reserves. We will identify areas to target revegetation and ecological restoration initiatives to maximise the benefits to Auckland's biodiversity.

Link with the transport network

The relationship between open space and the transport network will become more important as the city grows. Our open spaces link with streets to form routes for pedestrians and cyclists to get around. We need to maximise synergies with the transport network in ways that enhance our open spaces. Parks and open spaces are also the venues for activities and events that draw people from around the region.

We need to carefully plan how people will get to our sports facilities, beaches, large parks and events so that it is easy to experience all that Auckland's parks and open spaces have to offer. P. 22

This section of the Parks and Open Places Strategic Action Plan 2013 could come straight out of the PGNP. Whenever sources of funding are being sought for the implementation of the recommendations in this review, this section of the Parks and Open Places Strategic Action Plan should be quoted.

Albert-Eden Greenways Plan 2013

I spoke with the Chair of Eden-Albert Local Board Peter Haynes on the 24/3/17 to discuss their Greenways Plan. I was advised that their plans are unchanged so the recommendations for routes heading into Albert-Eden are going to mesh nicely with their plans.

Whau Neighbourhood Greenways Plan 2015

I spoke with Transport Spokesperson Duncan MacDonald from the Whau Local Board on the 24th March 2017. There are no changes to the Whau Neighbourhood Greenways Plan 2015 so the recommended routes into Whau in this review again will connect into their network. Derek spoke of a renewed energy being put into Greenways in this term. This has been boosted by the Waterview Path.

Maungakiekie Tamaki Greenways Plan 2012

A meeting took place with the Maungakiekie Tamaki Local Board Chair Josephine Bartley on March 9th. Again, there was a complete alignment in what their plan is hoping to achieve and the recommendations for routes going across the boundary into their Local Board area.

Puketapapa Local Board Renewals Plan 2017

Noted that Paths and Roads are due for renewal in FY20. This could affect the timing for Recommendation A. Te Tātua-a-Riukiuta - Big King Reserve Accessibility Links, refer to page 11. There did not seem to be any other projects in the Renewal Plan that related to Greenways.

Puketapapa Local Board Manukau coastal walkway network plan



A harbour spread out before you!

The Hydro-Québec Building is located at 1050 Avenue des Pins Ouest, in the heart of the northern part of the Vieux-Montréal area. It is a 12-story, 60 m tall office tower with a total floor space of 10,000 m². It was completed in 1970 and has been renovated twice since then. The building is situated on a hill overlooking the St. Lawrence River and the Old Port of Montréal. It is a prime example of mid-century modern architecture.

Refer to Report from Thomas Dixon on the state of the Waikowhai Coastal Walkway as at the 14th Feb 2017 on page 62

Three Kings Plan Te Tatua o Riu-ki-uta 2014

Refer to Recommendation A. Te Tātua-a-Riukiuta - Big King Reserve Accessibility Links on page 11. The Spatial Strategy Map on page 17 shows strong desire lines through the Reserve from the Mt Albert as shown in the Recommendation A. Page 27 shows poor linkages that are discussed in Recommendation D. Connection between Three Kings and Monte Cecilia Park and Mt Roskill School Campus on page 17.

Auckland Transport Local Path Design Guide

New paths to be constructed would need to meet the Guidelines in the Local Path Guide. While this could incur more cost today, as the volumes of pedestrians and cyclists increase as they will, todays assessments for width will not meet tomorrows demands.

Environmental Action Plan 2016

Neighbourhood greenways will let you move under your own steam and at your own pace between places such as schools, town centres, open spaces and transport hubs. Greenways are transport links focused on walking and cycling, providing on-street and trail links between these destinations as well as supporting recreational opportunities.

Greenways also bring other opportunities and benefits, including connecting communities and exposing people to Auckland's natural and cultural heritage.

Greenways could enhance biodiversity by acting as wildlife corridors or restoring ecological functions.

Greenway plans have been driven from the ground up by community champions and local boards, including Whau, Puketāpapa, Maungakiekie-Tāmaki and Waitematā. Plans are now being implemented by over a dozen local boards.

A wider strategic collaboration involving the council, CCOs, local boards, the Tūpuna Maunga o Tāmaki Makaurau Authority, mana whenua, trusts and corporate partners will ensure the growing network is connected, high quality, and delivers on-the-ground green infrastructure that will be well used and loved by all Aucklanders.

My dream is to bike or walk anywhere I want to go, safely. —Andrew Trevelyan, Greenways co-ordinator Pg 17

Clearly Greenways are high on the priority list for the recent Environmental Action Plan.

Maori Responsiveness Framework - Whiria te muka tangata

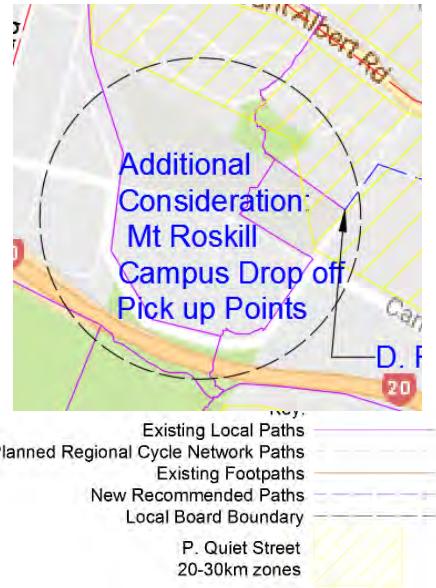
While Greenways are not referred to in the Maori Responsiveness Framework - Whiria te muka tangata, I have for some time felt that there should be a link to the ancient paths that once wound their way through Puketapapa. This could be done through naming paths and providing information along the paths that could include maps and a historical account of ancient paths.

Appendix

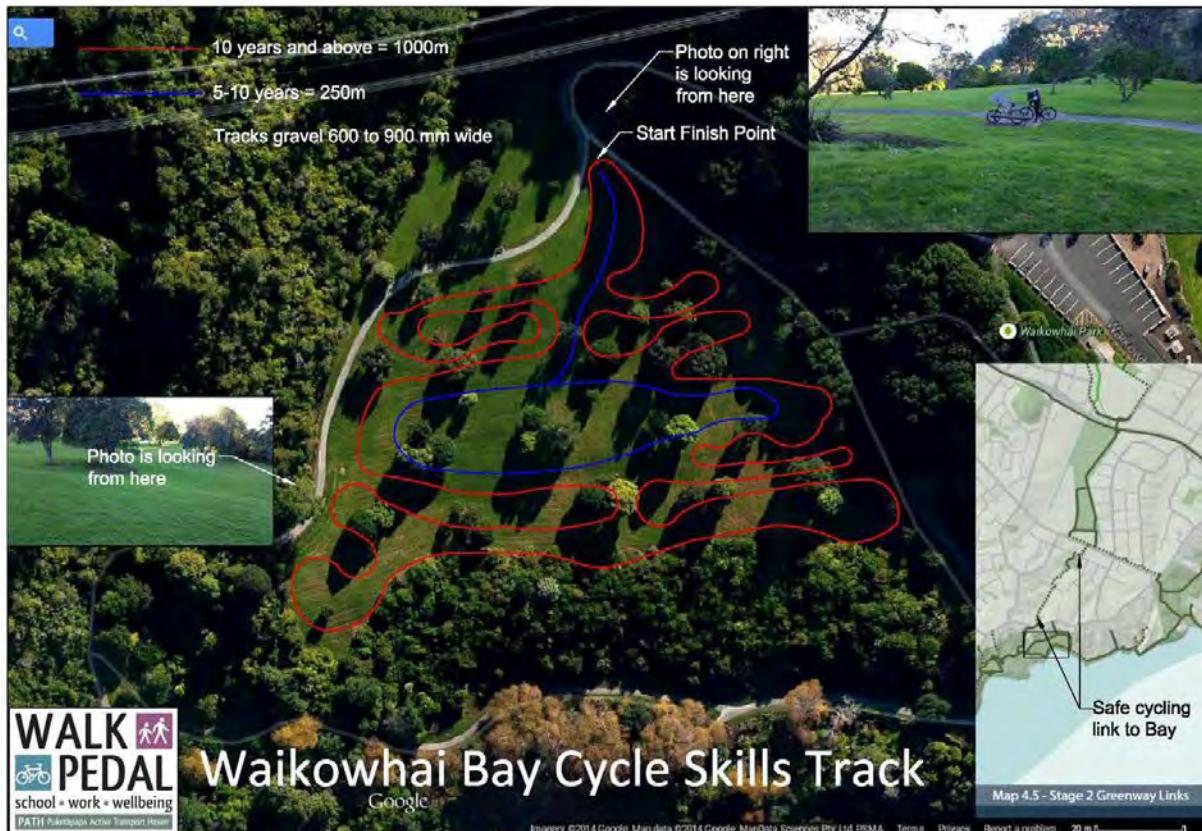
Additional Considerations

N. Pickup Drop off Points around Roskill Campus

5 Points were identified some years ago by the Roskill Schools as possible Pick up and Drop off points for students by care givers. These were situated on average around 500m from the school entrances. There was a map produced, I could not find it in my records. While not a Greenway or Path, the establishment of these points could do a lot to reduce congestion at the school gates.



