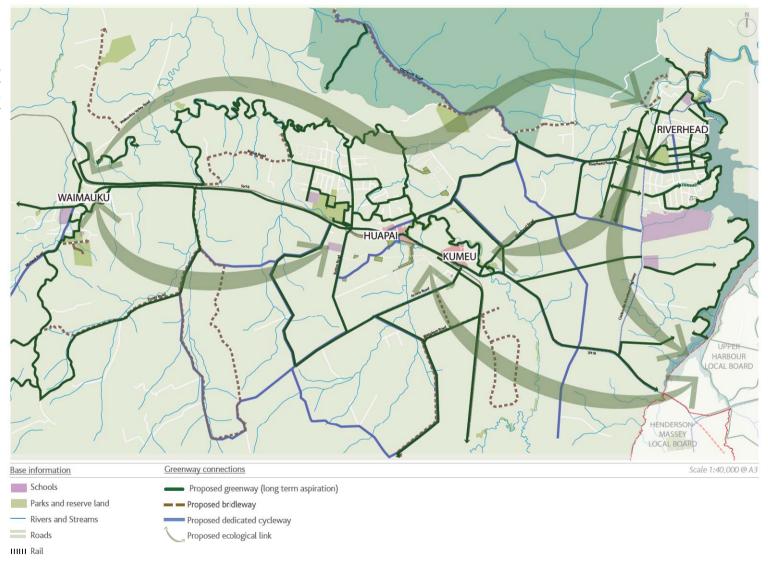
3.0 Greenways Mapping

3.1 Long-term Aspirational Greenways

This map shows the completed greenways vision identified by the Local Board, including both the priority sections as well as longer term routes. This vision is aspirational, and will be reviewed on a regular basis as priority sections are completed, and as other related projects are completed.



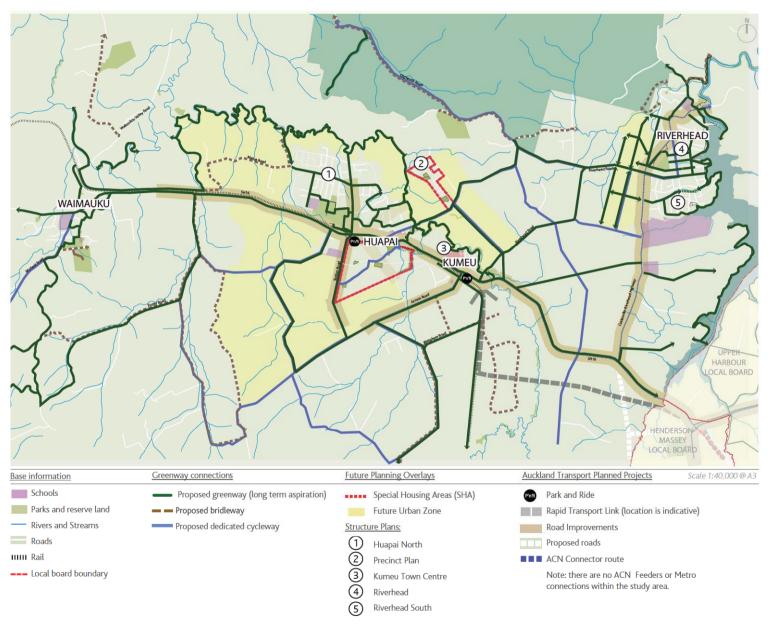
3.2 Long-term Aspirational **Greenways with Additional Future Planning Overlays**

This map shows the greenways network as it relates to the draft Auckland Cycle Network (ACN), and other long term planning overlays. The other planning overlays shown here include:

- Special Housing Areas (SHA)
- Structure Plan Areas
- Future Urban Zones
- Park and Ride (Auckland Transport)
- Rapid Transport Link (Auckland Transport)
- Road Improvements (Auckland Transport)
- Proposed roads (Auckland Transport, SHA and Structure

