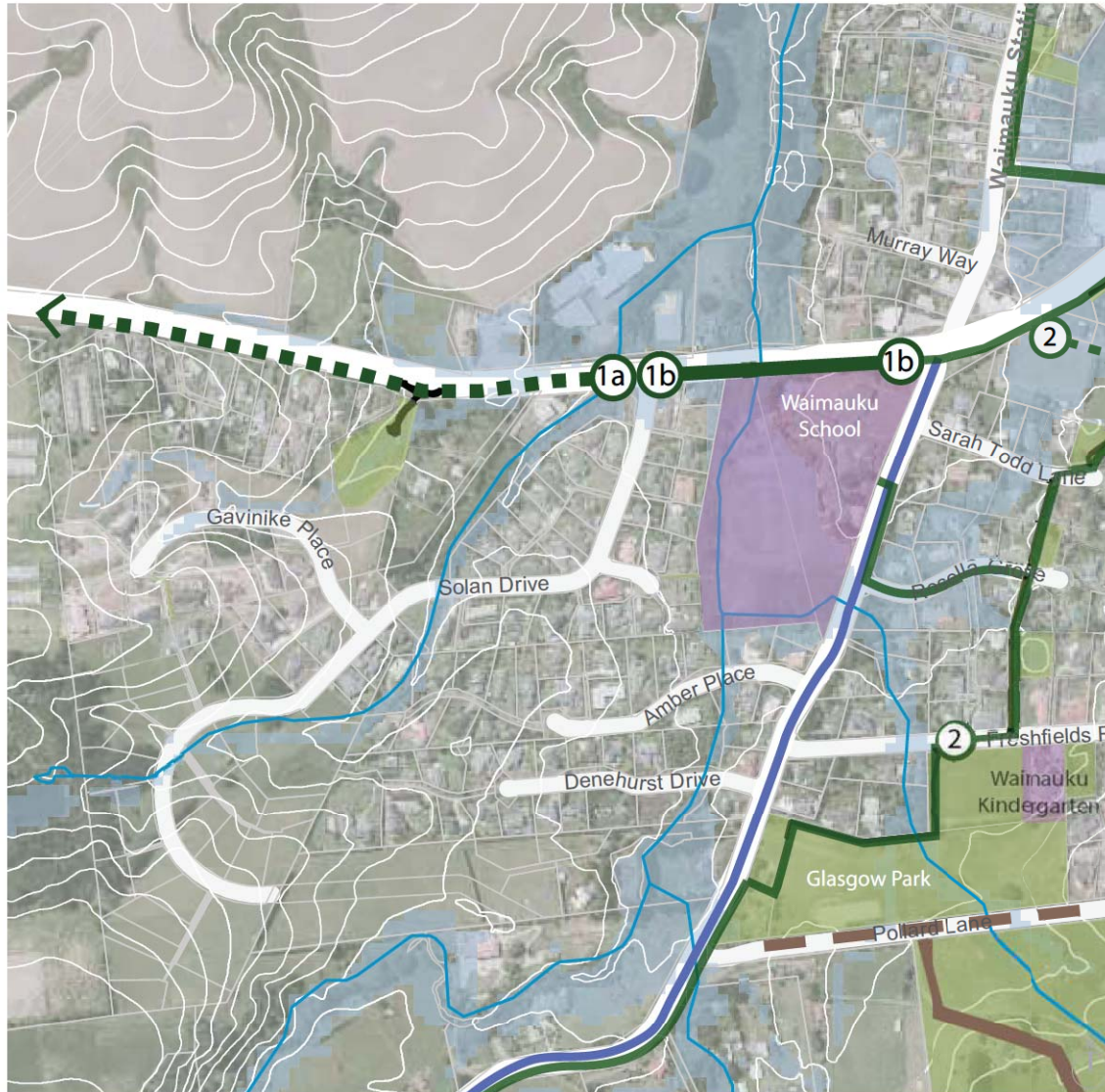
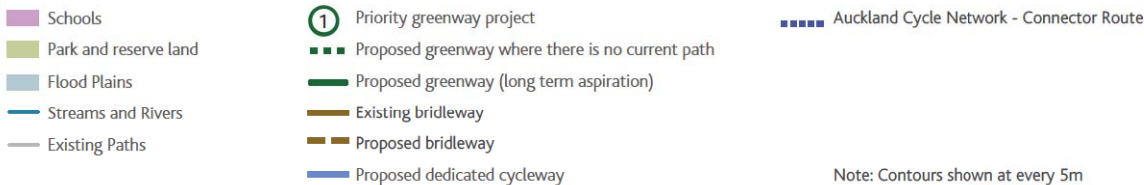