O. Waikowhai Bay Cycle Skills Track



The park in Waikowhai Bay is on the site of a land fill. This is according to the writer's understanding due to be remediated in the 2017/18 financial year. I am recommending that as part of the remediation, a Cycle Skills track be put in to provide an off-road set of paths where young people can develop skills that

might lead them to future mountain and BMX riding. Professionals would need to do the design, but the sketch below gives an indication of what could fit in the area.

The nearest track like this is in Arch Hill, this is far too far away for young people in Puketapapa to reach by bicycle. There are no other mountain biking facilities in Auckland, the closest being at Woodhill Forest, Muriwai. With the completion of the Roskill Safe Cycle Route Waikowhai Bay can be reached safely by bicycle.

Active Puketāpapa Campaign Baseline Data. November 2016.

Prepared for Puketāpapa Active Transport Haven



The Active Puketāpapa Campaign

Project Rationale

Use the completion of new walking/cycling routes to activate the uptake of walking and cycling, in order to contribute to wider goals of physical activity, mental well-being, community connectedness, and sustainability.



Active Puketāpapa Aim

To increase the uptake of walking and cycling for local trips.



Puketāpapa...the people

QUICK FACTS

4%
OF REGIONAL
POPULATION

34.3 YRS
MEDIAN AGE

9930
EMPLOYEES WORK IN THE
LOCAL BOARD AREA (2015)

44%
ASIAN

38%
EUROPEAN

16%
PACIFIC

6%
MĀORI

49%
BORN
OVERSEAS

\$72,700
MEDIAN HOUSEHOLD
INCOME

58%
OF RESIDENTS
EMPLOYED

23

SCHOOLS,
RANGING FROM
DECILE 1 TO 8 (2016)

4464

BUSINESSES IN
THE LOCAL BOARD
AREA (2015)

80%
WORK
OUTSIDE
THE
LOCAL
AREA

Source: Auckland Council RIMU
August 2016, Statistics NZ

Puketāpapa...the environment



- Busy arterial roads
- Some existing cycle routes
- New off-road cycle routes in Nov/Dec 2016
- Walkability Score of 76 for the Puketapapa area indicating a 'moderately' walkable environment**
- Potential traffic changes from Waterview Tunnel Opening in April 2017
- Access to the Walmsley reserve paths will be affected by the storm water project.

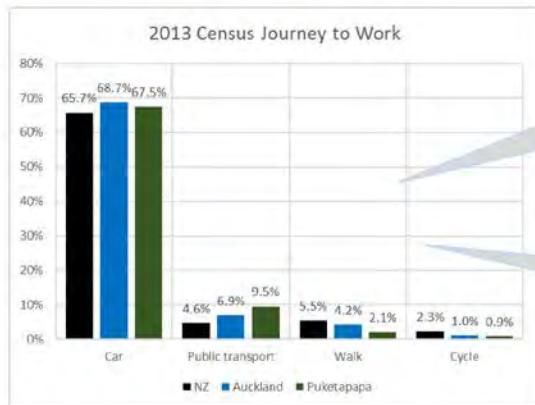
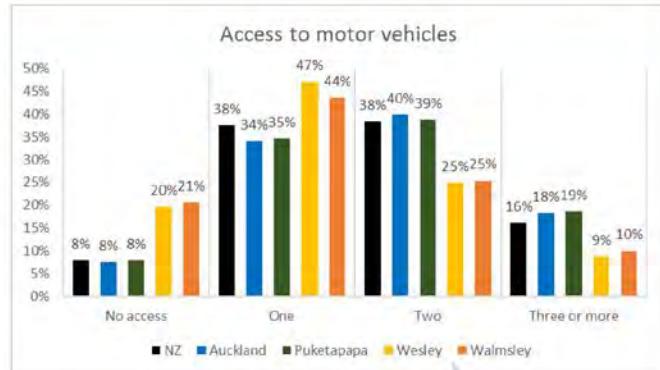
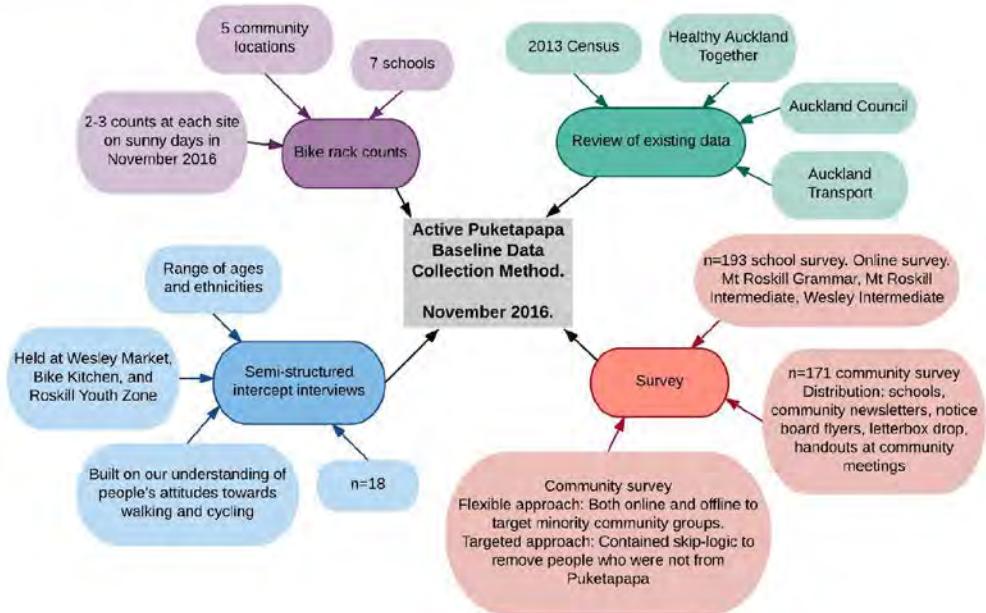
Road	7 day AADT Traffic count*	% Heavy vehicles
Somerset & Frost Road	5,390 (2012)	4%
May Road	12,979 (2016)	3%
Stoddard Road	11,514 (2012)	3.1%
Sandringham Road Extn	18,284 (2015)	3.7%
Mt Albert Road	19,926 (2015)	2.9%

Source:

*Auckland Transport

**Healthy Auckland Together, Monitoring Report 1, 2015 Baseline

Baseline Data Collection... Method



513 Puketapapa residents walked to work

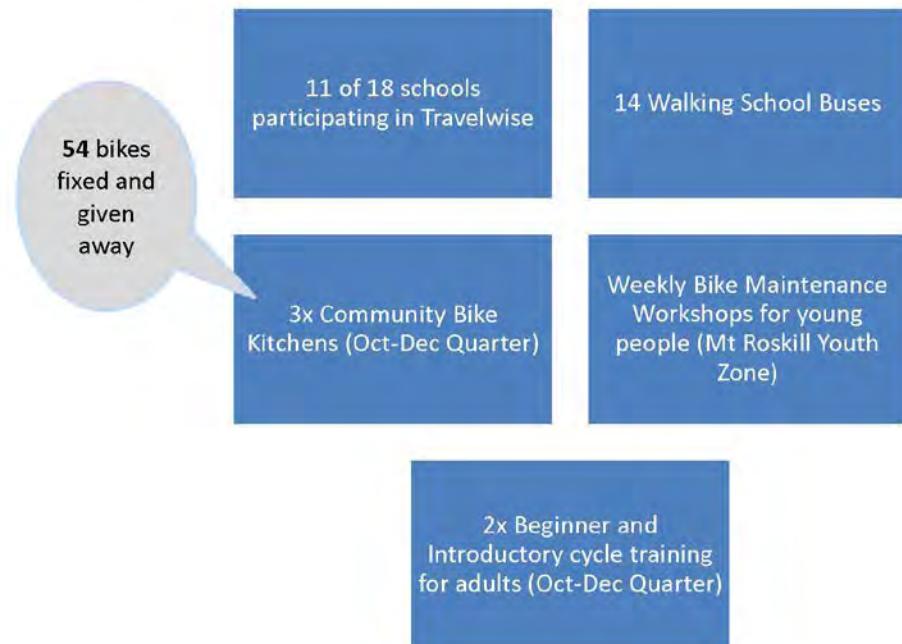
210 Puketapapa residents rode a bike to work