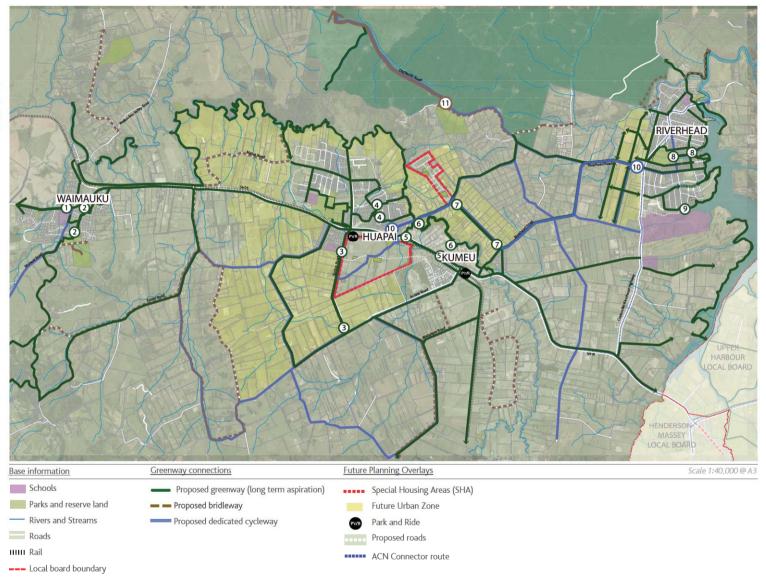
It is worth noting that the Greenways do not often overlap with the ACN's 'connector' routes, as these are predominantly on busy roads, where opportunities for amenity, recreational and ecological improvements are very difficult to achieve. Greenways overlap with the ACN's 'feeder' routes much more closely, however there are no 'feeder' routes planned by Auckland Transport within the study area at present.

It is also of note that the ACN is currently in draft form, and a process to better align the 'feeder' routes with the various Local Board Greenways plans is currently underway. It is intended that both the ACN and the Greenways plans are 'live' documents, which will be updated at regular intervals. ACN routes shown on this map were current as of May 2016. In AT's definition of a feeder route, these routes are usually on low traffic volume, 'minor' streets where improvements to the streetscape are more practical to achieve.



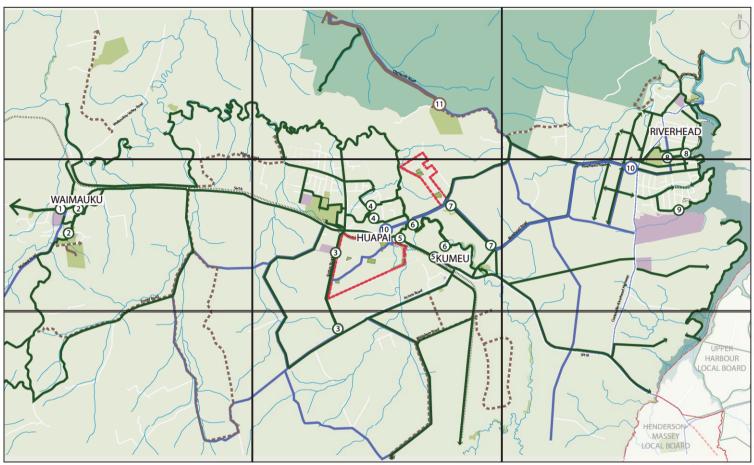
3.3 Proposed Priority Routes

As noted earlier, the greenways plan is a long term vision, and in order to deliver a tangible result, a number of routes have been prioritised for delivery and/or advocacy over the next 3-5 years. Not all of these routes will be delivered, due to financial constraints - but these routes give an indication of where attention will be focused in the short term. Further detail on these routes is contained within Appendix C.



3.4 Proposed Greenway Network **Reference Plan**

The network can be viewed at a closer scale on the following pages 24-32. The plan adjacent shows how the network is sectioned.

