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## C. Priority Greenways

## PRIORITY GREENWAY PROJECTS



### Location

Mahurangi Coastal Trail

### Description

Priority route 1 connects Waiwera to Mahurangi West Regional Park, via Wenderholm Regional Park and Te Muri Regional Park. The southern part of the route is an alternative route to the Te Araroa National Trail's Wenderholm Regional Park section. The route is being managed by a dedicated charitable trust (the Mahurangi Coastal Trail Trust) and enjoys widespread public support.

### Ecology and cultural considerations

The route of the Mahurangi Coastal Trail has been carefully designed to respect the urupa at Te Muri, to avoid the dotterel breeding area at the spit end, and to not compromise the estuary-wading experience that is an integral part of the experience of visiting Te Muri. The coastline is of significance to Mana Whenua, and all three regional parks feature a great number of CHI logs.

### Constraints

- The cable ferry crossing at the Puhoi River Mouth needs to be assessed carefully

### Opportunities

- Re-vegetation of the coastal edge
- The route has potential to become a very popular tourist route, linking two very popular 'end parts' via an attractive coastal route.

### Budget Requirements (Capex)

- Total length: 5,100 m
- Puhoi River Mouth cable ferry crossing 200K, boardwalk 500K, pathworks 350K, earthworks and sundries 200K ecological allowance 250K, PS and consenting (lower rate based on length) 170K. Total 1,870K

### Funding and Delivery Options

Regional Park Funding, Locally Driven Initiatives (LDI) CAPEX, volunteer/partnership work (planting), Partnership with local businesses/sponsorship/advocacy, Waterway Protection Fund, DoC Community Fund, community environmental grants

Scale 1:20000@ A3



NB: Contours placed every 10m

### LEGEND:

<u>Base information</u>		<u>Greenway connections</u>	
Centre	Local and paper roads	Priority greenway project	
Residential	Streams & Rivers	Proposed greenway route (straightforward delivery)	
Future urban	SH1 and arterial roads	Proposed greenway route (complex delivery)	
Parks and reserves	Puhoi to Warkworth RoNS (road alignment and designation area)		

## PRIORITY GREENWAY PROJECTS



### Location

Puhoi Town Centre to Te Muri Regional Park

### Description

The route starts at Puhoi town centre and follows the Puhoi river through Puhoi Domain, to cross under the northern abutment of the existing SH1 road bridge. The route crosses the designation of the proposed motorway, the feasibility of the underpass should be discussed with NZTA in a project phase. After running parallel to SH1, the route follows Hungry Creek Road. It connects to the existing service road in Te Muri Regional Park and reaches to the Mahurangi Coastal Trail and the proposed cable ferry crossing at the Puhoi River Mouth. The route is favoured by the Mahurangi Coast Trail Trust and the residents of Puhoi.

### Ecology and cultural considerations

These routes sit within an area of significant wildlife interest, meaning the planning of any bridge crossing (if selected) would need to be carefully assessed. Sites of cultural significance (mostly archaeological) are present in great number both in Mahurangi West Regional Park and Te Muri Regional Park, so iwi consultation is necessary during further feasibility studies.

### Constraints

- Negotiations would be required with private land owners along Hungry Creek Road.

### Opportunities

- Re-vegetation of the surrounding area
- Connection of camp sites along the route
- Cycle route from Puhoi to the regional park
- A safer alternative off SH1 for Te Araroa

### Budget Requirements (Capex)

- Total length: 6780m
- Puhoi river bridge 300K, pathworks 250K, earthworks and sundries 90K, ecological allowance 215K, Speed mitigation and core signage along existing service roads 100K, PS and consenting (lower rate based on length) 95K. Total 1,050K
- This project requires scoping and budget estimating by AT at a project phase, the Hungry Creek Road section is not included in the budget estimate.

### Funding and Delivery Options

Volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Partnership with local businesses/sponsorship/advocacy, Regional Park Funding

Scale 1:25000 @ A3

NB: Contours placed every 10m

### LEGEND:

#### Base information

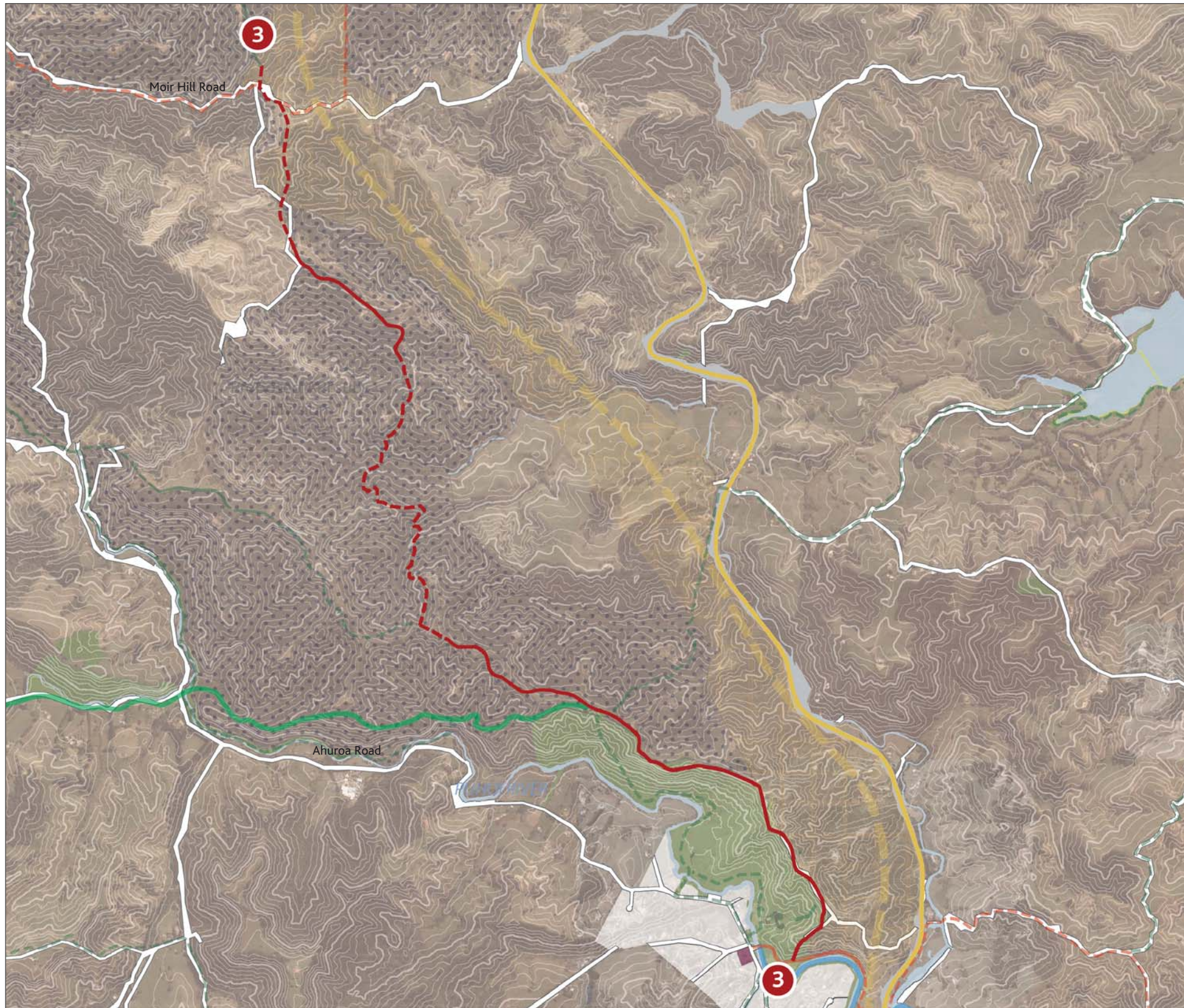
- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

## PRIORITY GREENWAY PROJECTS



### Location

Puhoi Town Centre to Moir Hill Road

### Description

The route starts at the Puhoi town centre, providing link to the Puhoi Domain and priority route 2. The route connects to Moir Hill Road through Puhoi Scenic Reserve and proposed subdivision to the north. The route is part of the cycle trail connecting Puhoi and Warkworth, proposed by the Matakana Coast Trail Trust.

### Ecology and cultural considerations

The route provides an opportunity for a green corridor through the ecologically less valuable existing pine forest. This area doesn't feature any CHI logs.

### Constraints

- Steep topography in parts, difficult links at either end - may require steps and bicycle channels
- Requires partnership with private developer

### Opportunities

- Partially completes a Puhoi to Warkworth bike and pedestrian corridor
- Partial delivery by others, incorporated into subdivision design as a green corridor

### Budget Requirements (Capex)

- Total length: 6,850 m
- Pathworks 1,035K, earthworks and sundries 900K ecological allowance 750K, PS and consenting (lower rate based on length) 250K. Total 2,935K

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), AT Cycle Network Funding (if AT incorporates the route in the future ACN system), Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, Partnership with developer

