



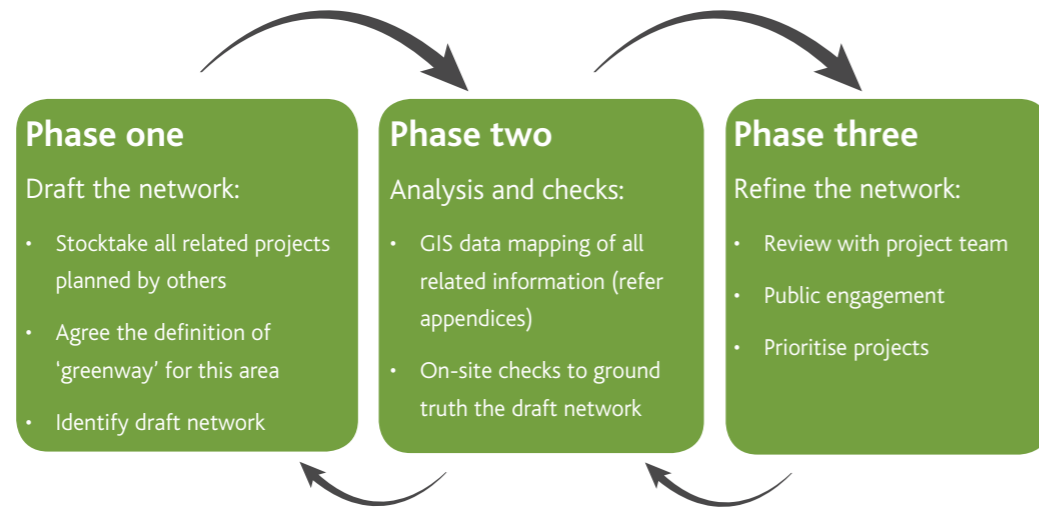
Figure 15. Centennial Park, looking south along East Coast Bays Road. Charlotte Grieve, 2016.

2.0 Methodology

Hibiscus and Bays Greenways

2.1 The process

The Hibiscus and Bays Greenways Plan was developed using a three-stage process, with feedback loops, as outlined below:



Phase one - draft the network

As a first step, previous studies and planning documents relevant to the area were collected and reviewed. The Hibiscus and Bays Local Board Plan (2014) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years. After this, the definition of 'what is a Greenway for this area' was discussed and agreed with the Local Board, and a 'working party' was set up, which met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a draft high-level network, which would 'bring to life' the agreed components set out in the local Greenways definition. This network set out walking and 'active transport' connections between existing parks, open spaces, streets, schools and community facilities. Potential ecological improvements were also considered, which sought to connect significant areas of terrestrial vegetation, and riparian vegetation along streams and rivers, and coastal edges. These desktop studies gave an understanding of the broad landscape patterns within the Hibiscus and Bays Local Board area, and were used to guide phase two of the process, where the network was ground-truthed.

This desktop plan was taken to the working party for review prior to undertaking site investigations, to ensure that it was aligned with the Local Board's aspirations and objectives for the project.

During this phase, discussions were also held with Auckland Transport and other Council officers to inform them of the project and to understand linked policies or projects that could affect the Greenways plan.

Phase two - analysis and checks

As the desktop route mapping proceeded, the draft route was overlaid with the GIS data sourced and laid out in the appendices, to ensure that the network made appropriate connections to 'destinations', such as schools, community facilities, town centres and transport nodes.

The draft network plan was next assessed on site to ensure that it provided logical and safe connections. This process involved an analysis of a number of aspects that could influence the suitability of the route, including slope, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of any roading corridors identified as greenway routes.

The proposed connections were walked, and a photo-record taken. Some connections were found to be inappropriate (where there wasn't enough space for a connection, the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

Phase three - refine the network

Targeted Consultation

Following the analysis phase, the Hibiscus and Bays Local Board, and Council officers from Parks, Sport and Recreation as well as Auckland Transport (AT) and New Zealand Transport Agency (NZTA) reviewed the proposed greenways routes in detail.

Targeted community engagement then commenced on the evening of the 26th April 2016 at the Browns Bay Local Board office, where the plans were put on the table and marked up by community groups with an active interest in walking, cycling and ecology.

The routes were then refined to reflect the feedback prior to going to wide public consultation.

Some of the feedback gained in the targeted session dealt with the roading corridor in general, and was not directly relatable to the walking/cycling/ecological aspirations of the greenways plan. Where this occurred, the feedback was passed on to the appropriate member of AT or NZTA.

Open Community Consultation (including Shape Auckland feedback)

Following the targeted community consultation, several rounds of open public consultation were held.

Public consultation commenced on the 5th of July, at the Stanmore Bay Leisure Centre. Two sessions were held on the 5th, and passers-by entering the leisure centre stopped to give their feedback on the plans proposed. Many mentioned their desire to travel by foot or bike from their homes in Whangaparaoa Peninsula to and from Orewa or Silverdale. They said that currently it felt too dangerous to use any other mode of transport on Whangaparaoa Road other than private vehicle. In particular, there was significant interest in the proposed greenway route along the northern side of the Weiti River, as it would provide a safer and more scenic alternative to the traffic dominated Whangaparaoa Road.

During the weekend of the 9th and the 10th of July there were two busy public consultations held, one for Hibiscus Coast and one for East Coast Bays. The first session on Saturday was held at the Browns Bay library. The turn out here was mostly young families, with discussion around the East Coast Bays area. Much of the feedback centered around the need to connect children to their schools safely, and people helped to identify the best streets for this in their area. There was strong support for the proposed Crimson Walkway, which connects Long Bay Regional Park with the Okura Scenic Reserve, via the Okura River. There was also discussion on the need to upgrade the walkways generally within parks and along the coast.

The Sunday session was held at the Orewa Farmers Market with the turnout representing a diverse cross section of the local population as well as visitors from outside the area. Much of the discussion was about the coastal walkways and linkages between town centres. The local views were helpful in identifying important parks and walkways. Discussion about Whangaparaoa Peninsula and the importance of the Weiti River came up again.



Figure 16. Maps being marked up by the community at the Orewa Farmers Market consultation held in July, 2016.

On Tuesday the 12th of July there was an evening session held at the Browns Bay Local Board office, and on the 13th an evening session held at Orewa Community Centre. These two sessions were heavily focused on recording specific routes on the maps.

A final open consultation session was held on Wednesday the 27th of July at the Mairangi Bay Arts Centre. This session was again focused around the East Coast Bays area, and there was particular discussion around Centennial Park and how this could be improved with better paths.

Following open consultation, one further session was held at Long Bay College on the 24th of August, with a group of Year 13 students. This was a particularly valuable session as many of the students do not drive, and are used to cycling and walking as an alternative. They knew their area very well, and had valuable insights on what parks and streets felt nice and safe to use, and which didn't.

All in all the open community consultation and the subsequent targeted consultation with students was very successful and greatly helped to refine the proposed routes.

Prioritisation

Prioritisation of the projects takes place after all of the potential greenways have been recorded on the maps. Greenways plans are long-term projects, to be developed over the next 20+ years, and prioritisation of projects helps the Board to focus on achieving sections of its plan within its three year term. Prioritisation of projects are based on a number of factors, including costs, benefits, constraints, timing and related opportunities, such as work being carried out by other agencies, or acquisitions becoming available.