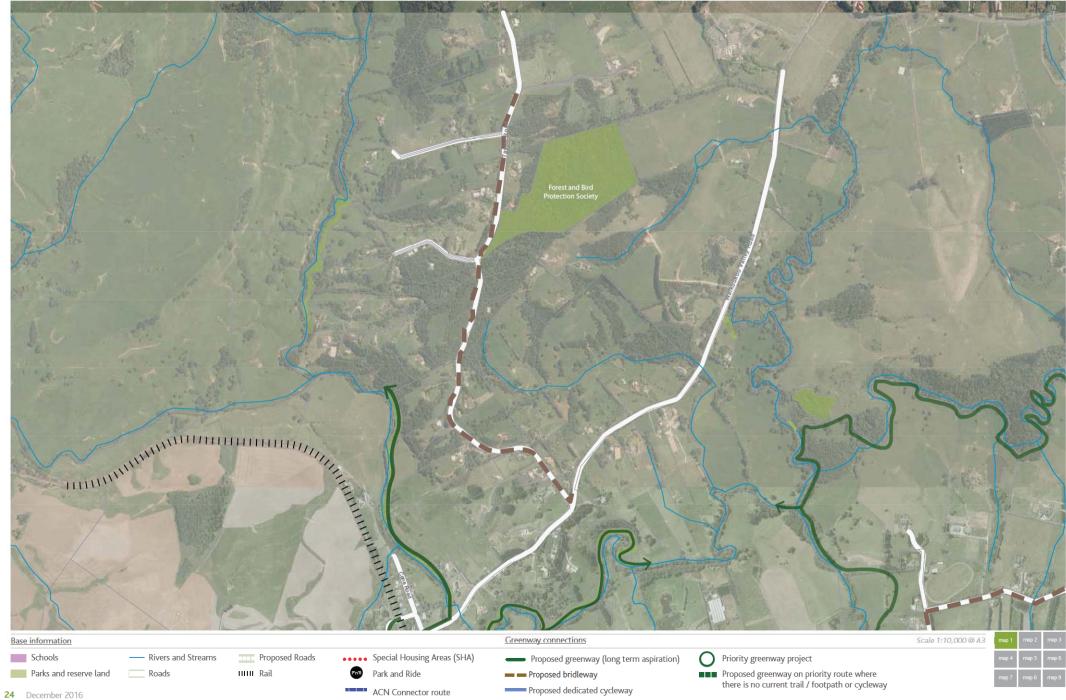


Scale 1:40,000 @ A3



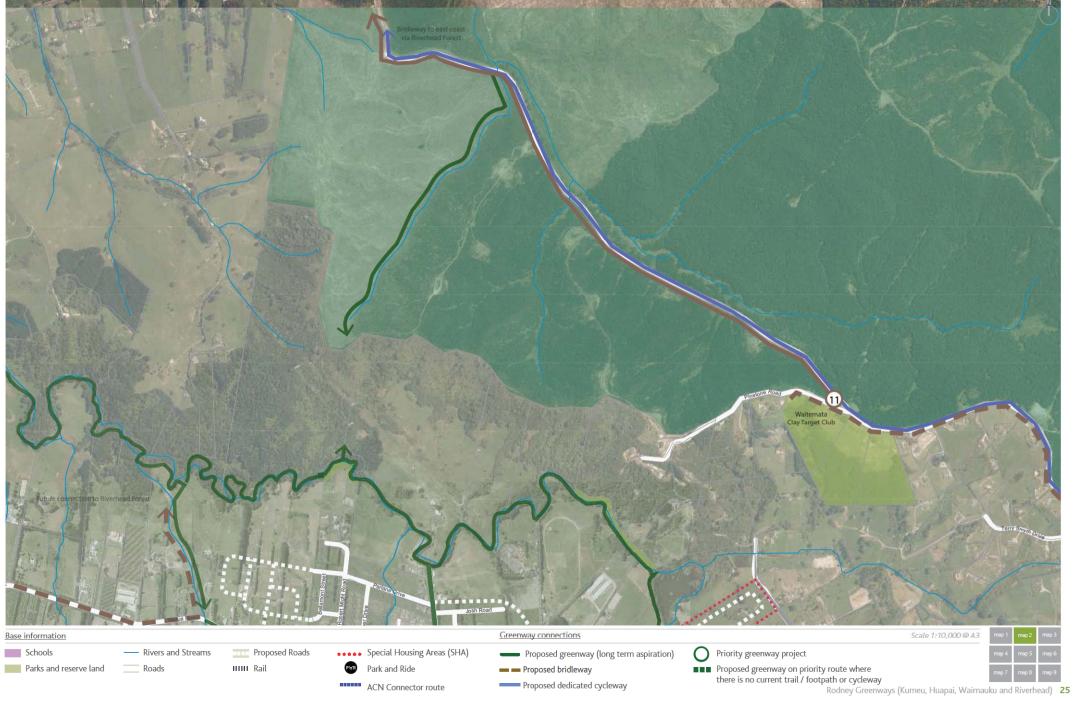
3.5 Proposed Greenway Network Plan