Scale 1:25000 @ A3

NB: Contours placed every 10m

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

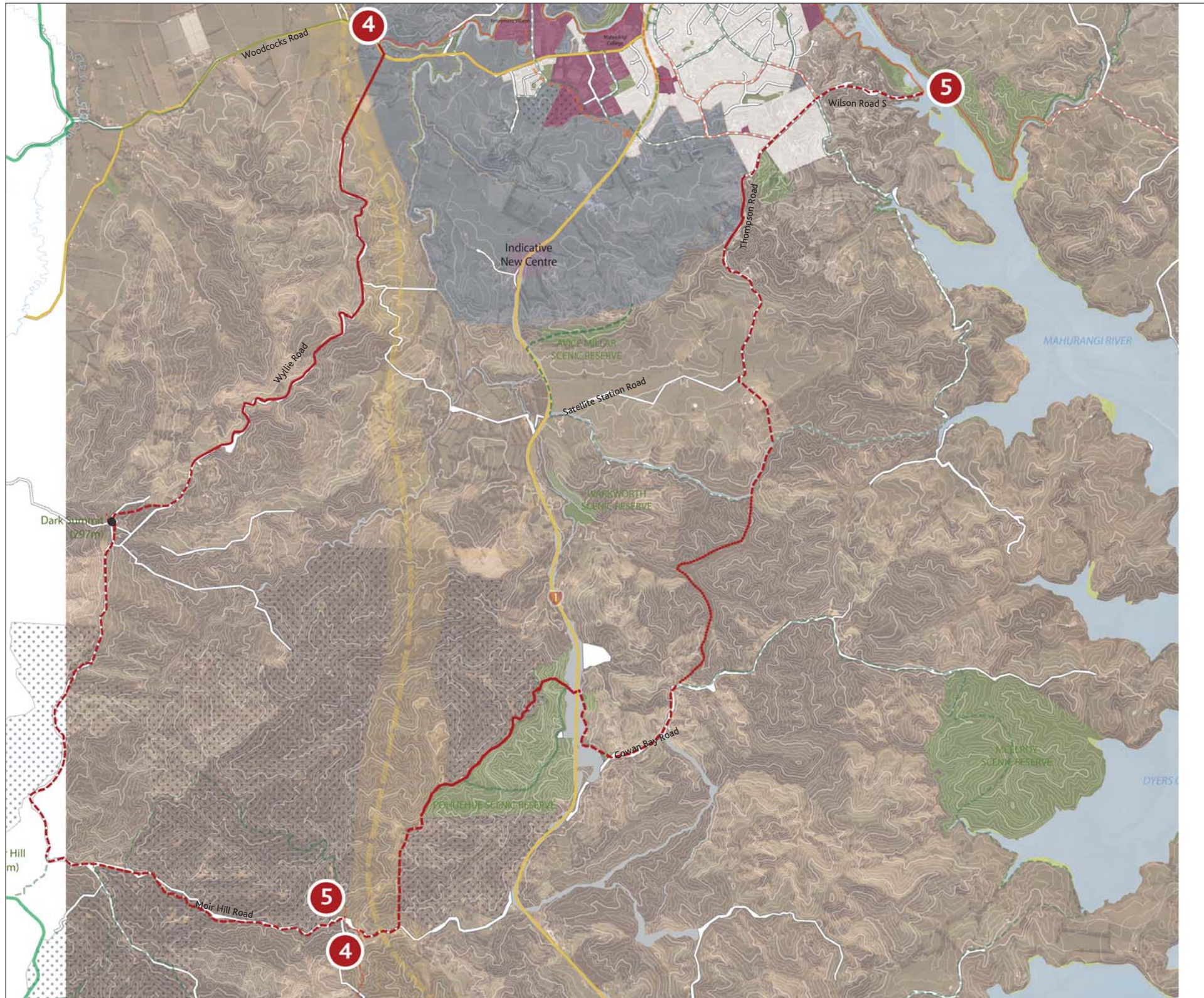
#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

## PRIORITY GREENWAY PROJECTS

4

5



### Location

Moir Hill Road to Warkworth

### Description

Routes 4 and 5 are two options for the northern section of the proposed greenway connecting Puhoi and Warkworth. Both routes connect to route 3. Route 4 runs through a proposed subdivision, connecting Moir Hill Road and Wyllie Road. The route then follows Wyllie Road, and connects to Woodcocks Road.

Route 5 is a slightly more direct alternative, providing a greenway connection to East Warkworth and the Mahurangi River tracks. It crosses the proposed motorway designation at Moir Hill Road, then follows existing tracks through the Pohuehue Scenic Reserve to SH1, connecting to Cowan Bay Road. The route runs through private land to connect to Satellite Station Road, then follows Thompson and Wilson Road to the Mahurangi river banks.

Both routes are supported by the Matakana Coast Trail Trust to provide cycling and pedestrian connection between Puhoi and Warkworth.

### Ecology and cultural considerations

These routes sit within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The greenway connection could be enhanced ecologically by replanting, although some parts cut through private land. Route 5 might run close to reported historic sites southeast of Warkworth, the rest of the routes doesn't feature CHI logs.

### Constraints

- Steep topography in parts, difficult links at either end - may require steps and bike channels
- Consented subdivisions and sections through private land

### Opportunities

- With priority route 3, these routes complete the greenway corridor between Puhoi and Warkworth.
- Large areas may be able to be delivered in partnership with the developer.

### Budget Requirements (Capex)

- Total length route 4: 11,500 m
- This project requires scoping and budget estimating by AT at a project phase.
- Total length route 5: 12,300 m
- Pathworks 690K (excluding roads), earthworks and sundries 300K, ecological allowance 250K (excluding roads), PS and consenting (lower rates based on length) 200K. Total 1,440K
- This project requires scoping and budget estimating by AT at a project phase, as roughly 60% of the route is on road, which is excluded from the cost estimate

### Funding and Delivery Options

NZTA, Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, Partnership with developer

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

NB: Contours placed every 10m

Scale 1:40000@A3

## PRIORITY GREENWAY PROJECTS



### Location

Warkworth Town Centre to Wilson Road South along the Mahurangi River

### Description

The greenway route connects existing paths along the Mahurangi river to route 4.

The route is supported by the Matakana Coast Trail Trust, the local community, Warkworth Lions and Forest and Bird, as part of the bicycle route network. The Queen Street- Neville Street section of the route is already existing.

### Ecology and cultural considerations

This route sits within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The river bank could be enhanced ecologically by replanting. The Mahurangi River is of significance to Mana Whenua, and the banks feature a great number of CHI logs.

### Constraints

- Some parts are occasionally flooded
- Issues around passive surveillance
- Difficult access around the Robertson Boats yard

### Opportunities

- Re-vegetation of the river bank
- Former 'Wilson' cement works could become a fantastic attraction on the route.

### Budget Requirements (Capex)

- Total length: 3,055 m
- Pathworks 390K, earthworks and sundries 250K ecological allowance 180K, PS and consenting 140K. Total 950K
- The already existing Queen Street - Neville Street section is not included in the estimate.

### Funding and Delivery Options

Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

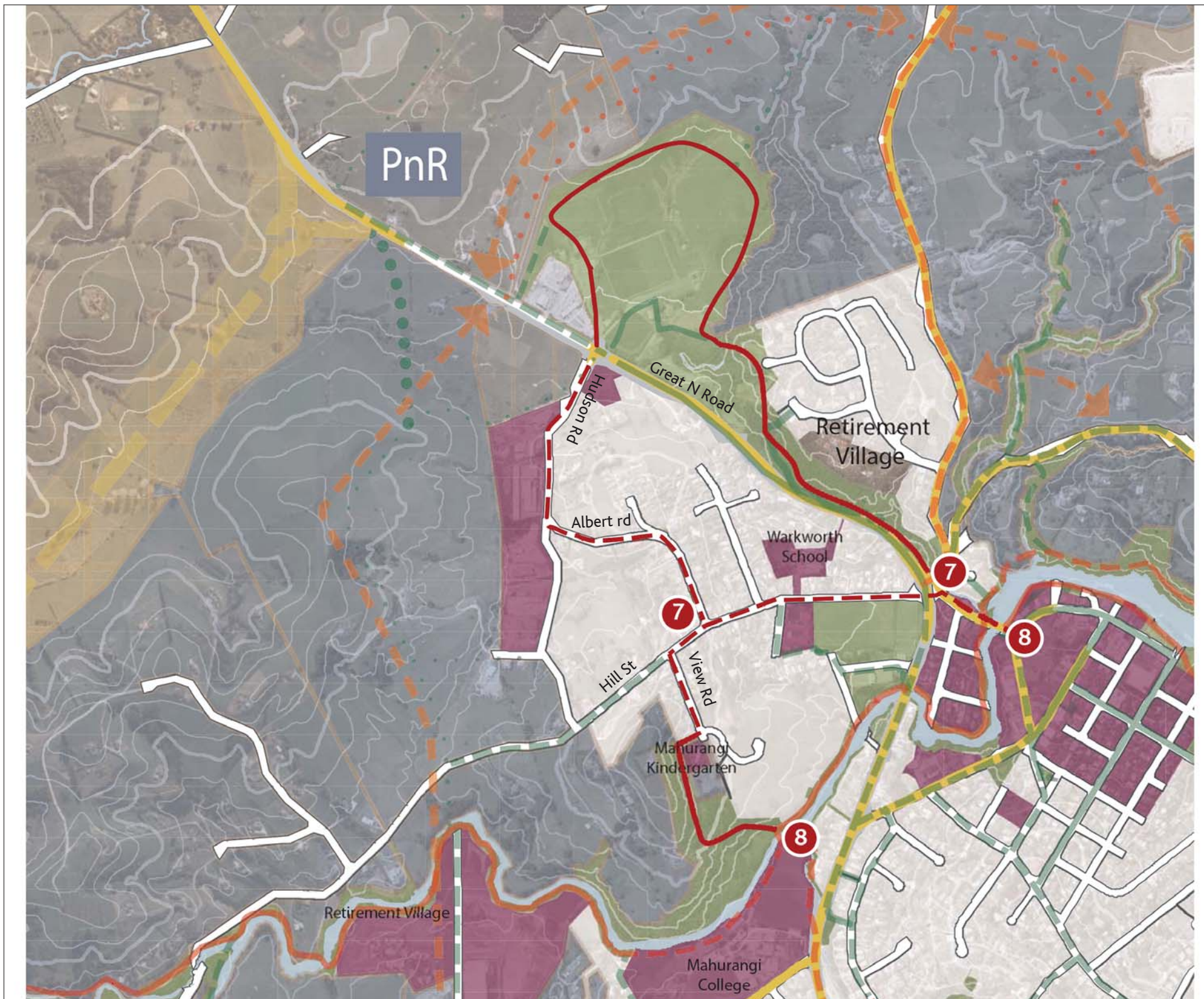
NB: Contours placed every 10m

Scale 1:10000 @ A3

## PRIORITY GREENWAY PROJECTS

7

8



### Location

Warkworth Showgrounds - Town Centre - Mahurangi College connection

### Description

Route 7 connects Totara Park Retirement Village, the residential area of Heritage Lane and Melwood Drive to the Warkworth Showgrounds and via route 8 to the Town Centre. It features existing routes around the showgrounds and creates connections promoted by Warkworth residents. Investigation and design process has commenced, including appraisal of options to form connection between Heritage Lane and Warkworth Showgrounds.