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## C. Priority Greenways



Base information Greenway connections Scale 1:5000 @ A3



Note: Contours shown at every 5m

## PRIORITY GREENWAY PROJECTS

1

### Location

Waimauku, State Highway 16

### Description

Proposed shared path alongside on the southern side of State Highway 16 (from west of Solan Drive). This path would be an extension from the existing footpath that terminates at Solan Drive.

### Ecology and cultural considerations

This area is highly modified area, and there is little room for improvements along the State Highway.

### Constraints

- high speeds on State Highway 16
- width of carriageway may restrict the width of path as a buffer or barrier may also be required for pedestrian safety.

### Opportunities

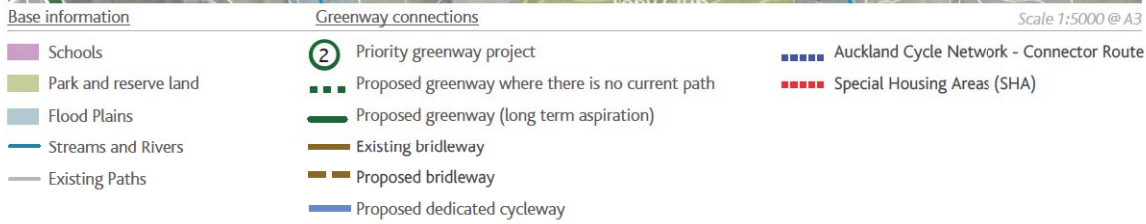
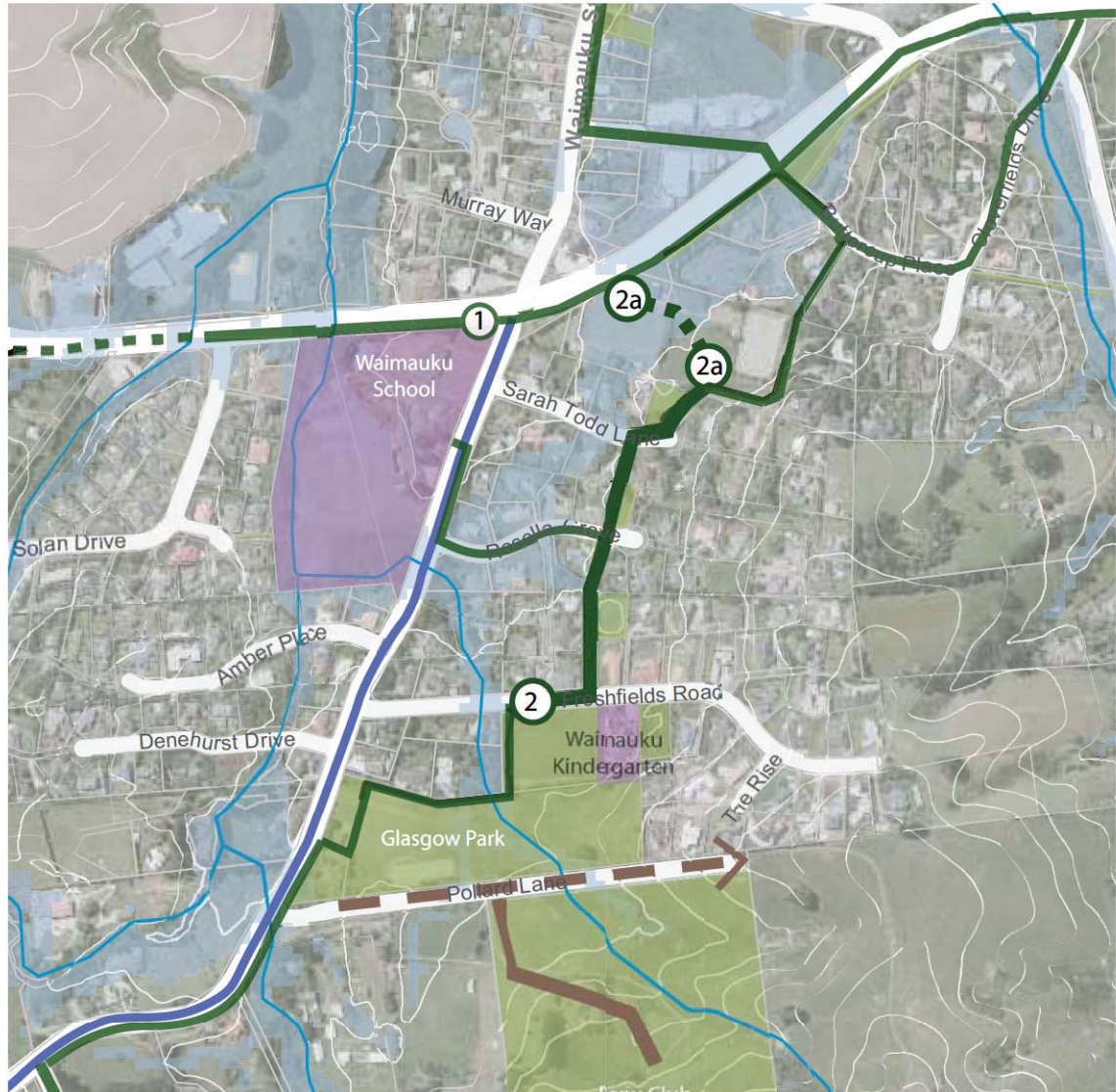
- enable pedestrians to walk to and from Waimauku Village, especially school children walking from the residences to Waimauku School

