Help us determine the greenways network for Rodney

We want your help
We are creating a draft greenways plan for Helensville, Muriwai and Taupaki which also covers Parakai and part of Waimauku. The plan considers potential pedestrian, cycle and bridle connections for the area. This is your opportunity to have a say in where these connections could go.

Please read this information and look at the maps and let us know what you think, along with any suggestions for changes or additions to what’s proposed.

Introduction
Greenways planning has been happening at local board level across Auckland for the past few years. Five other plans for other areas of the city are being prepared and several routes are now being built or are recently completed. Having a consistent greenway network across Auckland has the potential to transform how people get out and use their city. Some quite lengthy trips are now possible on the network, such as Henderson or Onehunga to the CBD, with other routes under development and to be built as funding becomes available.

For Rodney Local Board, Greenways planning is being coordinated in stages due to the sheer size of the local board area: Wellsford Greenways Plan was adopted in July 2015, the Kumeu, Huapai, Waimauku and Riverhead Greenways Plan was adopted in December 2016 and the Puhoi to Pakiri Greenways Plan was adopted in May 2017. This draft plan and one for Coatesville, Dairy Flat, Wainui and Kaukapakapa are now open for public comment.

Purpose of this consultation
Your local knowledge forms a key part of planning for our greenways, as we want people to use the network and become custodians and champions of the project. We need your help to:
- Identify potential recreational connections and opportunities
- Identify potential local trip opportunities (i.e. a connection between the local shops and your residential area)
- Identify potential ecological opportunities
- Identify potential cultural and social opportunities (i.e. is there an important heritage story to be told along a path? or a connection opportunity at your local school?)
- Problem or dangerous areas within the existing networks.
- Priority areas – what you would like to see happen first.
Scope and context

Rodney Local Board:
Helensville, Muriwai, Taupaki, Parakai and Waimauku

The five villages of Helensville, Muriwai, Taupaki, Parakai and Waimauku are in the western area of Rodney Local Board’s area. Each village has its own close-knit community with a unique heritage, different terrain and access issues. They share a landscape of farmland, hills, native bush and a network of waterways. The semi-rural setting, proximity to natural features and the wild west coast make this corner of Rodney a popular recreational area for locals and visitors alike.

Due to a range of constraints which include risk of flooding in the Helensville, Parakai and Kaukapakapa areas, the prevailing residential zone is Countryside Living and there is not a significant increase in residential growth forecast over the coming years for four villages. The exception is Taupaki, which is within the Special Housing Areas (SHA) and Future Urban Zone. This makes Taupaki uniquely positioned to take advantage of a planned greenways network, as these can be incorporated into new development areas as they are constructed.

From a greenways perspective, Helensville, Muriwai, Taupaki and Parakai are subject to several opportunities and constraints:

Opportunities:
- Vast areas of picturesque farmland and large tracts of ecologically important bush
- An extensive network of streams and waterways bordered by esplanade reserves, with the real opportunity of expanding these reserves with time
- A popular area for recreational activities (including mountain biking and horse riding)
- Healthy tourism potential
- Ability to leverage off future growth areas and forecasted, large-scale infrastructure projects, provide opportunities to construct greenways as part of new developments (which is cheaper than retrofitting)
- Partnerships with Iwi
- Established active and engaged community groups with interests in this area.

Constraints:
- Helensville, Taupaki, Parakai and Waimauku are joined by State Highways and the national trunk rail line which are also barriers to non-vehicular movement. The relatively high-speed nature of these are a further challenge
- Large, rural, privately-owned land parcels have potential to limit access
- Busy, high-speed rural roads designed for vehicles can cause barriers and safety issues for non-motorised movement
- Stormwater management needs improvement and several of the local streams are in a degraded state.
What is a greenway?

