



Kaipatiki Connections NETWORK PLAN

26 September 2012

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1.0 Introduction

KAIPATI KI CONNECTIONS NETWORK PLAN

1.1 KAIPATIKI CONNECTIONS NETWORK PLAN

1.1.1 PURPOSE OF THE DOCUMENT

This document provides an expanded and enhanced walking and cycling network plan for Kaipatiki, a priority identified in the Kaipatiki Local Board Plan.

This document is a visionary and guiding document intended for use by elected members, council officers, community and volunteer groups and private developers.

1.1.2 VISIONARY DOCUMENT

Network plans similar to this have been successfully developed throughout the world. Portland, Oregon, provides one of the best examples of a successfully implemented network plan. With the network developing at its current rate 80% of the population of Oregon will be placed within 800m from the network, by 2015. The original vision for this concept was developed in 1903 as loop of cycleways, walkways and parklands encircling the city. More recently the concept has been extended into the urban environment and adopted to retrofit streets, parks and industrial developments. A shared vision has enabled Councillors, Council officers, Developers, Volunteer and Community Groups, and Residents of Portland to work towards a common goal.

1.1.3 GUIDING DOCUMENT

A number of Local Boards have initiated plans of this kind throughout Auckland. Concurrently, Community and Cultural Policy are developing Open Space Network Plans throughout Auckland. This plan and those being developed for other Local Boards will form one 'chapter' of the Open Space Network Plans. These Plans will sit under the Open Space Strategy, and provide strategic direction and an action plan for improvements to the open space network in each Local Board area.

1.2 STRATEGIC FIT

1.2.1 LINKS TO THE AUCKLAND PLAN

The Auckland Plan sets Auckland Council's long-term strategic direction for Auckland, with a vision to create the world's most liveable city. It provides an opportunity for integrated planning to bring together actions for better transport, environmental protection, improved land uses, housing growth and economic development, with one authority responsible for their coordination.

The Kaipatiki Connections Network Plan has direct links to priorities and directives in a number of chapters in the Auckland Plan, including:

Chapter 5: Auckland's Recreational & Sport

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

Chapter 7: Auckland's Environment

- Priority 1 - Value our natural heritage
- Priority 2 – Sustainably manage natural resources
- Priority 3 – Treasure our coastlines, harbours, islands and marine areas

Chapter 12: Auckland's Physical & social Infrastructure

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

This includes Directive 12.8: *"Maintain and extend the public open space network, sporting facilities, swimming pools, walkways and trails and recreational boating facilities in line with growth needs."*

Chapter 13: Auckland's Transport

- Priority 3 - Prioritise and optimise investment across transport modes.

This priority includes reference to:

- the improvement of safety and efficiency of the regional arterial road network, with development of freight, cycle and public transport networks,
- increasing investment in walking, cycling and demand management measures
- cycle and walking improvements as per the Regional Cycle Network

1.2.2 LOCAL BOARD ASPIRATIONS

This document works towards the vision and priorities set by Kaipatiki Local Board in the 2011 Local Board Plan, specifically in relation to the following:

VISION

The vision of the Local Board Plan in relation to parks and open space is:

"Our philosophy is to make the very best of these many wonderful treasures. To do this a fresh approach is needed to meet the high demand on our facilities and parks. Our bush, waterways and tracks must be enhanced and protected and our communities made aware of their existence and intrinsic value"

PRIORITIES

A number of priority areas have been identified in order to deliver tangible improvements. Priorities which related to the development of this plan are:

- **Improve our unique villages and town centres**
"travel with ease both within and between our town centres"

"enjoy both flexibility and reliability in their travel choices with quality access to all travel options from ferries and buses, to walking and cycling, and to driving a car"

"feel safe and secure when walking or cycling"

- **Build on our sense of pride and belonging**

"A community is strong when its residents are proud to live and play in the local surrounds, when they feel safe and secure, and when their community provides them with opportunities to meet and engage with other residents."

"Those without a car need improved bus services and provision for safe walking and cycling. The young, the old, people with disabilities and cyclists need to feel safe while on our streets, tracks and footpaths"

"Our school and community facilities are often on arterial roads that see vehicles travelling at high speeds. Changes in street design or enforcement may be needed to reduce speeds."

- **Enhance and protect our water quality, leafy suburbs and parks**

"Our bush should be enhanced and protected and community made aware of its existence."

"The quality of the water in our streams, inner harbour beaches and waterways is important to us."

"Around 50km of tracks and 1100m² of bridges weave through our neighbourhoods and they connect schools, local attractions and 530ha of reserves. These tracks are often the shortest way to get around our neighbourhoods but the quality of routes varies substantially. Our community agreed that upgrading all of our tracks is not feasible. Our efforts should focus on the main connections and routes, critical new links and improved signage. We will start by developing a Kaipatiki track cycling and walking network plan. This will identify the prioritise for upgrades."

1.2.3 LINKS TO OTHER INITIATIVES

Where possible when implementing the Plan, this will be integrated with other Council and non-Council initiatives such as:

- Projects identified in the Highbury Centre Plan such as Highbury Viewing Platform, Mokoia Road Town Square and Rawene Reserve walking tracks;
- Projects identified in the Northcote Centre Plan such as the Northcote Greenway Project;
- Stormwater improvement / stream restoration projects as identified in the various local Stormwater Catchment Management Plans;
- Beachhaven Gateway Projects; and
- Bayview Placemaking Project

1.3 BENEFITS OF DEVELOPING A NETWORK PLAN

1.3.1 NETWORK BENEFITS

There are many benefits from developing a Network plan, including:

Social providing opportunities for people to be engaged with a diverse range of communities and linking people to community facilities

Health providing opportunities for activity and fitness

Education providing opportunities to learn about the plants, wildlife, history and people of the landscapes the network traverses through

Economic a network can create employment opportunities and can entice people and businesses into an area. A defined network can also provide a great tourist destination for national and international visitors. At a local level, proximity and connections to open space has been proven to raise nearby property values.

Environmental reducing reliance on fossil fuels by providing attractive and safe alternative transport choices, improving stormwater quality and reducing flooding events through low impact design measures such as swales and rain gardens, and by enhancing ecosystems and biodiversity



1.4 WHAT IS THE TRACK CONNECTION NETWORK

1.4.1 ASPIRATION

Kaipatiki has an extensive network for walking tracks, as well as a number of on-road cycle links. Implementation of this network plan will enhance and extend this existing network.

The network identified within this document will improve both connections within parks and connections between areas of open space. The proposed network follows natural landscape patterns such as streams and coastlines as well as human landscape features such as streets and motorways.

Implementation of this network will better connect Kaipatiki to the neighbouring Upper Harbour and Devonport-Takapuna Local Board areas and beyond to areas of wider Auckland.

The network connects open space, ecological corridors, streetscapes and the coastal edge, and will connect the people of Kaipatiki to transport nodes, town centres, schools and community facilities.

The network will connect communities by improving opportunities for people to interact with each other and experience the natural and cultural heritage of the area.

The network will be upgraded/formed (where possible) to allow for a greater number of users, providing universal access and allowing for cyclists.

The network will also provide improved environmental outcomes, incorporating low impact stormwater management, and the extension and protection of existing vegetation.

1.4.2 WHAT THE NETWORK MIGHT LOOK LIKE

The appearance of the network will vary dependant on its location, for instance, a connection that follows a natural landscape pattern will look quite different to a connection adjacent to a road. This document will outline the extent and location of these connections. These images show what the network may look like in a variety of settings.



- | | |
|-------------------------|--------------------------------|
| 1. Road connection | 8. Town centre connection |
| 2. Motorway connection | 9. Stream connection |
| 3. Path connection | 10. Stormwater treatment |
| 4. Accessway connection | 11. Industrial/commercial zone |
| 5. Bush connection | 12. Green school |
| 6. Coastal connection | 13. Ecological connection |
| 7. Bridge connection | |

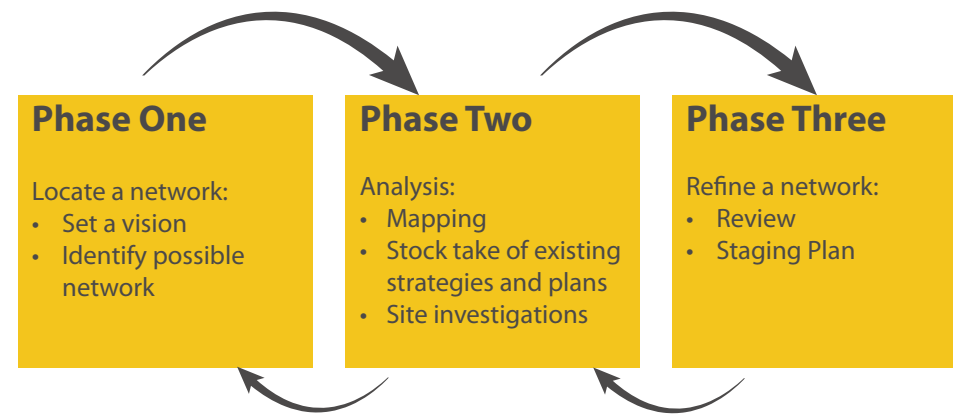
2.0 Methodology

KAIPATI KI CONNECTIONS NETWORK PLAN

2.1 THE PROCESS

2.1.1 INTRODUCTION

The Kaipatiki Network Plan was developed via an 'iterative three-stage process, as outlined below:



2.1.2 PHASE ONE - LOCATING A NETWORK

The network was initially planned via a desktop study that looked to provide connections between existing parks, open spaces, reserves and accessways. Another desktop study also investigated potential ecological improvements by linking areas of existing vegetation (aerial photography), existing significant vegetation (identified within the North Shore Ecological Survey), and streams /rivers. These desktop studies gave a broad understanding of the landscape patterns within the Kaipatiki area.

In February 2012 the project team met with the Volunteer Groups of Kaipatiki to refine the draft network based on local knowledge of the area. For this mapping exercise we took base plans that included: parks / open space / reserves, streams / rivers, sites of ecological significance, the Regional Cycle Network Plans, roads and existing walkways.

This revised draft network plan was next taken to the March 2012 Local Board Workshop for review, to ensure the network was consistent with the aspirations of the Local Board Plan.

During this phase of works, meetings were also held with Auckland Transport to inform them of the project, and to gain an understanding of their policies or projects that would link into the track network.

2.1.3 PHASE TWO - ANALYSIS

Having developed a draft network we were able to start 'ground-truthing' the route to ensure that it was located in its best location. This process involved an analysis of the existing site conditions, site investigations, and a review of existing strategies, planning documents and current projects in planning or implementation phases.

The analysis was divided into four sections, which were derived from the overall aspirations (refer to section 1.4.1) of the Network Plan, and include:

- connecting Kaipatiki to the wider Auckland region;
- connecting open space, ecological corridors and the coastal edge;
- connecting commuters, transport nodes, town centres and schools; and
- connecting communities

The draft network was checked on-site to ensure that the proposed connections were in feasible locations. All connections were evaluated (refer to Appendix A1 for an example of park evaluation sheets) and a photo-record was taken.

The volunteer groups of Kaipatiki helped considerably with this evaluation and assessed all of the larger parks in Kaipatiki.

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 network was updated accordingly.

Following this ground-truthing the route was overlaid with the Analysis Maps to ensure the network was located in a location that 'connected' people.

During this phase of works a stock take of the areas existing planning policies was undertaken, to ensure that the network plan was consistent with previous works in the area.

2.1.4 PHASE THREE - REFINE THE NETWORK

Following the analysis phase the Kaipatiki Local Board and Park Advisors reviewed the network. From this review the Draft Kaipatiki Connections Network Plan document was finalised and issued to a wider audience of stakeholders, including:

- Iwi
- Auckland Council officers from various departments including; Stormwater, Community and Cultural Policy, Aerial Spatial Planning, Parks Sport and Recreation
- Auckland Transport
- Kaipatiki Local Board area volunteer groups
- Yes Disability Group
- Living Streets Aotearoa North Shore
- Cycle Action Auckland



3.0 Analysis

KAIPATI KI CONNECTIONS NETWORK PLAN

3.1 CONNECTING KAIPATIKI TO AUCKLAND

3.1.1 AUCKLAND CONTEXT



- Kaipatiki Local Board Area
- Park and Reserve Land
- State Highway Network
- Te Araroa Walkways
- Rail Line

This map shows Kaipatiki within the Auckland context, on the North Shore, and bordered by the Waitemata Harbour along its southern and western boundary.

Kaipatiki sits centrally between the significant natural areas of the Hauraki Gulf Islands and the Waitakere Ranges.

Kaipatiki is well connected to State Highway 1 (along the eastern boundary) and the ferry network, however it is currently disconnected from the rail network and the Te Araroa walkway.

Kaipatiki is bordered by Devonport-Takapuna Local Board Area to the East and Upper Harbour Local Board area to the North. Good cycling connections exist between Kaipatiki and Devonport-Takapuna via the Akoranga Drive-Esmonde Road cycle link (RCN). This connection connects further to the Devonport green cycle route. Cross boundary connections could be improved around Wairau Road which would allow safer connections to Westlake Girls and Boys High Schools.

Any proposed walking and cycle path on the Auckland Harbour Bridge will greatly increase connections between Kaipatiki and the Auckland rail network.

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3.1.2 KAIPATIKI LOCAL BOARD AREA



This aerial photograph shows broad landscape patterns of the Kaipatiki Local Board Area within its surrounding context.

Kaipatiki Local Board Area is bounded by State Highway 1 (SH1) to the East, Waitemata Harbour to the South and West, and residential /reserve land and Hellyers Creek to the North.

The eastern boundary, bordering the Devonport-Takapuna Local Board area is served by SH1, and the large area of industrial/commercial activity at Wairau Valley. The area is effectively disconnected from adjacent areas on three sides, with Hellyers Creek serving the northern boundary.

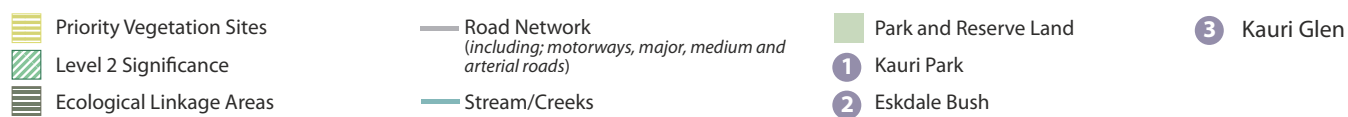
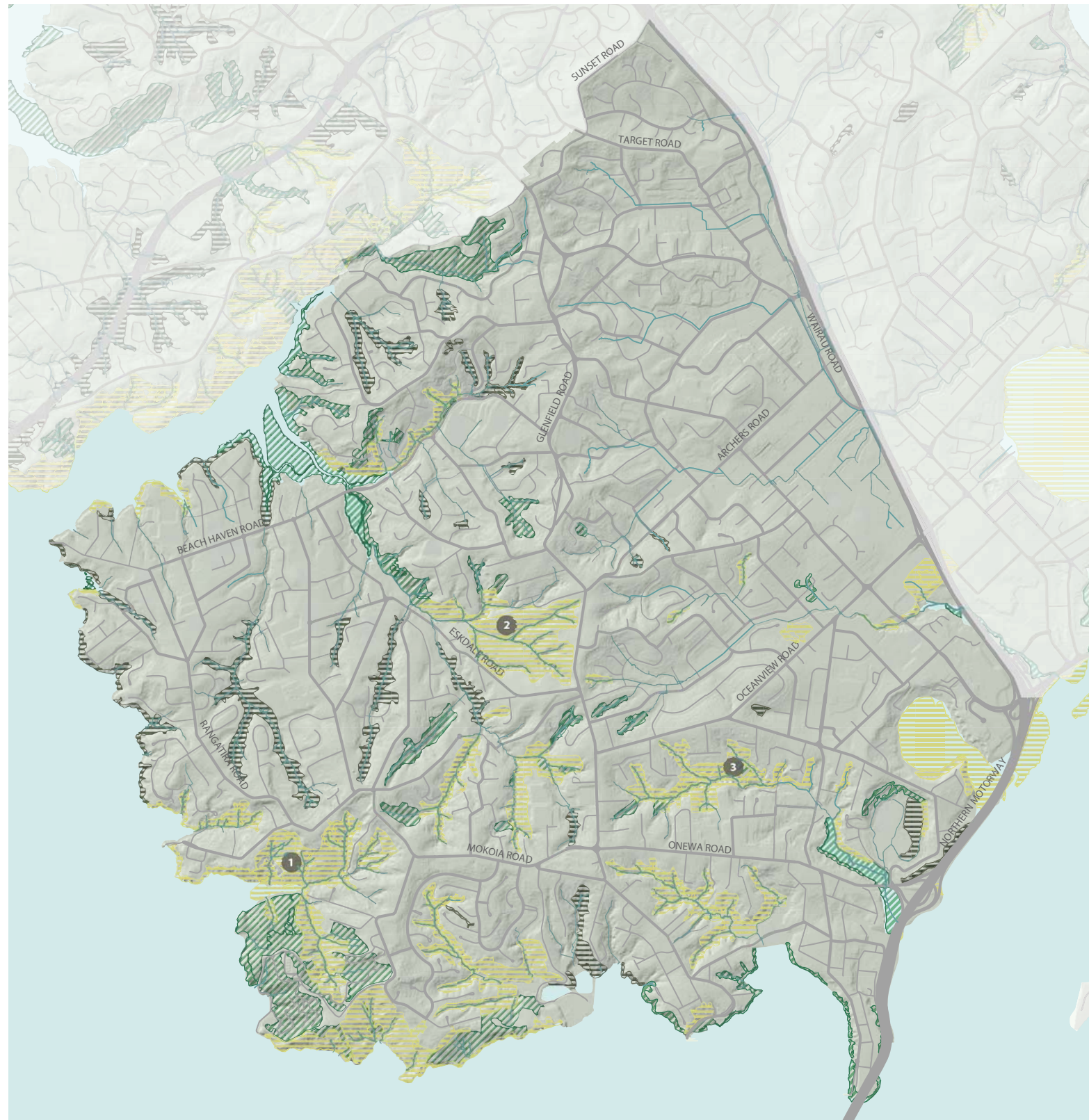
The remaining area is predominantly residential. There is a reasonable high proportion of open space, with the southwestern area in particular being bisected by a number of vegetated stream valleys.