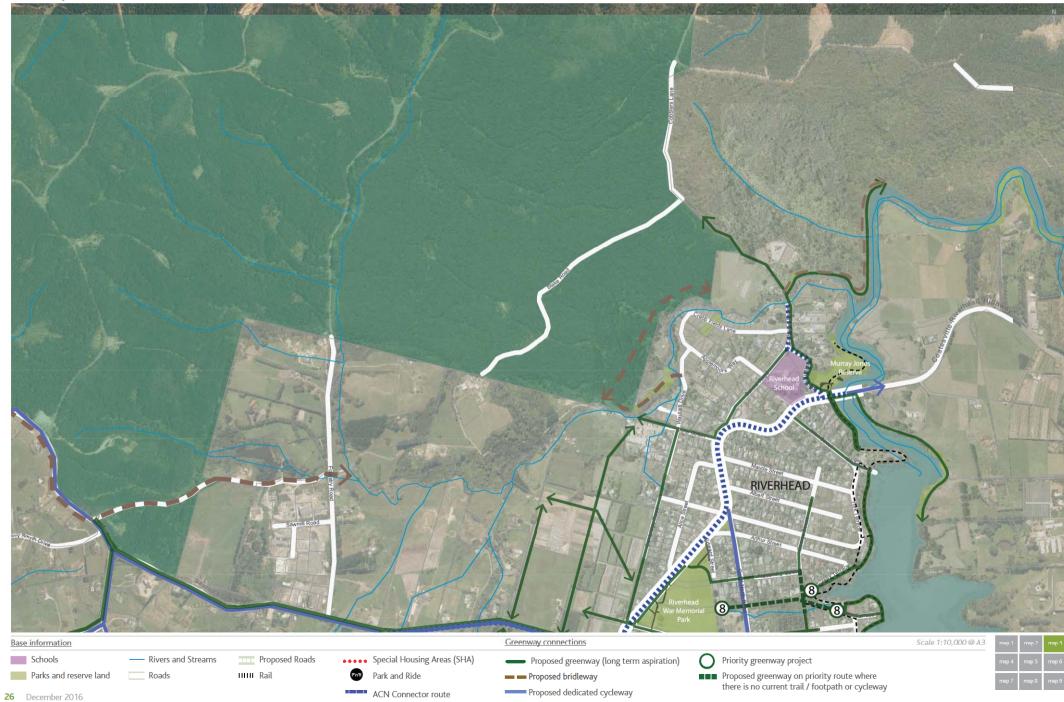
3.6 Proposed Greenway Network Plan





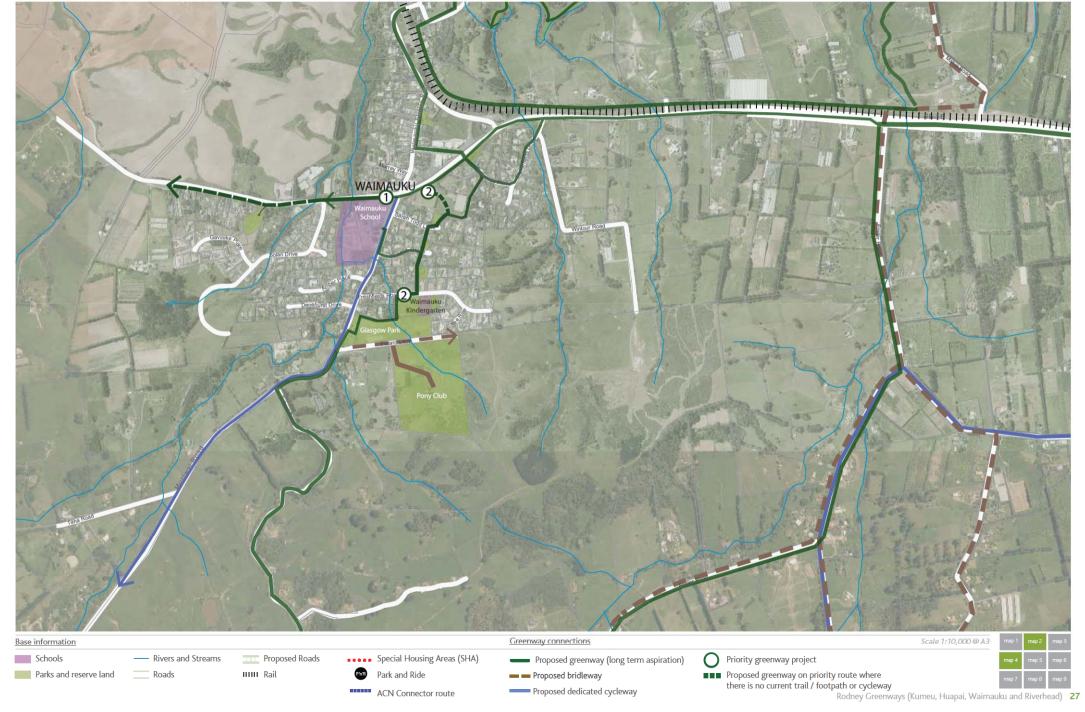
3.7 Proposed Greenway Network Plan