Lower car access in specific suburbs may mean higher active travel and PT rates

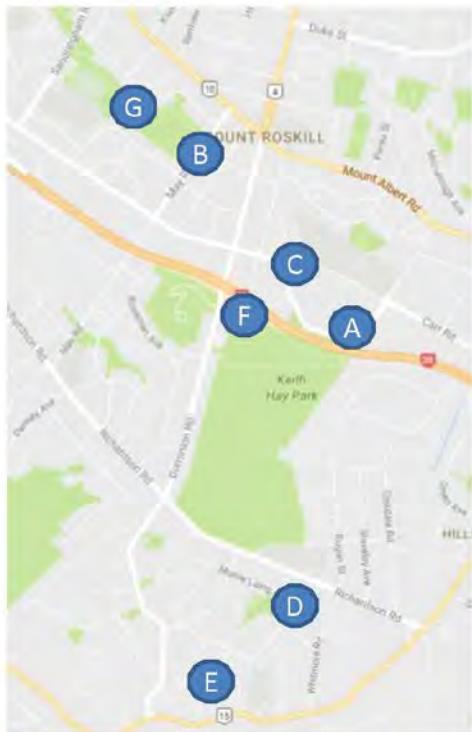
All data from this page from the NZ Census 2013

What is already happening in the area?

In addition to the active roll-out of cycle and walking infrastructure...



How much walking and cycling is there in Puketāpapa?



	Location	Cyclists Daily Count	Pedestrians 6:30am-7pm
A	Somerset & Frost Road*	99	1,101
B	May & Memorial*	91	326
C	Somerset/Denbigh*	16	503
D	McKinnon/Morrie Lang*	27	423
E	Quona/Catton*	17	59
F	Keith Hay Park SH20 Cycleway**	377	

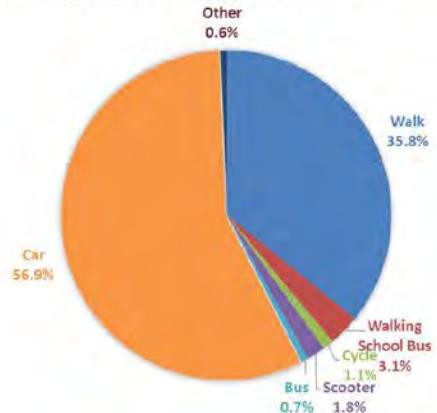
Source: AT walking and cycle count data 2015* and 2016**

	Location	Cyclists 3:00pm - 5:30pm	Pedestrians 3:00pm - 5:30pm
G	War Memorial Park	13	130

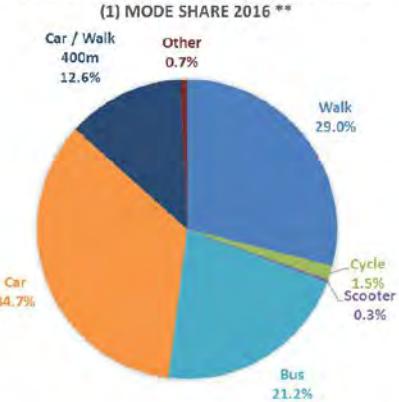
Source: Mackie Research manual counts

How do students get to school?

PUKETĀPAPA PRIMARY SCHOOLS (7) MODE SHARE 2016 **



PUKETĀPAPA HIGH SCHOOL (1) INTERMEDIATE (1) MODE SHARE 2016 **



School	Bike racks Average (2-3 counts Nov 2016)	Mode Share % of Roll
Mt Roskill Grammar School	20	<1%*
May Road Primary School	0	0%
Mt Roskill Primary School	5	<1%
Mt Roskill Intermediate School	11	1.8%
Wesley Intermediate School	6	4.6%
Wesley Primary School	0	0%
Waikōwhai Intermediate	16	4.4%



* Data from Bike Rack Counts. Note: this does not take into account students living out of zone

**Source: AT Travelwise data 2016

Travel modes, preferences, and attitudes School student survey respondents

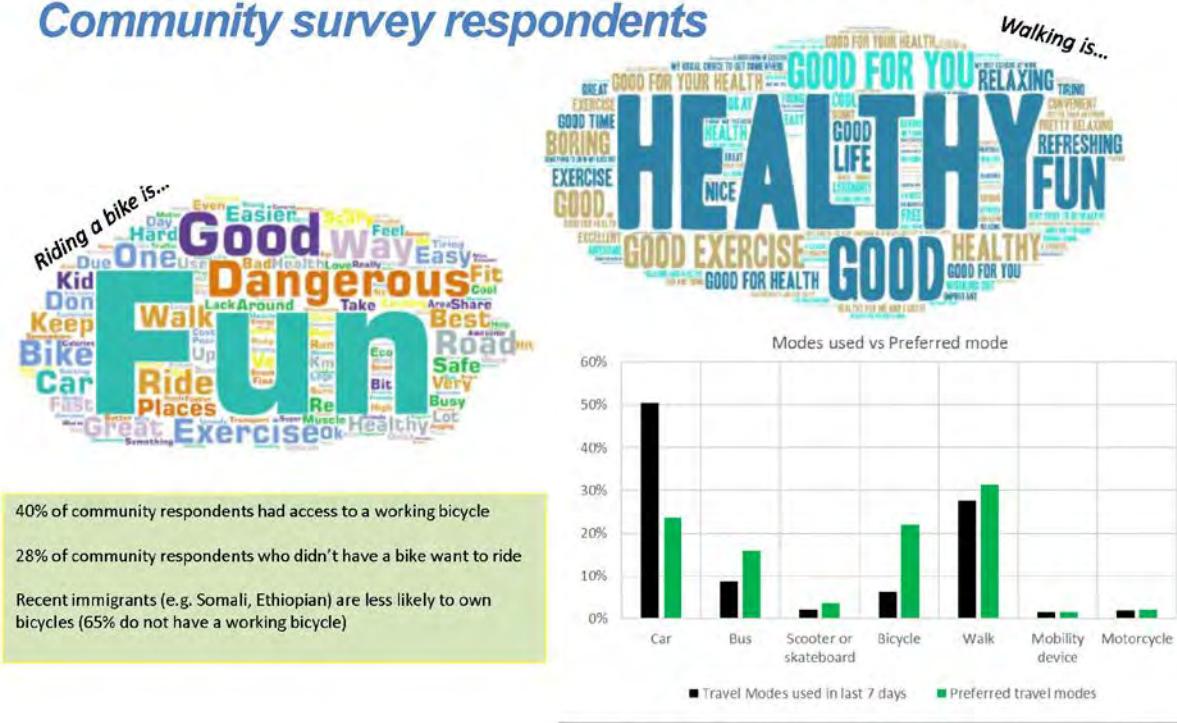


How much walking and cycling occurs in the community?