Route 8 Connects the town centre with route 7 and the Mahurangi Kindergarten and Mahurangi College.

The two routes provide safe walking and cycling opportunities between important institutions in Warkworth West.

### Ecology and cultural considerations

Much of the routes occur in modified environments, and have little in the way of existing ecology. There is scope to improve this situation via stormwater treatment measures and planting, particularly towards the Mahurangi River.

### Constraints

- Issues around passive surveillance, including restoration of the Mahurangi stormwater margin.
- Steep topography around the Hill Street intersection and between Warkworth Showgrounds and Heritage Lane

### Opportunities

- Re-vegetation of surrounding areas
- Safe walking and biking connections between the institutions

### Budget Requirements (Capex)

- Total length route 7: 3,500 m
- This project requires scoping and budget estimating by AT at a project phase. The sections around the A+P Showgrounds partially exist, the pathway between Great North Road and Heritage Lane towards the sportsfields is estimated at 150K.
- Total length route 8: 1,800 m
- This project requires scoping and budget estimating by AT at a project phase. The section between Mahurangi Kindergarten and the Mahurangi River is estimated at: Pathworks 90K, earthworks and sundries 30K, ecological allowance 50K, PS and consenting 30K. Total 200K

### Funding and Delivery Options

Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTFCF), Individual LTP line item, volunteer/partnership work (planting), Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, Renewals

#### LEGEND:

##### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

##### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

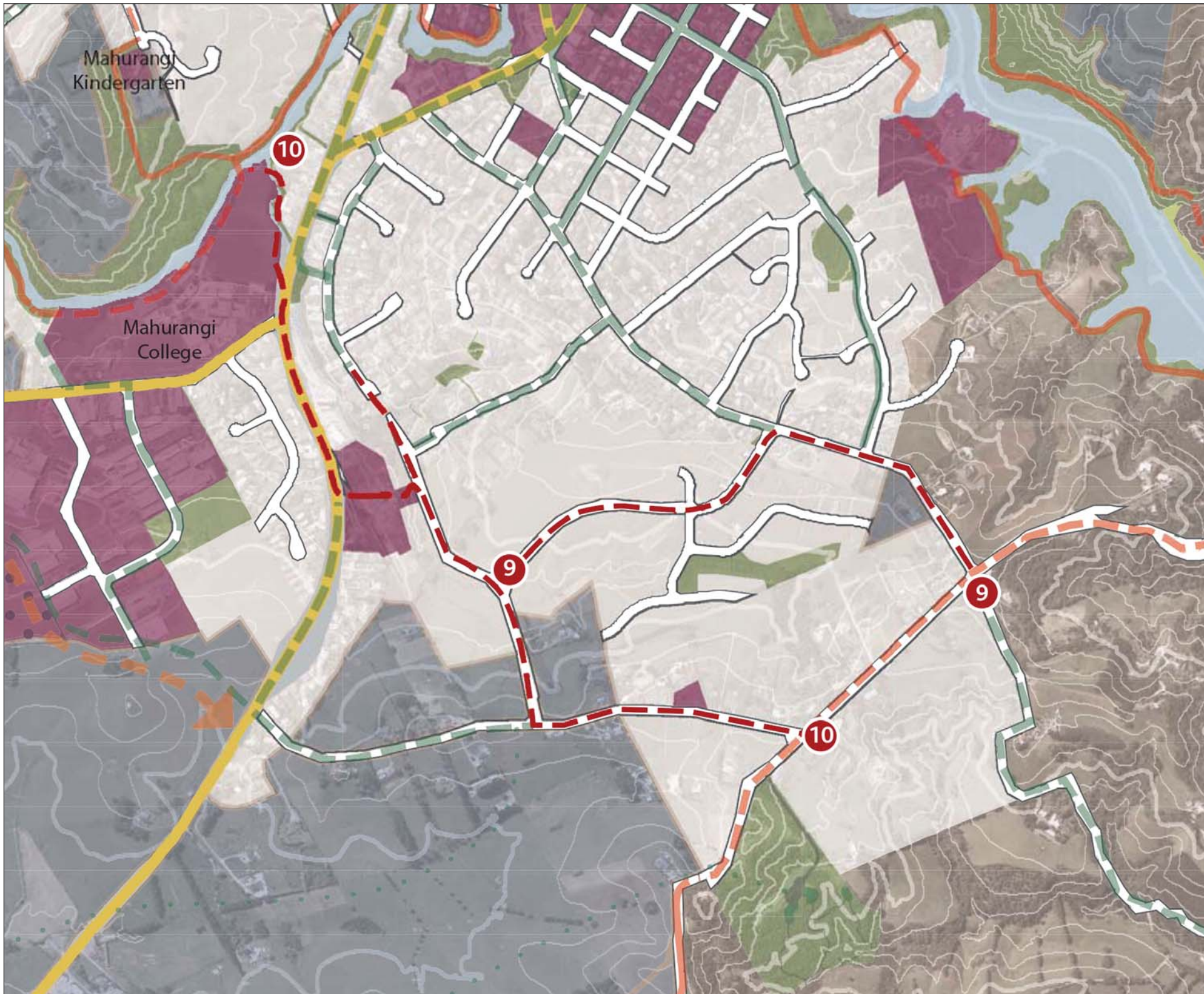
Scale 1:12500 @ A3



NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS

9 10



### Location

Mahurangi College - The Grange - Eastern Suburbs

### Description

Route 10 connects the proposed Puhoi - Warkworth greenway priorities 3-5 to the Grange via McKinney Road, and provides a connection to Mahurangi College and priority 12.

Route 9 was proposed by Warkworth residents, to connect the new developments through John Andrew Drive.

The greenway routes provide safe pedestrian access through the developing eastern suburbs.

### Ecology and cultural considerations

These routes generally sit within modified street environment, with limited ecological or cultural values. Opportunities exist particularly along the stream, parallel to SH1.

### Constraints

- Some roads are not yet fully formed
- Issues around passive surveillance
- Access to the Grange

### Opportunities

- Safe cycle and pedestrian connections in the eastern suburbs
- Work with developers to include greenways at a planning stage

### Budget Requirements (Capex)

- Total length route 9: 1,230 m
- Being on road, this project requires scoping and budget estimating by AT at a project phase
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- Total length route 10: 2,050 m
- Being on road, this project requires scoping and budget estimating by AT at a project phase

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/ sponsorship/advocacy, Renewals, Partnership with developer

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:10000 @ A3



NB: Contours placed every 10m



## PRIORITY GREENWAY PROJECTS

### Location

Warkworth Town Centre to Snells Beach

### Description

Route 11 provides a safe cycle and pedestrian access along the Mahurangi River to Snells Beach. The greenway route starts at Browns Road, and follows the river bank in the Puhinui Scenic Reserve, from here it reaches the Lawrie Road / Hamilton Road intersection via Duck Creek Road. It then continues along Lawrie Road and Grange Street and connects to Hamatana Road via the coastal strip and the proposed Hamatana Road path. The route is promoted by the Matakana Coast Trail Trust and the Snells Beach Residents and Ratepayers Association.

### Ecology and cultural considerations

These routes sit within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. Any cycling proposal along the Mahurangi river should be discussed with DoC and iwi in further stages, making sure the proposed connection is not threatening the kauri stands and heritage features along the river and avoids wāhi tapu sites and toanga. The river bank could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The eastern section of route 11 passes through a coastal wetland, and requires a coordinated approach with Mana Whenua at a project stage.

### Constraints

- Significant ecological value of kauri stands along the river
- Occasional flooding