In these more rural areas, greenways, bridle trails and local paths will inevitably be different from urban greenways. They may be as paths through parks and reserves, along paper roads and waterways and are far more likely to be shared with horse riders. In places, they may need to share a road corridor where improvements are carried out to give non-motorised transport and pedestrians priority and safety. Where appropriate, the appearance and ecology of these routes are supported by improved planting. The result is welcoming, comfortable and pleasant routes that invite people to walk and cycle more throughout their community.

Express Path – Street

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

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

Local Path – Street

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

An on-street Local Path has pedestrians accommodated on footpaths with lanes, land marks and connection to mana whenua.

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

Trail – Walking only

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

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

Based on the Auckland Local Path Design Guide 2017

The diagram below shows greenways within the context of other movement networks. An important distinction is that between greenways and primary commuter cycling links. The primary cycle network will provide safe cycle routes along busy and ‘direct’ streets. These routes tend to be focused on longer distance (commuter) travel between major destinations such as employment centres or public transport interchanges. Greenways by contrast, which consist of quiet streets and paths through parks are intended to extend the usefulness of the core cycle network. They play an important role in the active transport network, by safely connecting people to local destinations such as schools, town centres, public transport stops, community facilities and recreation spaces.
Where greenways might occur

The layout of the network is typically constrained by a number of physical ‘barriers’, such as motorways, busy roads, rail corridors, industrial areas, water bodies and topography. Conversely, there are landscape types that appear uniquely suited to creation of a greenways network – and these sometimes overlap with, or allow us to ‘bridge’ the constraints.

On quiet streets

It is never possible to create a continuous network through our reserves, as they are not always physically next to each other. To address this, we look for quiet streets to provide the park-to-park linkages. It is envisaged that there may be improvements to these, to improve safety, amenity and/or the ecology of the street. Details of these would be worked out as and when funding becomes available, on a project by project basis. To reduce costs, we want to coordinate these improvements with other planned renewal works, such as resurfacing/kerb lifting etc. While busy roads tend to be avoided, we do need to cross these from time to time, and there are mechanisms that can be used to make these crossings safe.

Through parks and reserves

By far the most simple and easiest to achieve are connections through our parks. Connecting open spaces is the ‘backbone’ of any greenways network. These are areas of high natural amenity and are the least constrained, therefore the most cost effective areas to develop. There are often quick wins in this area, and better connecting people to (and through) our parks increases their usage and therefore value to the community. These are also the areas where ecological improvements can be most readily achieved.

Along waterways

The esplanade reserves along streams, rivers and coastline can provide extensive opportunities for continuous public access. There are a number of esplanade reserves in the area that are under public ownership but are ‘landlocked’, or are not adequately connected to other open spaces. The greenways plan can become an important strategic tool to eventually connect esplanade reserves. At the same time, greenways projects can combine with other ecological and stormwater projects to improve the ecological health and water management of these important ‘blue’ corridors.

Partnerships with other landowners

There are a number of groups with landholdings throughout the board area where mutually beneficial partnerships can be explored. These could include exploring safe routes to and through schools as well as other land under Crown ownership (such as the Department of Conservation). In places, private partnerships with companies such as those in industrial areas may also be explored. While these may be flagged on the plan – this simply signifies that a future discussion may be held, to see whether any possibilities exist.

Along the state highway and rail corridor

The existing state highway, rail corridor and future roading projects present us with physical barriers to overcome. However, these major transport nodes can also provide an opportunity to develop substantial linear greenway connections alongside them. At critical points, paths can also be added to cross these formidable corridors. There are projects in other parts of Auckland achieving connections alongside these corridors and the greenways plan can become an important advocacy tool to open the discussion with NZTA, Kiwi Rail and Auckland Transport, for future planning.
What greenways could look like

Aspirational images from across Auckland

Connections in open space

Connections in streets and transport corridors

Social, ecological and cultural connections

Have your say to help create the world’s most liveable city.
For more information, email: greenwaysrodney@aucklandcouncil.govt.nz or visit www.aucklandcouncil.govt.nz/haveyoursay (keywords: Rodney Greenways)
How we will get there
Funding, delivery and timeframes

How will we fund and deliver this network?
The greenways plan is a long-term vision, and based on overseas experience, it will take decades to fully implement. That said, individual projects under these plans are being delivered across council each year, so shorter sections of the completed network will be opening regularly, as we work towards our completed vision.