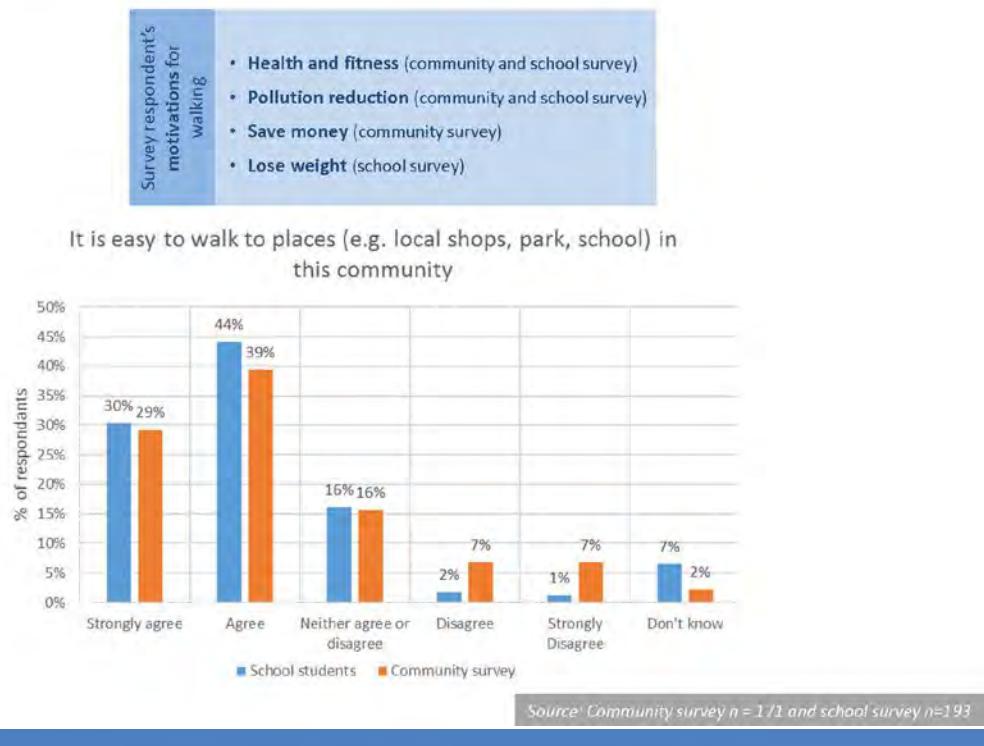
Community Bike Rack Location	Bike rack counts Average (3 counts)
Mt Roskill Youth Zone and Community Centre	0
Keith Hay Park - Cameron pool and YMCA	0
3 Kings Shops (Countdown racks)	0
New World/ Subway May Road	5
Lynfield Shops	0



Travel modes, preferences, and attitudes Community survey respondents



Current attitudes towards walking



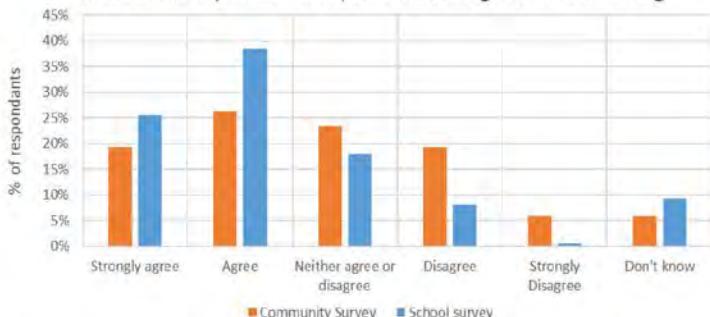
To increase walking in this community...



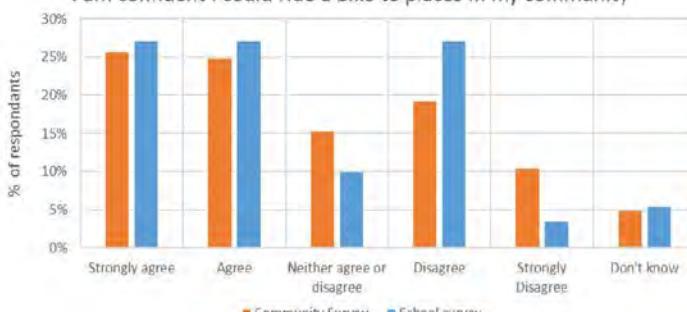
Current attitudes towards cycling

- Survey respondent's motivations for cycling**
- Health and fitness (community and school survey)
 - Pollution reduction (community survey)
 - Fun (school survey)
 - Save money (school survey)

This community has a lot of paths that are good for bike riding



I am confident I could ride a bike to places in my community



Source: Community survey n = 171 and school survey n=193

To increase cycling in this community...

Three key factors that would enable or encourage survey respondents to cycle more

Infrastructure

- Safer cycle ways separate from cars (school and community survey)
- Bikes being cheaper to buy or available for hire (school and community survey)
- Increasing the size of the footpaths and allowing riding on them (school and community survey)
- Showers and secure parking at work (community survey)
- parks where you can play around with your bike (school survey)



Community events

- Group bike rides (community survey)
- Bike races (school survey)
- More fun activities for bike riders of all ages (school and community survey)



Influence of other people

- Doctor advising you to cycle more (community survey)
- Get-together with other riders (community survey)
- Riding with friends (community and school survey)
- Riding with parents (school survey)
- If I see friends riding their bikes (school survey)



Source: Community survey n = 171 and school survey n=193

Semi-structured intercept interviews

Here, we present summaries from six interviews (18 interviews in total). They represent a cross-section of content from all the interviews. For privacy, the interviews have been de-identified.

Maori female, mid-20s, from Sandringham

Since she had a child she has started to walk a lot more. She says there are so many good paths and so many good activities happening that there is always somewhere to walk to, something new.

Male aged 10-14 from Mt Roskill

He usually goes in the car to get places, but he would prefer to walk as "I like using my legs". He thinks that the paths around the community are good for walking but not so good for biking.

Samoan and Tongan female, late 20s, from Wesley

As an inexperienced rider, she loves the width of the paths in the community as she can safely move past pedestrians. She also likes their connectivity to places, but wishes there were more places she could safely go off-road. She attends Bike Kitchen and has learnt to fix her bike. She says that Bike Kitchen has changed a lot of people's attitudes and behaviour towards bikes and being active.

Maori middle-aged male from Wesley

He loves walking. For people to walk more, he says that "people need to be inspired from within themselves, and from within the community". He believes that a lot of people already like riding bikes, especially the children: "just having a bicycle is a gift in this community".

Maori and Niuean middle-aged female from Avondale with whanau in Wesley

She loves the paths to walk on in this area. Sometimes she feels unsafe because of some groups of people. In addition, the area can be untidy and this adds to her feeling of Insecurity.

Niuean teenaged female from Wesley

She does not have a bike and says "I'm not really a bike person". She predominantly gets around the community by walking. She says that people here are unlikely to cycle as "this is a walking place, people are just used to walking". She believes that young people can be ashamed and are shamed by others about how they look on a bike. However, she adds that young people would ride bikes more if they had access to bike sirens.



Summary and opportunities

- Overall, there are positive attitudes to walking and many people walk already
- In general, people have positive attitudes towards cycling. There is a high level of desire to ride, particularly in intermediate school students. However, there are more barriers to cycling for local trips than walking, and data indicates low levels of cycling. Key barriers include:
 - Access to a working bicycle
 - Confidence to ride to places
 - Negative perceptions towards cycling or limited experience of cycling by sub-groups in the community (e.g. Pacific women, Somali women)
 - Variable access to suitable cycling routes that connect to key destinations
- Continue to focus on improving connections and infrastructure, including utilising community networks to feed into infrastructure design
- Build on existing positive attitudes to active modes by activating other key enablers, such as:
 - Improve both access to bikes, and access to bike maintenance opportunities (ensure these opportunities are highly visible across the community)
 - Focus on improving bike competence and bike exposure particularly with Mt Roskill and Wesley intermediate students
 - Use events and social opportunities (e.g. group walks and rides) to increase the visibility of active modes and existing infrastructure
 - Utilise community leaders and local people to model behaviour and spread enthusiasm