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3.2 CONNECTING OPEN SPACE, ECOLOGICAL CORRIDORS, COASTAL EDGE

3.2.1 SITES OF ECOLOGICAL SIGNIFICANCE



Kaipatiki sits within the North Shore Section of the Tamaki Ecological District. The Tamaki Ecological District covers the Auckland Isthmus from Manurewa to Long Bay. It is one of the eight ecological districts in the wider Auckland Region.

Indigenous vegetation cover across the Tamaki Ecological District has been significantly reduced, and much of the remaining vegetation sits within the North Shore section, and accordingly has increased significance.

The remnant vegetation in the North Shore section plays a further role within the region by providing an ecological corridor between significant natural areas of the Waitakere Ranges and Hauraki Gulf Islands.

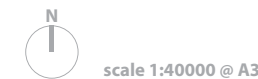
North Shore, and more specifically the Kaipatiki Local Board area, contain the largest areas of continuous indigenous vegetation remaining in the Tamaki Ecological District. The largest of these include:

- Kauri Park to Birkenhead Area (Oruamo Headland) = 200Ha
- Eskdale Bush = 72Ha
- Kauri Glen = 30Ha

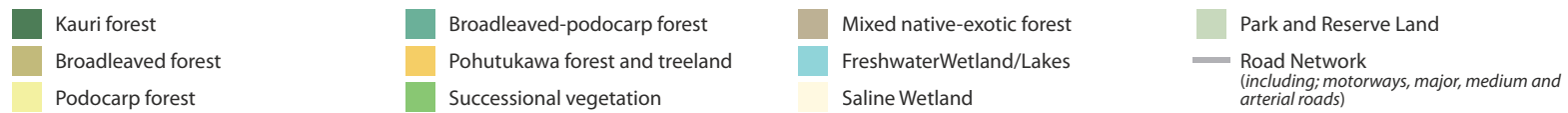
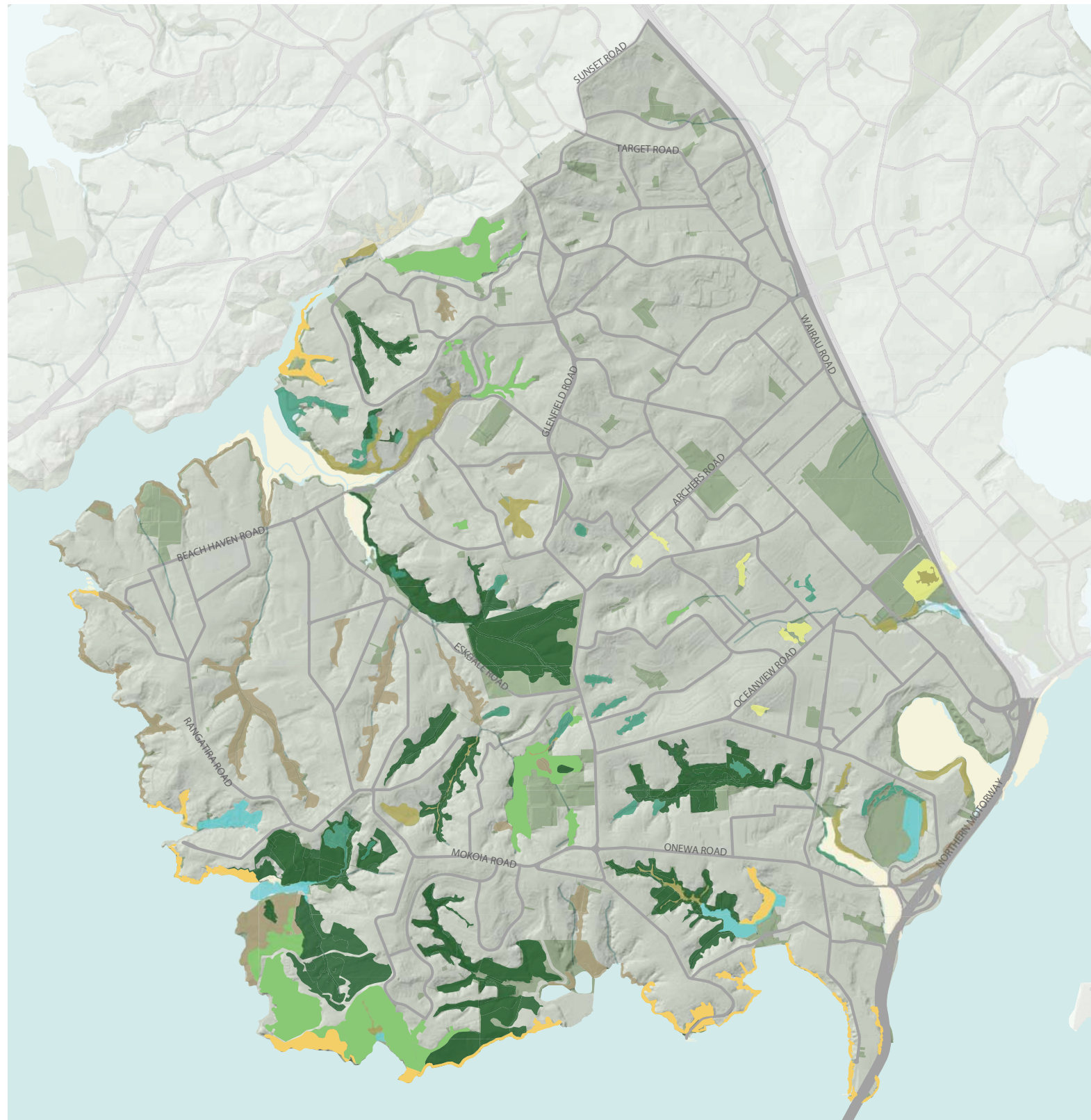
Sites of Ecological Significance shown on this map are from the North Shore City Ecological Survey (April 2005). Ecological Significance Levels identified within this document and highlighted on this map include:

- **Priority Vegetation Sites:**
These areas are recognised for their higher ecological value. They tend to be older or rarer areas that retain a high degree of naturalness, e.g. remnants of original forest types, large extensive areas of forest, good quality natural areas.
- **Level 2 Significance:**
These sites are areas which contain younger, more common vegetation types that are impacted by weeds or fragmentation.
- **Ecological Linkage Areas:**
These areas are impacted more by exotic species (e.g. containing pine or wattle in the canopy) but which provide important habitats for indigenous flora and fauna, and/or which are important as riparian or coastal corridors.

As part of the network planning, further protection, improvement or extension to the existing vegetation cover around these sites will be considered. Best practice ecological planning dictates that any new native revegetation planting should be eco-sourced from seed collected from within the Tamaki Ecological District, and preferably the North Shore.



3.2.2 VEGETATION CLASS (SITES OF ECOLOGICAL SIGNIFICANCE)



Vegetation in Kaipatiki is representative of New Zealand's northern lowland ecological systems, and there are a number of significant remnant stands. The existing vegetation classes shown on this map have been sourced from North Shore City Ecological Survey (April 2005) and include the following:

Kauri Forest

This includes the following vegetation types; kauri forest, young kauri forest, kauri-broadleaved-podocarp forest and kauri-tanekaha forest. This forest was once found throughout the North Shore in a variety of areas, ranging from almost sea level through to the ridges and high forested parts of the district and the most common vegetation type on the North Shore. Examples of mature kauri forest are now only found at four sites, three of which are within the Kaipatiki Local Board area: Kauri Glen, Kauri Park and Chatswood Reserve.

Podocarp Forest

Kahikatea forests would have once been extensive in low lying areas of Northcote and Wairau Valley, and are now a nationally-threatened vegetation type. Smith's Bush on Northcote Road is the largest and most significant remnant of this vegetation type within the Tamaki Ecological District.

Broadleaved - Podocarp Forest

Broadleaved Forest

Naturally occurring in large gully systems and lower hill slopes, broadleaf forest are often at their most mature within gully heads. Broadleaf forests include mature puriri, taraire, tawa and kohekohe species. Onepoto Basin and Tuff Crater are examples of only four remaining remnant broadleaved forests on volcanic tuff crater soils within the North Shore.

Pohutukawa Forest

Once commonly distributed along the foreshore, these are now often reduced to scattered individual trees. There are some remaining areas within sheltered bays and estuaries where a more diverse vegetation type, more representative of the full suite of species within forest type remain.

Successional vegetation

Vegetation typically dominated by manuka or kanuka

Mixed native-exotic forest

Vegetation where exotic vegetation (typically pine) dominates, with a native understorey.

Freshwater wetlands/Lakes

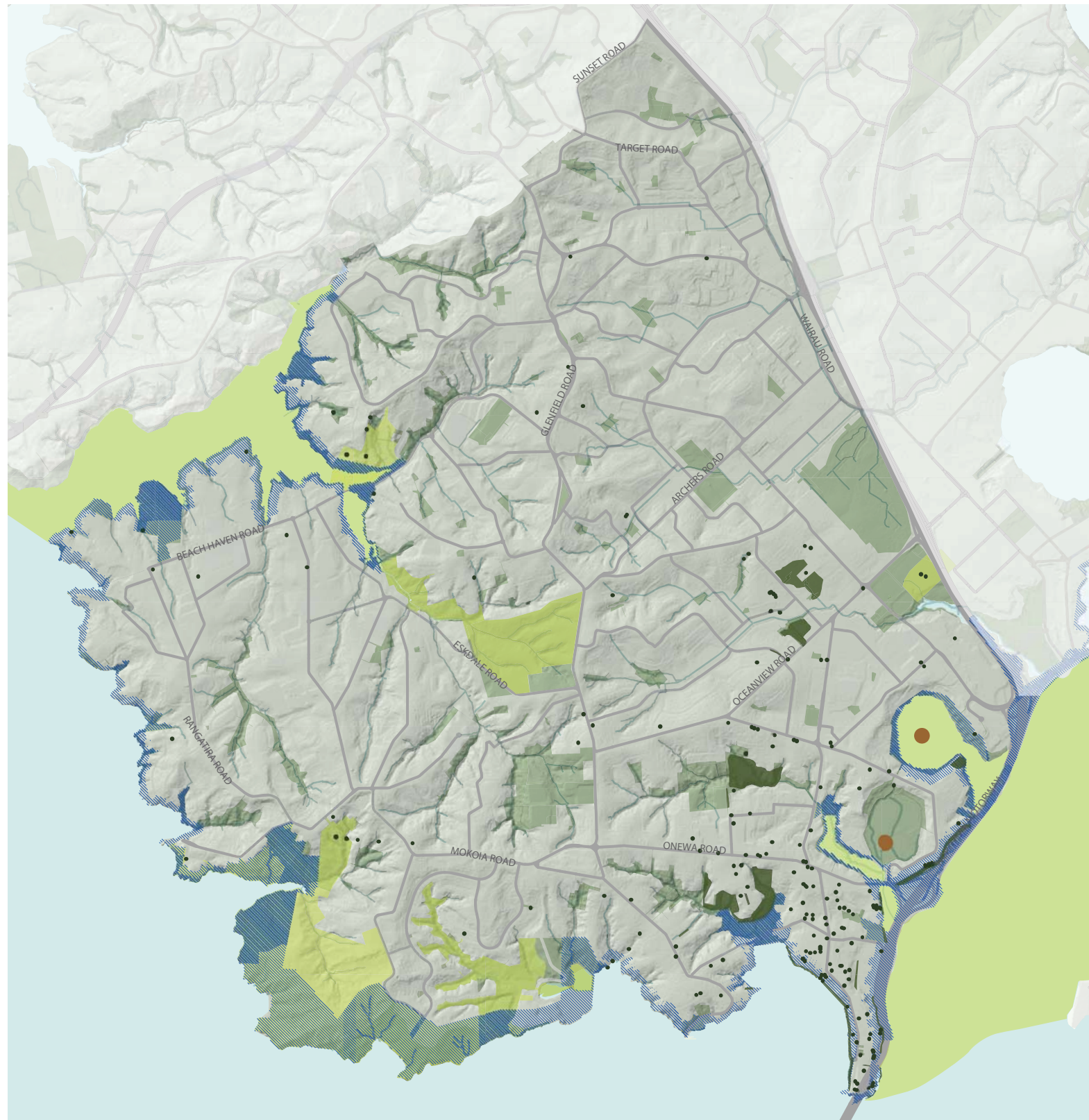
Kahikatea dominated forest which would have typically covered swampy areas. Remnant swamp forest, raupo and sedge communities are now associated with these areas.

Saline wetlands

Typically mangroves.



3.2.3 DISTRICT PLAN - NATURAL ENVIRONMENT



- Park and Reserve Land
- Coastal Conservation Areas
- Site of Special Wildlife Interest
- Sites of Geological Significance
- Notable Trees
- Notable Grove of Trees
- Road Network (including; motorways, major, medium and arterial roads)
- Stream/Creeks

This map highlights areas within Kaipatiki that have been identified within the Natural Environment section of the Auckland Council District Plan (North Shore Section).

The Natural Environment section of the Auckland Council District Plan (North Shore Section) relates directly to the purpose and policy of the Resource Management Act 1991.

The Auckland Council District Plan (North Shore Section) states that the quality of the coastline makes a significant contribution to the character and identity of the city, and is a natural asset and finite resource which requires protection and enhancement.

The objective of the policies relating to the Coastal Conservation area highlighted on this plan is to protect the natural character, public access, cultural heritage values, ecology and landform of the coastal environment.

The Onepoto and Tuff Crater/Tank Farm explosion craters and tuff rings have been recognised as areas of geological significance and policies within the District Plan protect these sites.

