
C. Priority Greenways

C1 Priority sections

C1.1 Reference plan



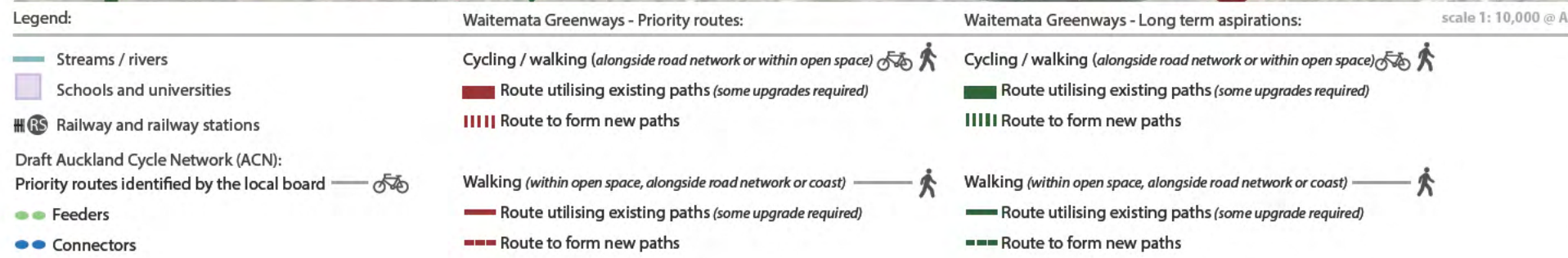
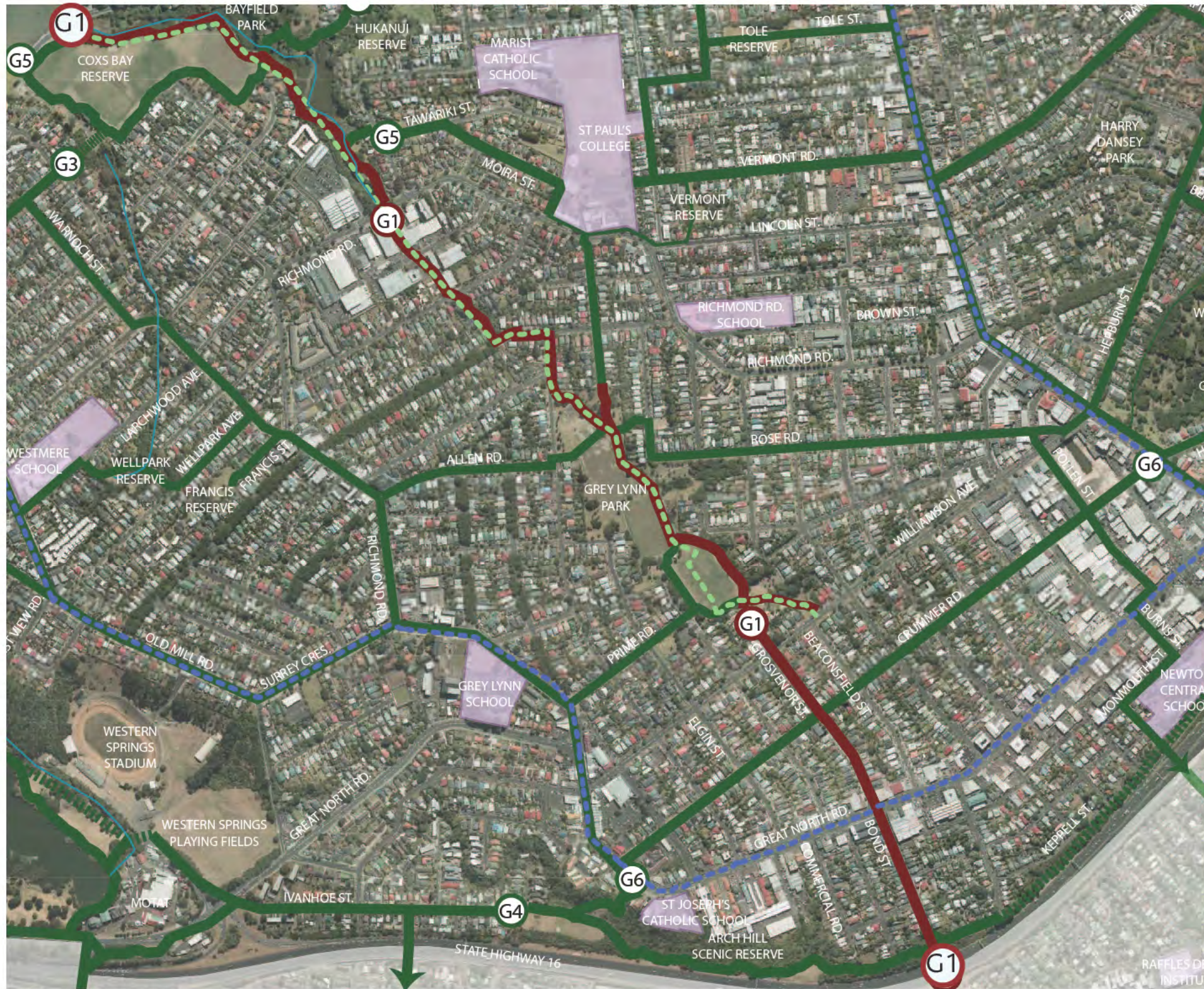
Map showing the locations of priority sections for Greenways G1-G6:

- G1** Grey Lynn connection (entire connection)
(Refer to Page 65)
- G2** Waipapa Valley connection and Parnell parks link (section of)
(Refer to Page 66)
- G3** Coastal connection
(Refer to Page 67)
- G4** Waiorea to Karangahape Road connection (section of)
(Refer to Page 68)
- G5** Ponsonby connection
(Refer to Page 68)
- G6** Crummer Road
(Refer to Page 69)

<p>Legend:</p> <ul style="list-style-type: none"> Streams / rivers Schools and universities Railway and railway stations Draft Auckland Cycle Network (ACN): Priority routes identified by the local board Feeders Connectors 	<p>Waitemata Greenways - Priority routes:</p> <p>Cycling / walking (alongside road network or within open space) </p> <ul style="list-style-type: none"> Route utilising existing paths (some upgrades required) Route to form new paths <p>Walking (within open space, alongside road network or coast) </p> <ul style="list-style-type: none"> Route utilising existing paths (some upgrade required) Route to form new paths 	<p>Waitemata Greenways - Long term aspirations:</p> <p>Cycling / walking (alongside road network or within open space) </p> <ul style="list-style-type: none"> Route utilising existing paths (some upgrades required) Route to form new paths <p>Walking (within open space, alongside road network or coast) </p> <ul style="list-style-type: none"> Route utilising existing paths (some upgrade required) Route to form new paths 	<p>scale 1: 30,000 @ A3</p>
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Note: Further investigation is needed to determine the feasibility of cycle access. Walking tracks are shown where cycling is thought to be unachievable.

C1.2 Priority greenway map of G1 - Grey Lynn connection



Description of Priority Section G1

Location Cox's Bay Reserve - Grey Lynn Park - Arch Hill - Nixon Park (via Grosvenor and Bond Streets)

Description This connection would see existing paths in Cox's Bay Reserve and Grey Lynn Park widened to a shared path width. Along the road network the connection calls for widening of the footpath. Within Cox's Bay Reserve, the connection utilises the boardwalk along the Cox's Creek.

To achieve the desired 2.5-3m shared path connection for a greenway, many of the existing paths require widening. Further scoping for the project will determine by how much.

Ecology of the area The Cox's Bay creek area contains a mix of habitats:

- established native trees and shrubs
- exotic species tree species (in the in steeper areas)
- estuarine areas covered with mangroves (Cox's Creek)
- Creek margins of recently planted coastal and riparian natives (as part of revegetation project).

There are wide open grassed areas in both Cox's Bay Reserve and Grey Lynn Park, mainly utilised by sports fields. Grey Lynn Park is surrounded by large native trees around the edges of the park, and some more vegetated areas in the eastern side.