### Opportunities

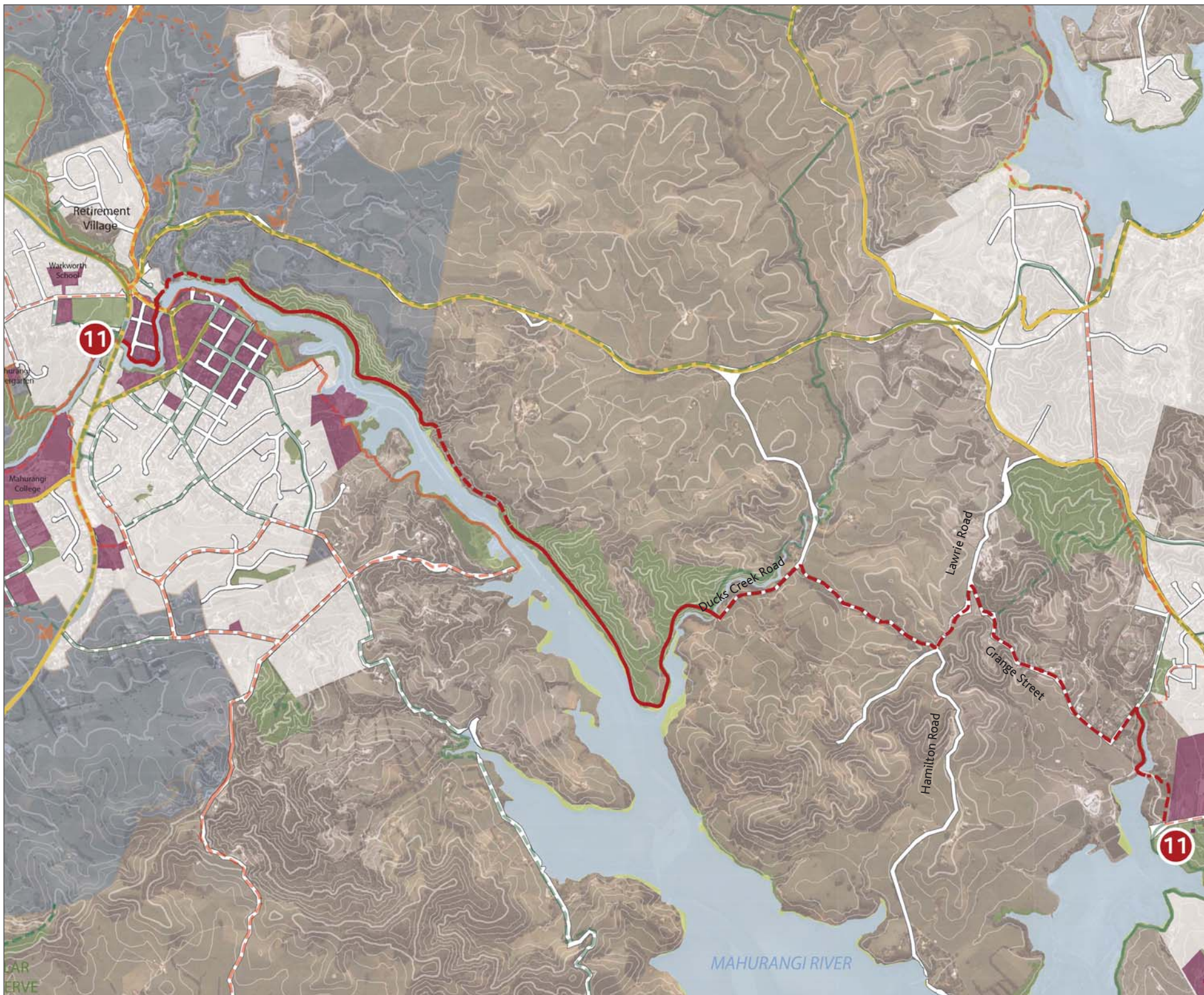
- Safe cycling and pedestrian corridor between Warkworth and Snells Beach

### Budget Requirements (Capex)

- Total length: 9,150 m
- Bridge on Ducks Creek 500K, Pathworks 1,100K, earthworks and sundries 600K ecological allowance 460K, PS and consenting (lower rates based on length) 260K. Total 2,920K
- This project requires scoping and budget estimating by AT at a project phase between Ducks Creek Road and Grange Street. This section is not featured in the budget estimate.

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding (if incorporated in the future ACN), Urban Cycleways Fund



#### LEGEND:

##### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

##### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:25000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS

### Location

Warkworth Town Centre - Mahurangi College - Summerset Falls Retirement Village - Woodcocks Road connection along the Mahurangi River

### Description

Route 12 is an important greenway corridor connecting route 4, 7, 8 and 11, being part of the cycle network connecting Puhoi to Snells Beach via Warkworth. It also connects Mahurangi College and the retirement village with the town centre. The greenway connection is promoted by Warkworth residents and the Matakana Coast Trail Trust.

### Ecology and cultural considerations

These routes sit within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The river bank could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The Mahurangi River is of significance to Mana Whenua, and the banks feature a great number of CHI logs.

### Constraints

- Occasional flooding
- Native vegetation along the river is generally protected, the route selection would need to work amongst those.
- Safe crossing of Falls Road

### Opportunities

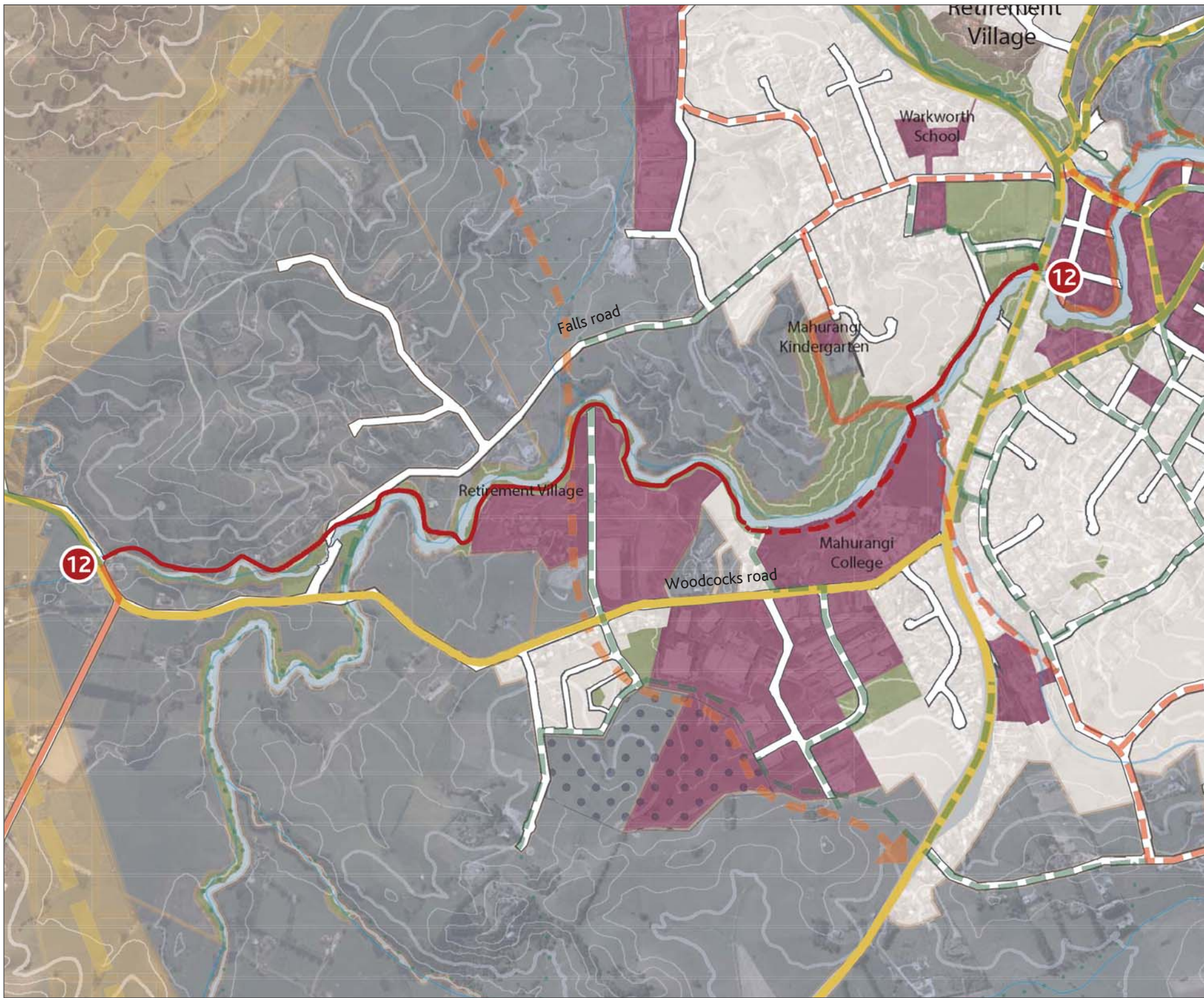
- Provision of safe walking access from the retirement village and the residential and industrial developments through Mahurangi College to the town centre

### Budget Requirements (Capex)

- Total length: 3,520 m
- Bridge by Mahurangi College 400K, Bridge by retirement village 350K, Pathworks 495K, earthworks and sundries 650K ecological allowance 280K, PS and consenting 380K. Total 2,555K

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, OPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, partnership with developers



#### LEGEND:

##### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

##### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

NB: Contours placed every 10m

Scale 1:12500 @ A3

## PRIORITY GREENWAY PROJECTS



### Location

Snells Beach Loop

### Description

Route 14 connects priority route 11 to Snells Beach via Snells Beach Road. It includes sections of formed roads including Muncaster Road, Tamatea Drive, Snells Beach Road and Hamatana Road. The route includes the unformed section of Muncaster Road connecting to Grange Street and priority route 11.

### Ecology and cultural considerations

The route utilises formed roads, which gives an opportunity to enhance street planting. The coastal section of route 14 provides a good opportunity for coastal re-vegetation.

### Constraints

- The coastal wetland along route 13 requires feasibility study, with regard to geotechnical issues.
- The section off Riverleigh Drive to Muncaster Road runs through private land, negotiations are necessary as part of the investigation and design project phase.

### Opportunities

- Provision of safe access to the beach from the township
- Completion of the Warkworth to Snells Beach greenway route

### Budget Requirements (Capex)

- Total length: 2,450 m
- This project requires scoping and budget estimating by AT at a project phase

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, Renewals

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:10000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Snells Beach South

### Description

Priority route 15 connects Route 14 and Route 16, creating safe access between the beach, Highfield Garden Reserve and Goodall Road.

### Ecology and cultural considerations

This priority route sits within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The coastal edge could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The section between Goodall Road and Highfield Garden Reserve (on private property) provides a good opportunity to enhance coastal planting corridors. This would need to be discussed and agreed with the landowner, more likely as part of any development process. The coastline is of significance to Mana Whenua, and Snells Beach features a number of CHI logs.

### Constraints

- Partially tidal route

### Opportunities

- Re-vegetation of the coastal edge

### Budget Requirements (Capex)

- Total length: 2,900 m
- Boardwalk 490K, Pathworks 405K, earthworks and sundries 320K ecological allowance 350K, PS and consenting 270K. Total 1,785K. The estimate excludes the tidal section.

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, Renewals

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed tidal greenway route (complex delivery)

Scale 1:10000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Snells Beach - Mahurangi Scenic Reserve

### Description

The route connects Snells Beach and Mahurangi Scenic Reserve. It starts at Snells Beach Road, crosses Dawson Road and Goodall Road, then merges to the Mahurangi East Road. From here, it follows Martins Bay Road and Miller Way, cuts through coastal vegetation to join Ridge Road to Scotts Landing at the southern tip of the peninsula.