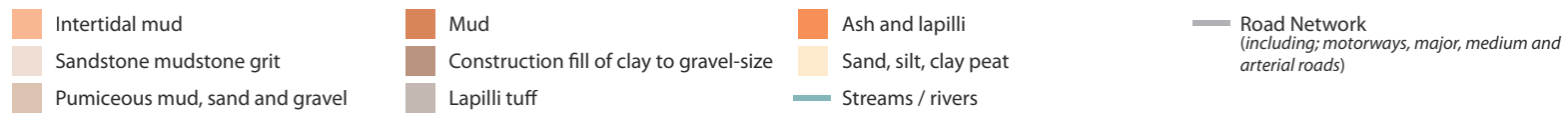
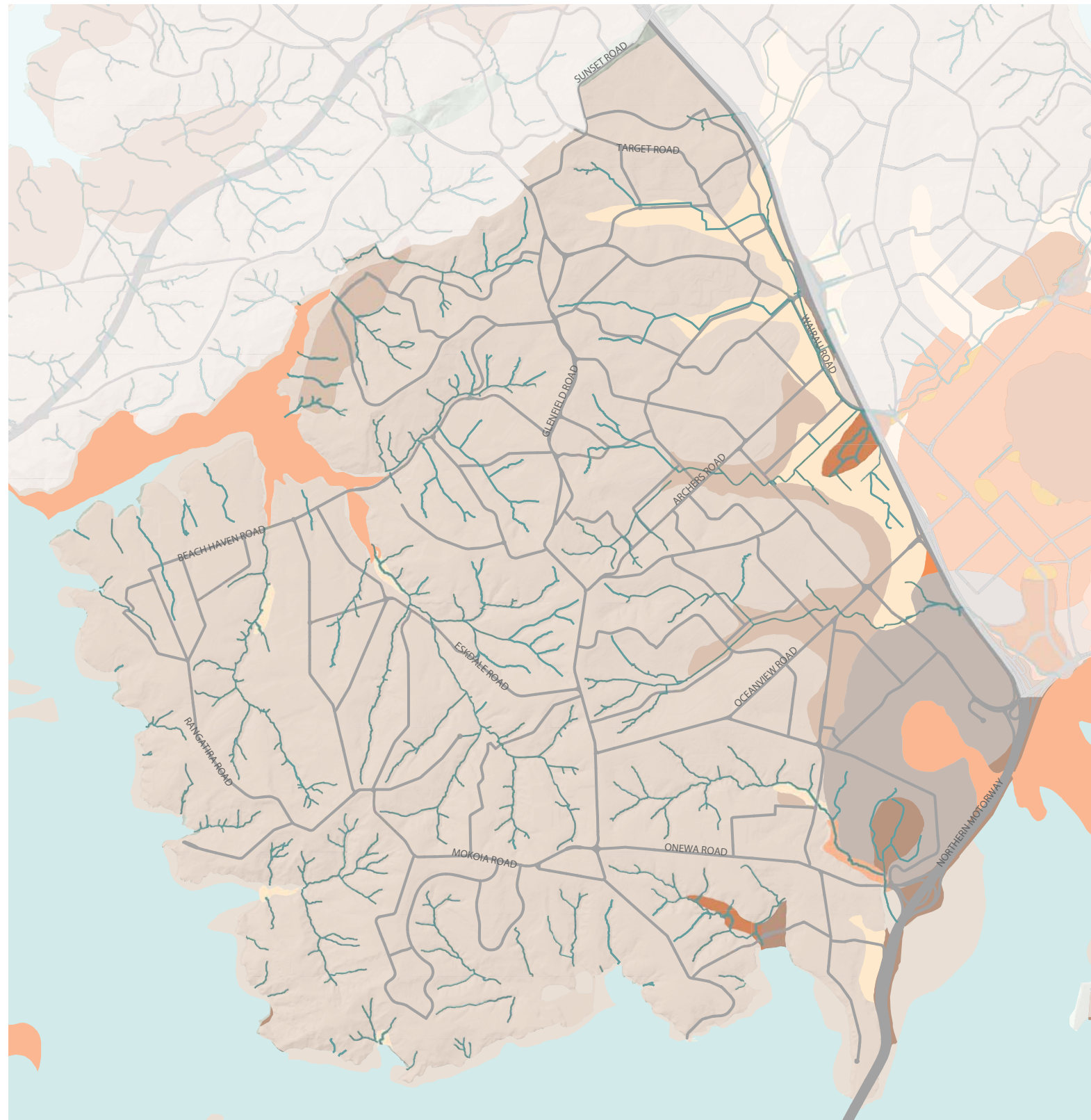
Sites of Special Wildlife Interest have been identified so they are protected and enhanced as habitats for native flora and fauna to maintain biodiversity, and for their intrinsic educational and recreational values.

Notable trees and notable groves of trees have been identified and permission to do any works within the dripline of these trees must be obtained through the Resource Consent process. Notable trees and groves of trees are identified as trees that contribute to the amenity, landscape and ecological values in the area.

In developing a track network within the Kaipatiki area all works must be consistent with the objectives and policies of the Auckland Council District Plan (North Shore Section). In addition, the track network should provide opportunities for education and engagement within the natural environment to ensure its long term protection and preservation.

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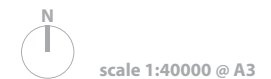
3.2.4 GEOMORPHOLOGY



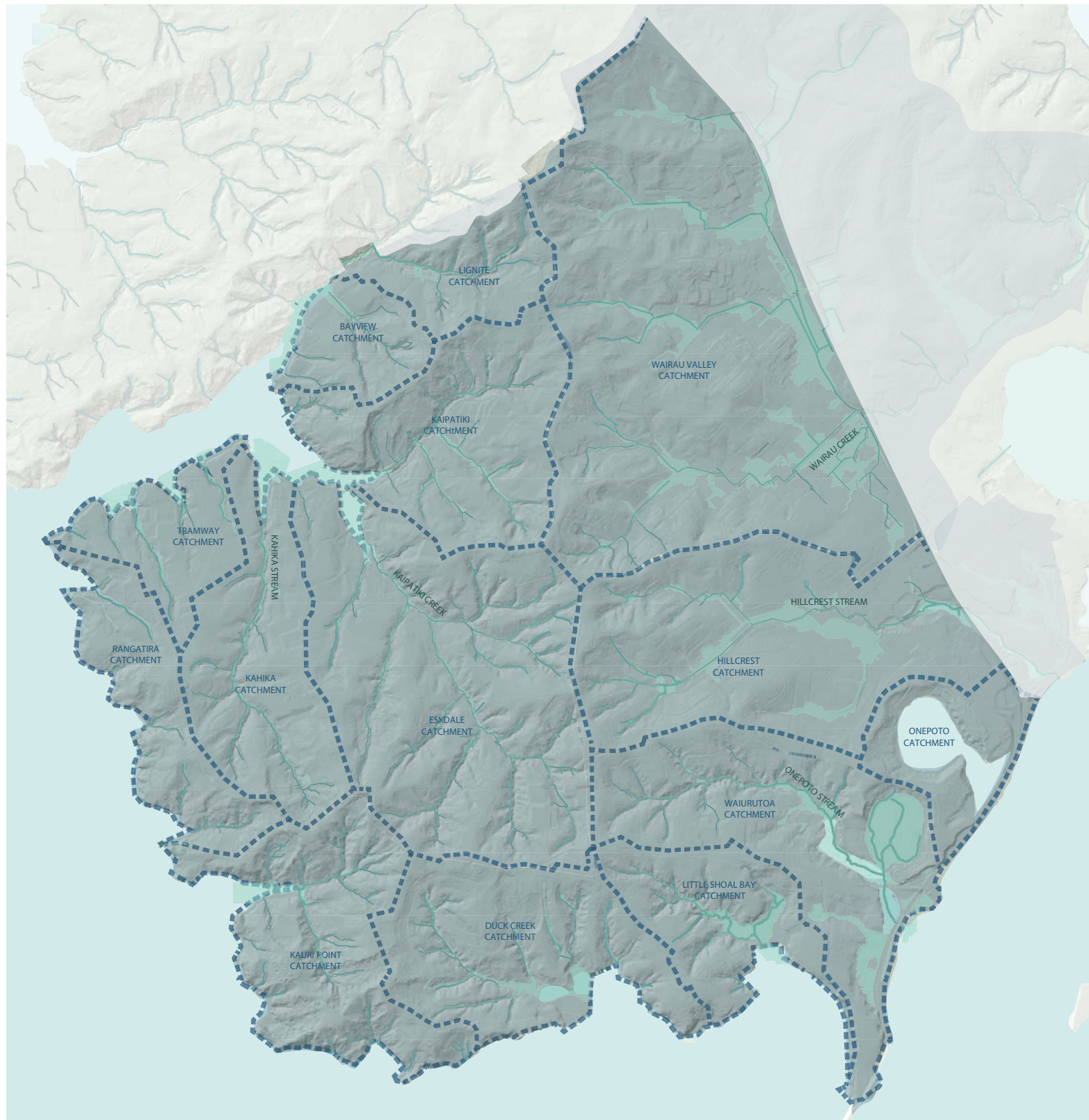
The dominant soil type of the North Shore is low fertility clay soils, which would have once been covered with kauri forests. Kanuka and manuka communities have regenerated on soils where kauri forest was cleared or burnt. Breakdown of the resinous leaves and branches of the kauri forest has formed a hard impervious layer which restricts water and nutrient cycling through the soils.

More fertile alluvial soils are found in the low lying streams and floodplain systems of the Wairau Valley, which would have historically been associated with kahikatea and broadleaved species.

Volcanic soils associated with Onepoto and Tuff Crater are widespread throughout Northcote, and coastal forest (dominated by pohutukawa) would have once been found on these soils.



3.2.5 HYDROLOGY



- 100 year floodplain
- Catchment boundaries
- Streams/ rivers

This map shows the fourteen catchments that cover the Kaipatiki area, which are used for the planning and management of stormwater. One of the aspirations of this network plan is improved environmental outcomes, which includes the implementation of Low Impact Design (LID) stormwater management, to detail peak flows and reduce contaminant runoff into local water bodies.

Stormwater Catchment Management Plans (SWCMPs) identify opportunities for stream restoration and enhanced public access (among other things). SWCMPs should be referred to when delivering the Network, and where possible, projects should be integrated.

The tributaries of the Wairau Valley Catchment and the Hillcrest Catchment have been significantly modified, and a significant proportion of Wairau creek itself has been straightened and lined or piped.

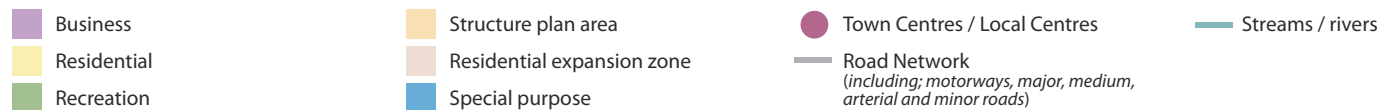
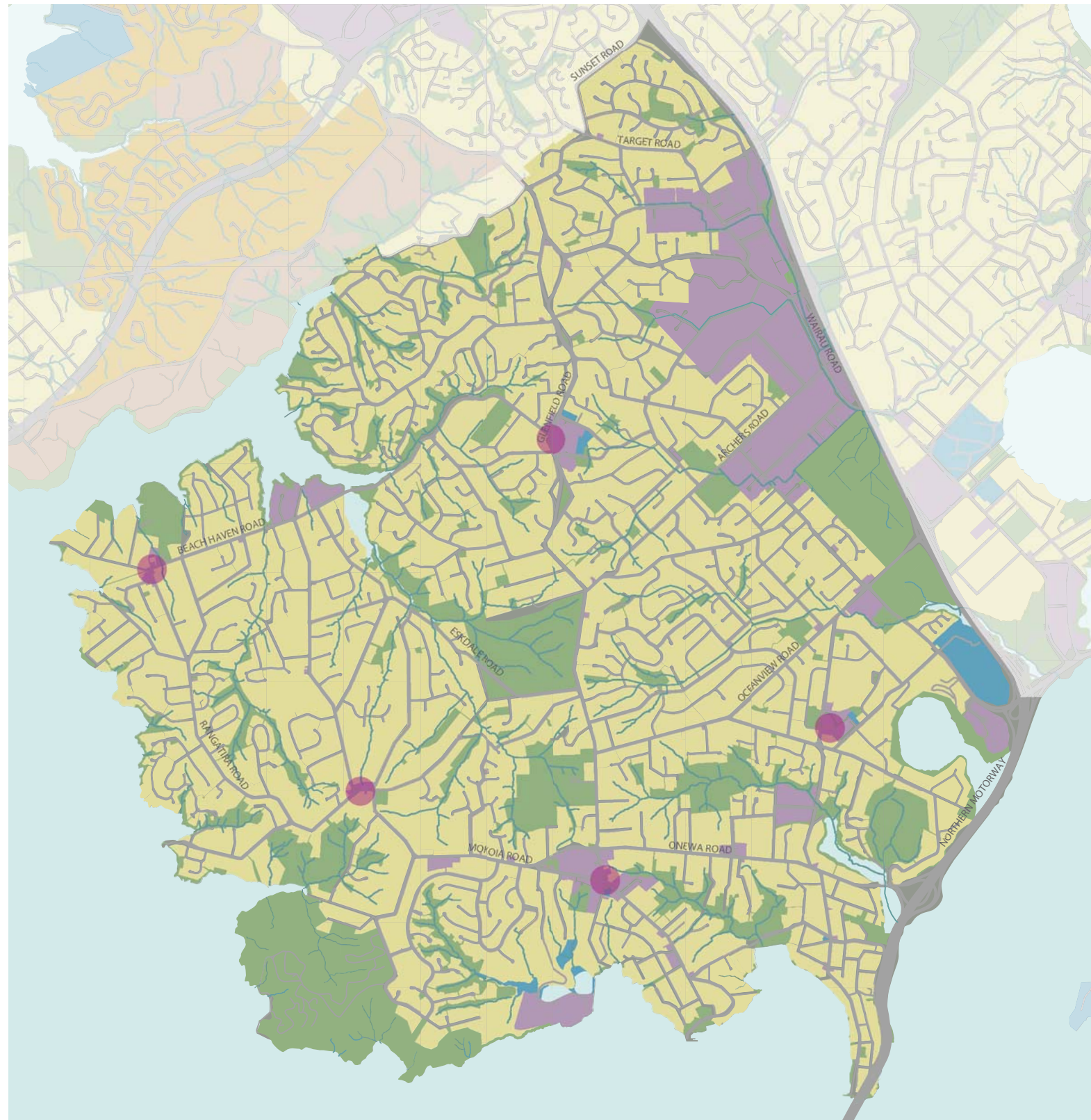
Catchments to the south and west have more natural streams that have had significant restoration works undertaken, and have consequently higher ecological value.

Also shown on this plan is the 100 year flood plain which should be a consideration when implementing the network to ensure public safety.

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3.3 CONNECTING COMMUTERS, TRANSPORT NODES, TOWN CENTRES, SCHOOLS

3.3.1 DISTRICT PLAN ZONING



This Zoning Map is based on the Auckland Council District Plan (North Shore Section).

Kaipatiki is predominately zoned residential. The southern coastal suburbs are well established and have protected heritage sites.

The Wairau Valley business area adjacent to the motorway along the eastern boundary is a large industrial/commercial area.

There are several other business areas dotted across the area including, Glenfield, Beach Haven, Birkenhead, and Northcote.

Glenfield, which consists of Westfield Mall and predominately small business and retail shops.

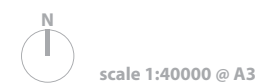
Beach Haven which has two areas, one of light industrial to the east and a town centre with a variety of shops to the west.

Birkenhead which has two areas, Chelsea sugar refinery on the south coast and the town centre with mall and small business at the intersection of Hinemoa Street and Onewa Road.