The remainder of the connection is via the road network. Some streets are lined with mature natives.

Constraints

- achieving desired width along boardwalk is not likely to be shared path, width of 2.5-3m
- creating safe crossing points at key junctions e.g Great North Road / Bond Street.
- achieving a continuous ecological connection, especially along busy streets like Bond Street
- gradients

Opportunities

- connecting Grey Lynn and Cox's Bay residents to the North Western cycleway
- connecting two major open spaces in the Waitemata
- creation of swales and additional planting in the wider streets on route

Budget Requirements (Capex) Waitemata Local Board are appointing Auckland Transport to design the feeder route as a greenway. The Board will fund the design of the park sections from their Green Links budget.

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C1.3 Priority greenway map of G2 - Waipapa Valley connection and Parnell parks link



Description of Priority Section G2 (section of)

Location Newmarket Park – Parnell Tunnel - Waipapa Valley – Parnell Station

Description Opening of the closed tunnel connection which runs adjacent to the railway track. The connections either side are currently of loose metal tracks, used for railway access. The land is designated railway corridor, owned by Kiwirail.

Ecology of the area Ecological connections exist between the Waipapa Stream and the Auckland Domain environment. The native bush within the Auckland Domain, offers significant habitat. Future daylighting of the Waipapa Stream would play a vital role in enhancing ecological values in the area via streamside planting and creation of more wetland areas leading to existing wetland area downstream. Currently this area receives flow from the Waipapa via a pipe, and a tributary from the Domain via overland flow. The former ARC highlighted the potential for improved ecological connections between the future daylighted Waipapa Stream and wetlands and the coastal environments of Mechanics Bay.

The tunnel itself may provide habitat for species adapted to low light conditions such as glow worms and cave weta.

Planting of the batters in association with the planned new Parnell railway station would further benefit local ecology

- Constraints**
- The condition of the tunnel
 - Safety provisions, both the tunnel and the approaches need to be made safe for pedestrians and cyclists
 - Heritage considerations
 - Negotiations and approvals required from Kiwirail