Map 3 of 9



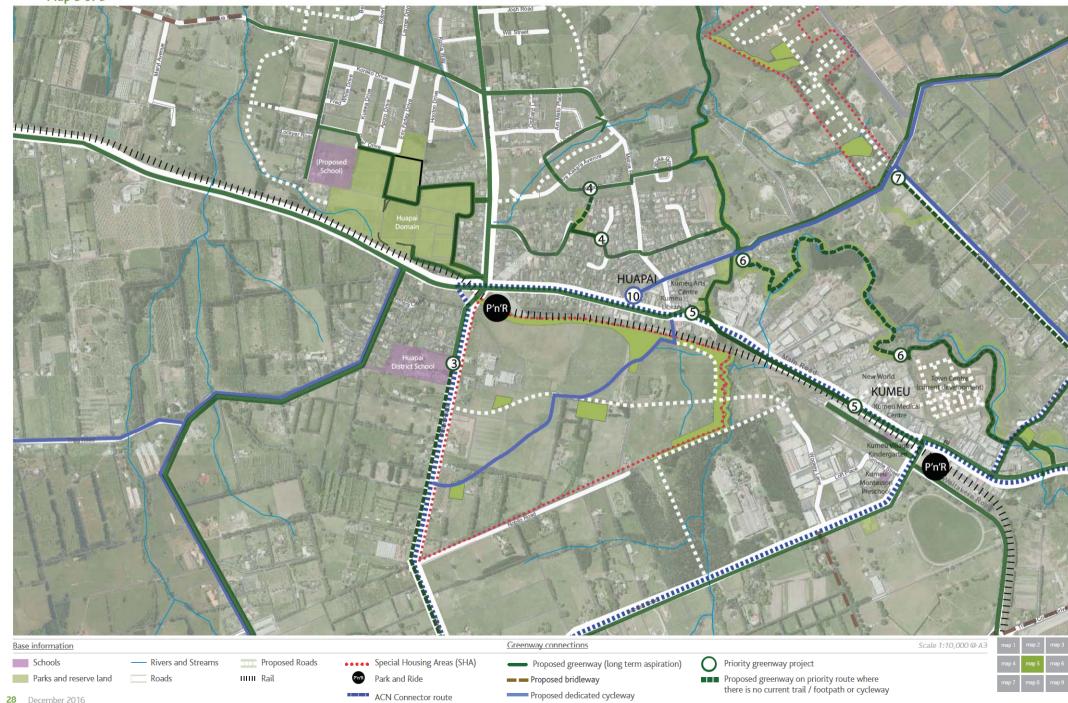
3.8 Proposed Greenway Network Plan



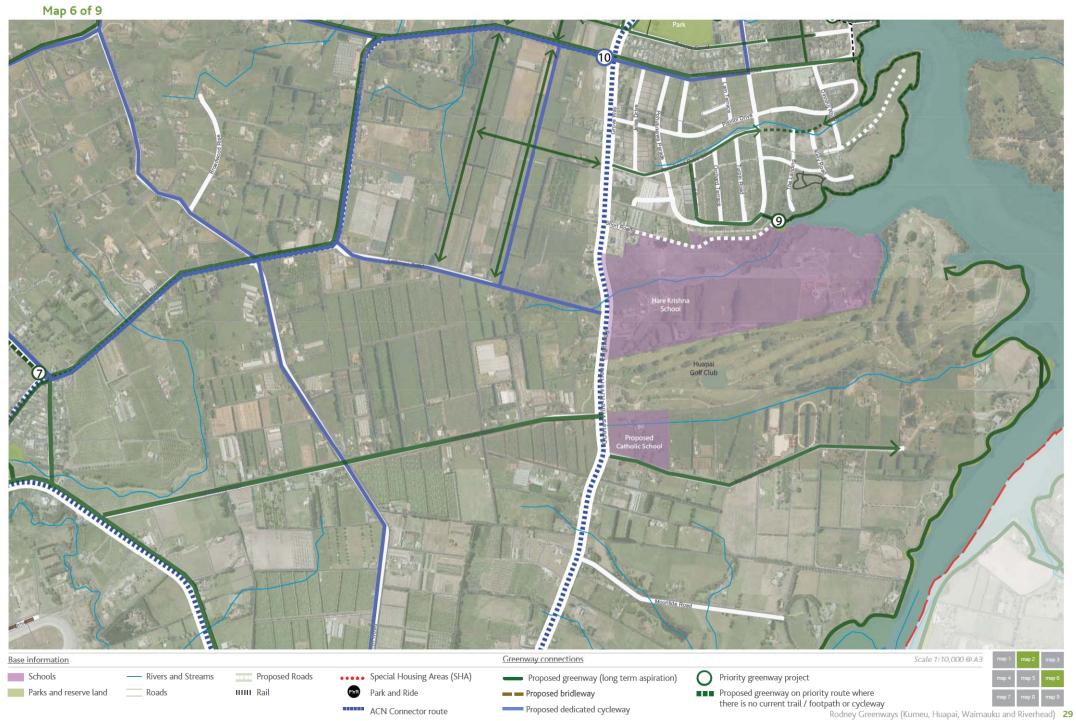