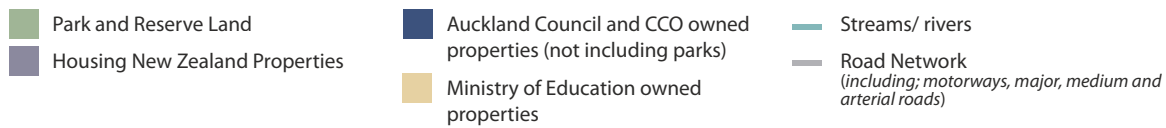
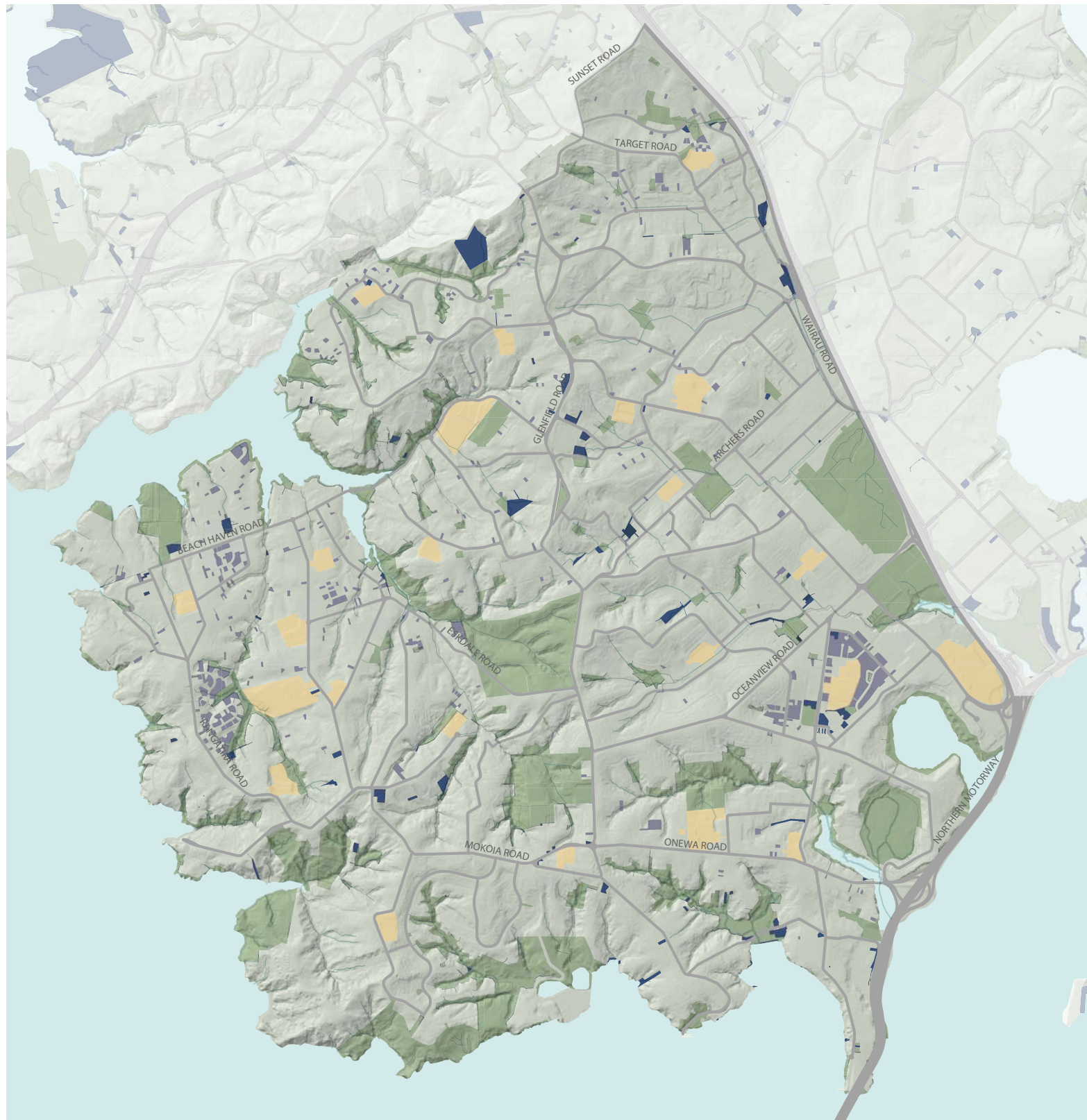
Northcote has three business areas, an outlet mall on Ocean View Road, a town centre with retail and small business, and an area of light industrial commercial to the south.

Auckland Council District Plan (North Shore Section) Zoning:

- **Business Zone**
Relates to commercial and industrial activities, including retailing, servicing, offices, warehousing, manufacturing and research orientated activities.
- **Residential Zone**
Is the largest land use, and relates to areas that are predominately but not exclusively used for residential activity.
- **Recreation Zone**
Relates to a range of open space used for recreation activities, and conservation and visual purposes, whether or not the land is publicly owned or classified under the Reserve Act 1977.
- **Structure Plan Area**
Relates to specific areas where it has been determined how development can take place.
- **Residential Expansion Area**
Relates to areas which have been identified for future expansion.
- **Special Purpose Zone**
Relates to sites or areas that require special treatment and are of particular consequence to the communities well-being, health and safety but do not conform to the provisions of the standard zones.



3.3.2 LAND OWNERSHIP



This map shows details of land within the Kaipatiki Local Board area that is in some form in public ownership - connections on publicly owned land being more readily achieved than across privately-owned property.

Four different public ownership types exist within the study area:

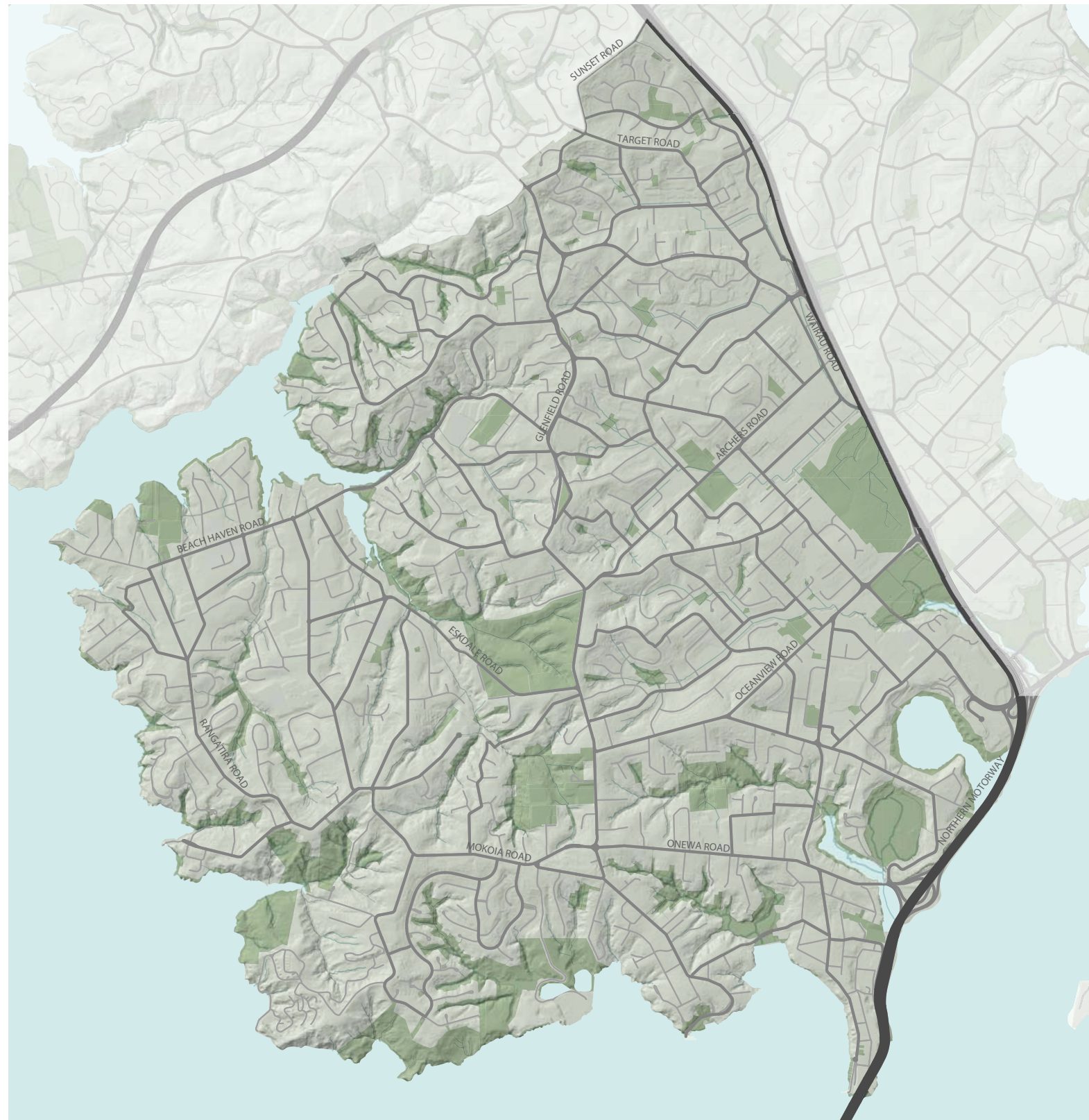
- Auckland Council Open Space Zoned land: No access arrangements required to improve connections, although Resource Consent may be required, dependent on the proposal.
- Auckland Council (or Auckland Transport) owned land, not zoned open space: This land may be available for open space connections, dependent on the current or proposed usage of the site.
- Housing New Zealand (HNZ) land: In areas where there is a cluster of HNZ properties, discussions may be held regarding intensification of housing, and creation of shared public open space - using Talbot Park (Glen Innes) as the model.
- Ministry of Education land: Educational institutions generally feature large areas of open space, and discussions may be held regarding public use and/or connection easements over this land.


While Council owned land may have more potential for connections than privately owned land, discussions will need to be held with relevant agencies with regard to any specific proposals.




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3.3.3 ROAD HIERARCHY



- | | |
|---|--|
|  Park and Reserve Land |  Motorway |
|  Streams/ Rivers |  Major, Medium and Arterial Roads |
| |  Minor Roads |

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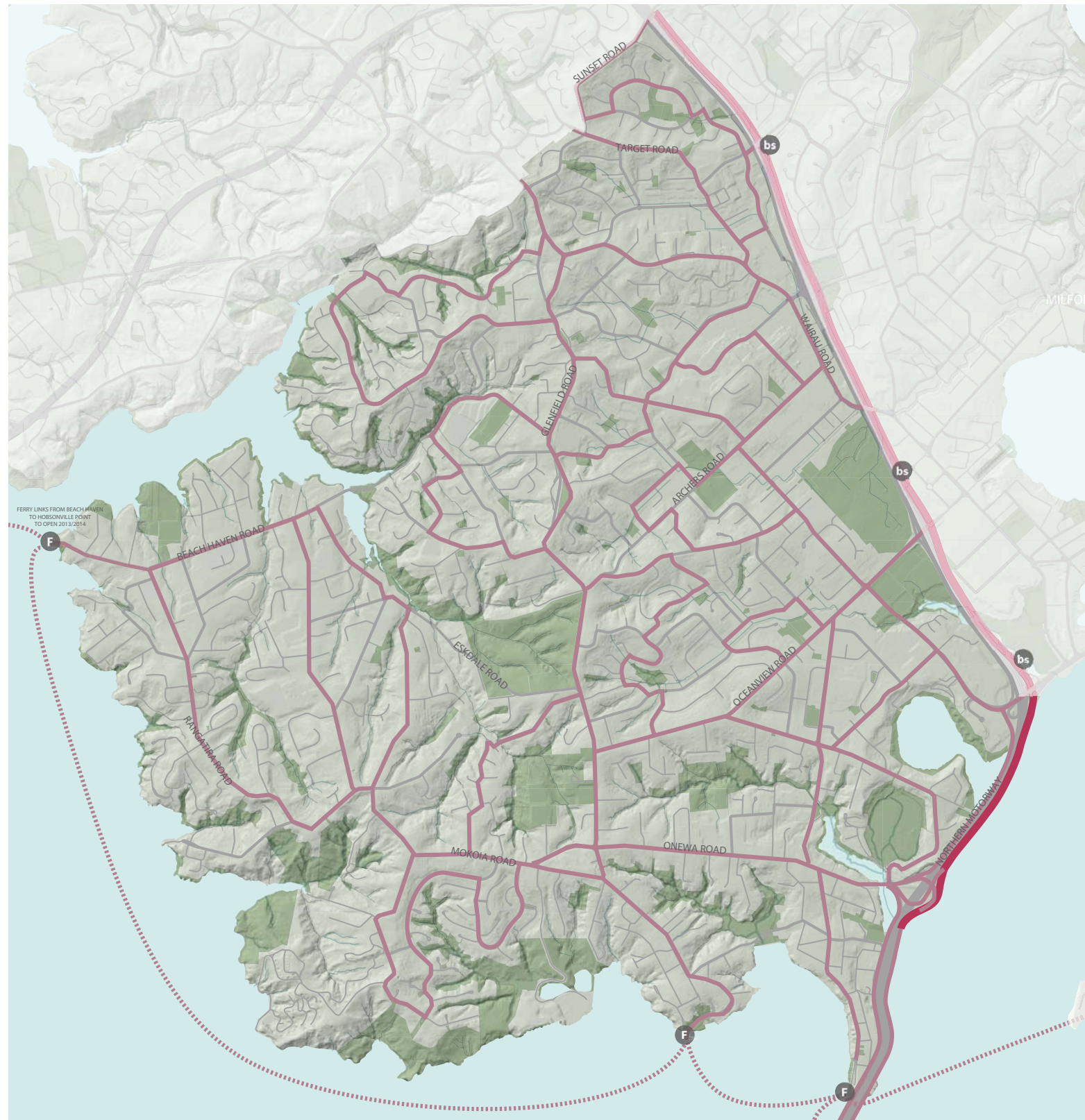
Road hierarchy has been considered in the creation of this document, in order to encourage people out of their cars, and providing safe desirable routes for alternative modes of transport.

Major and arterial roads are typically busy roads that provide for a variety of vehicles, cars, buses and trucks. Careful consideration needs to be taken where the green links network intersects or runs along these roads, to ensure desirable/safe routes are formed.

Minor roads are slower speed environments, have lower traffic flow and will typically provide safer and more desirable connections. Connections in these locations will however still require consideration to ensure passive surveillance and an awareness of pedestrians and cyclists.

The road hierarchy also affects potential for street 'greening' initiatives to support the green links network. Potential methods for providing safe crossing points will also be affected by the road hierarchy - for instance, un-signalised crossings are unlikely to be permitted on arterial roads.

3.3.4 PUBLIC TRANSPORT



- Park and Reserve Land
- Road Network (including; motorways, major, medium and arterial roads)
- Busway
- Busway stations
- Ferry routes
- Ferry terminals
- Bus routes

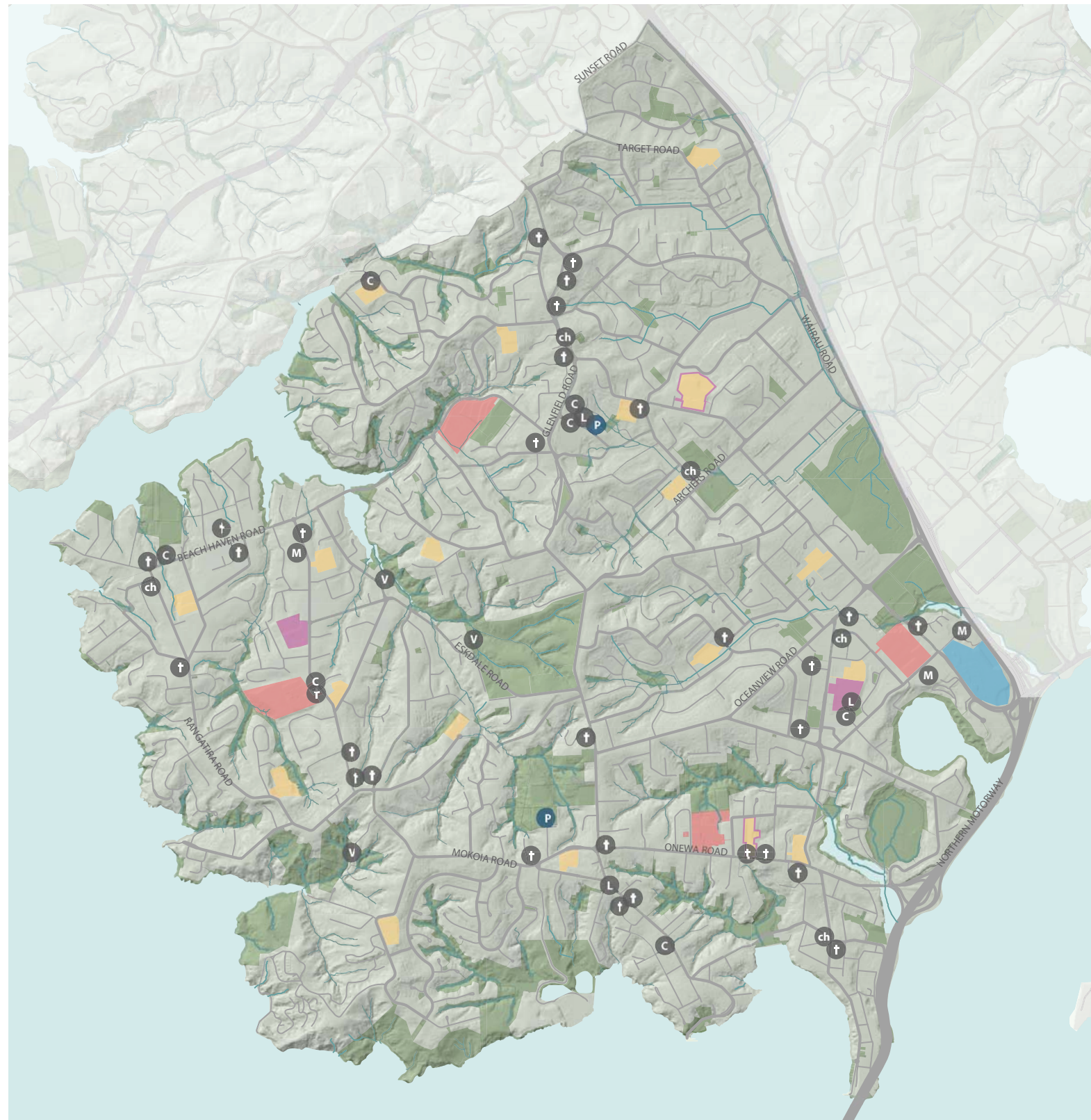
Connecting people with the public transport network is a key consideration in developing a high performing open space network.