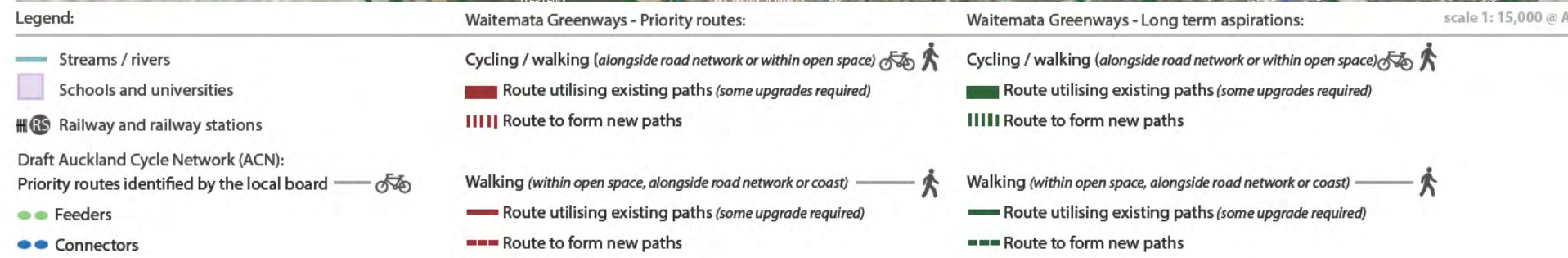
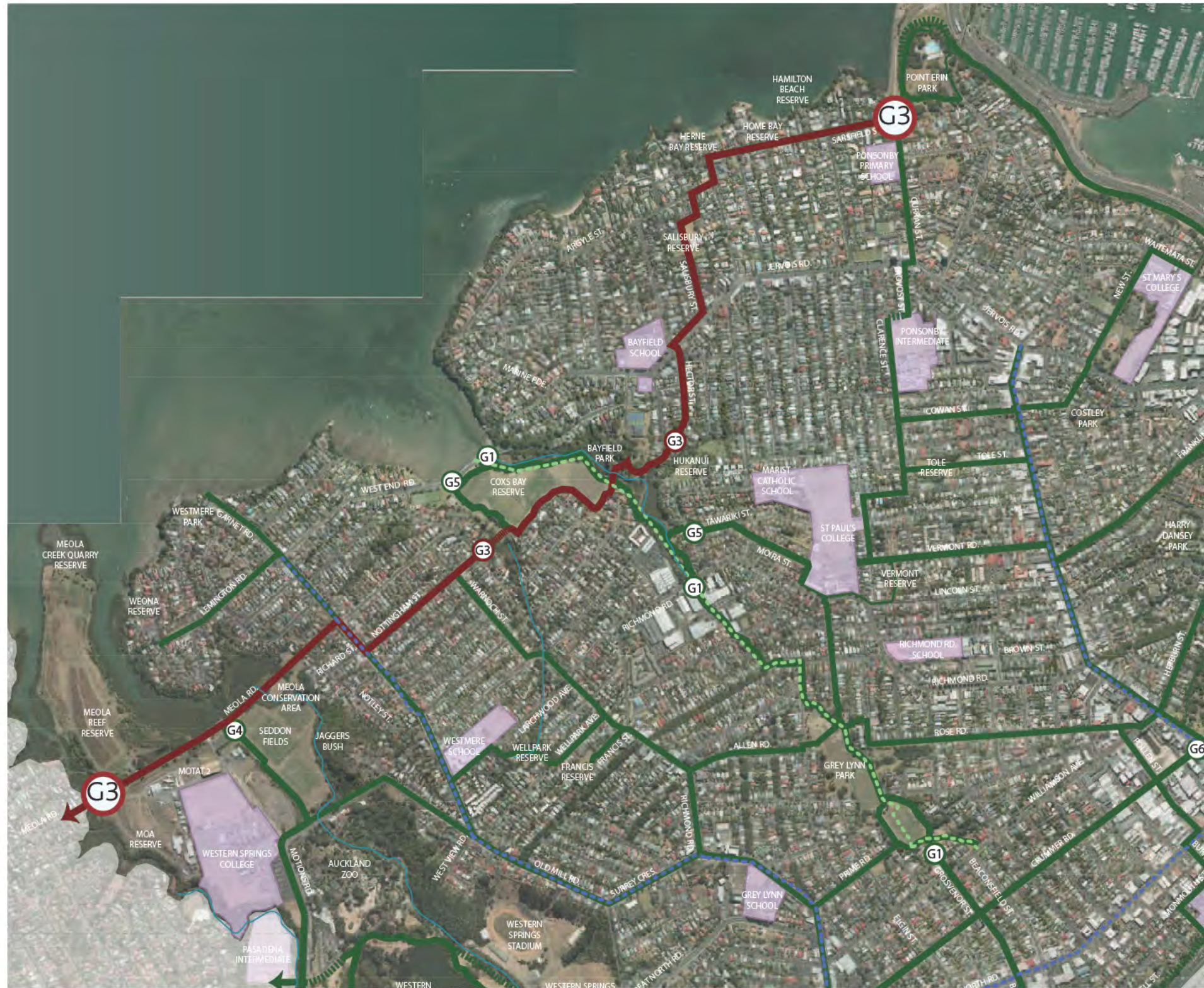
- Opportunities**
- The Domain masterplan is a current project that will address cycling and walking connections into /around the domain
 - Project Timing: Connection to the proposed Parnell Railway station by AT and Kiwirail
 - Waipapa stream daylighting project
 - alternate route (with less change of gradient) of cycling/walking from New Market to Parnell and the CBD beyond

Budget Requirements (Capex) The board have planned to fund a feasibility report for the Parnell Tunnel, and this will determine likely costs

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C1.4 Priority greenway map of G3 - coastal connection