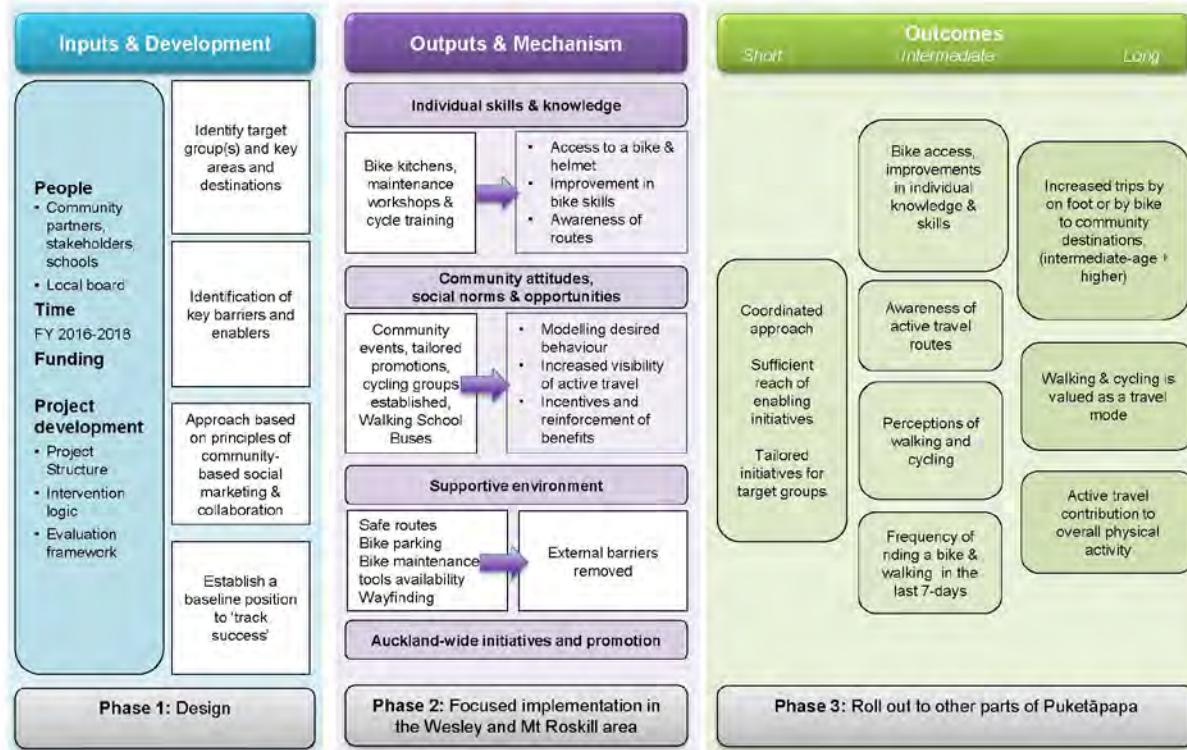
Acknowledgements

A special thank you to the following groups and people for their support with this work.

- Richard Barter
- Granada from Earth Action Trust
- Steve Hodge at the Bike Kitchen
- Wesley Intermediate and Mt Roskill Campus
- The Puketāpapa Local Board
- Bevan at the Wesley Market
- The Roskill Together Network



Appendix A: Campaign Logic Model



Appendix B: Survey questions

Active Puketāpapa Travel Survey

Mackie Research & Consulting Ltd

Your answers will be used to help your community develop walking and cycling activities.

Travel Habits					
In the last 7 days, on how many days did you...					
Ride in a car	_____ day(s)	Ride a bicycle	_____ day(s)		
Take a bus or a train	_____ day(s)	Walk to get somewhere	_____ day(s)		
Scooter or skateboard	_____ day(s)	Mobility device	_____ day(s)		
Motorcycle	_____ day(s)	Other _____	_____ day(s)		
If you had a choice, how would you like to move around your community? i.e. local shops, park, school (circle one or more)					
Ride in a car	Ride a bicycle	Walk to get somewhere			
Take a bus or train	Scooter or skateboard	Motorcycle	Mobility device		
Your Attitudes					
Finish this sentence with the first thing that comes to mind. <i>Walking is.....</i>	Finish this sentence with the first thing that comes to mind. <i>Riding a bike is.....</i>				
What would encourage you to walk, or walk more in your community?	What would encourage you to bike, or bike more in your community?				

Appendix B: Survey questions (continued)

It is easy to walk to places in this community (e.g. local shops, park, school) (tick one)					
Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This community has a lot of paths that are good for bike riding (tick one)					
Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
About You					
Do you have access to a working bicycle? Yes No					
What is your age? (circle one)		Are you female or male? (circle one)		Were you born in NZ? (circle one)	
10-14	25-40	51-60	Female	Male	Yes No
15-24	41-50	60+			
What is your ethnicity?					
Where do you live? (circle one)					
Wesley	Three Kings	Mt Roskill	Waikowhai	Lynfield	Hillsborough
Other _____					

Appendix C: Intercept interview guide

Interviewer to circle: (male/female), Age (child, teenager, young adult, middle aged, elderly)

Questions and prompts

How do you normally get around your community? (prompt in last 7 days how often did you walk and cycle)

What would encourage you to ride a bike, or ride more in your community?

What would encourage you to walk or walk more in your community?

Do you have any more thoughts about this matter? (or any other ideas for encouraging walking and cycling in the area?)

What suburb do you live in?

Would you mind telling me your ethnicity?

Do you have a working bike?

Appendix D: Survey demographic data

	Attribute	School Survey Sample (n=193)	Community Survey Sample (n=172)
Gender	Female	49.4%	55.4%
	Male	50.6%	44.7%
Age	10-14	87.7%	24.7%
	15-24	5.9%	8.6%
	25-40	2.35%	27.2%
	41-50	1.2%	16.7%
	51-60	1.8%	12.9%
	60+	1.2%	9.8%
Ethnicity	Maori	9.9%	4.3%
	NZ European	20.4%	38.3%
	Samoaan	19.7%	12.4%
	Cook Island Maori	7%	0.6%
	Tongan	26%	6.2%
	Niuean	10.6%	3.7%
	Indian	1.9%	7.4%
	Chinese	10.6%	3.7%
	Other	23%*	37.7%**
Suburb	Wesley	4.7%	6.3%
	Three Kings	5.3%	7.7%
	Mt Roskill	56.5%	37.6%
	Waikowhai	0%	3.6%
	Lynfield	2.9%	7.69%
	Hillsborough	4.7%	10.4%
	Other	25.9%***	26.7% ***

* No trend in other ethnicity
** Predominantly Somalian or other African ethnicities
*** Predominantly New Windsor, Mt Albert, Sandringham, Mt Roskill South



Map showing location of Iwi with an interest in Puketapapa.

It is hoped that in the future there might be agreement of names for the paths in the PGNP that will reference ancient pre European path names.

Report from Thomas Dixon on the state of the Waikowhai Coastal Walkway as at the 14th Feb 2017

Hi Richard,

I have been able to complete my little review of the state of the Waikowhai Coastal Walkway. I walked the whole thing on Waitangi Day also as a scouting trip which was fantastic. What a walkway to have right next to your place!

I have included scanned annotated maps, but they are probably not as clear as they could be so apologies for that.

Developments yet to occur (in order of priority as per Manukau Coastal Boardwalk document):

- Waikowhai Bay to Cape Horn Lookout – walkway within coastal reserve, steps required.
- Manukau Domain to Fairsea Place – walkway within coastal reserve.
- Fairsea Place to Lynfield Cove – walkway within coastal reserve.
- Lynfield Cove to Flounder Bay – raised boardwalk / retained walkway.
- Sandy Bay to Blockhouse Bay – retained walkway (within the Whau)
- Grannys Bay to Kingswood Reserve – walkway within coastal esplanade.
- Kingswood Reserve to Wesley Bay – raised boardwalk over foreshore.
- Sylvania Crescent Headland – walkway through coastal reserves.

Renewals yet to occur (in order of priority as per Manukau Coastal Boardwalk document):

- Aldersgate Rd to Wesley Bay (Kingswood reserve) – upgrade of track drainage and steps.

- Filgate St to Bagley St via Grannys Bay – upgrade of track drainage and steps.
- Cape Horn to Wattle Bay – upgrade of steps and track, extension of boardwalk.
- Wattle Bay to Sylvania Crescent – upgrade of steps and track.
- Avondale South Domain – upgrade of steps and track.
- Taunton Terrace to Green Bay – upgrade of steps and track.

That leaves quite a lot of renewals that are completed or will be in the next FY – including Hillsborough Reserve, Captains Bush, Waikowhai Park, Manukau Domain and Lynfield Cove Reserve. The highest priority boardwalk developments up by Onehunga are also complete / on their way to completion.

I hope that this provides you with some overview on the current state of this massive piece of work and the greenways outcomes it is sure to have. We will be recommending to the board that the continue to fund future development projects along the walkway.

Let me know if you want to chat further about anything. Steph is away for another week so I can't provide an update on the vendor situation sorry as she has been dealing to it.