This map shows where ferry terminals and busway stations are located or proposed. Both provide connections to wider Auckland and commuter locations. By providing desirable and safe networks to ferry terminals and busways, reliance on cars and subsequent road congestion will be reduced.

Connecting people to bus routes within the Kaipatiki Local Board area should also be a consideration for creating a network, to aid in circulation within the area and further reduce the reliance on private vehicles.

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3.3.5 SCHOOLS AND COMMUNITY FACILITIES



- | | | | |
|---|---|---|--|
| ■ Park and Reserve Land | ■ AUT | ■ Primary Schools | L Libraries |
| — Streams/ Rivers | ■ High Schools | ch Community Halls | M Marae |
| — Roads
<i>(including; motorways, major, medium, arterial and minor roads)</i> | ■ Intermediate Schools | f Places of Worship | V Environmental education facilities |
| | ■ Combined Primary and Intermediate Schools | C Community Centres | P Auckland Council Swimming Pools |

This map shows community facilities in Kaipatiki, including community halls, places of worship, community centres, libraries, Council owned pools and recreation facilities and maraes.

Schools and community facilities are critical points in the network - providing both an opportunity for creating connections, and destinations in their own right. These facilities are visited on a frequent basis, and providing safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

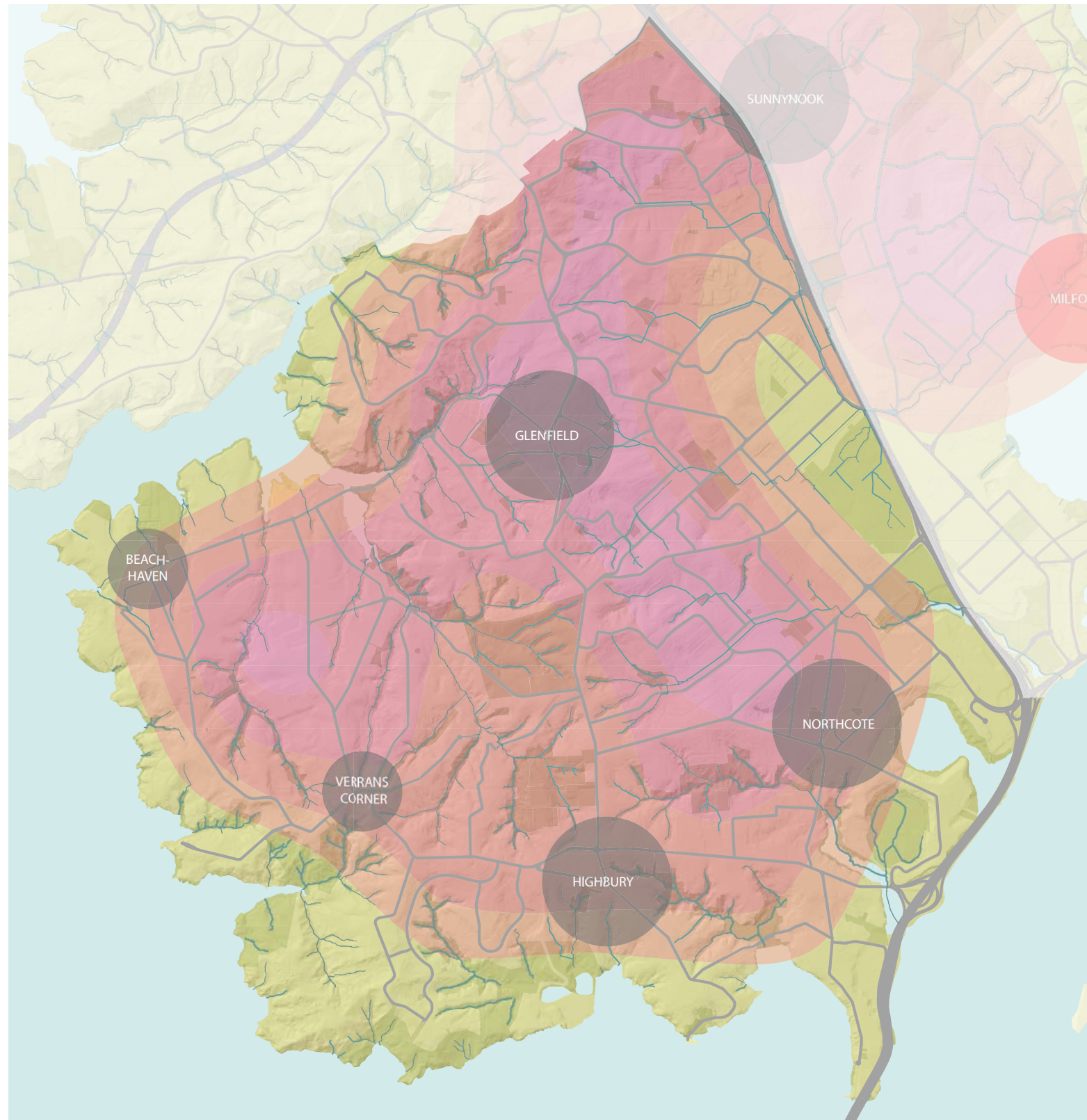
Connections to schools may be influenced by local 'walking school bus' routes. Auckland Transport has funding available for walking school bus routes, and it is possible that some connections could be delivered within this funding stream.

Schools in particular have been considered as opportunities for connections via easements. This needs to be carefully considered and connections may only be open at certain times of the day due to concerns for the safety of pupils and risks to school property.

A number of local environmental education facilities were also mapped and considered in the development of the network:

- Fernglen Native Plan Gardens Education Centre and Alpine Plant house at Fernglen Native Plant Gardens, Birkenhead
- Kaipatiki Project Environment Centre and nursery in Eskdale Reserve, Birkdale.
- Pa Harakeke, traditional flax weaving teaching garden, also located at Eskdale Reserve, Birkdale.

3.3.6 BUILT ENVIRONMENT - POPULATION DENSITY AND GROWTH CENTRES



This map, from the Auckland Plan, shows the classification of town centres in the area, along with relative population densities.

Population density is important to the Kaipatiki network, as open space and walkable trails becomes more important with increased population density. As a city intensifies, residential section sizes become smaller, and residents require recreation facilities beyond their backyard. While some may see this as a negative impact of intensification, if well planned, these public open spaces can actually build communities by providing locations and facilities where people from different communities can come together and meet.

The central portion of the Kaipatiki Local Board area is the most densely developed, with the coastal fringe more constrained by topography and therefore more sparsely populated. The Wairau Valley commercial area is particularly lightly populated, and this - combined with the motorway - forms a distinct constraint to any potential green links connecting with Milford in the East (in the Devonport-Takapuna Local Board area).

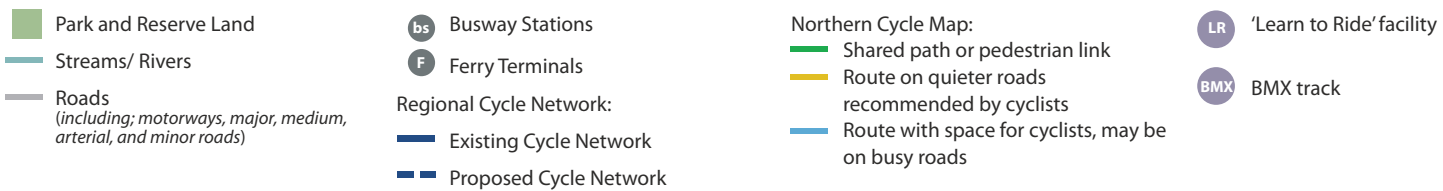
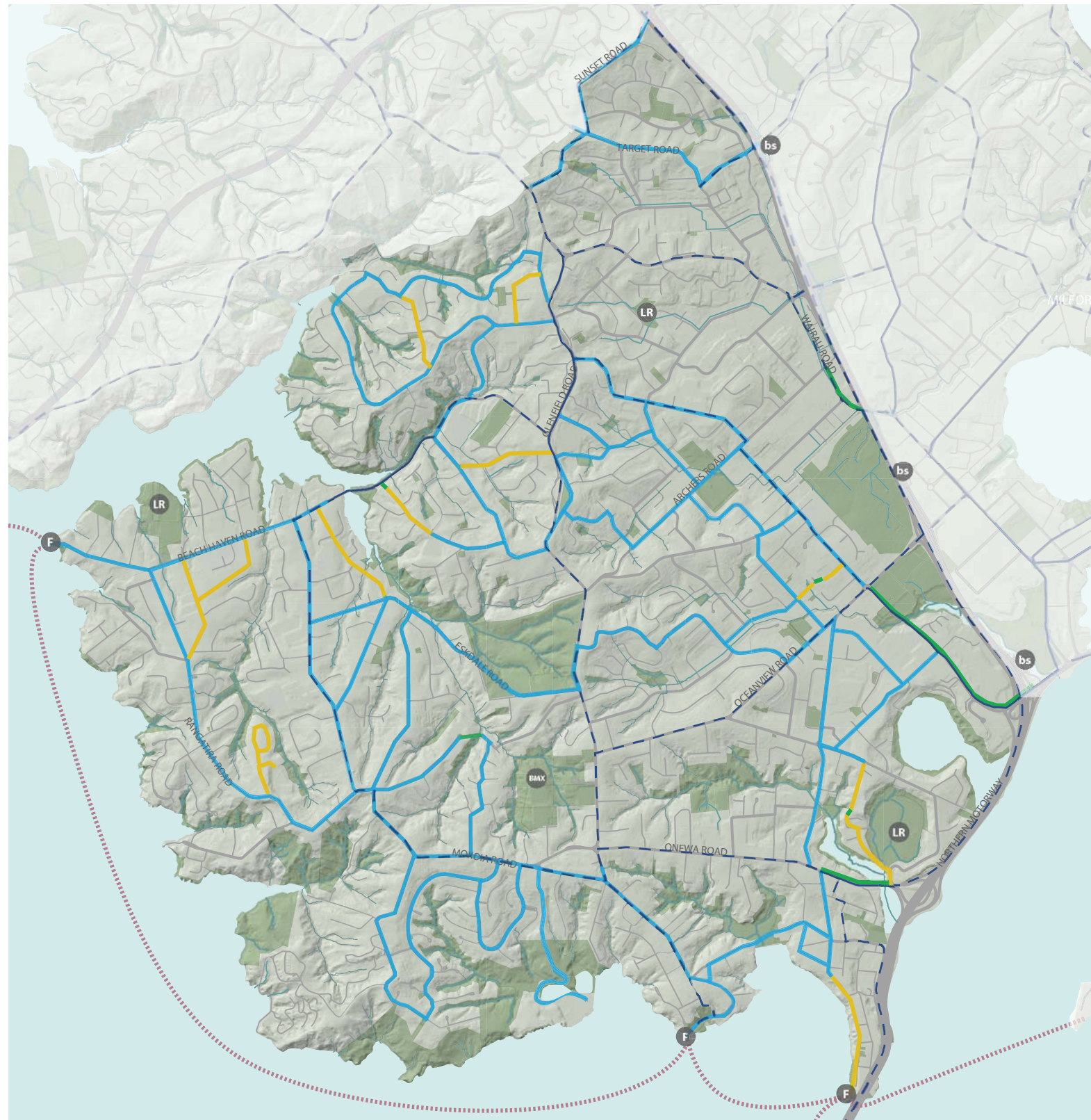
Integration with projects already identified in existing town centre plans such as Northcote Greenway and Highbury Viewing Platform, as well as future town centre, local or re-development initiatives such as the potential re-development of the Wairau Valley will also be prioritised.

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3.4 CONNECTING COMMUNITIES

3.4.1 CYCLE ROUTES



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This map shows existing and proposed cycling routes identified by Auckland Transport within the Kaipatiki Local Board Area, as well as 'Learn to Ride' facilities within Local Parks. This map highlights that Kaipatiki has a well planned on-road cycle network but a limited off-road cycle network.

The Regional Cycle Network (RCN) shown on this plan is currently under review and will be replaced by the Auckland Cycle Network (ACN) in the near future. The ACN routes will remain mostly the same, but the function of the route may change.

The RCN outlines cycle routes of regional significance. It provides linkages to schools, town centres, tertiary education, public transport centres and community infrastructure and employment areas. The RCN consists of on-road cycle paths, shared paths and/or shared bus/cycle lanes.

The RCN is a living document and will be reviewed and updated as required. Its implementation will be funded by the Road Controlling Authorities and it will be developed incrementally as roads are upgraded, development occurs, and funding becomes available.