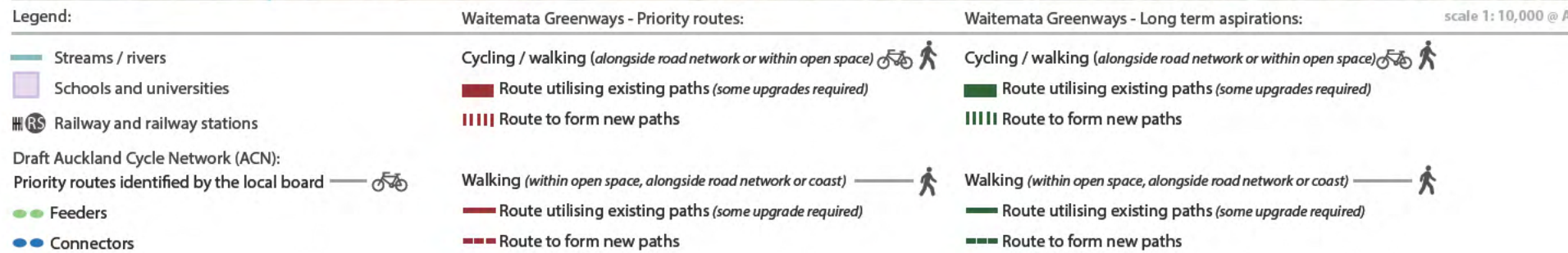
Description of Priority Section G3

Location	Point Chevalier - Meola Reef - Westmere - Cox's Bay Reserve - Herne Bay - Point Erin Park - Westhaven - Harbour Bridge Crossing or Victoria Park
Description	This connection is predominantly 'on road' network utilising and improving the existing footpaths. The route connects the open spaces Meola Reef, Seddon Fields, Cox's Bay Reserve, Hukanui Reserve and Salisbury Reserve. G3 is referred to as the 'Coastal Connection' as it connects the coastal areas of Meola Reef in Westmere to Herne Bay and Point Erin.
Ecology of the area	The connection passes Meola Reef, which is large nature reserve and 'SEA' with estuarine habitat of mangroves, and native bush. This connection has potential to connect to many bush walks, including Jaggars Bush and the forested areas of Cox's Bay Reserve.
Constraints	<ul style="list-style-type: none"> landfill areas steep topography in places on road connections can be more costly than park connections
Opportunities	<ul style="list-style-type: none"> connect commuters to Weona Coastal Walkway connect to the adjoining local boards areas of Kapatiki and Albert-Eden connection to the future SkyPath connect people from the coast to waterfront, as there is currently no 'round coast' connection
Budget Requirements (Capex)	On road sections to be funded by AT.

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C1.5 Priority greenway map of G4 - Waiorea to Karangahape Road connection