Kind regards,

Thomas Dixon | Parks & Places Specialist

Parks, Sports & Recreation | Community Services
Level 7, Bledisloe House, 24 Wellesley St, Auckland 1010
Ph: 027 496 1451

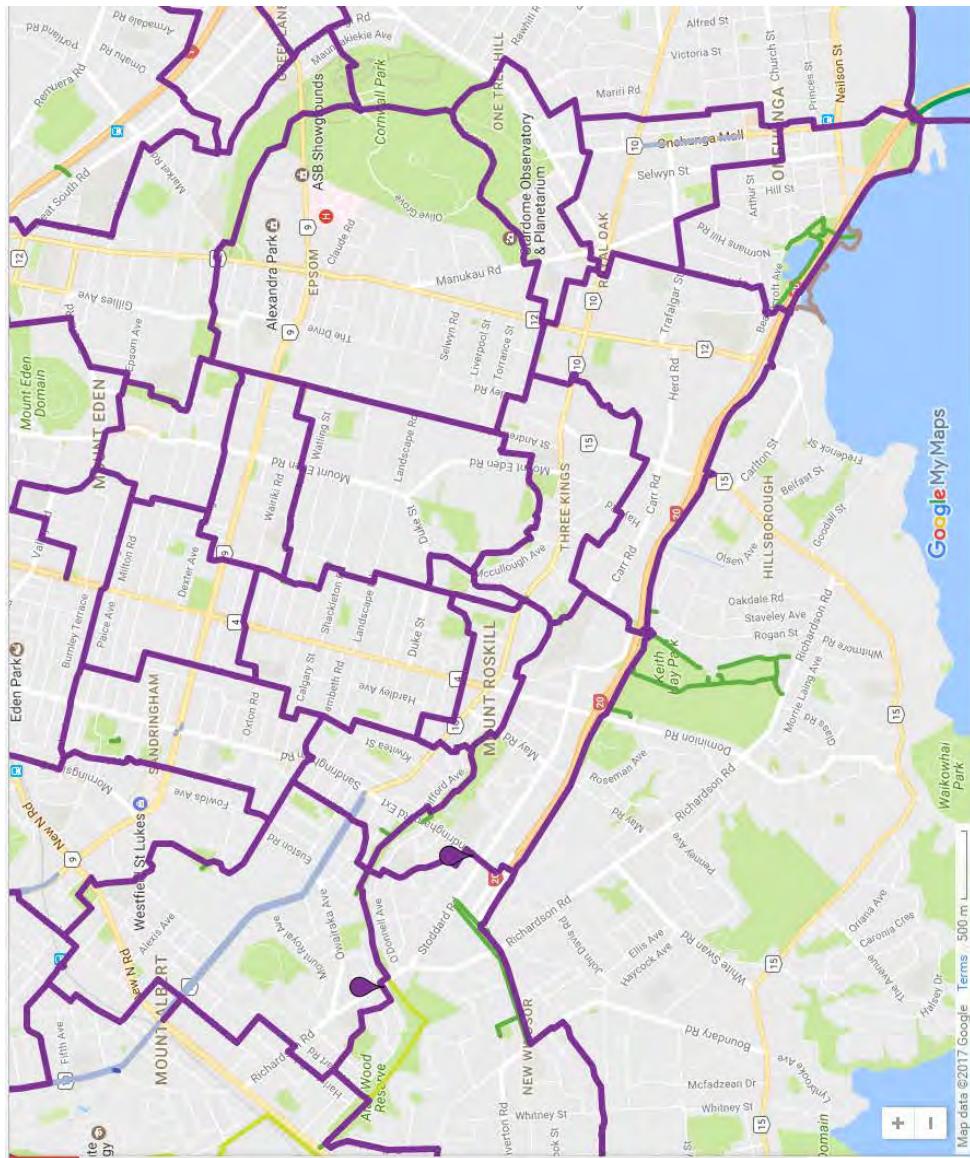
Auckland Transport Bus Network for Central Suburbs



Draft Plan for the Fletchers Three Kings Development



#AKLcyclemap



#AKLcyclemap

Please give feedback/info!
daniel.grey.cranston@gmail.com
Twitter: @ia_xolodilink
14,513 views

SHARE

Cycle Paths/Lanes

- Shared Path
- Painted Cycle Lane
- Cycle Path
- Under Construction
- Protected Cycle Lane
- Shared Path (Gravel)
- Buffered Cycle Lane