The route is promoted by residents of Snells Beach to provide a safe cycle road between the settlements.

### Ecology and cultural considerations

This route generally sits within modified rural environment, with limited ecological or cultural values. The coastal edge could be enhanced ecologically by replanting.

### Constraints

- Negotiations required with private land owners in the area
- The route partially relies on unformed roads

### Opportunities

- This could be developed in partnership with development occurring along the route.
- Safe biking and pedestrian access between the settlements

### Budget Requirements (Capex)

- Total length: 10,700 m
- Not costed, as designs require scoping and budget estimating by AT at a project phase, and any work done with developers would be subject to individual funding agreement.

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/ sponsorship/advocacy

#### LEGEND:

##### Base information

- Centre
- Residential

- Future Urban
- Park and reserve land
- Streams & Rivers
- Main road

##### Greenway connections

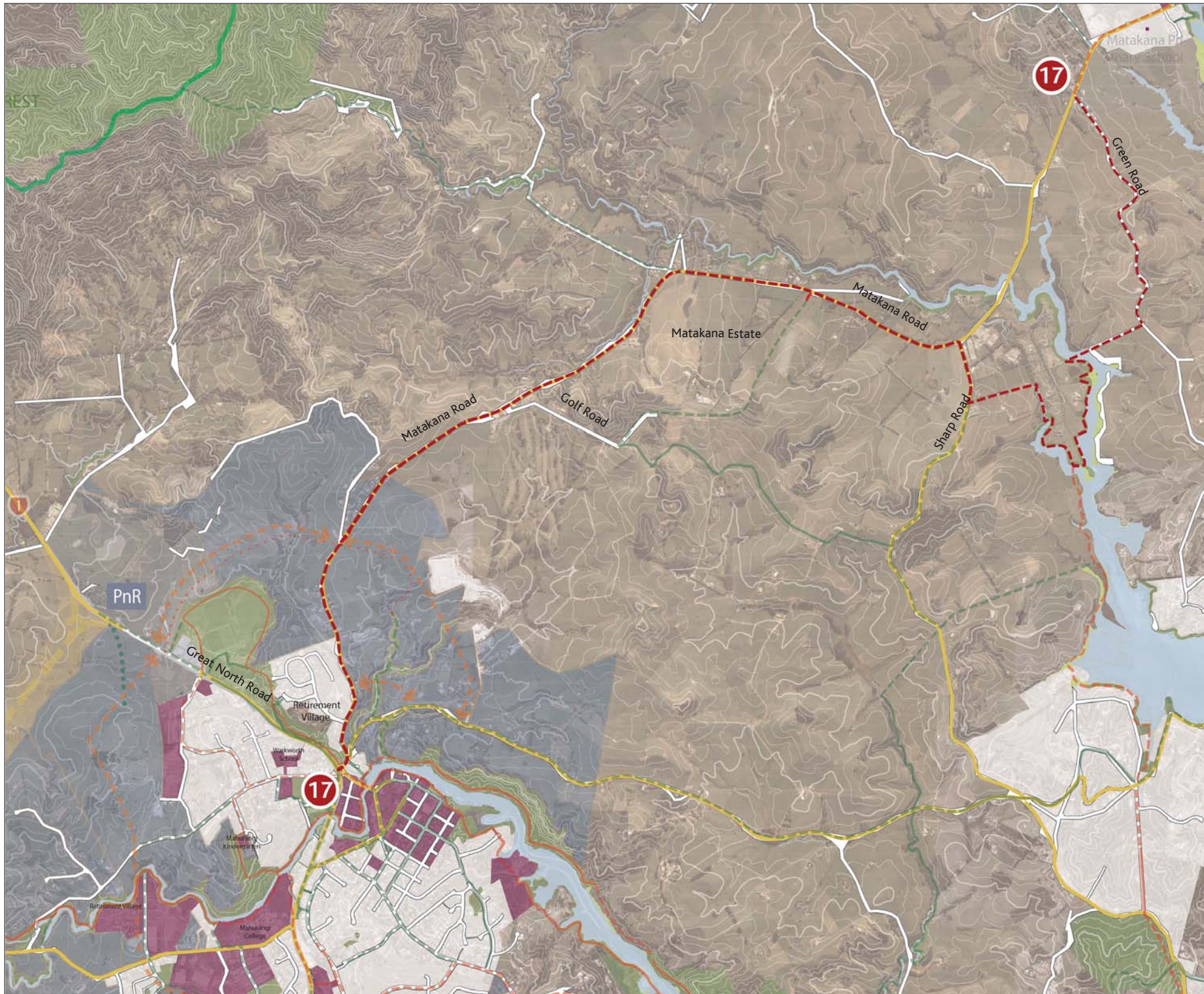
- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:30000 @ A3



NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Warkworth - Matakana

### Description

The route connects Warkworth and Matakana, forming an important part of a cycle route network proposed by the Matakana Coastal Trail Trust. The southern starting point is Great North Road in Warkworth (connection to priority route 11 and 12), and the route follows Matakana Road via the intersection with the proposed northern link road until it turns to Sharp Road. Here the route follows the banks of the Oak River, before reaching Green Road and Matakana South. An alternative route cuts through the Oak River subdivision, but it needs further negotiation with landowners.

### Ecology and cultural considerations

This route generally sits within modified rural environment, with limited ecological or cultural values. The coastal edge could be enhanced ecologically by replanting. The coastal edge around the confluence of the Oak River could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The coastline is of significance to Mana Whenua, and the area features a number of CHI logs.

### Constraints

- Much of the route occurs along high speed rural roads, transforming them into safe routes for walking and cycling needs to meet regulations

### Opportunities

- Re-vegetation of the coastal edge
- Provisional safe cycle and pedestrian connection between Matakana and Warkworth
- The route has an economical significance connecting the vineyards north of Warkworth to both Matakana and Warkworth.

### Budget Requirements (Capex)

- Total length: 10,500 m
- This project requires scoping and budget estimating by AT at a project phase

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways), AT Cycle Network Funding, Urban Cycleways Fund, Partnership with local businesses/ sponsorship/advocacy, Partnership with developer

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers

- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

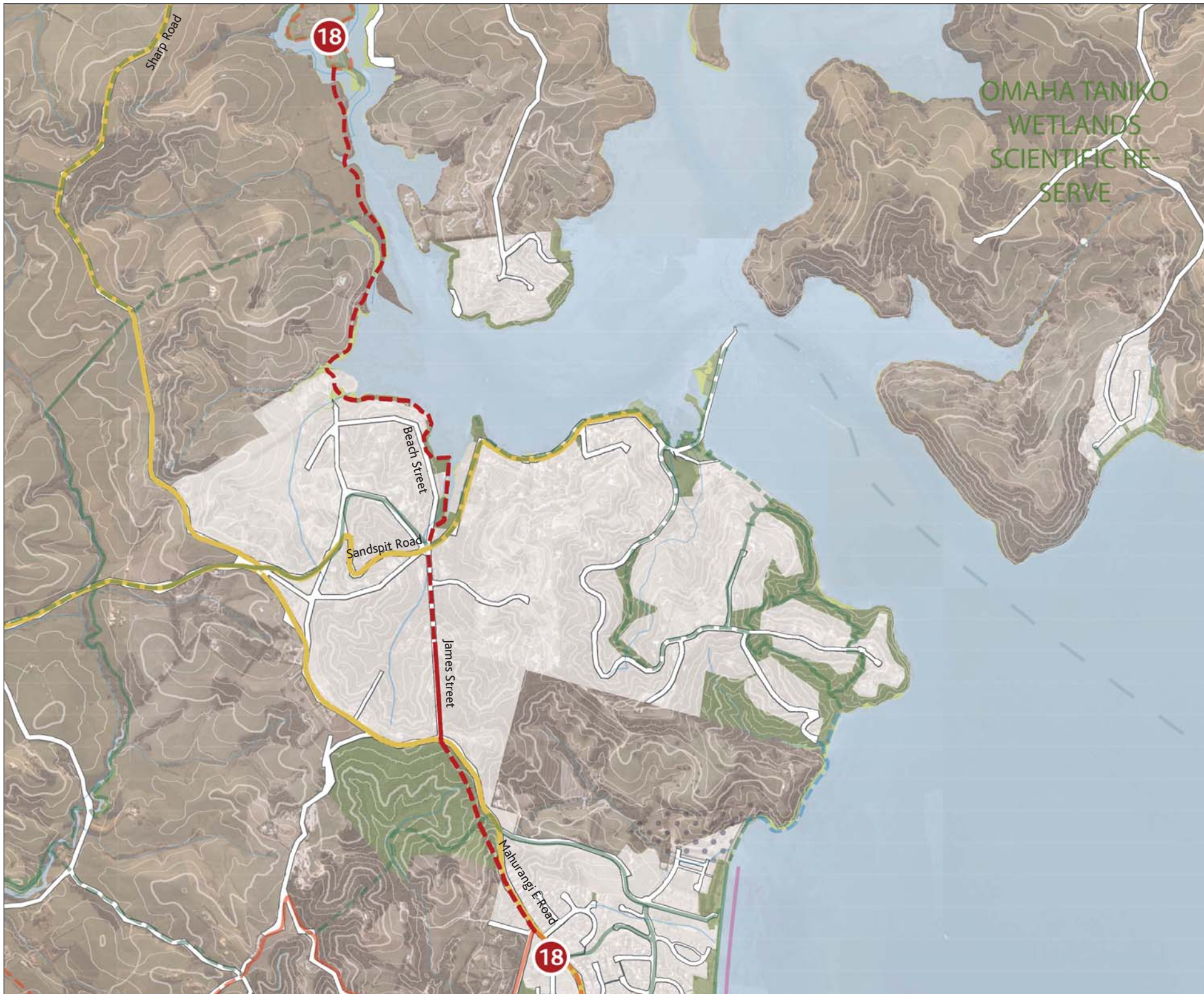
- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:30000 @ A3



NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Snells Beach Northern Connection

### Description

This route connects Snells Beach to the Warkworth-Matakana greenway priority route 17. The route runs north along Mahurangi East Road from the end of route 14, then parallel to it in Lawrie Scenic Reserve and joining James Street. After James Street it crosses Sandspit Road and continues north up the coastal edge, joining up to route 17 via a proposed bridge across the Matakana River.