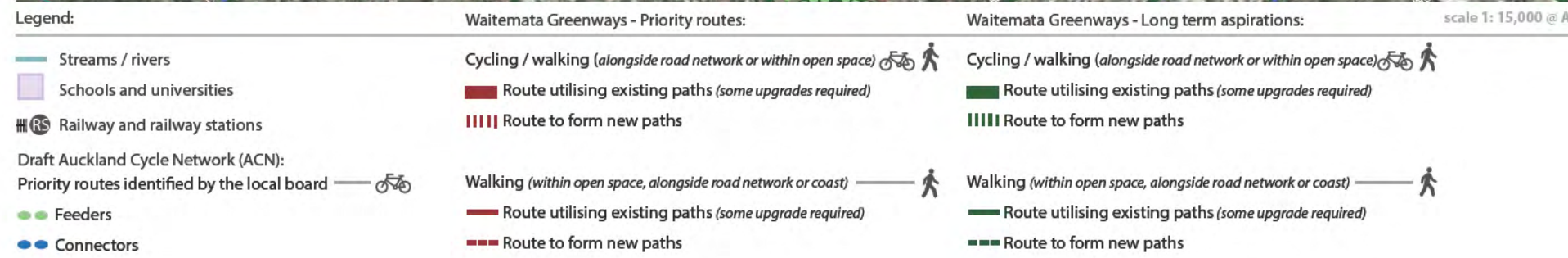
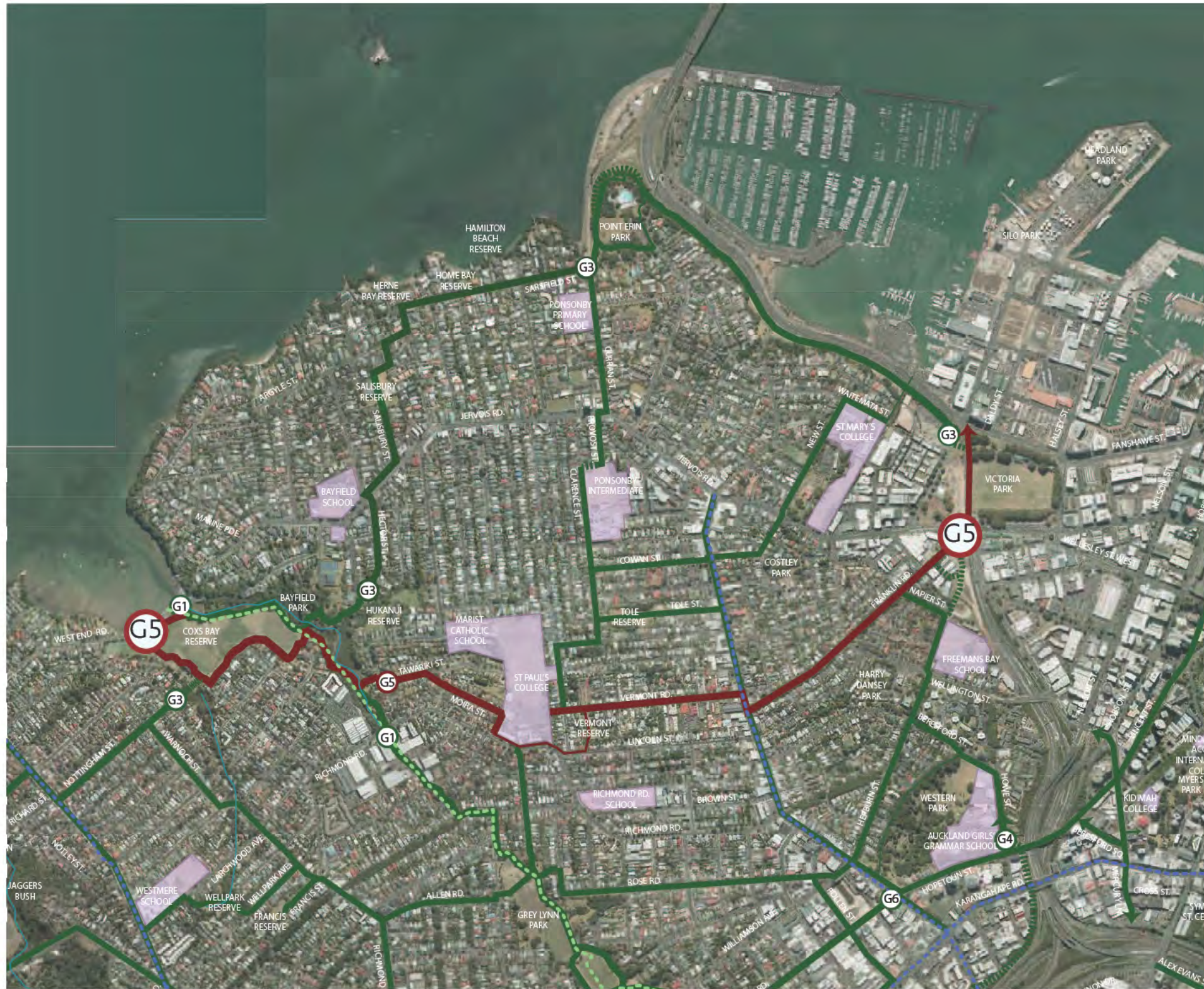


Description of Priority Section G4 (section of)