### Budget Requirements (approx)

- 1a - New path connection from Solan Drive extending the the cluster if residential properties is approx 520m in length, Auckland Transport to provide costing
- 1b would be an upgrade of the existing connection to greenways width

### Funding and Delivery Options

Local Board Transport Capital Fund (LBTCF), Urban Cycleway Fund, Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting)



## PRIORITY GREENWAY PROJECTS

2

### Location

Tennis Club and Bowling Club, Waimauku

### Description

Proposed shared path at the end of Sarah Todd Lane through to the carpark of the Tennis Club and the front of the Waimauku Bowling Club. This would form part of a wider greenway connection from the State Highway opposite the Caltex Station - to the end of Buttercup Place, along the back of the tennis club, then through Sarah Todd Lane, then to Rosella Grove, then to Freshfields Road, through the Glasgow Reserve, along the side of the Pony Club area, through to Glasgow Park and the carpark by the Playcentre.

### Ecology and cultural considerations

This is a generally modified environment, although it has significant tree canopy cover

### Constraints

- high speeds on State Highway 16

### Opportunities

- Suggested connection by the community to 'enable residents, children and parents to go from activities and groups held in the Glasgow Park Hall and/or the Playcentre, Pony Club, new playground and picnic area, then on to the other recreational and community facilities at the Tennis Club and the Bowling Club, plus the RSA.'
- the connection provides an alternative route to Muriwai Road – quieter, safer and under canopy of mature trees
- the current grass path becomes wet and muddy in wetter months and is not suitable for kids bikes or scooters.

### Budget Requirements (approx 80k)

- Path connection approx 155m in length through Auckland Council land. Approx 46k for construction of concrete path 2.5m in width. 10k for Consent, 5k for professional fees.
- Allow 20k for planting of specimen trees and swale planting to attenuate and filter surface water run off

PRIORITY GREENWAY PROJECTS

Location

Station Road footpath and shared path

Description

Footpath both sides of Station Road. Recommendation that once side be a shared walkway cycleway 2.5-3m in width. This would need to extend the full length of Station Road to the Railway bridge and underpass.

Ecology and cultural considerations

This area is currently countryside living however it is zoned as 'Future Urban' under the Auckland Unitary Plan and borders the Special Housing Area known as The Huapai Triangle. As this area intensifies, there will be a need to attenuate and filter stormwater runoff from hard surfaces (roads, driveways etc). As part of this project, swales could be integrated into the shared path design, to replace the existing ditches.