### Ecology and cultural considerations

This routes sit within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The coastal edge could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The coastline is of significance to Mana Whenua, and the coastal edge of the Matakana River features a great number of CHI logs.

### Constraints

- Negotiations required with land owners north of Sandspit Road

### Opportunities

- Re-vegetation of the coastal edge
- Provision of safe access from Snells Beach to the Matakana-Warkworth connection

### Budget Requirements (Capex)

- Total length: 4,600
- Bridge 300K Boardwalk 400K, Pathworks 630K, earthworks and sundries 460K ecological allowance 350K, PS and consenting 370K. Total 2,510K

### Funding and Delivery Options

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

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

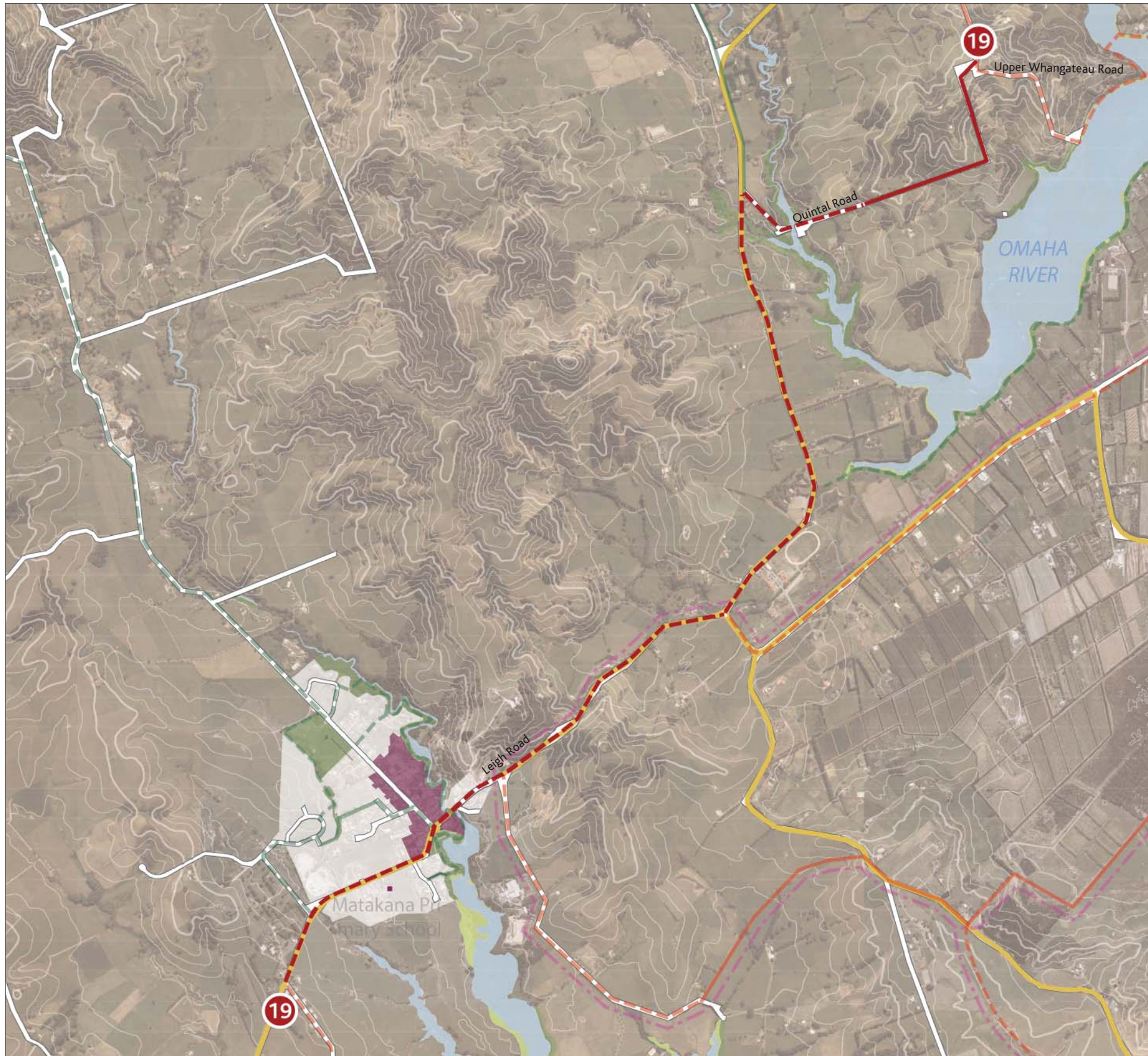
#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:20000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Big Omaha Trail - Matakana North section

### Description

Route 19 follows Leigh Road from Matakana to Upper Whangateau Road. It turns to Quintal Road, crosses the Omaha river and joins up to Upper Whangateau Road on via a series of unformed legal roads.

### Ecology and cultural considerations

This route generally sits within modified rural environment, with limited ecological or cultural values.

### Constraints

- High speed rural roads
- Negotiations required with land owners neighbouring the unformed legal roads

### Opportunities

- Safe access along the Big Omaha Trail
- Establishment of a green ecological corridor

### Budget Requirements (Capex)

- Total length: 5,950 m
- This project requires scoping and budget estimating by AT at a project phase

### Funding and Delivery Options

AT Cycle Network Funding, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy

### LEGEND:

#### Base information

- Centre
- Residential

#### Future Urban

- Park and reserve land
- Streams & Rivers
- Main road

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:20000 @ A3



NB: Contours placed every 10m



## PRIORITY GREENWAY PROJECTS



### Location

Big Omaha Trail - Middle Section

### Description

This greenway connects priority route 18 (to the South) with priority route 21 (to the North), completing the Big Omaha Trail, proposed by the Big Omaha Trail Trust. The trail traverses unformed legal roads and rural roads from Matakana to Pakiri. Route 20 connects Upper Whangateau Road and Pakiri Road through rural landscape, via Schollum Road and Rodney Road.

### Ecology and cultural considerations

The route promotes views towards the Hauraki Gulf, these viewshafts can be of cultural interest and should be enhanced. This route generally sits within modified rural environment, with limited ecological or cultural values.

### Constraints

- Steep topography in parts, may require steps and bike channels
- Narrow gravel roads will require careful and innovative thought as to how to share safely.

### Opportunities

- Unformed section of Schollum Road - possible joint delivery with AT in the future.

### Budget Requirements (Capex)

- Total length: 9,150 m
- This project requires scoping and budget estimating by AT at a project phase

### Funding and Delivery Options

Auckland Transport CAPEX program, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), AT Cycle Network Funding, Urban Cycleways Fund, Renewals

### LEGEND:

#### Base information

- Centre
- Residential

- Future Urban
- Park and reserve land
- Streams & Rivers
- Main road

#### Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:25000 @ A3



NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Big Omaha Trail - Northern Section

### Description

Priority route 21 connects Leigh Recreational Reserve and Pakiri Regional Park to route 29. This route utilises a number of paper roads, and then follows existing or partially formed paths through Pakiri Regional Park.

### Ecology and cultural considerations

The route provides safe access through reserves, where the protection of coastal flora and fauna is important. The section off Greenwood Road utilises paper roads which lead to the heritage feature related to the 1948 Cosmic Noise Expedition. This unique piece of New Zealand cultural heritage on Pakiri Hill should be enhanced.

### Constraints

- Work with AT to develop access along unformed legal/ paper roads.
- Requires consultation where property owners maybe affected by opening up access to unformed legal/ paper roads.
- Protection of the heritage Pakiri Hill site along with access and further clarification required around property ownership
- Provide safe access through reserves from Leigh to Pakiri (part of the network).

### Opportunities

- Reveal the heritage site of the 1948 Cosmic Noise Expedition.
- Unformed legal/ paper roads offer an opportunity to create low-cost, 'quick-win' results.

### Budget Requirements (Capex)

- Total length: 4,530 m
- The cost estimate excludes the Pakiri road section. Pathworks 450K, earthworks and sundries 230K ecological allowance 120K, PS and consenting 140K. Total 940K

### Funding and Delivery Options

AT CAPEX Programme, Regional Park Funding. Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), AT Cycle Network Funding, Urban Cycleways Fund

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:20000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Matakana East Bridle Loop

### Description

The route is promoted by residents, allowing a pedestrian and bridle loop in rural Matakana, connecting to route 19.

### Ecology and cultural considerations

This route generally sits within modified rural environment, with limited ecological or cultural values.

### Constraints

- Work with AT to develop access along paper roads.
- Requires consultation where property owners maybe affected by opening up access to unformed legal/ paper roads.
- High speed rural roads require careful/innovative ideas on shared provision of cycling/ bridle access

### Opportunities

- Unformed legal/ paper roads offer an opportunity to create low-cost, 'quick-win' results.

### Budget Requirements (Capex)

- Total length: 9,050 m
- The budget includes the cost of access through private land, but excludes the transformation of high-speed rural roads. Pathworks 900K, earthworks and sundries 250K ecological allowance 90K, PS and consenting 210K. Total 1,450K

### Funding and Delivery Options

AT CAPEX Programme, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), Partnership with local businesses/sponsorship/advocacy, Urban Cycleways Fund

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:20000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS

### Location

Matakana - Millon Bay Bridle Route

### Description

This bridle and walking route connects Baddeleys Beach to route 22 and from here, on to Matakana. It follows the route of an unnamed minor waterway.

### Ecology and cultural considerations

The coastal edge could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The coastline is of significance to Mana Whenua, and the coastal edge features a great number of CHI logs.