3.9 Proposed Greenway Network Plan

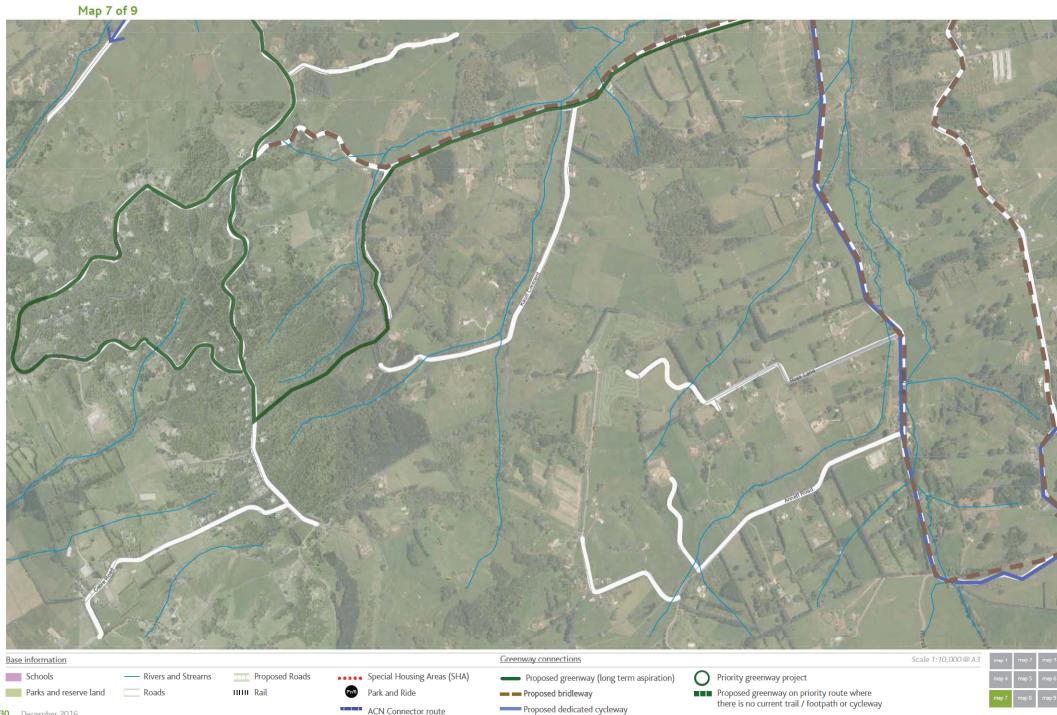
Map 5 of 9



3.10 Proposed Greenway Network Plan

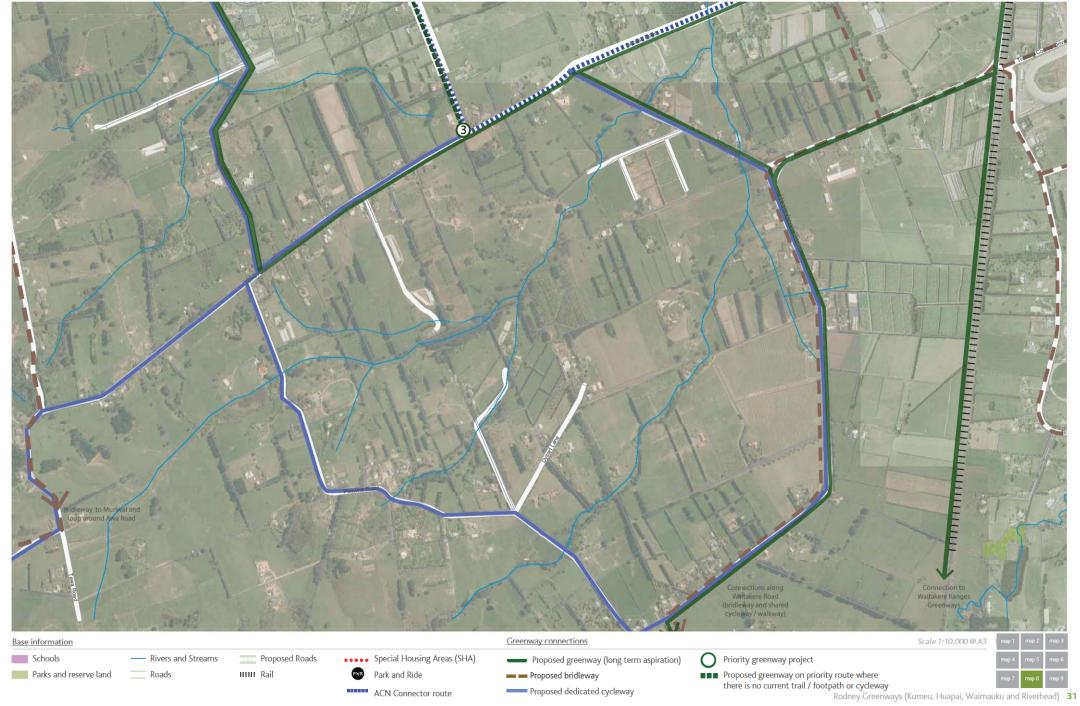


Proposed Greenway Network Plan 3.11



3.12 Proposed Greenway Network Plan

Map 8 of 9



3.13 Proposed Greenway Network Plan

Map 6 of 9