Constraints

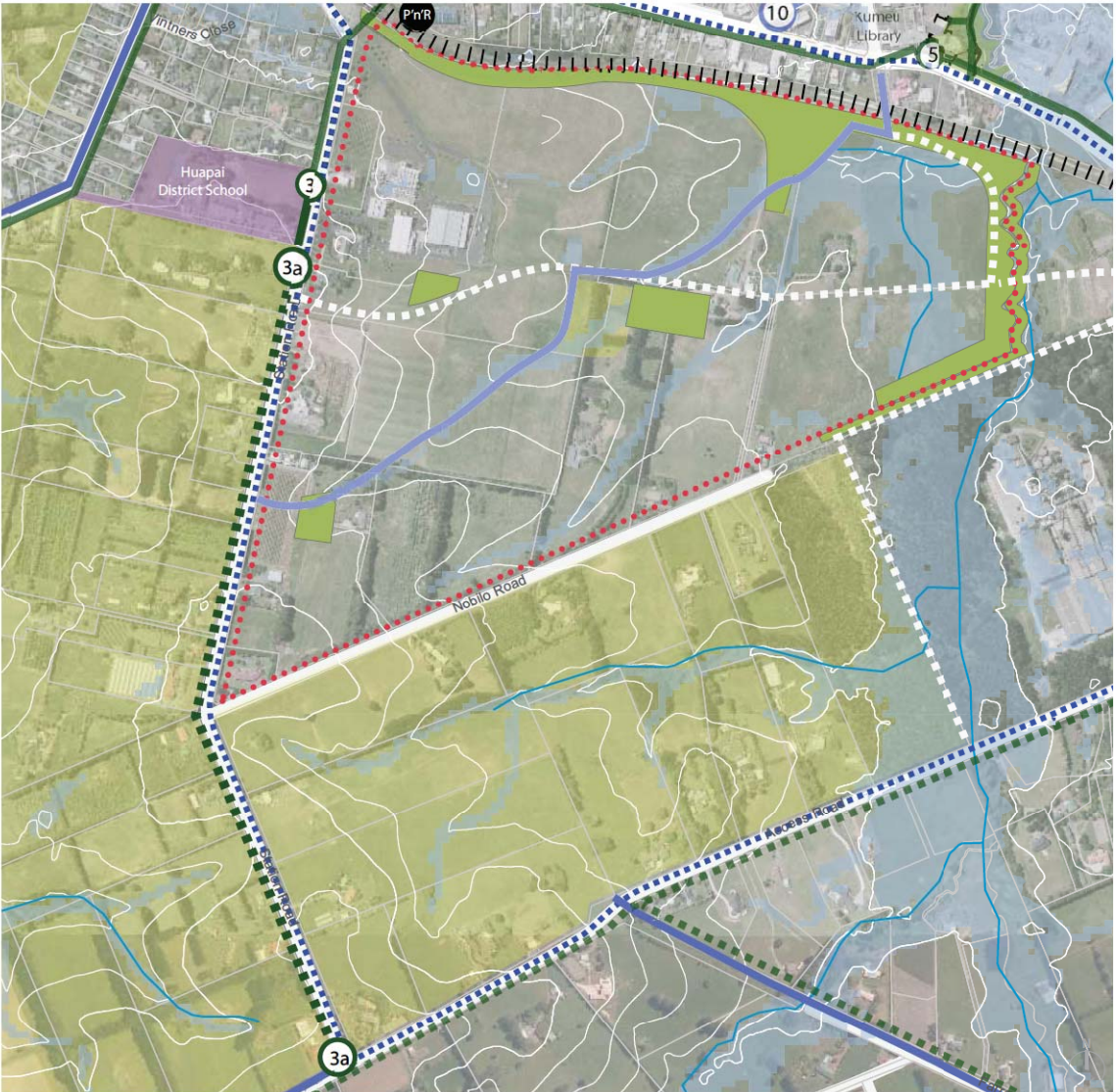
- traffic speeds on the southern end of Station Road increase past the school as the road is more or less straight
- locations of services, power pylons are located in the middle of the grass verge

Opportunities

- allow improved walking and cycling opportunities to the Huapai District School and shops. Note that this connection was frequently mentioned during the public consultation phase in that the road is hazardous and has no footpath
- Station Road is shown as a 'Connector' route in the Auckland Cycle Network, and this could become a joint project with Auckland Transport

Budget Requirements (approx)

- Footpath connection approx 700m for the full length of Station Road, Auckland Transport to provide concept design costing. Public consultation request was for both sides of Station Road to have footpath / shared paths.
- recommend that swale planting and street trees replace the country road ditches and act as a separation between pedestrians / cyclists and the road.



