

# Design Principles | Opportunities + Constraints

Primarily, local path networks must respect the physical and cultural environment and meet the needs of all people walking and cycling. The design framework for the Upper Harbour Greenways is organised under these two headings, Local Path Design Principles and Te Aranga Design Principles. We have provided a short survey for you to complete that includes the following questions.

## Local Path Design Principles



### Safe

Safety and a stress-free environment are core principles of achieving a successful Local Path. Conflict points such as high vehicle numbers and high speeds should be minimised by providing a consistent level of experience across the path network. Crime prevention and enhanced social safety are also key outcomes of well-designed Local Paths.



### Connected

Local Paths should connect destinations such as residential neighbourhoods, schools and universities, town centres, transit stations, and bicycle facilities. They should seamlessly connect to the wider transport network including Express Paths. Additionally, these connections should be designed to be easily navigated. Where intuitive design is unachievable, clear and consistent way finding signage should be employed.



### Accessible and Comfortable

Paths infrastructure should be accessible for all users, including children and people with disabilities. Considerations include ample width, gentle gradients, smooth transition in surfaces, and avoidance of high volumes of traffic that create fumes and noise.



### Enabling

Iwi, local community and stakeholders should be engaged early in the process to incorporate Te Aranga principles and community driven initiatives. Local Paths should integrate with the existing streetscape and celebrate Auckland's unique character by responding to and incorporating elements of the surrounding natural and built environment, heritage and culture. Opportunities to include ecological function through planting, water sensitive design, and low energy/low toxicity materials should be integral to each Local Path design.

## Te Aranga Design Principles



### Mana Rangatiranga - Authority

The status of iwi and hapu as Mana Whenua is recognised and respected



### Whakapapa - Names and Naming

Maori names are celebrated



### Taiao - The Natural Environment

The natural environment is protected, restored and/or enhanced



### Mauri Tū - Environmental Health

Environmental health is protected, restored and/or enhanced



### Mahi Toi - Creative Expression

Iwi/hapu narratives are captured and expresses creatively and appropriately



### Tohu - The Wider Cultural Landscape

Mana Whenua significant sites and cultural landmarks are acknowledged



### Ahi Kā - The Living Presence

Iwi/hapu have a living and enduring presence and are secure and valued within their rohe

## Opportunities

- Reduce motor vehicle use for local trips;
- Link schools, workplaces and communities with parks, shops, and transport routes;
- Reduce the reliance on fossil fuels by providing safe and attractive alternative transport choices;
- For communities to engage and connect with each other and their community facilities;
- For communities to create a sense of ownership and pride in their neighbourhoods;
- Enhance ecosystems, habitat sources and ecological niches.

## Constraints

- Biophysical - The steep topography, combined with a number of streams/creeks, ecological areas and stability of the ground in parts of Upper Harbour will provide challenges;
- Infrastructure - Space available within the road network may not be conducive to the creation of cycle paths.
- Property ownership - privately owned land parcels have potential to limit access.