

Hibiscus and Bays Greenways | Local Paths Plan

December 2016



Front cover, figure 01. Army Bay, looking east towards the tip of the Whangaparaoa Peninsula. Charlotte Grieve 2016

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Figure 02. The Strand, Waivera Beach. Charlotte Grieve, 2016.

1.0 Introduction

Hibiscus and Bays Greenways



Figure 03. Crows Nest Rise Walk looking north towards Murrays Bay, Charlotte Grieve, 2016.

1.1 Purpose of the document

Purpose

This is a visionary and guiding document intended for use by the Local Board, council departments, council-controlled organisations, community groups, private developers and other interested parties. The Hibiscus and Bays Greenways Plan outlines long-term actions for the Hibiscus Coast and East Coast Bays area, with a view to setting priority projects up for funding and implementation over the coming years.

Visionary document

Greenways plans similar to this have been developed throughout the world, with that of Portland, Oregon being one of the most successfully implemented. Auckland's Greenways plans are a series of linked, visionary plans being driven from the 'ground up' by Local Boards with the long-term aim of greatly improving walking, cycling and ecological connections across the region.

Guiding document

Upon adoption of the Greenways Plan, the Local Board will set out a series of priority projects, and look for opportunities to fund and create these connections. Over the coming years, Council will also develop Open Space Network Plans for each of the Local Board areas, of which the Greenways Plan will become a chapter. The network plans will sit under the Open Space Strategy, providing high level direction for improvements to the open space network, specific to each Local Board area.

1.2 Strategic fit

Links to the Auckland Plan

The Auckland Plan sets Council's long-term strategic direction, with vision to create the world's most liveable city. The plan envisages integrated planning to improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

The Hibiscus and Bays Greenways Plan implements priorities and directives from a number of chapters in the Auckland Plan, including:

Chapter 5: Auckland's recreation and sport

Priority 1: Encourage all Aucklanders, particularly children and young people to participate in recreation and sport

Chapter 7: Auckland's environment

Priority 1: Value our natural heritage

Priority 2: Sustainably manage natural resources

Priority 3: Treasure our coastlines, harbours, islands and marine areas

Chapter 12: Auckland's physical and social infrastructure

Priority 2: Protect, enable, align, integrate and provide social and community infrastructure for present and future generations

Directive 12.8: Maintain and extend the public open space network ... walkways and trails and recreational boating facilities in line with growth needs.

Chapter 13: Auckland's transport

Priority 3: Prioritise and optimise investment across transport modes.

Links to other initiatives

In developing this Greenways Plan, a number of related Council and non-council initiatives have been investigated and - where possible - included in the network:

- Te Araroa National Walkway
- Auckland Cycle Network (existing cycle ways and proposed)
- Te Ara Tahuna Pathway, Orewa Estuary
- Okura Estuary Scenic Reserve Walkway
- Long Bay and Shakespear Regional Parks – walkways within these
- Proposed Crimson Walkway (including proposed land to be obtained from council, to form walkway connections)
- Proposed Penlink
- Long Bay Development, and Glenvar Ridge Road
- Fairhaven Walkway
- Chin Hill proposal on private land (behind Hatfields Beach)
- Weiti land development (and the relation of this to Okura sensitive ecological areas)
- Hibiscus and Bays Area Plan
- Hibiscus and Bays Local Board Plan
- Millwater development
- Mairangi Bay Reserves Management Plan
- Silverdale Centre Plan
- Orewa Centre Plan
- Northwest Wildlink
- Auckland Transport New Bus Network, North Shore and Hibiscus Coast
- Treaty of Waitangi Settlement Outcomes
- Neighbouring Greenways routes, and where they intersect with our local board. (Devonport Takapuna and Upper Harbour Greenways have adopted plans, and Rodney is underway, but the urban centres only at this stage)
- Auckland Council data (Parks, schools, cultural centres, roads, accessways, streams, water bodies, property boundaries, contours etc.)

Local Board aspirations

Each Local Board Plan is a reflection of what elected members have heard from their community. Feedback gained both formally and informally has been instrumental in shaping these plans, and they provide a touchstone for the aspirations of each area's community.