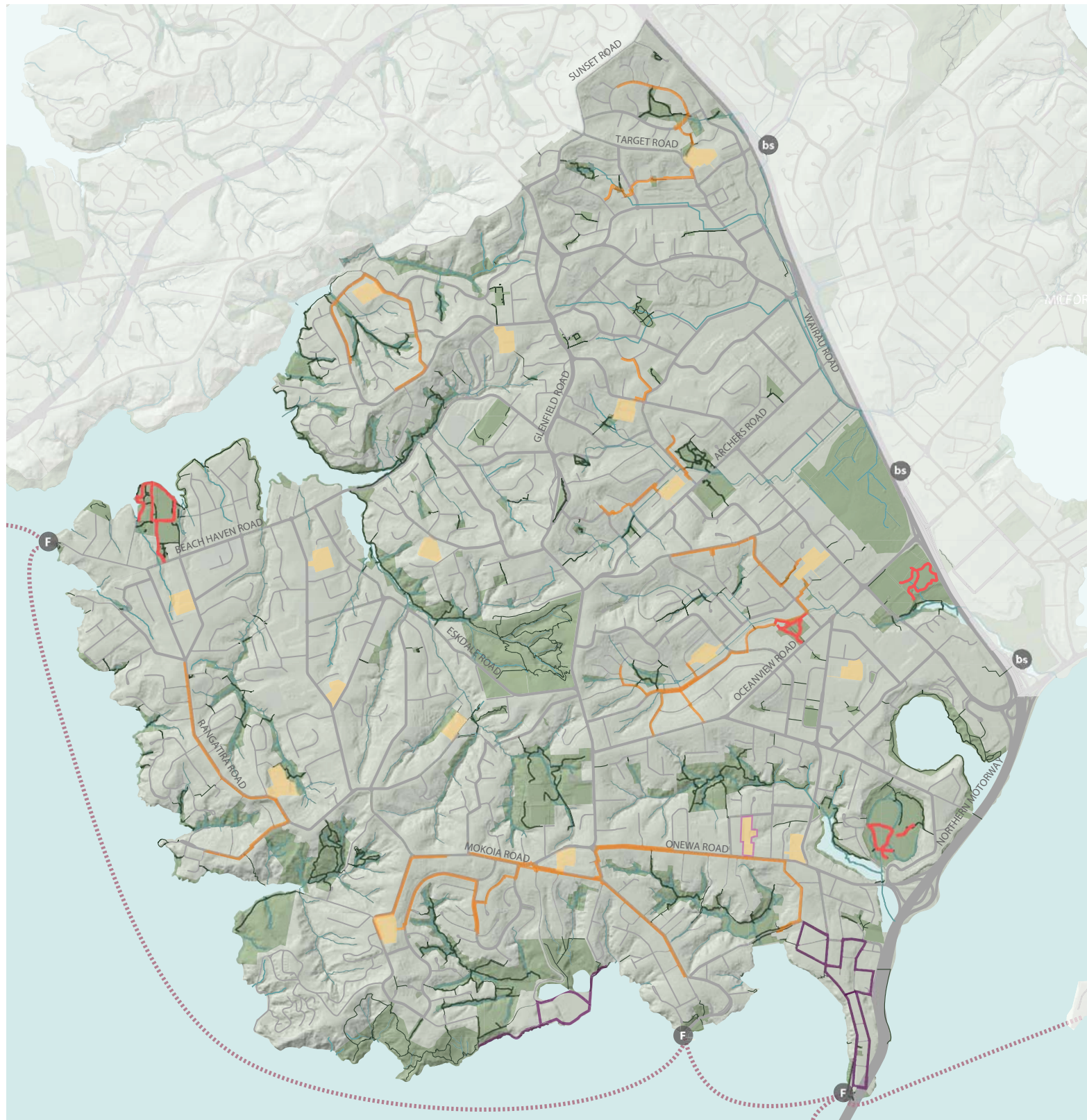
- On-road cycle networks already established in Kaipatiki include the following:
- Onewa Road (from Lake Road to Sylvan Avenue)
 - Akoranga Drive (from the intersection of Sunnybrae Road and Lake Road to AUT continuing through to Devonport)
 - Glenfield Road (from Peach Parade to Wairau Road)
 - Kaipatiki Road (from Stanley Street to Lauderdale Road)

The Northern Cycle Map is a non-statutory document, it provides information on recreational routes recommended by novice cyclists. These routes may not have designated cycle lanes. A team of cyclists have ridden these routes and graded them in terms of their safety and whether it is a quiet or busy route. A shared path refers to an environment safe from vehicles

'Learn to Ride' facilities are provided at Onepoto Domain, Shepherds Park and Normanton Reserve. Learn to Ride facilities provide the opportunity for inexperienced riders to learn and build confidence in a safe environment.

A BMX track has been formed within Birkenhead War Memorial Park.

3.4.2 WALKING ROUTES



- Park and Reserve Land
- Roads (including: motorways, major, medium, arterial and minor roads)
- Streams/ Rivers
- bs Busway Stations
- F Ferry Terminals
- Schools
- Walking School Bus Routes
- Heritage Walks
- All Abilities Access Walks
- Existing walkways through Park and Reserve Land

This map shows existing tracks within the Kaipatiki Area. The tracks shown on this plan have been obtained from Auckland Council GIS and the track survey undertaken by Te Ngahere Limited in 2009.

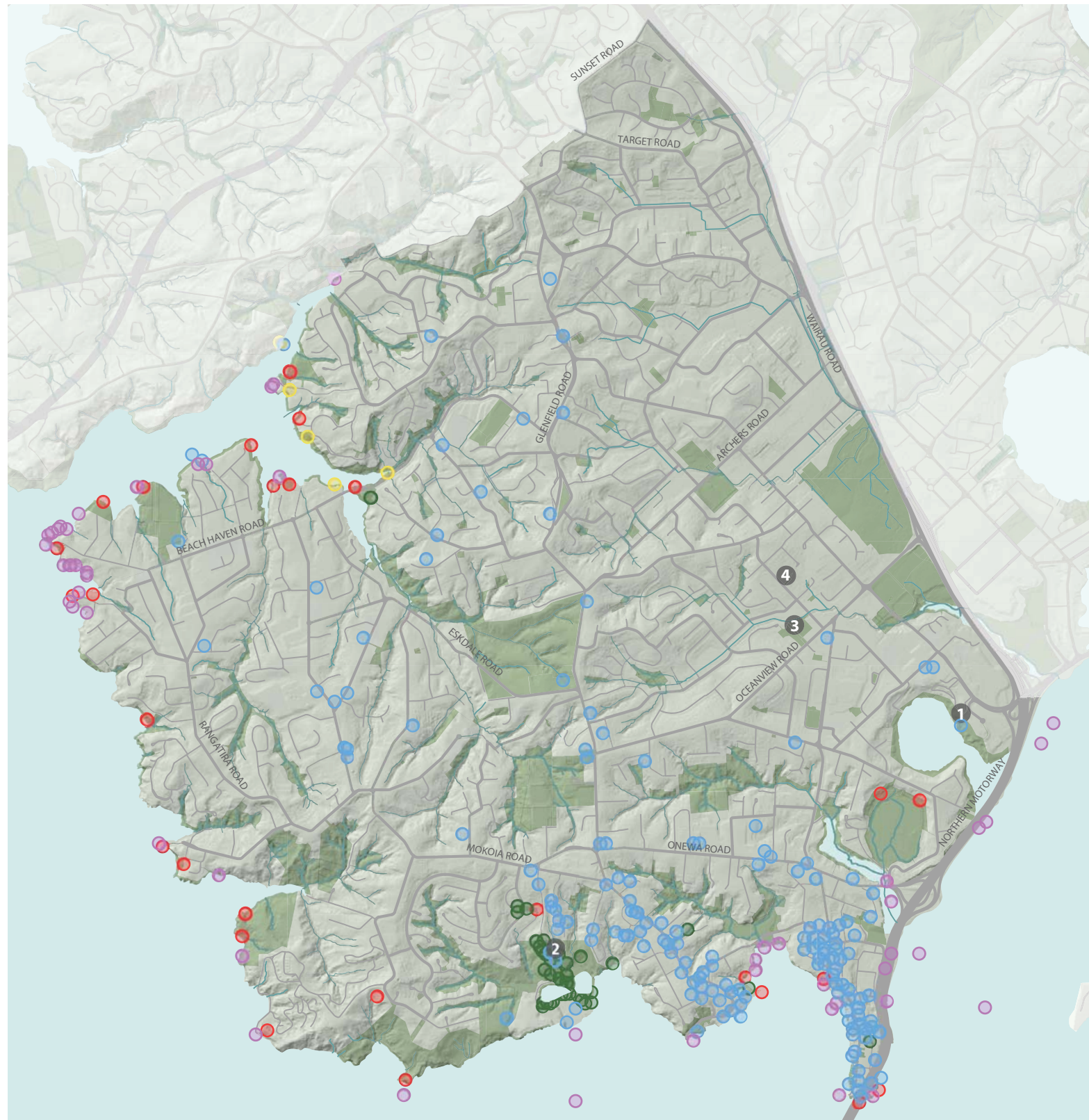
The existing track network is extensive and will form the base for this network plan.

These maps also show established Walking School Bus (WSB) routes. These routes provide a safe and healthy environment to deliver children to and from school with the supervision of an adult.

This map also shows all abilities access walks and heritage walking routes identified within the legacy North Shore City Draft Recreational Walking Plan. There are currently only four all abilities access routes within Kaipatiki.

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3.4.3 CULTURAL HERITAGE INVENTORY AND HISTORICAL SITES



- | | | | |
|--|-------------------------|-----------------------------------|----------------------------------|
| Park and Reserve Land | CHI Sites: | Maritime Site | 2 Chelsea Estate Heritage Park |
| Road Network
(including; motorways, major, medium and arterial roads) | Archaeological Site | Reported Historic Site | 3 Stancich Reserve WWII American |
| Streams / Rivers | Historic Botanical Site | Specific Historical Sites: | 4 Military Camp |
| | Historic Structure | 1 Tuff Crater Tank Sites | |

This maps show sites that have been identified within the Cultural Heritage Inventory (CHI) that was established by the former Auckland Regional Council. The CHI was established to promote sustainable management of cultural heritage by providing easy access to cultural heritage information and should be used as a resource when developing the network.

CHI sites are classified as follows:

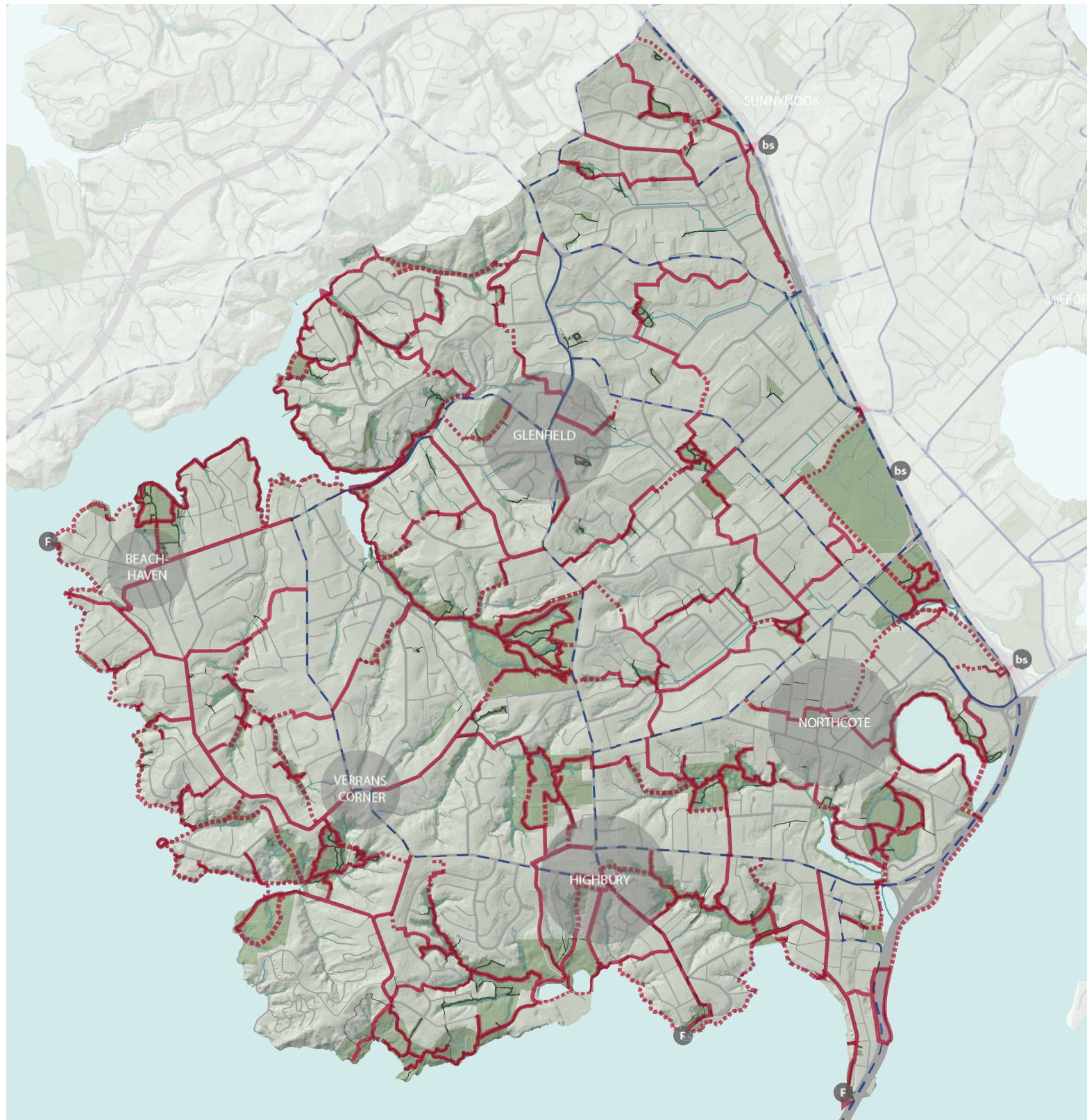
- Archaeological sites recorded under New Zealand Archaeological Site Recording Scheme (e.g. midden, pa sites)
- Historic botanical sites (e.g. mature exotic specimen trees on Chelsea Estate Heritage Park)
- Built heritage sites (e.g. historic dwellings at Chelsea Estate Heritage Park)
- Maritime sites (e.g. shipwrecks, wharfs, boatsheds)
- Reported historic sites (e.g. location of a battle/building)

Other specific sites of historical interest in Kaipatiki are the American fuel tank sites at Tuff Crater, the worker's cottages and manager's house at Chelsea Estate Heritage Park the World War II Military Camps that were located at Stancich Reserve and Hillcrest Reserve, and Te Onewa Pa (Stokes Point) and Te Matarae o Mana (Kauri Point).

4.0 Network Plan

KAIPATIKI CONNECTIONS NETWORK PLAN

4.1 PROPOSED NETWORK PLAN



- | | | | |
|--|----------------|---|---|
| Park and Reserve Land | Town Centre | RCN Existing Network | Existing network
(including: existing network through Park and Reserve land) |
| Roads
(including: motorways, major, medium, arterial and minor roads) | Local Centre | RCN Proposed | Proposed network
(no current track or pathway) |
| Streams/ Rivers | Busway Station | Existing tracks
(Compiled from Auckland Council GIS maps and Te Ngahere Track Survey 2009) | |
| | Ferry Terminal | | |

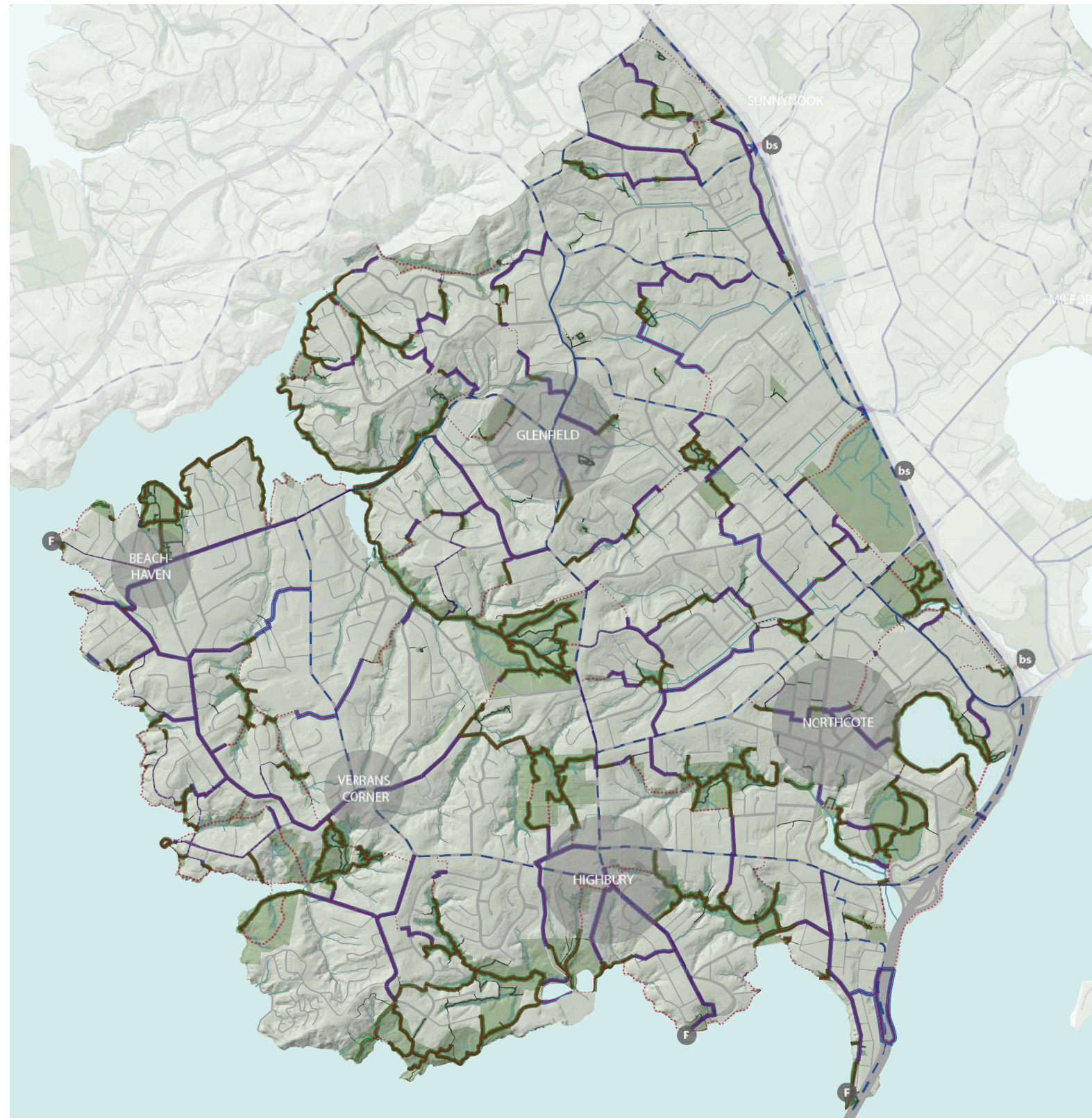
This map shows the visionary long term network plan including both existing and proposed routes. As outlined in Section 1.1 of this document, this is a visionary document similar to those developed elsewhere in the world that puts the planning in place to be delivered as funding allows. Implementation of the network and its priority projects are discussed in Section 5 of this document.