Base information      Greenway connections      Scale 1:7500 @ A3

<ul style="list-style-type: none"> <li>Schools</li> <li>Park and reserve land</li> <li>Flood Plains</li> <li>Streams and Rivers</li> <li>Existing Paths</li> <li>Future Urban Zone</li> </ul>	<ul style="list-style-type: none"> <li>Priority greenway project</li> <li>Proposed greenway where there is no current path</li> <li>Proposed greenway (long term aspiration)</li> <li>Existing bridleway</li> <li>Proposed bridleway</li> <li>Proposed dedicated cycleway</li> </ul>	<ul style="list-style-type: none"> <li>Auckland Cycle Network - Connector Route</li> <li>Special Housing Areas (SHA)</li> <li>Proposed Park and Ride by AT</li> </ul>
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Note: Contours shown at every 5m

PRIORITY GREENWAY PROJECTS

Location

Huapai – shared path through Sunny Crescent Reserve

Description

Connection from Malbec Place to Sunny Crescent and Merlot Heights via upgrade of the narrow existing path within Sunny Crescent Reserve. This connection would form part of a wider greenways linkage throughout North Huapai as the area is developed.

Ecology and cultural considerations

North Huapai is currently under development and stormwater ponds with riparian planting have occurred north of here. Further planting within in Sunny Crescent Reserve could provide a wildlife island strengthening the riparian corridor to the north.

Constraints

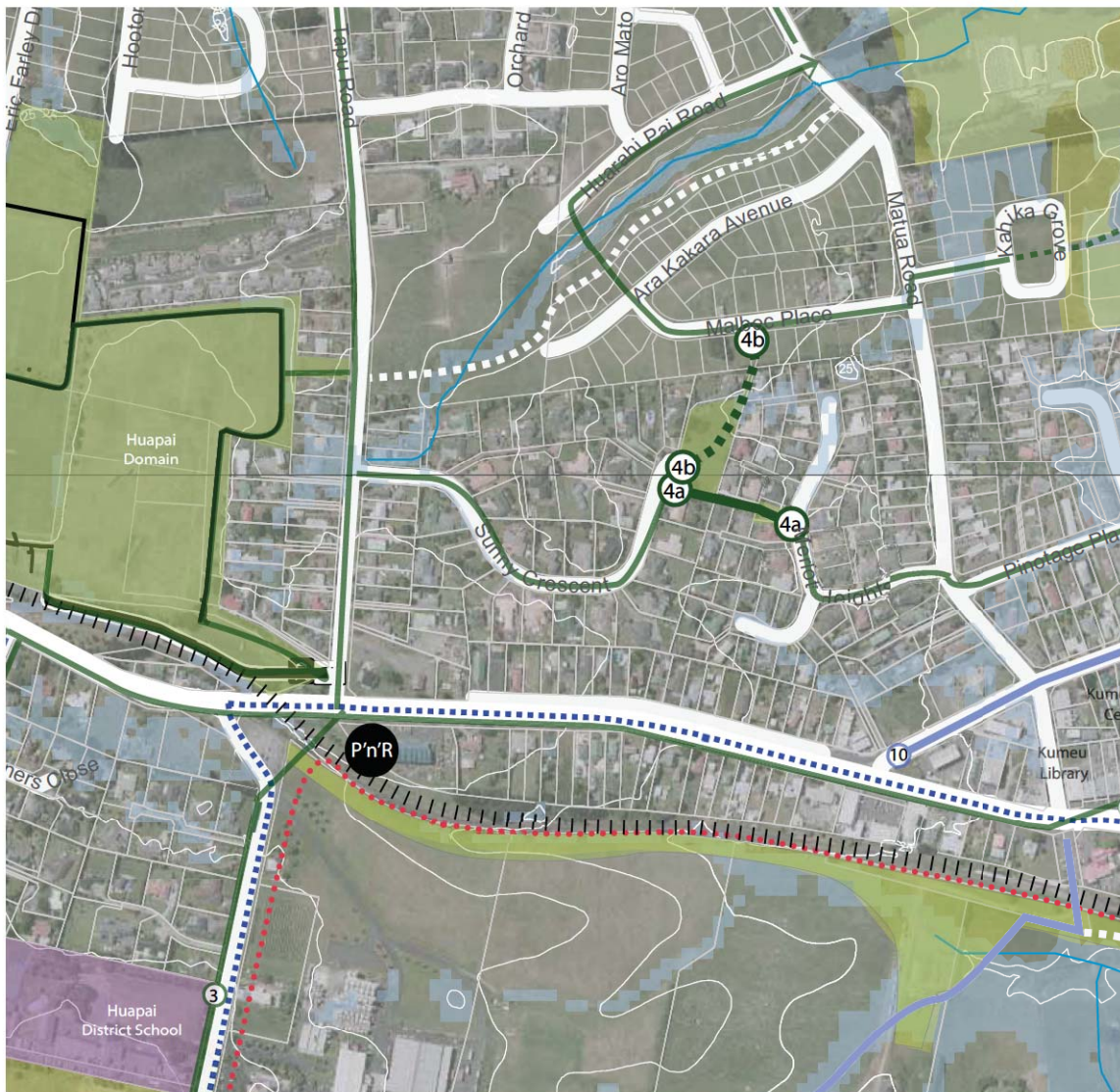
- mature tree specimens along the existing narrow path proposed for upgrade