The greenways plans align with several of the outcomes that communities told us they wanted delivered, via the Local Board Plan process, and there is significant emphasis on this programme across council and its council-controlled organisations (CCOs).

Several funding streams are being actively investigated, and these include:
- Funding allocated by the Local Board, out of its local budgets
- Long Term Plan funding (regional funding, allocated to growth areas only)
- Delivery by external Crown parties, such as NZTA and Kiwirail (via projects which 'build in' greenways and/or as mitigation for capital works)
- Central government funding via the Urban Cycleways Fund and/or NZTA cycling subsidies
- Complementary projects by areas of council with regional funding, such as stormwater improvement projects, where access and ecological improvements can be readily included.
- CCO funding for related projects, e.g. Auckland Transport's Auckland Cycleway Network and Safe Routes to Schools Programme
- 'Goodwill' partnerships between council and interested private parties
- Parks renewals budgets (scheduled renewals of failing assets)
- Community support and stewardship. While not a funding source, help from the community may reduce funding requirements.

Where we are now:

Desktop research and information gathering
Review of all background information and previous planning work to ensure that previous thinking is captured. Includes reviews of plans by related agencies and departments, such as NZTA, Auckland Transport and Watercare. Field work and creation of initial draft network plan.

June - July

Feedback reviewed
The project team review all feedback, site visits and analyse route viability.

September

Draft Greenways Plan
Review feedback and update the plan accordingly to create the final draft version for adoption.

October

Draft greenways plan presented to the public to gain feedback and input. The process also involves direct consultation with local schools, iwi and other parties.

November

Central government funding via the Urban Cycleways Fund and/or NZTA cycling subsidies
Complementary projects by areas of council with regional funding, such as stormwater improvement projects, where access and ecological improvements can be readily included.
CCO funding for related projects, e.g. Auckland Transport’s Auckland Cycleway Network and Safe Routes to Schools Programme
'Goodwill' partnerships between council and interested private parties
Parks renewals budgets (scheduled renewals of failing assets)
Community support and stewardship. While not a funding source, help from the community may reduce funding requirements.

2019 and beyond

Funding applications and construction

Have your say to help create the world’s most liveable city.
For more information, email: greenwaysrodney@aucklandcouncil.govt.nz or visit www.aucklandcouncil.govt.nz/haveyoursay (keywords: Rodney Greenways)
How we will get there
What we have done so far and some of the issues raised

Work we have undertaken to date
As the timeline shows, over the past several months we have been busy mapping and analysing Helensville, Muriwai, Taupaki, Parakai and Waimauku, looking at what needs to be linked up, who would benefit and be involved, and how it might be achieved.

Fundamental to this process, has been the generous input of various groups and individuals, CCO’s, Council departments and projects (such as Auckland Transport and NZTA), local iwi groups and the vast array of community groups within the area. With this input we have been able to see potential connections for:

- Recreation routes between parks, community facilities and waterways.
- Parks, ecological corridors and the coastal edge (particularly along Muriwai Beach).
- Commuter links to schools, town centres and transport nodes.

We have also been able to:

- Hold initial meetings with local iwi.
- Identify organisations and volunteer groups who can advocate for and implement the building of these connections.
- Source existing strategies and plans that align with the future greenways plan.

“There should be a place where kids can fish in the Kaipara River at the back of the shops or at the River Reserve.”

“The existing walkway in Helensville along the Kaipara River should be extended up to the Showgrounds and follow the river’s west bank from the Mill Road bridge up to the wharf.”