### Constraints

- Negotiations with private land owners along the creek

### Opportunities

- Re-vegetation of the creek and the coastal strip
- Safe walking and bridle connection between Matakana and Baddeleys Beach

### Budget Requirements (Capex)

- Total length: 4,550 m
- Pathworks 450K, earthworks and sundries 340K ecological allowance 120K, PS and consenting 160K. Total 1,070K

### Funding and Delivery Options

Partnership with local land owners/sponsorship/advocacy, Locally Driven Initiatives (LDI) CAPEX, OPEX, volunteer/partnership work (planting), Renewals



### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:20000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Omaha Wetlands Walk

### Description

The route connects Omaha to priority route 22 and from here the wider greenway network. The loop walk incorporates the Omaha Taniko Wetlands Walk proposed by the Omaha Beach Community Incorporated Society. DoC is a significant landholder, further negotiations are necessary in a project phase.

### Ecology and cultural considerations

South of Broadlands Drive, this route skirts the Omaha Taniko Scientific DoC Reserve, an area of high ecological importance and home to a number of threatened bird species. Extreme care in selecting a route is required here. The coastline is of significance to Mana Whenua, and the coastal edge features a number of CHI logs.

### Constraints

- Some sections may be tidal
- Complex ecological and cultural overlays
- Some sections require agreement with private landowners

### Opportunities

- Ecological improvements around the inlet, carefully assessed route selection.
- Broadlands Drive would benefit from better vehicle/walking-cycling separation

### Budget Requirements (Capex)

- Total length: 9,350 m
- Boardwalk 1,600K, Pathworks 700K, earthworks and sundries 450K ecological allowance 290K, PS and consenting (lower rates based on length) 300K. Total 3,340K Broadlands Drive might be wide enough on the sides, the cost of the upgraded pathway is included in the estimate.
- The Omaha Drive section requires scoping and budget estimating by AT at a project phase, it's not included in the budget estimate.

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), Partnership with local businesses/sponsorship/advocacy, Urban Cycleways Fund, AT cycleways

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

#### Local and paper roads

- Streams & Rivers
- SH1 and arterial roads
- Puhi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:20000 @ A3



NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Omaha - Tawharanui Coastal Route

### Description

This route connects to the Omaha Wetlands loop and follows partially formed paths to reach Tawharanui Regional Park, providing access along the beach in places.

### Ecology and cultural considerations

This routes sit within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The coastal edge could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. Ecological and cultural consideration within Tawharanui Regional Park are well known by the Regional Parks team, and the area is predator free.

### Constraints

- Steep topography in parts - coastal route likely more appropriate
- Non-continuous public ownership - coastal route preferred in these areas

### Opportunities

- Re-vegetation of the coastal edge
- Development as part of ongoing work at the regional park.

### Budget Requirements (Capex)

- Total length: 8,900 m
- Boardwalk 50K, New pathworks 75K, Path renewal 200K, earthworks and sundries 110K ecological allowance 190K, PS and consenting (lower rates based on length) 65K. Total 690K

### Funding and Delivery Options

Regional Park Funds, Locally Driven Initiatives (LDI) CAPEX, OPEX, volunteer/partnership work (planting), Partnership with local businesses/sponsorship/advocacy, External agencies (DoC), Renewals

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed tidal greenway route (complex delivery)

Scale 1:30000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS

### Location

Matakana - Leigh Coastal Route

### Description

The route connects the Big Omaha Trail with the Leigh town centre, generally via the coastal margin strip.

### Ecology and cultural considerations

This routes partially sit within an area of significant wildlife interest, meaning the planning of any route would need to be carefully assessed. The coastline is of significance to Mana Whenua, and the coastal edge features a number of CHI logs.

### Constraints

- Significant structure would be required to cross the inlet north of Whangateau Road
- Negotiation with private landowners required along much of the route

### Opportunities

- Re-vegetation of the coastal edge

### Budget Requirements (Capex)

- Total length: 7,400 m
- This project requires scoping and budget estimating by AT at a project phase, the section south of Leigh Road is estimated at: Bridge 600K, Pathworks 345K, earthworks and sundries 180K ecological allowance 190K, PS and consenting (lower rates based on length) 130K. Total 1,445K

### Funding and Delivery Options

AT Cycle Network Funding, Locally Driven Initiatives (LDI) CAPEX, OPEX, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, volunteer/partnership work (planting), Urban Cycleways Fund, Partnership with local businesses/sponsorship/advocacy, Renewals



### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:25000 @ A3



NB: Contours placed every 10m

PRIORITY GREENWAY PROJECTS



Location

Goat Island Marine Reserve Coastal Route

Description

The proposed walkway connects Leigh with the Goat Island Marine Reserve, and then carries on to meet the Big Omaha Trail.

Ecology and cultural considerations

North of Leigh, this route passes through a number of stands of regenerating bush, and the creek is generally vegetated. The coastal edge could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area. The coastline is of significance to Mana Whenua, and the coastal edge features a great number of CHI logs.

Constraints

- Steep topography in parts
- Negotiation with land owners required for part of the route North of Leigh

Opportunities

- Work with Auckland University to upgrade section around the Discovery Centre.

Budget Requirements (Capex)

- Total length: 7,000 m
- Bridge 200K, Pathworks 800K, earthworks and sundries 380K ecological allowance 200K, PS and consenting (lower rates based on length) 160K. Total 1,740K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting) External agencies (DoC), Auckland University partnership

LEGEND:

Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

NB: Contours placed every 10m

Scale 1:15000 @ A3



## PRIORITY GREENWAY PROJECTS



### Location

Leigh Coastal Route

### Description

The route utilises formed or partially formed paths of the coastal strip to create a scenic loop walk around Leigh, connecting to route 26.

### Ecology and cultural considerations

This routes sit within an area of significant wildlife interest, meaning the planning of any boardwalk (if selected) would need to be carefully assessed. The coastal edge could be enhanced ecologically by replanting, although native regeneration is occurring naturally in this area.

### Constraints

- Steep topography in parts, particularly around Grand View Road. This may need to revert to coastal access only, subject to detailed checks at a project stage.
- The location of the cemetery at the northeastern tip.

### Opportunities

- Re-vegetation of the coastal edge
- Integrate end of route with wide pedestrianisation of the town centre.
- Part of the route exists: this presents an opportunity to extend or improve the existing Leigh Coastal Walkway.

### Budget Requirements (Capex)

- Total length: 3,550 m
- Boardwalk 500K, Pathworks 140K, earthworks and sundries 320K ecological allowance 120K, PS and consenting 190K. Total 1,270K

### Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), Partnership with local businesses/sponsorship/advocacy, Renewals

### LEGEND:

#### Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhi to Warkworth RoNS (road alignment and designation area)

#### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:10000 @ A3

NB: Contours placed every 10m

## PRIORITY GREENWAY PROJECTS



### Location

Te Araroa National Trail connection improvements

### Description

For much of this section, the route follows the Te Araroa National Trail, connecting at the northward to meet priority route 21 at Pakiri Regional Park. At the southern end, the route runs along Rodney Road to meet priority route 20 (the Big Omaha Trail).

### Ecology and cultural considerations

These routes sit within an area of significant wildlife interest, meaning the planning of any boardwalk (if selected) would need to be carefully assessed. The coastal edge could be enhanced ecologically by replanting.

### Constraints

- Steep topography in parts
- Northern section to be confirmed by Regional Park team
- Some portions travel along gravel roads - safety amenity considerations for users.

### Opportunities

- Re-vegetation of the coastal edge
- Greater visibility and uptake of the Te Araroa Trail.

### Budget Requirements (Capex)

- Total length: 9,030 m
- The Rodney Road and Pakiri River Road sections require scoping and budget estimating by AT at a project phase, these are not included in the estimate.
- Pathworks 600K, earthworks and sundries 160K ecological allowance 210K, PS and consenting 100K (lower rate based on length). Total 1,070K

### Funding and Delivery Options

Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting), External agencies (DoC), Renewals

### LEGEND:

Base information

- Centre
- Residential
- Future urban
- Parks and reserves

- Local and paper roads
- Streams & Rivers
- SH1 and arterial roads
- Puhoi to Warkworth RoNS (road alignment and designation area)

### Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)

Scale 1:10000 @ A3



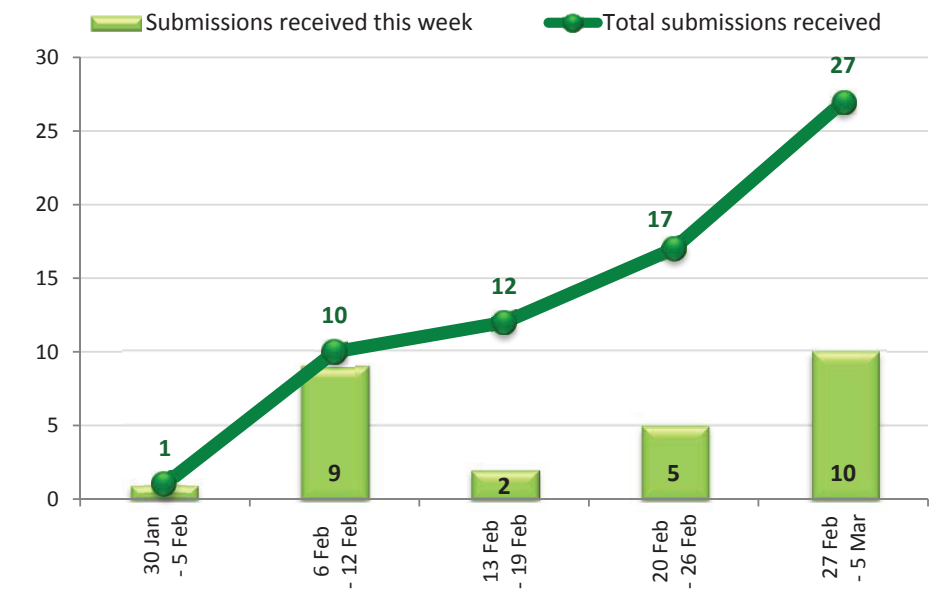
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## D. Consultation Summary

## D.1 Feedback Summary

An online survey was available on the Shape Auckland web page between the 30th of January and the 5th of March. A total of **27 submissions** were received, and these have been processed with the results are shown below. The following information relates to feedback received via the online feedback form.