The 'existing' network includes tracks/path/cycle routes through park and reserve land. It also includes footpaths and formed carriageways within Council's roading network. The existing network may require upgrading to allow for a greater number of users, a safer environment for users, and/or to provide better environmental outcomes.

The 'proposed' network is shown where there is no current connection. These proposed connections occur on public and private land. Where connections occur on private land easements or land acquisitions would need to be negotiated with the relevant landowner or an alternative route found.

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4.2 EXISTING NETWORK WITHIN PARK AND RESERVE LAND AND ON-ROAD

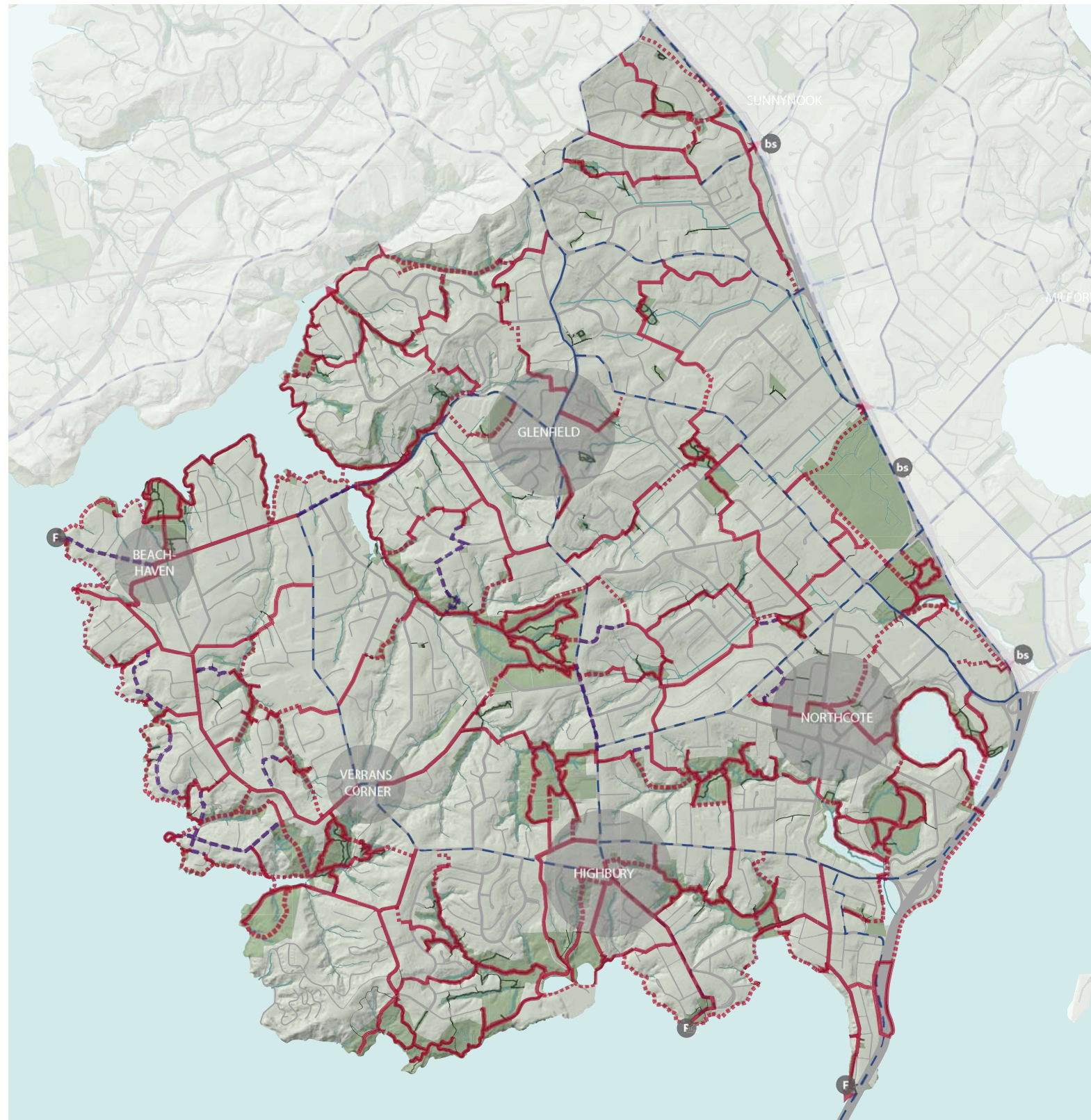


- | | | | |
|--|----------------------------|---|--|
| Park and Reserve Land | Town Centre / Local Centre | Existing tracks
(Compiled from Auckland Council GIS maps and Te Ngahere Track Survey 2009) | Existing network
(existing network along roads) |
| Roads
(including: motorways, major, medium, arterial and minor roads) | Busway Station | Existing network
(through Park and Reserve land) | Proposed network
(no current track or pathway) |
| Streams/ Rivers | Ferry Terminal | Existing Cycle Network | |
| | Proposed Cycle Network | | |

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This map shows the existing network only, including connections within park and reserve land and on-road connections. This map shows the existing network, which forms the base for the proposed network. Whilst some connections may require upgrading to allow for a greater number of users, a safer environment for users, and/or provide better environmental outcomes, a physical connection is already in place and this may represent an 'easy-win' compared to a completely new connection.

4.3 PROPOSED NETWORK WITH INTERIM ROUTES



This map shows the visionary network along with routes that will provide interim connections to enable continuous circuits until such a time that the entire network is developed.

Interim routes are predominately existing on-road connections. These routes may not be in the most desirable location but will provide temporary connections until the preferred long term network is established.

It is anticipated that no major upgrades would be undertaken on interim routes, but they should be treated so that it was obvious that they are part of the network, predominately with signage.

- | | | | |
|--|----------------------------|---|---|
| Park and Reserve Land | Town Centre / Local Centre | Existing tracks
(Compiled from Auckland Council GIS maps and Te Ngahere Track Survey 2009) | Proposed network
(no current track or pathway) |
| Roads
(including: motorways, major, medium, arterial and minor roads) | Busway Station | Existing network
(including: existing network through Park and Reserve land) | Interim Route
(connection already exists and will provide a temporary route until the proposed network is established) |
| Streams/ Rivers | Ferry Terminal | RCN Existing Network | |
| | RCN Proposed | | |

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5.0 Future Development and Implementation

KAIPATI KI CONNECTIONS NETWORK PLAN

5.1 FUTURE DEVELOPMENT

The Kaipatiki Connections Network Plan will be implemented in order to achieve the outcomes envisaged in the Kaipatiki Local Board Plan. Implementation of this plan will include upgrading of existing (off-road) walking and cycling connections, as well as the creation of new ones.

Successful implementation of the plan requires co-ordination and commitment from the Kaipatiki Local Board, Auckland Council, Auckland Transport, as well as transport infrastructure organisations e.g. NZTA.

It is envisaged that when implementing the plan an integrated, collaborative approach will be taken, working with NZTA, Auckland Transport and, other Council departments, as well as external agencies to achieve the best outcome for all.

The following section gives an overview over the future development and implementation of the Kaipatiki Connections Network Plan over the next 10 years, including best practice for implementation, stakeholder involvement and funding availability, prioritisation and required supporting works.

5.2 BEST PRACTISE FOR IMPLEMENTATION

Successful implementation of the Network Plan relies on a co-ordinated approach between the Council Units Parks Sports and Recreation, Stormwater and Auckland Transport. Future detailed planning shall take into consideration each department's best practice guidelines, which include:

- Walking and Cycling Code of Practice (Auckland Transport, Draft)
- Stormwater Code of Practice (Stormwater Team, Draft)
- Parkland design Guidelines (Community and Cultural Policy/PSR, Draft)

Related agency 'best practice' documents such as NZTA's 'Bridging the Gap – Urban Design Guidelines (Draft)', Doc's 'Caring for Archaeological Sites' report, and the Ministry of Justice's 'National Guidelines for Crime Prevention through Environmental Design in New Zealand' shall also be taken into account as designs develop, in addition to all relevant Unitary Plan controls and area-specific policies.

5.3 STAKEHOLDER INVOLVEMENT AND FUNDING

Ongoing community engagement, stakeholder collaboration and partnerships are key to the long-term successful development of the Kaipatiki Connections network. Identified stakeholders include, but are not limited to the following:

- Iwi
- Neighbouring Local Board Areas (Upper Harbour, Devonport-Takapuna)

- Auckland Council departments such as stormwater, public art, planning and policy, etc
- NZTA
- Auckland Transport
- WaterCare
- Auckland Tourism, Events and Economic Development
- Utilities infrastructure organisations e.g. Vector, Transpower, etc
- Kaipatiki Local Board area volunteer groups
- Cycle Action Auckland
- Yes Disability
- North Shore Disability Steering Group
- Living Streets Aotearoa North Shore
- AUT, schools, early childhood centres and retirement villages
- Ministry of Education
- Ministry for the Environment
- Housing New Zealand
- Residents and business associations

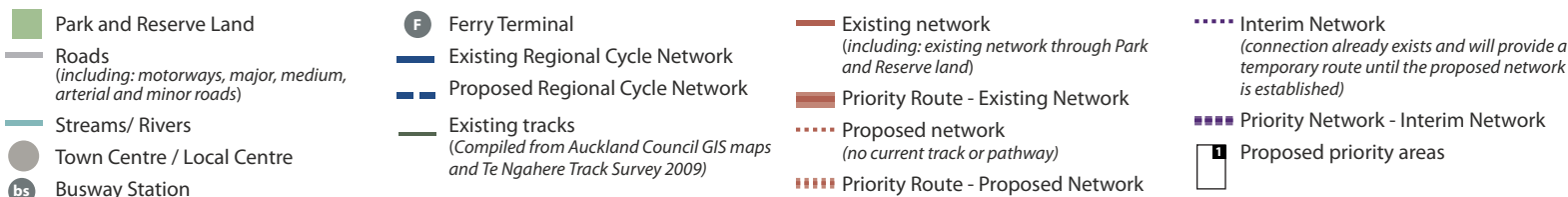
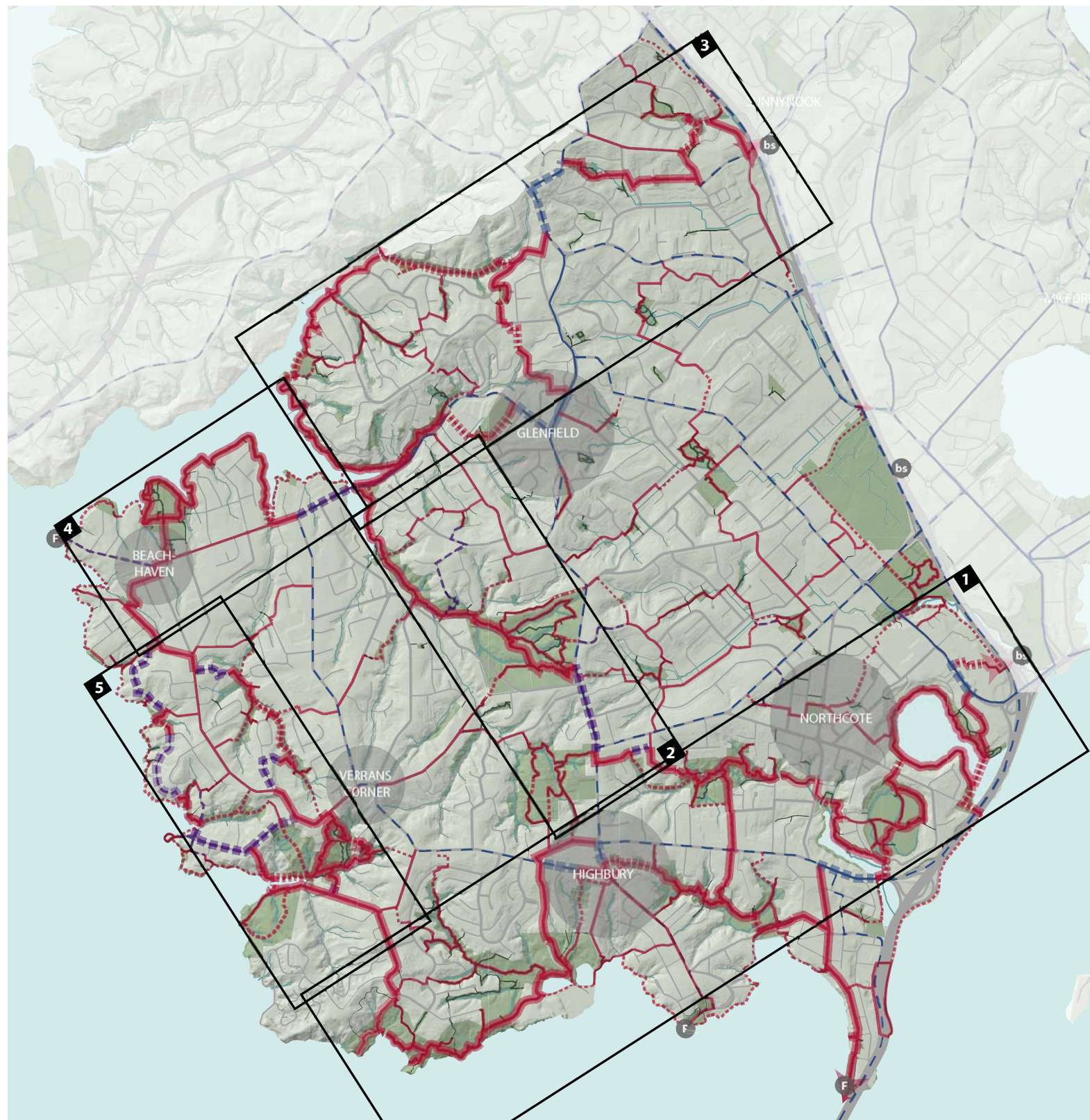
Grass-roots community involvement is very important to ensure the ongoing success of the network plan. Local knowledge sharing and volunteering are needed to provide community ownership, care and responsibility – now and for future generations.

The vision for the Kaipatiki Connections Plan, as outlined in this document, can not be achieved through community involvement and collaboration alone. \$3.5 million dollars of funding has been allocated for the implementation stage of the Kaipatiki Connections Network Plan in Auckland Council's Long Term Plan (LTP) for the next ten years. In addition the Kaipatiki Local Board has allocated funding towards this project via the Small Local Improvements (SLIPS) budget.



5.4 PRIORITISATION FOR IMPLEMENTATION

5.4.1 PRIORITY AREAS - THE NEXT 10 YEARS



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It is not possible to achieve all connections identified within the network in the short to medium term, using the funding available.

Priority areas for implementation for the next 10 years have therefore been identified. It is envisaged that these areas will be reviewed regularly to ensure that the network meets needs at the time of review. The review of time frames should be aligned with Council's allocation of funding as part of the LTP process, at three and ten year intervals.

Priority areas are based on information shown in the analysis maps in Section 3 of this document, as well as the site assessments which were carried out by the project team and volunteer groups.

Primary focus was given to connections which provide access to and between:

- Parks and Ecological Corridors
- Town and Local Centres
- Public transport facilities including busway stations and ferries
- Sites of interest for recreational users such as sites of cultural significance and significant views
- Areas of high population density

Also taken into consideration were priorities and directives set out in the Auckland Plan, and the possible harbour bridge cycle connection.