Walkways

Quiet Streets and Shared Spaces

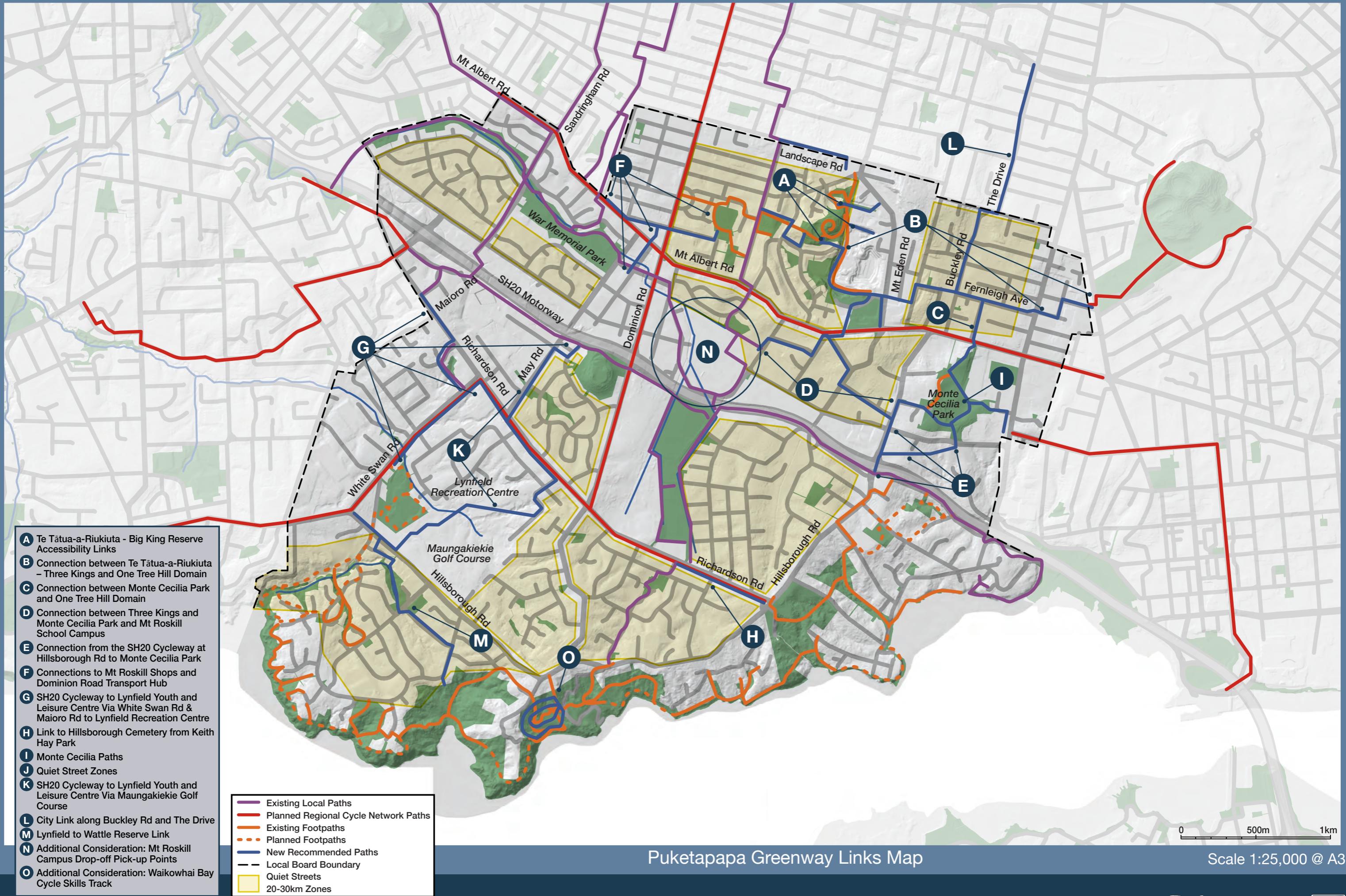
Bus/Transit Lanes

Steep Hills

MTB and Forestry Routes

Recommended Routes

All items



Sheet 1 of 4

Sheet 2 of 4

Sheet 3 of 4

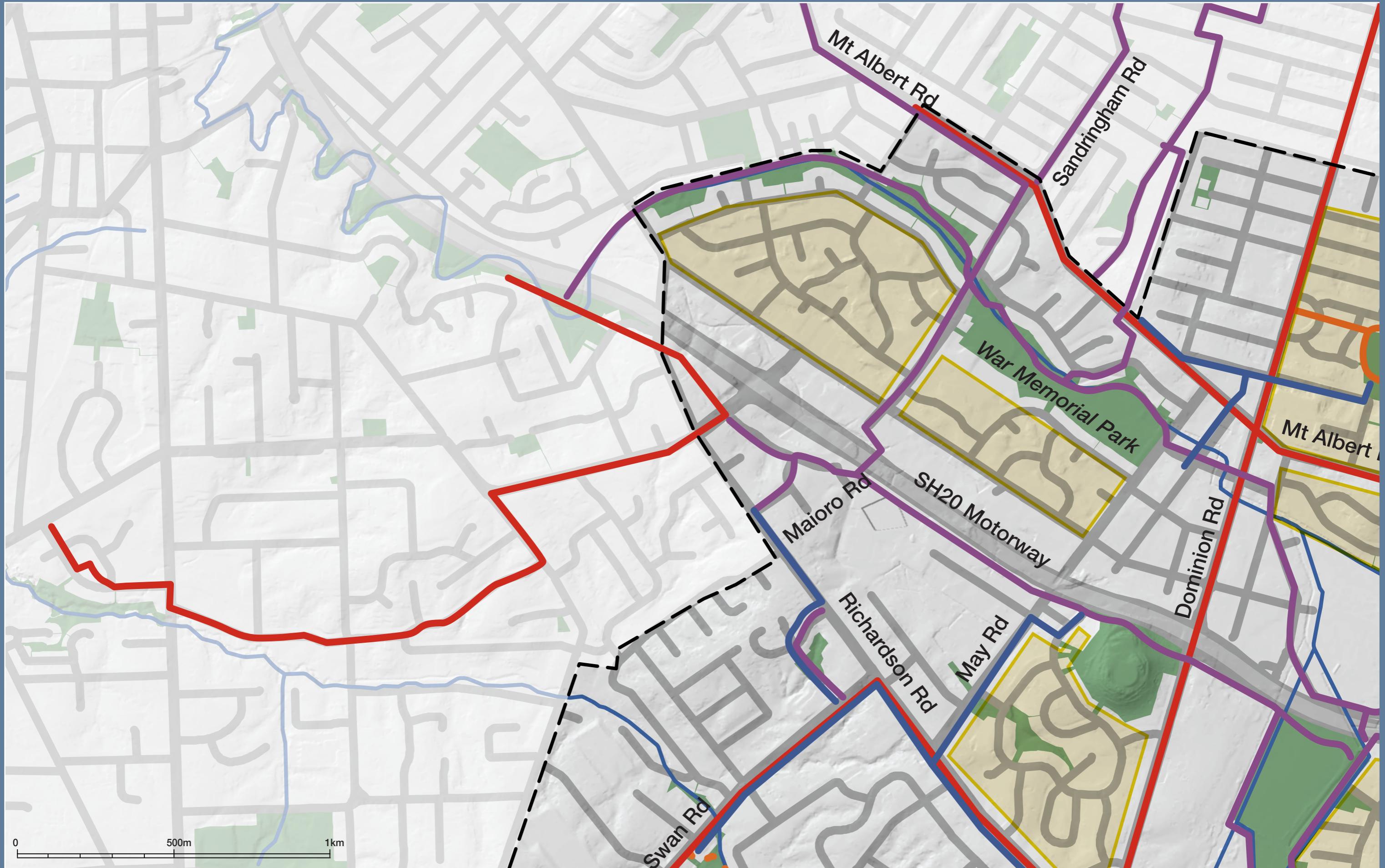
Sheet 4 of 4

0 500m 1km

Scale 1:25,000 @ A3

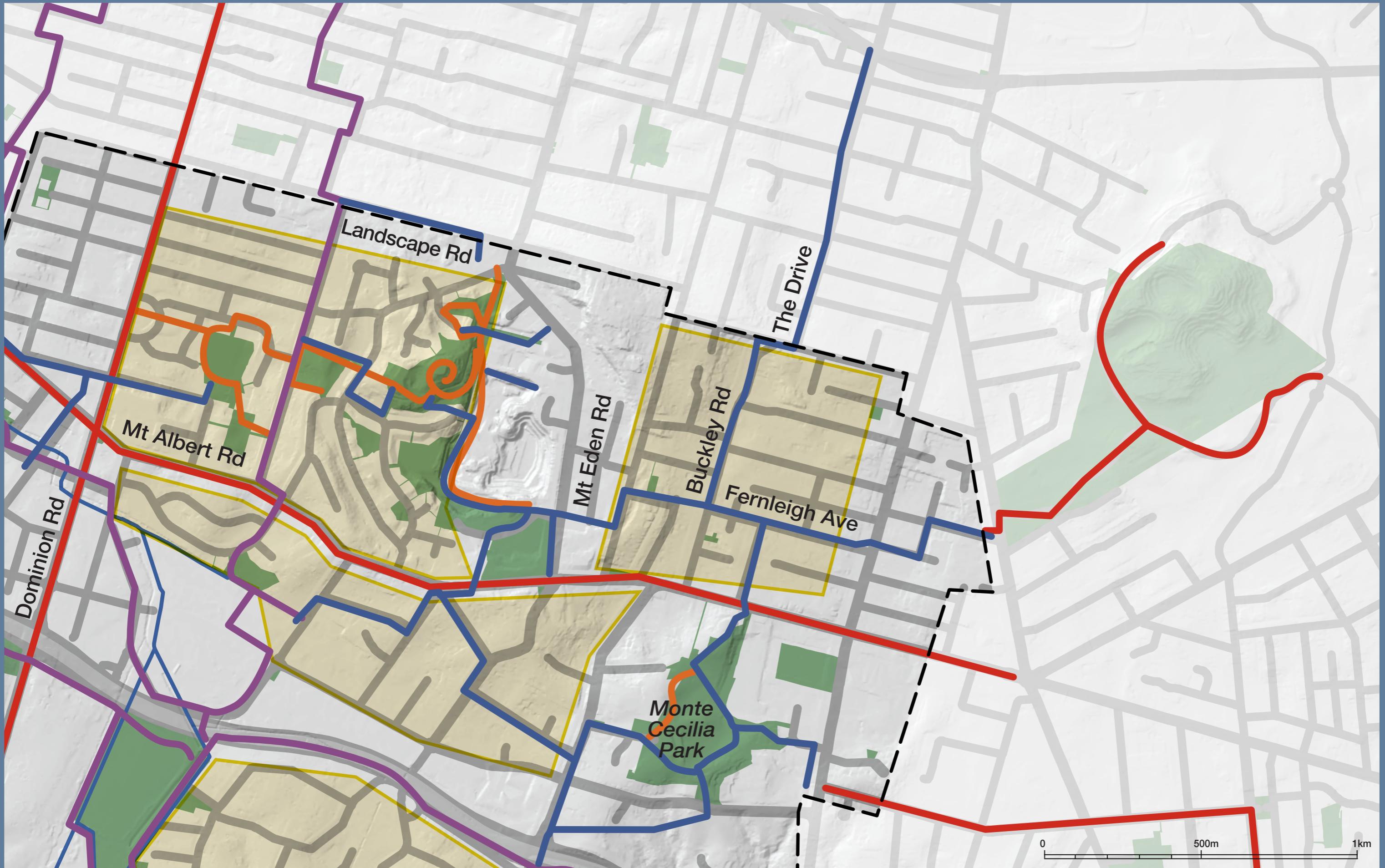
Puketapapa Greenway Links Map – sectioned