Location	Meola Road to Great North Road
Description	New shared path running through Seddon Fields and along Motions Road, adjacent to Motions Creek. Riparian and slope planting, coupled with weed removal in both these areas. Improvements to path width and surfacing, and crossing points along Great North Road.
Ecology of the area	The connection passes Meola Reef, which is large nature reserve with estuarine habitat of mangroves, and native bush. Western Springs is wildlife sanctuary surrounding a natural spring-fed lake, habitat for many freshwater bird species.
Constraints	<ul style="list-style-type: none"> • possible width restrictions along Great North Road • Seddon Fields and MOTAT 2 are closed landfill sites which may limit ecological restoration as due to clay capping. • Planned widening of St Lukes Interchange may present perceived challenges for pedestrians and cyclists
Opportunities	<p>The connection would link:</p> <ul style="list-style-type: none"> • MOTAT 2 to MOTAT • Seddon Fields to the Zoo and Western Springs • commuters from Westmere / Pt Chevalier to the North Western cycleway and Albert-Eden Local Board area • connect commuters to the Draft ACN Connector network • project timing with the St Lukes Interchange Upgrade
Budget Requirements (Capex)	Parks - TBA AT to deliver road to road connections. Budget to be advised.

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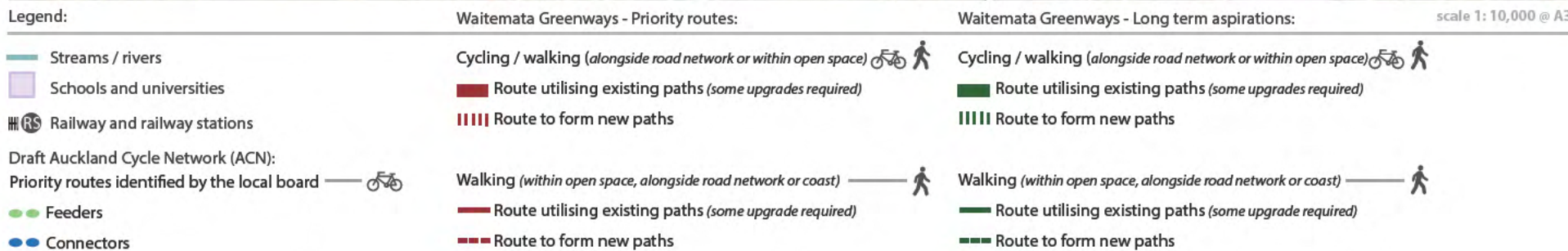
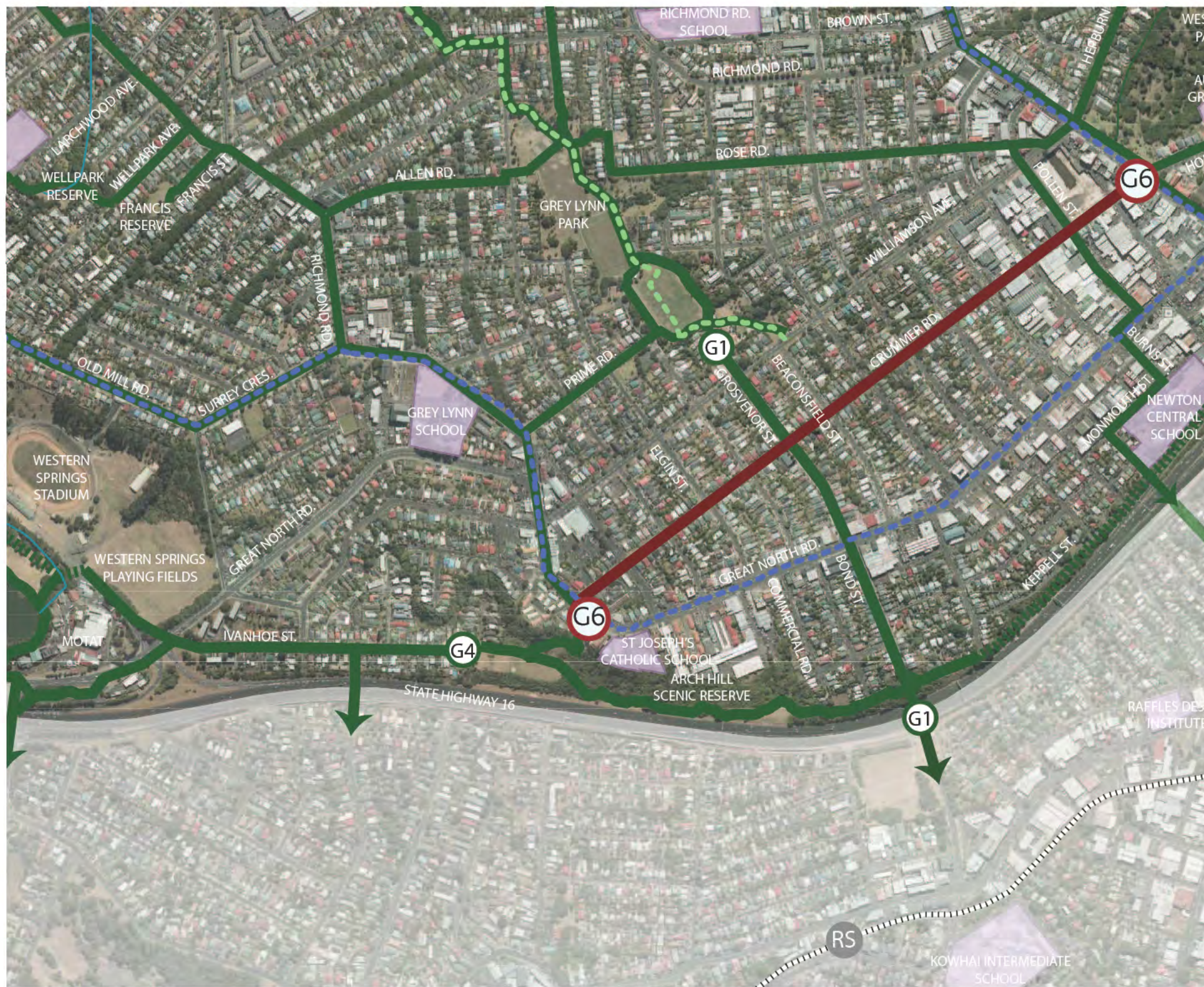