“A horse ride to Muriwai along Coast Road, plus walking and cycling.”

“We need footpaths on Fordyce Road to get to school safely.”

“We need to be able to cross State Highway 16 safely from Peak Village to walk to Kaukapakapa School.”

“There’s a popular exercise track using Wishart, Inland and Ranfurly Roads, it’s regularly used by the college kids and locals.”

“I’d like to ride my horse through the Woodhill Forrest to the beach.”

How we will get there
What we have done so far and some of the issues raised

Work we have undertaken to date
As the timeline shows, over the past several months we have been busy mapping and analysing Helensville, Muriwai, Taupaki, Parakai and Waimauku, looking at what needs to be linked up, who would benefit and be involved, and how it might be achieved.

Fundamental to this process, has been the generous input of various groups and individuals, CCO’s, Council departments and projects (such as Auckland Transport and NZTA), local iwi groups and the vast array of community groups within the area. With this input we have been able to see potential connections for:

- Recreation routes between parks, community facilities and waterways.
- Parks, ecological corridors and the coastal edge (particularly along Muriwai Beach).
- Commuter links to schools, town centres and transport nodes.

We have also been able to:

- Hold initial meetings with local iwi.
- Identify organisations and volunteer groups who can advocate for and implement the building of these connections.
- Source existing strategies and plans that align with the future greenways plan.

“There should be a place where kids can fish in the Kaipara River at the back of the shops or at the River Reserve.”

“The existing walkway in Helensville along the Kaipara River should be extended up to the Showgrounds and follow the river’s west bank from the Mill Road bridge up to the wharf.”

“A horse ride to Muriwai along Coast Road, plus walking and cycling.”

“We need footpaths on Fordyce Road to get to school safely.”

“We need to be able to cross State Highway 16 safely from Peak Village to walk to Kaukapakapa School.”

“There’s a popular exercise track using Wishart, Inland and Ranfurly Roads, it’s regularly used by the college kids and locals.”

“I’d like to ride my horse through the Woodhill Forrest to the beach.”
Proposed Greenways maps
Proposed Helensville, Muriwai, Parakai and Taupaki Greenways Network

Have your say to help create the world’s most liveable city.
For more information, email: greenwaysrodney@aucklandcouncil.govt.nz or visit www.aucklandcouncil.govt.nz/haveyoursay (keywords: Rodney Greenways)
Proposed Greenways maps
Helensville and Parakai

Have your say to help create the world’s most liveable city.
For more information, email: greenwaysrodney@aucklandcouncil.govt.nz or visit www.aucklandcouncil.govt.nz/haveyoursay (keywords: Rodney Greenways)
Proposed Greenways maps

Woodhill and Waimauku

Have your say to help create the world’s most liveable city.
For more information, email: greenwaysrodney@aucklandcouncil.govt.nz or visit www.aucklandcouncil.govt.nz/haveyoursay (keywords: Rodney Greenways)
Proposed Greenways maps
Taupaki

Have your say to help create the world’s most liveable city.
For more information, email: greenwaysrodney@aucklandcouncil.govt.nz or visit www.aucklandcouncil.govt.nz/haveyoursay (keywords: Rodney Greenways)
Where we need your help

Helensville, Muriwai, Taupaki, Parakai and Waimauku

The proposals on the maps in this document were developed with the aid of community groups and individuals who are involved in the plan area. By telling us what you know of the area and your aspirations, for your future and your children’s future, the community and council working together can create appealing "active transport" options for recreation and travel to work or school.

Again, the things we want you to consider are:

- Identify potential recreational connections and opportunities
- Identify potential local trip opportunities (i.e. a connection between the local shops or schools and your residential area)
- Identify potential ecological opportunities
- Identify potential cultural and social opportunities (i.e. is there an important heritage story to be told along a path? or a connection opportunity at your local school?)
- Problem or dangerous areas within the existing networks
- Priority areas – what you would like to see happen first.