Puketapapa Greenway Links Map – detail: 1 of 4

Scale 1:50,000 @ A3



Puketapapa Greenway Links Map – detail: 2 of 4

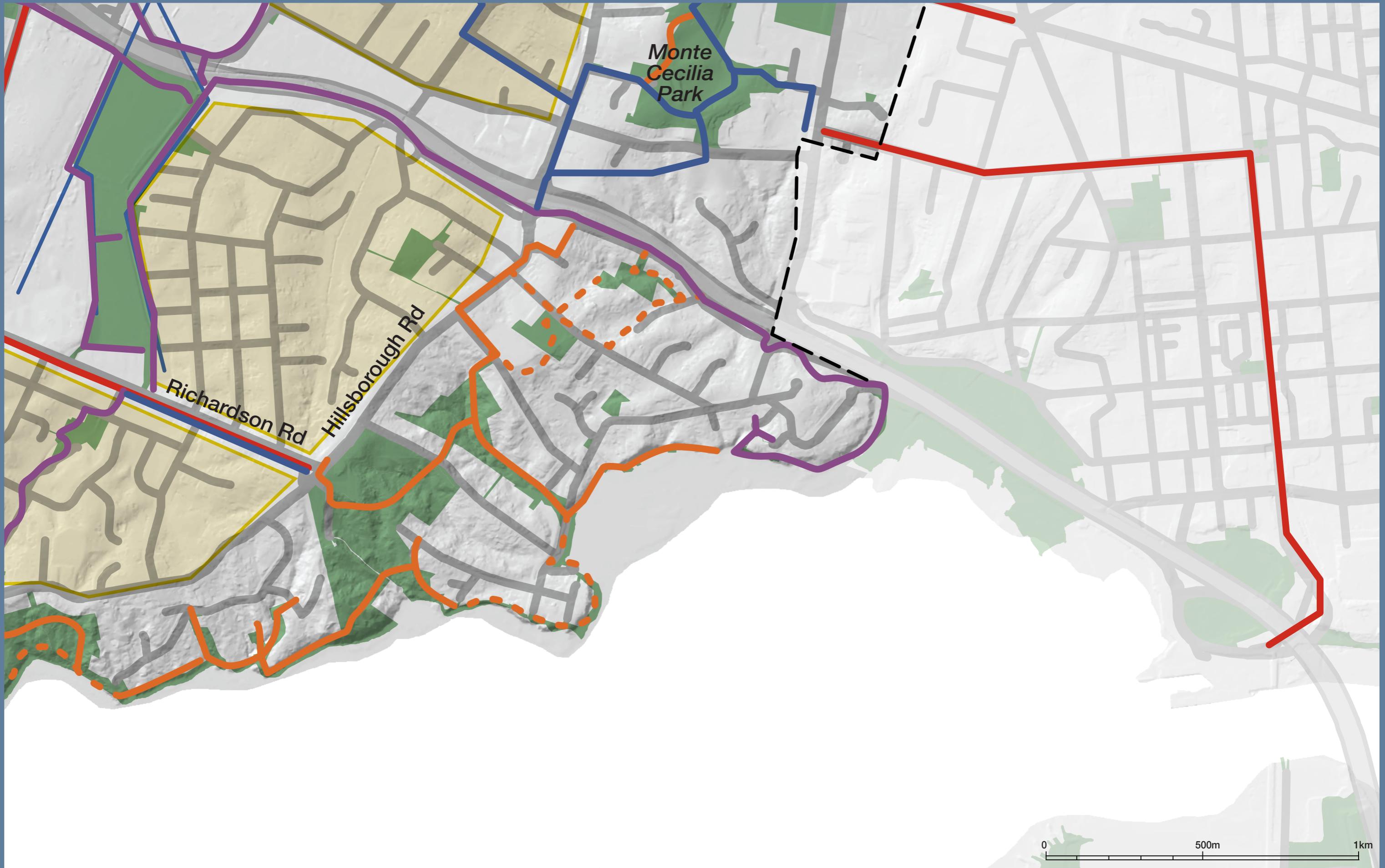
Scale 1:50,000 @ A3



Puketapapa Greenway Links Map – detail: 3 of 4

Scale 1:50,000 @ A3





Puketapapa Greenway Links Map – detail: 4 of 4

Scale 1:50,000 @ A3

Puketapapa Greenways Review Indicative Costing Model

Engineer A 27/03/2017

			Off Road Path	Painted	Shared Path	Shared Path
	Recommendations	Metres	on soil base	Lane	Existing Curb	New Curb
A.	Te Tātua-a-Riukiuta - Big King Reserve Accessibility Links	500	261,000	28,000	232,500	327,500
B.	Connection between Te Tātua-a-Riukiuta - Three Kings and One Tree Hill Domain.	1200	626,400	67,200	558,000	786,000
C.	Connection between Monte Cecilia Park and One Tree Hill Domain.	1200	626,400	67,200	558,000	786,000
D.	Connection between Three Kings and Monte Cecilia Park and Mt Roskill School Campus	1500	783,000	84,000	697,500	982,500
E.	Connection from the SH20 Cycleway at Hillsborough Rd to Monte Cecilia Park.	720	375,840	40,320	334,800	471,600
F.	Connections to Mt Roskill Shops and Dominion Road Transport Hub	1315	686,430	73,640	611,475	861,325
G	SH20 Cycleway to Lynfield Youth and Leisure Centre Via White Swan Rd	1800	939,600	100,800	837,000	1,179,000
	& Maioro Rd to Lynfield Recreation Centre	684	357,048	38,304	318,060	448,020
H	Link to Hillsborough Cemetery from Keith Hay Park	600	313,200	33,600	279,000	393,000
I	Monte Cecilia Paths	1485	775,170	83,160	690,525	972,675
J.	Quiet Street Zones					
K.	Space holder					
L	City Link along Buckley Rd and The Drive	1500	783,000	84,000	697,500	982,500
M.	Lynfield to Wattle Reserve Link	1600	835,200	89,600	744,000	1,048,000
N.	Waikowhai Bay Cycle Skills Track	1500	783,000	84,000	697,500	982,500
O.	Pickup Drop off Points around Roskill Campus					

Per metre calculation for 3m wide path

Off Road Path	Painted	Shared Path	Shared Path
on soil base	Lane	Existing Curb	New Curb
\$ 522.00	\$ 56.00	\$ 465.00	\$ 655.00

Puketapapa Greenways Review Indicative Costing Model

Engineer B

10/04/2017

			Off Road Path on soil base	Painted Lane	Shared Path Existing Curb	Shared Path New Curb
	Recommendations	Metres				
A.	Te Tātua-a-Riukiuta - Big King Reserve Accessibility Links	500	105,000	25,000	900,000	2,100,000
B.	Connection between Te Tātua-a-Riukiuta - Three Kings and One Tree Hill Domain.	1200	252,000	60,000	2,160,000	5,040,000
C.	Connection between Monte Cecilia Park and One Tree Hill Domain.	1200	252,000	60,000	2,160,000	5,040,000
D.	Connection between Three Kings and Monte Cecilia Park and Mt Roskill School Campus	1500	315,000	75,000	2,700,000	6,300,000
E.	Connection from the SH20 Cycleway at Hillsborough Rd to Monte Cecilia Park.	720	151,200	36,000	1,296,000	3,024,000
F.	Connections to Mt Roskill Shops and Dominion Road Transport Hub	1315	276,150	65,750	2,367,000	5,523,000
G.	SH20 Cycleway to Lynfield Youth and Leisure Centre Via White Swan Rd	1800	378,000	90,000	3,240,000	7,560,000
	& Maioro Rd to Lynfield Recreation Centre	684	143,640	34,200	1,231,200	2,872,800
H.	Link to Hillsborough Cemetery from Keith Hay Park	600	126,000	30,000	1,080,000	2,520,000
I.	Monte Cecilia Paths	1485	311,850	74,250	2,673,000	6,237,000
J.	Quiet Street Zones					
K.	Space Holder	2300	483,000	115,000	4,140,000	9,660,000
L.	City Link along Buckley Rd and The Drive	1500	315,000	75,000	2,700,000	6,300,000
M.	Lynfield to Wattle Reserve Link	1600	336,000	80,000	2,880,000	6,720,000
N.	Waikowhai Bay Cycle Skills Track	1500	315,000	75,000	2,700,000	6,300,000
O.	Pickup Drop off Points around Roskill Campus					

Per metre calculation for 3m wide path

Off Road Path on soil base	Painted Lane	Shared Path Existing Curb	Shared Path New Curb
\$ 210.00	\$ 50.00	\$ 1,800.00	\$ 4,200.00