Description of Priority Section G5

Location	Cox's Bay Reserve - Grey Lynn - Ponsonby - Victoria Park
Description	Connections are predominantly 'on road' linking Cox's bay Reserve to Victoria Park
Ecology of the area	Currently limited, due to being a road corridor. This connection has potential to connect to many bush walks. Wider streets such as Moira Street provide ample room for swales and raingardens alongside the shared path
Constraints	<ul style="list-style-type: none"> achieving safe crossing across points on roading network, especially the busy arterial routes of Ponsonby Road and Franklin Road. may be difficult to accommodate greenways on the narrow roading corridors of residential streets such as Vermont Street.
Opportunities	<ul style="list-style-type: none"> connect people from the coast to waterfront, as there is currently no 'round coast' connection connect pupils safely from St Peter's College alternate link for the local residents to the shopping stretch of Ponsonby Road Budget exists for upgrade of Franklin Road, providing leverage opportunities.
Budget Requirements (Capex)	Parks - TBA AT to deliver road to road connections. Budget to be advised.

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Description of Priority Section G6

Location	Arch Hill - Crummer Road - Grey Lynn to Ponsonby Road and Western Park
Description	'On road' connection along Crummer Road
Ecology of the area	The road corridor street offers little in the way of ecology, other than the existing street trees. However these are regularly cut back to make way for the powerlines. Swales and raingardens would add value.
Constraints	<ul style="list-style-type: none"> AT are responsible for road network, so delivery of this greenway would require agreement to use Crummer Road as alternate to Williamson Avenue for a cycle connection due to the grid street layout in this area, there are many intersections along Crummer Road, provision of safety must be ensured
Opportunities	Crummer Road offers a quieter alternative to Williamson Avenue, of which has been proposed as a Connector in the Draft ACN. Opportunity exists to liaise with AT on basing feasibility study on Crummer Road as opposed to Williamson Avenue when they allocate funding to implementing the ACN. Potential traffic calming and reduced traffic flows due to the Vinegar Lane redevelopment.
Budget Requirements (Capex)	Parks - TBA AT to deliver road to road connections. Budget to be advised

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