Opportunities

- the connection forms part of a wider connection to Huapai and Kumeu Town Centres
- ecological enhancement of the area by planting

Budget Requirements (approx 98k)

- 4a- upgrade of existing 1m wide path to 2.5-3m shared path. Existing path 125m in length, approx 35k for construction of concrete path 2.5m in width, 6k for professional fees. Total of 41k.
- 4b - new shared path connection to 2.5-3m 115m in length 40k. 4k for professional fees. Total of 44k.
- Allow 10k for planting alongside new path connection to filter surface water run off.



Scale 1:5000 @ A3

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams and Rivers
- Existing Paths
- Future Urban Zone

Greenway connections

- ④ Priority greenway project
- Proposed greenway where there is no current path
- Proposed greenway (long term aspiration)
- Existing bridleway
- Proposed bridleway
- Proposed dedicated cycleway

- Auckland Cycle Network - Connector Route
- Special Housing Areas (SHA)
- P'n'R Proposed Park and Ride by AT

Note: Contours shown at every 5m

PRIORITY GREENWAY PROJECTS

Location

State Highway 16, Huapai to Kumeu

Description

Shared path alongside on State Highway 16, from Huapai Service Centre and Kumeu Arts Centre to Kumeu Town Centre (by New World). The most appropriate side of the road is to be confirmed by Auckland Transport.

Ecology and cultural considerations

This area is highly modified area, and there is little room for improvements along the State Highway. If this connection is made on the south side, increased tree planting and understory planting should be considered.

Constraints

- Limited space in the road corridor, proper, with the Huapai / Kumeu bridge being a pinch point
- obvious areas is the south side of the road, but this may entail road crossings at either end
- New Zealand Transport Agency land