### Number of recieved feedbacks



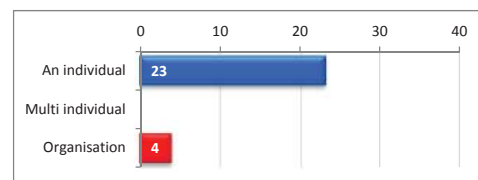
### Submission by Resident Local Board

The table below indicates the total number of submissions received by the Local Board that submitters live in.

LOCAL BOARD	Organisations	Individuals	Total	Percentage
Hibiscus and Bays	0	1	1	4%
Rodney	3	19	22	81%
Other	1	1	2	7%
Not supplied	0	2	2	7%
<b>TOTAL</b>	<b>4</b>	<b>23</b>	<b>27</b>	<b>100%</b>

### SubmissionType

SUBMITTER GROUP	Count	Percentage
Individual	23	85%
Multi individual	0	0%
Organisation	4	15%
<b>Total</b>	<b>27</b>	<b>100%</b>

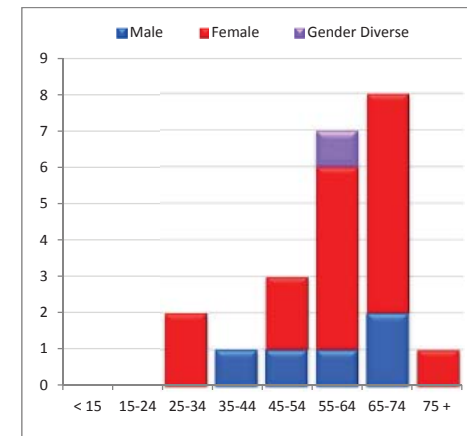


### Demographic information

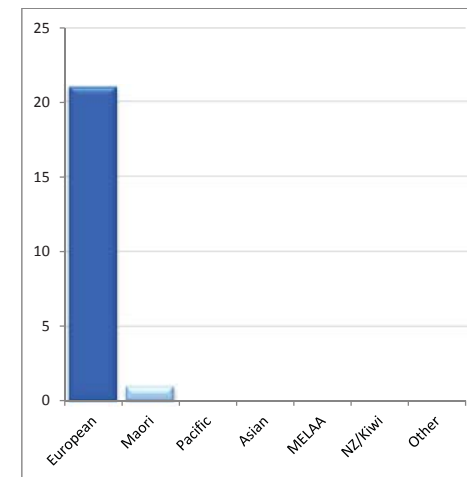
The tables and graphs on this page indicate the demographic categories that respondents identified with. This information only relates to those submitters who provided demographic information (e.g. 22 people out of 27 gave a gender response).

GENDER		
Male	5	23%
Female	16	73%
Gender diverse	1	5%
<b>Total submitters providing data</b>	<b>22</b>	<b>NA</b>

AGE	Male	Female	Diverse	Total	%
< 15	0	0	0	0	0%
15 - 24	0	0	0	0	0%
25 - 34	0	2	0	2	9%
35 - 44	1	0	0	1	4%
45 - 54	1	2	0	3	13%
55 - 64	1	5	1	8	35%
65 - 74	2	6	0	8	35%
75 +	0	1	0	1	4%
<b>Total submitters providing data</b>	<b>23</b>	<b>NA</b>			



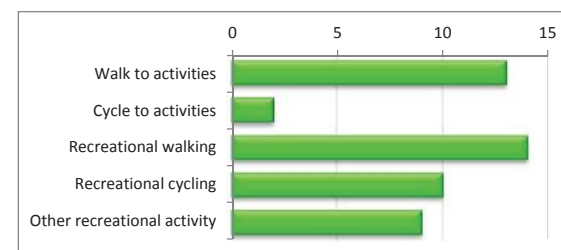
ETHNICITY	#	%
<b>European</b>	<b>21</b>	<b>100%</b>
NZ European	20	95%
Other European	1	5%
<b>Maori</b>	<b>1</b>	<b>5%</b>
<b>Pacific</b>	<b>0</b>	<b>0%</b>
Samoan	0	0%
Tongan	0	0%
Other Pacific	0	0%
<b>Asian</b>	<b>0</b>	<b>0%</b>
Chinese	0	0%
Indian	0	0%
Other Asian	0	0%
<b>African/Middle Eastern/Latin</b>	<b>0</b>	<b>0%</b>
<b>Other</b>	<b>0</b>	<b>0%</b>
New Zealander/Kiwi	0	0%
Other	0	0%
<b>Total submitters providing data</b>	<b>21</b>	<b>NA*</b>



\* Does not add to 100% due to one person selecting two ethnicities

### Related Activities

The table below indicates individual submitters' responses when asked to describe their activities as they relate to the aims of a greenways plan.

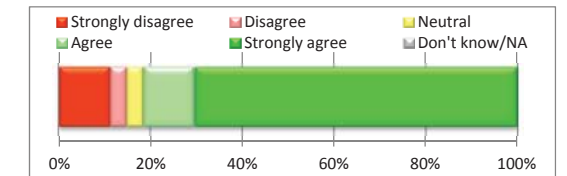


The other recreational activities mentioned include:  
 - Horse riding (x4)  
 - Hiking/tramping (x3)  
 - Tai chi  
 - Kayaking/sailing

### Feedback on the Consultation Questions

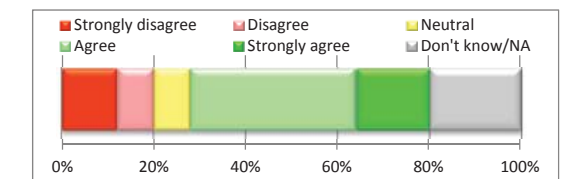
#### Q1: Creation of a Greenways Network for Rodney

Submitters were asked to respond to the statement: *In principle, I support the creation of a greenways network for the Rodney Local Board* (27 responses)



#### Q2: Proposed routes

Submitters were asked to respond to the statement: *The proposed greenways routes shown on the accompanying map are in the right place* (25 responses)



#### Q3: Additional routes

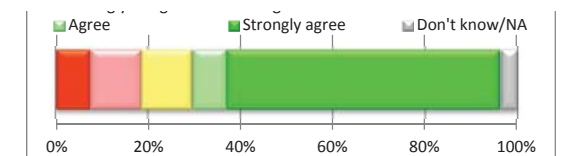
Submitters were asked – Are there any other routes or projects not shown on the draft map that you think should be included?  
 18 responses - included in the Long-term Aspirational Greenways plan and Priority routes section

*"Yes, for there are quick gains to be made from publicising existing routes and linking these where feasible"*

*"Te Araroa is a walking trail only, and this makes the inference that use will be restricted - many of the sections of Te Araroa are on ULRS - these must not be restricted to walking only - but should remain open for walk - bike - horse access"*

#### Q4: Creation of more walking and cycling connections

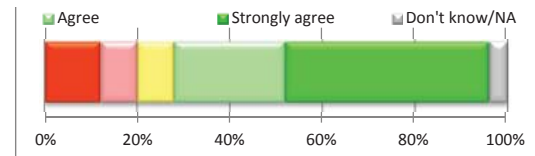
Submitters were asked to respond to the statement: *Creation of more (or improved) local walking and cycling connections through reserves and along streets would encourage me to walk and cycle more overall* (27 responses)



Feedback on the Consultation Questions

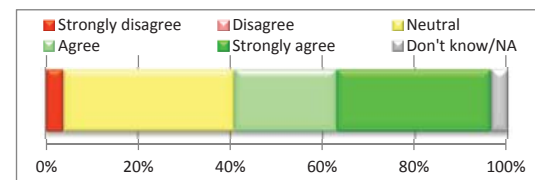
**Q5: Creation of more walking and cycling connections**

Submitters were asked to respond to the statement: *If more local (or improved) walking and cycling connections were created through reserves and along streets, I would likely use these to get to work, school, recreational facilities or to do shopping*  
(25 responses)



**Q6: Bridle Connections**

Submitters were asked to respond to the statement: *I am interested in seeing bridle connections provided in the rural areas of our community and would like to see these specified in the Greenways Network plan*  
(27 responses)



**Q7: Prioritisation**

Submitters were asked to respond to the statement: *I am interested in seeing bridle connections provided in the rural areas of our community and would like to see these specified in the Greenways Network plan*  
(27 responses)

*"Puhoi to Warkworth is the start of the trail from Auckland and will therefore get the most use. This area should be started first to encourage more people to use the trails from the outset"*

*"Walking cycling path from Leigh to Goat Island. Not along the road."*

*"I really would like to see Pakiri Road upgraded so it is safe for all kinds of traffic - riders, cars and foot traffic. At the moment, it is dangerous for everyone."*

*"Connections from and to Warkworth and west of Warkworth so we can avoid the Hill St traffic jams."*

**Q8: Other comments**

Submitters were asked – Do you have any other comments or suggestions on the Puhoi to Pakiri Draft Greenways Plan?  
(16 responses)

*"The Puhoi community has concerns regarding where people will park/start the trails in Puhoi. We already have parking and congestion issues with our current levels of tourism and Te Aurora walkers so this is a primary issues for us."*

*"The walkway being built connecting Hauti Drive to the Grange Warkwoth (going through a bush reserve). Lighting and cameras to be installed along the walkway"*

*"I believe they are on the right track and our future generation will benefit due to the increased motivation of cycle trails, walkways and horse riding trails. Good exercise and it will work if everyone looks out for each other. Clean toilet stops, drinking fountains, to be provided as well as paths which are maintained and free of overhanging weeds"*

*"Puhoi to Pakiri sounds awesome to start with! Would be great to open up the area, also for tourism!"*