Successful implementation of this Greenways Plan has potential to deliver on a number of the outcome aspirations in the Hibiscus Coast and Bays Local Board Plan (2014), including:

- Connected communities with excellent transport choices
- Easy access to recreation options and open space
- A protected and enhanced environment

Outcome: Connected communities with excellent transport choices

Consultation identified this as the most important outcome for local residents. This aspiration ties back to the Auckland Plan, and can be delivered in part by construction of the Greenways network. Greenways routes can assist with getting people to and from other public transport connections, as noted below;

"The Auckland Plan outcome of 'a green Auckland' will in part be achieved by encouraging more public transport use by Aucklanders. This can be realised locally by providing our residents with better access to the public transport bus network, providing ferry services as a viable option and improving walking and cycling options to connect our area. These improvements are particularly important for those residents without access to a private vehicle, including some of our younger and older population."

HIBISCUS AND BAYS LOCAL BOARD PLAN OUTCOMES

-  **Connected communities with excellent transport choices**
Our communities are well connected to each other and the city centre via public transport, walkways, cycleways and efficient roads including Penlink.
-  **Easy access to recreation options and open space**
Our quality network of open spaces and recreation facilities support a balanced and healthy lifestyle for residents.
-  **Safe and supported communities**
Our residents have access to a range of community facilities and services that support a sense of well-being, safety and connection to others.
-  **A protected and enhanced environment**
Our waterways, harbours, coastline, parks, reserves and heritage are protected and enhanced for future generations to enjoy.

Outcome: Easy access to recreation choices and open space

This outcome ties back strongly to implementation of a Greenways network, with the stated aim of this outcome being:

“Our quality network of open spaces and recreation facilities support a balanced and healthy lifestyle for residents”

The greenways plan provides a connected recreational network, allowing residents to move safely through and between their existing open spaces. This increases not only personal enjoyment of the neighbourhood, but has spinoff benefits for the health and wellbeing of those people actively using the network. It also has the potential to see a greater uptake and usage of our existing recreational facilities.

Outcome: A protected and enhanced environment

This outcome was another of the most highly supported/requested aspects of the Local Board Plan:

“Part of achieving this outcome is ensuring biodiversity is abundant on private land, in our network of parks, and in protected areas of native bush and wetlands”

Implementation of the Greenways Plan is one tool that can be used to deliver on this outcome, by delivering vegetated waterway (and non-waterway) ecological corridors. These corridors can provide habitat and a native seed source in their own right, and can also be used as movement corridors for animals to move between larger areas of habitat.



Figure 04. Hibiscus and Bays Local Board members (2016 - 2018) term.

1.3 What is a greenways plan?

Greenways connect not only our local parks and reserves, they can connect the community to key destinations such as public transport nodes, schools, local shops, libraries, and other community facilities. From an environmental perspective, greenways encourage opportunities for ecological restoration as they align with streams, estuaries and other natural resources. As these areas become better looked after and as their natural beauty is restored, they will attract more people to the greenways network. This will, in turn, help to ensure their ongoing stewardship and build community support. Community organisations may be encouraged to improve their natural environment - often via stream restoration projects.

Current and future planned projects are a key part of planning for our greenways. The draft network incorporates proposed improvement projects within existing reserves, future planned reserves, stormwater areas and road corridors such as Centennial Park Management Plan and the proposals in the Long Bay Structure Plan. The plans of Council-Controlled Organisations (CCO's), such as Auckland Transport and Watercare, are also considered from a funding and timing perspective, as are those by external parties such as New Zealand Transport Agency, and Housing New Zealand.

Definition

The Hibiscus and Bays Greenways Plan seeks to create safe and enjoyable ways for people to get around, get active, and get engaged with their community and the environment. The network of greenways identifies the location and opportunity to:

- improve walking connections
- improve cycle connections
- improve recreation opportunities
- improve ecological opportunities
- improve access to streams and waterways.