Opportunities

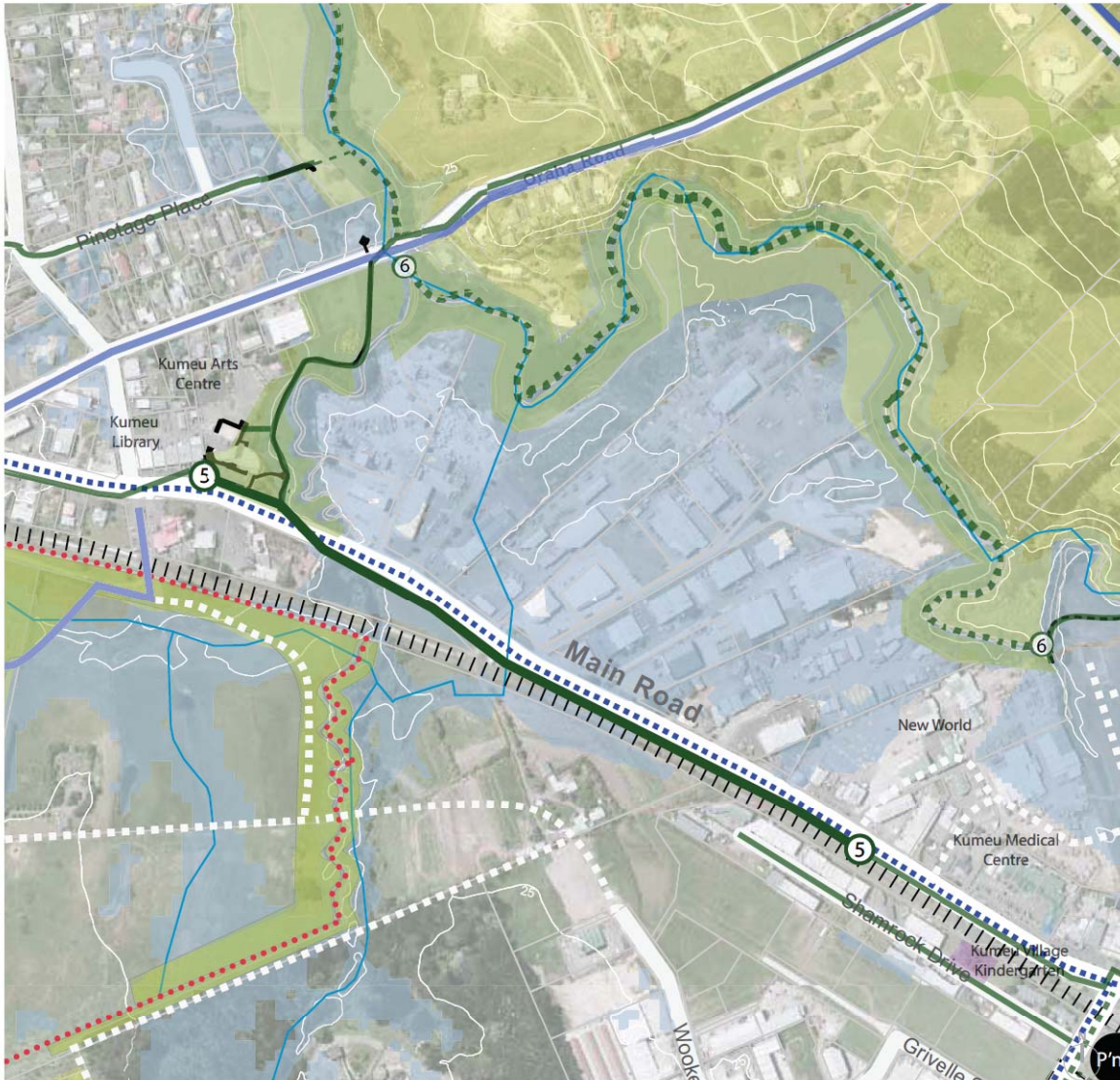
- encourage walking and cycling between Huapai and Kumeu. There is a real drive from the community (evident at all consultation events) to improve the access along main road between the town centres.
- the Main Road and State Highway is designated for 'road improvements' by Auckland Transport with Transport for Future Growth (TFUG)

Budget Requirements (approx)

- Path connection approx 1km in length, Auckland Transport to provide costing

As part of these works, the community have requested:

- a light controlled pedestrian crossing at the intersection of Main Road and Matua Road
- additional lights to enable crossing to the left side of Access Road



<b>Base information</b>	<b>Greenway connections</b>	
Schools	Priority greenway project	Auckland Cycle Network - Connector Route
Park and reserve land	Proposed greenway where there is no current path	Special Housing Areas (SHA)
Flood Plains	Proposed greenway (long term aspiration)	Proposed Park and Ride by AT
Streams and Rivers	Existing bridleway	
Existing Paths	Proposed bridleway	
Future Urban Zone	Proposed dedicated cycleway	

Note: Contours shown at every 5m