Benefits of a greenway

There are many benefits to developing a network of neighbourhood greenways, including:

Recreation

Improving people's access to outdoor recreation opportunities close to their home;

Environmental

Reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving water quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;

Social

Providing improved opportunities for people to get out of their cars and meet their neighbours, to be engaged with a diverse range of communities and to be connected with their local community facilities;

Health

Providing improved opportunities for activity and fitness, which benefits both physical and mental health.

Education

Providing opportunities for people to learn about the vegetation, wildlife, ecology, history and culture of the landscapes that the routes pass through; and

Economic

Improving local employment opportunities as areas become more desirable for businesses and shoppers. Greenways routes often become a tourist destination for both international and domestic visitors.

What the greenways might look like

The appearance of the network will vary depending on its location, for instance, a connection that runs through parkland may look and function quite differently to a connection within a road corridor or in a built-up urban environment. These images show what the network could look like in a variety of settings, including:

- within parks and reserves
- alongside streams and the coast
- on bridle trails
- slow-speed traffic environments within the road corridor

The surface treatment will vary depending on aspects such as the location of the path, slope gradient and the existing character of an area. For legibility, it is also important that the network has appropriate wayfinding signage and/or other forms of markers.

These design aspects have been considered as part of a 'design guide', and all greenways connections to be delivered will follow the 'look and feel' of the design guide, so as to build a consistent character across the network. Having a consistent look and feel reduces the need for other types of signage, as the route can be logically inferred on the ground.



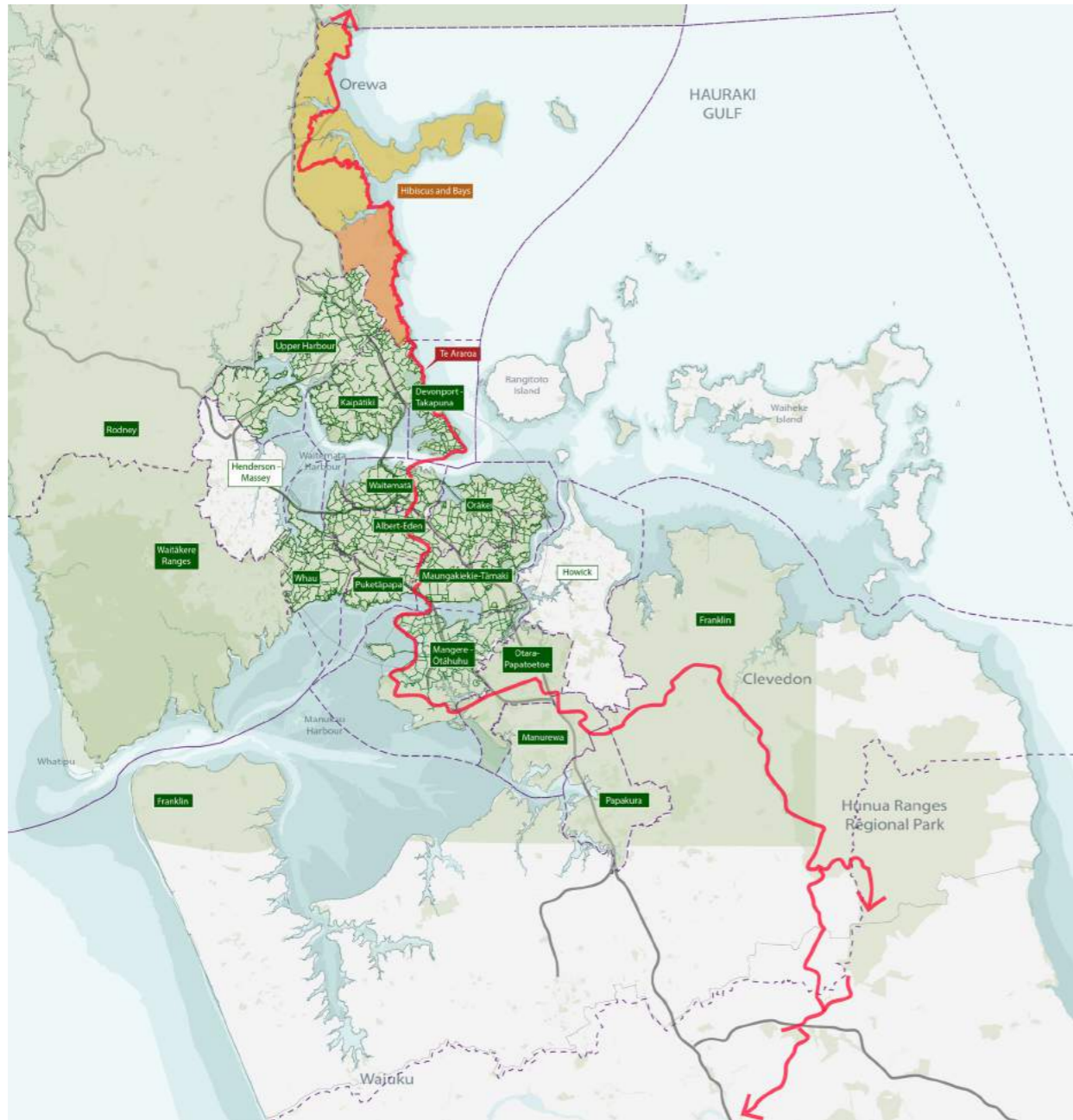
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FIGURE LEGEND

- Figure 05. Te Ara Tahuna cycle and walkway, Orewa, Auckland, 2016.
- Figure 06. Westhaven Promenade, Westhaven, Auckland, 2016.
- Figure 07. Seattle stormwater street.
- Figure 08. Centennial Park signage, 2016.
- Figure 09. Beachfront Lane, Manly Esplanade, Browns Bay 2011.
- Figure 10. Coastal Walkway, East Coast Bays, Auckland, 2011.
- Figure 11. Campbells Bay Beach Boardwalk, Campbells Bay, Auckland, 2016.
- Figure 12. Riding on the road side Waiheke Island, 2014.
- Figure 13. Cycleway and footpath crossing, Upper Harbour, 2012.



Figure 14. Centennial Park near Kowhai Road. Charlotte Grieve, 2016.



LEGEND:

Not to scale

- East Coast Bays Subdivision
- Hibiscus Coast Subdivision
- Local board boundaries
- Te Araroa Walkway (national walkway)
- Proposed Greenways (by other local boards)

1.4 Auckland context

This map shows the Hibiscus Coast and Bays Local Board area within its wider regional context, sitting some twenty-thirty minutes drive to the north of Auckland Central. The area is relatively linear, being bounded to the east by coastline, and to the west by State Highway One. The Board area is divided up into two subdivisions; Hibiscus Coast, and East Coast Bays, with the split occurring north of Long Bay.

Broader transport connections

As noted above, State Highway One (generally) forms the western boundary of the Board area, with regular interchanges between Orewa and Albany. There is no rail service to this area, however the popular Northern Busway runs alongside SH1, terminating at Albany. An extension of this route up to the Orewa interchange is on Auckland Transport's long term horizon. There is a Park and Ride facility at Silverdale, which will feed into the busway in the long term. There is also a ferry service, departing from Little Manly on the Whangaparaoa Peninsula.

Broader Walking and Cycling Connections

The national walking trail, Te Araroa, traverses the Local Board area, generally following the coast up to Long Bay, and then featuring a low tide crossing at the Okura Inlet. It is noted that there are safety concerns around this crossing, and the greenways plan will seek to address this crossing, through the inclusion of the Crimson Walkway, which wraps around the Okura Inlet. From here, the Te Araroa skirts the coast of Karepiro Bay, before striking inland at Stillwater, along Duck Creek Road. It returns to the coast at Orewa, and remains a coastal route until Tawharanui Regional Park, north of Waiwera. The greenways plan will support, enhance and improve connections to this significant national walking route.

Three significant walking and cycling projects are also included in this plan; the Silverdale Cycle network, the Crimson Walkway and the Chin Hill Walkway, and the connections to these are also shown on the maps.

For more on walking tracks in the Hibiscus and Bays area visit www.auckland.council.govt.nz.