Projects areas are listed in a suggested order of priority. It is recommended that proposed projects in one priority area be completed, before implementing projects in subsequent priority areas.

Due to topography and large vegetated areas within the Kaipatiki Local Board area, the ability to provide all abilities access and cycleways is limited. However, consideration will be given to the provision of these wherever possible.

5.4.2 PRIORITY AREA ONE - AUT TO KENDALL BAY

This area has been prioritised due to having the highest potential to connect the population of Kaipatiki to wider Auckland with the possible cycling connection across the harbour bridge, and with the neighbouring Devonport-Takapuna Local Board area and its on- road and off- road cycle network

In addition it provides opportunities for the development and enhancement of connections to open space, ecological corridors and the coast. This package of works would provide connections to two of the three of the largest tracts of continuous indigenous vegetation within the Tamaki Ecological District (at the Oruamo headland and Kauri Glen Reserve) to two significant freshwater wetlands (at Little Shoal Bay and Onepoto Domain), as well as two major saline wetlands (at Tuff Crater and Onepoto stream). Tuff Crater and Onepoto Basin are also the only two sites of geological significance within the Kaipatiki Local Board.

Connections within this area provide access to public transport including the busway station at Akoranga Drive (within Devonport-Takapuna Local Board area) and ferries at Birkenhead and Northcote Points. Furthermore links are provided to two of three town centres, at Highbury and Northcote, two of four high schools, as well as AUT, two libraries and the council owned pool at Birkenhead War Memorial.

The area has great potential for the provision of recreational cycling routes, as the terrain in the eastern part of the area, especially within Tuff Crater and Onepoto Domain, is the most cycle friendly within the Local Board area. The provision of this has been identified as a priority project for implementation (see Section 5.3.2).

Connections to the Learn to Ride facility at Onepoto Domain and the BMX facility at Birkenhead War Memorial Park are contained within this area.

The all ability access walks at Stanch Reserve and Smiths Bush are directly adjacent to this area.

The area has also been prioritised as it contains and will provide connections to a large number of features which would be of interest for recreational users, such as numerous archaeological sites, including the pa sites at Stokes Point and Kendall Bay, the historical structures around Northcote and Birkenhead Points, American fuel tank sites at Tuff Crater and a number of significant views, such as views to the city from the St Peters Street access to Tuff Crater and at Little Shoal Bay.

Furthermore there are a number of projects identified within the LTP within this area which provide an opportunity to work collaboratively with other council departments such as the Northcote Greenway, Highbury viewing platform.

The creation of a network of walking and cycling trails in this area is also indicated by the Auckland Plan.

5.4.3 PRIORITY AREA TWO - KAURI GLEN TO HELLYERS CREEK

This area has been prioritised due to its function as central link through the Kaipatiki

Local Board area.

Creation of new and/or improved connections in this area will create a link between the southern and northern coast within the Local Board area through one of the largest tracts of continuous indigenous vegetation within the Tamaki Ecological District, Eskdale Reserve. It will provide connections to Sites of Special Wildlife Interest, and the Coastal Conservation Area around Hellyers and Kaipatiki Creeks, which also contain a significant area of saline wetland.

Connections in this area would traverse through one of the largest stormwater catchments in the Kaipatiki area (the Eskdale Catchment), with many streams in a relatively unmodified state.

This package of works would also provide access to environmental education facilities at Pa Harakeke and the Kaipatiki Project.

Planned connections in this area would take in several features of interest for recreational users, including historical cemeteries (at Birkenhead Domain and Pompallier Reserve), and a number of significant views.

Potential for the creation of shared use arrangements of pedestrians and mountain bikers could be investigated within Eskdale Reserve as part of the development of the network within this area.

5.4.4 PRIORITY AREA THREE - KAIPATIKI ESPLANADE TO TOTARAVALLE

This area has been given priority, as it provides for connections to State Highway 1 and the busway, connecting to the wider Auckland Region, as well as the neighbouring Upper Harbour and Devonport-Takapuna Local Board areas.

New and/or upgraded connections will provide access to a large number of 'level 2' ecological significance sites and ecological linkage areas, including the largest kauri in the North Shore area in Leigh Scenic Reserve, as well as the Coastal Conservation Area and Site of Special Wildlife Interest along the upper reaches of Hellyers Creek.

Improved links to the library, and pool and leisure facilities at Glenfield Town Centre, Glenfield College and Sunnynook busway station in the neighbouring Devonport-Takapuna Local Board area are all included.

Features of interest for recreational users of the network include connections to midden sites along the upper reaches of Hellyers Creek and significant views at Lynn Reserve towards the Greenhithe Escarpment.

The green connection indicated across Hellyers Creek to the Upper Harbour Local Board area is in line with the indicative future network of walking and cycling trails in the Auckland Plan.

5.4.5 PRIORITY AREA FOUR - BEACH HAVEN COAST

This area has been prioritised due to its potential to connect the Beach Haven Local Centre, areas of higher population density and the proposed Beach Haven Ferry.

In regards to ecological sites, provision of a walkway along the coast would provide connection to a number of priority vegetation sites and ecological linkage areas, as well as the intertidal mud flats along Hellyers Creek, a Site of Special Wildlife Interest within the Coastal Conservation Area.

For recreational users, the links within this area provide access to clusters of Sites of Archaeological Significance at Tui and Shepherds Park, a number of historical structures and the Learn to Ride Facility and all-abilities access walks at Shepherds Park.

The creation of a shared green walking/cycleway route along the Beach Haven Coast would be investigated as part of the development of the network in this area.

5.4.6 PRIORITY AREA FIVE - SOLDIERS BAY / RANGATIRA RESERVE

The area has very limited potential for the creation of green cycleways and it is envisaged that connections within this area will be primarily in the form of walkways and ecological connections.

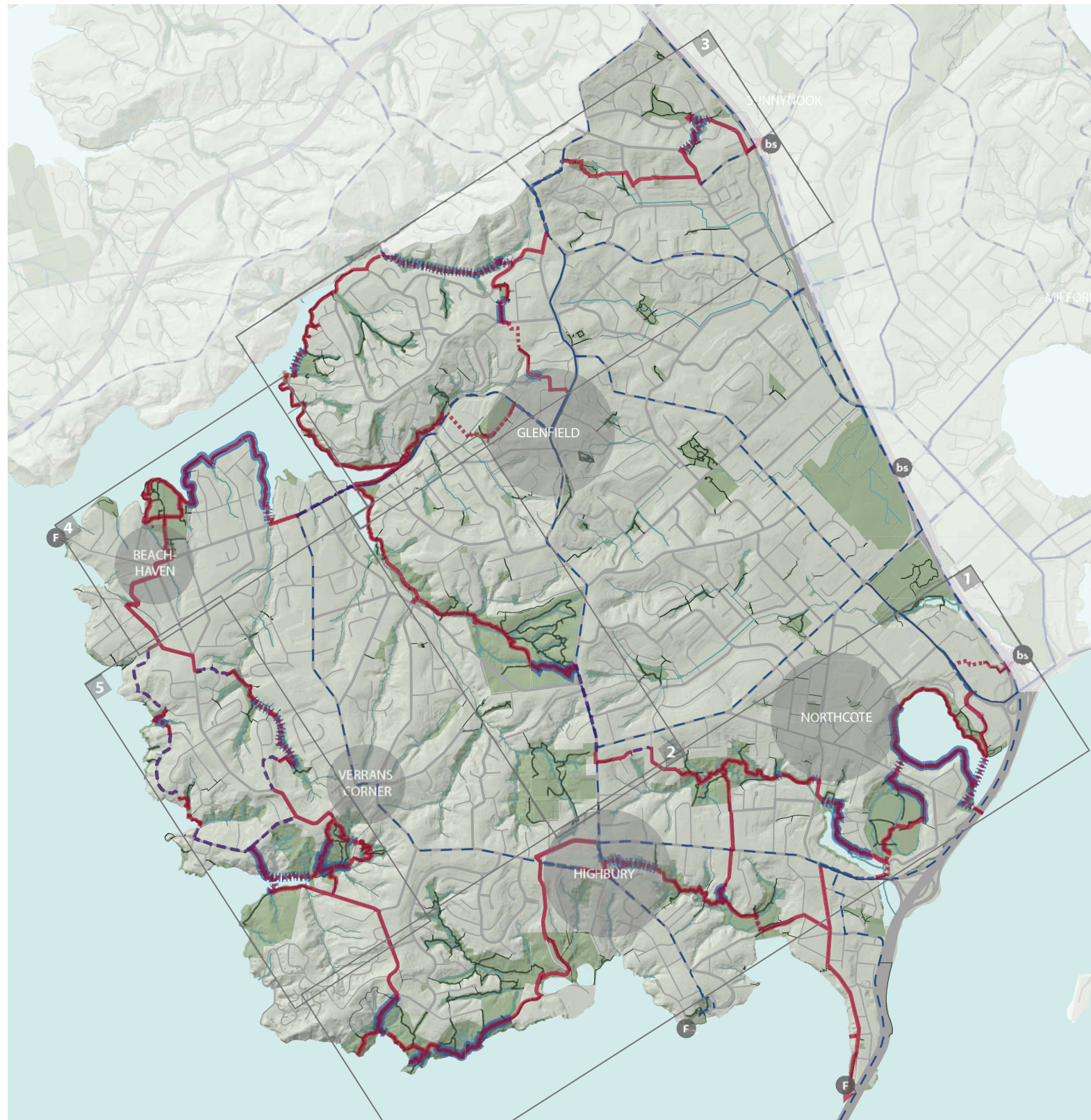
Connections within this area have been prioritised due to their potential to link to part of largest area of indigenous vegetation at Kauri Park, as well as a number of ecological linkage areas. The area contains a significant freshwater wetland and Sites of Special Wildlife Interest and the Coastal Conservation Area at Soldiers Bay.

Connections within the area will provide improved links to the Verrans Corner Local Centre, as well as Birkenhead College and the Fernglen Environmental Education facility.

A number of archaeological sites are present along the coastline, including two pa sites in the vicinity of Island Bay.

The Auckland Plan envisages a network of walking and cycling trails within this area connecting the Devonport- Takapuna, Kaipatiki and the Upper Harbour Local Board area.

5.4.7 PRIORITY PROJECTS



- | | | | |
|---|--|---|---------------------------------------|
| Park and Reserve Land | Busway Station | Priority Network - Existing (including: existing network through Park and Reserve land) | Priority projects - proposed upgrades |
| Roads (including: motorways, major, medium, arterial and minor roads) | Ferry Terminal | Priority Network - Proposed (no current track or pathway) | Priority projects - proposed new |
| Existing Regional Cycle Network | Proposed Regional Cycle Network | Priority Network - Interim Route | Proposed priority areas |
| Streams/ Rivers | Existing tracks (Compiled from Auckland Council GIS maps and Te Ngahere Track Survey 2009) | | |
| Town Centre / Local Centre | | | |

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Not all projects within the identified priority areas will be able to be implemented within the next 10 years due to funding constraints. Accordingly, a priority route within each priority area has been identified. This is shown on the map overleaf.

The priority route will create connections across the majority of the Local Board area and build the 'backbone' for any future development of the network. It will provide cost and time effective connections, building on the existing network and minimising the need for acquisitions.

The priority route covers the most important connections within the network, including important ecological corridors, town and local centres, educational facilities, public transport facilities, Sites of Special Interest for recreational users and links these to areas of high population density.

Specific projects which are required to be undertaken to achieve this route are highlighted in blue and include the upgrade of existing connections, as well as the creation of new ones.

Once all connections of the priority route are established, consideration should be given to the development of feeder connections into the route within the priority areas.

5.5 SUPPORTING WORKS

In addition to the works proposed in this document, the Kaipatiki Local Board Plan identifies the “establishment of benchmark standards for Kaipatiki Reserves signage and walkways standards” and the “development of an environmental tourism strategy for Kaipatiki” as further priorities. Funding for the implementation of these projects has not been secured yet.

It is suggested that these projects are broken down into the following:

- Categorisation of the existing track network and new tracks to give an indication of level of difficulty of tracks and skill level/ability required.
- Development of signage for the network, both directional and interpretative. Directional signage is envisaged to provide information about destinations, distance, time and level of difficulty.

Interpretative signage could, depending on the site, provide information about terrestrial, fresh water and marine ecology, Maori and early European history, significant events, etc.

- Development of a marketing and tourism strategy for the network. This is envisaged to include the development of communications materials to promote the network itself and particularly sites of historical and ecological significance.

A range of communications tools should be utilised including printed materials, websites, phone apps, etc to attract a wide range of user groups; local, national and international.

In addition it is recommended that the following works be undertaken:

- Monitoring of user numbers before, during various stages of implementation and on an ongoing basis after completion of works in different locations.

Appendix - Parks Assessment

KAIPATI KI CONNECTIONS NETWORK PLAN

KAIPATIKI TRACK DESCRIPTION

PARK **LINLEY RESERVE**

TRACK

VISIBILITY OF TRACK:
Is the track visible from the road? **Yes**

SAFETY:
Is the track in a appropriate location? **Yes**

Does the track require upgrading? **No**

Did you feel safe walking the track? **Yes**

REST POINTS:
Were there an adequate number of rest points/ seats/ lookouts along the track?
Potentially more, not necessary

PATH CONSTRUCTION:
Is the track surface appropriate for use? **Yes in some places only**

TRACK USER

TRACK USER:
What is the track currently used for?
(please tick where appropriate)

cycling + walking/running + accessible use (e.g. prams/wheelchairs)

cycling + walking/running

walking/running

Could the track network be upgraded to allow for a greater number of users? **Potentially, Yes**

Is there a particular group of people that may use the connection more than others? e.g. children/shoppers
Walkers, joggers, dog walkers,

SIGNAGE

SIGNAGE:
Is the signage appropriate for it intent? **Yes**

ACTIVITIES IN THE PARK

ACTIVITIES:
What activities are accommodated for along the track and within the park? (please list)
Play, kids, dog walking

ECOLOGY

VEGETATION COVER: **exotic canopy and native reveg**

VEGETATION TYPE: **Mixture of large exotics, mature regen**

Is weed management required? **Yes some**

BIRD SPECIES PRESENT: **Tui, others, exotic**

SUMMARY

Think about if the tracks are a suitable green track route for Kaipatiki and write any notes **Yes**

KAIPATIKI TRACK DESCRIPTION

PARK **STANAWAY RESERVE**

TRACK

VISIBILITY OF TRACK:
Is the track visible from the road? **Yes**

SAFETY:
Is the track in a appropriate location? **Yes**

Does the track require upgrading? **No**

Did you feel safe walking the track? **Yes**

REST POINTS:
Were there an adequate number of rest points/ seats/ lookouts along the track? **Yes**

PATH CONSTRUCTION:
Is the track surface appropriate for use? **Yes**

TRACK USER

TRACK USER:
What is the track currently used for?
(please tick where appropriate)

cycling + walking/running + accessible use (e.g. prams/wheelchairs)

cycling + walking/running

walking/running

Could the track network be upgraded to allow for a greater number of users?
Yes remove barriers on Sylvia Road

Is there a particular group of people that may use the connection more than others? e.g. children/shoppers
Kids, teenagers, parents, local walkers, joggers and dog walkers, playing kids

SIGNAGE

SIGNAGE:
Is the signage appropriate for its intent? **No – small sign only (walking)**

ACTIVITIES IN THE PARK

ACTIVITIES:
What activities are accommodated for along the track and within the park? (please list)
Basketball hoop, open space

ECOLOGY

VEGETATION COVER: **little**

VEGETATION TYPE: **Poplar and other scattered exotic veg**

Is weed management required? **Little to none**

BIRD SPECIES PRESENT: **common exotic**

SUMMARY

Think about if the tracks are a suitable green track route for Kaipatiki and write any notes **Yes**

References

KAIPATIKI CONNECTIONS NETWORK PLAN

PHOTO REFERENCE

Front Cover

1. Auckland Council Stock Photo - ID. 38-214390 - Photographer - Jay Farnworth (Kauri Park Bush)

Page 7 (Clockwise from top left)

1. Photographer - Marguerite Quin (Tui)
2. Auckland Council Stock Photo - ID. 38-182464 (Kereru/Native Wood Pigeon)
3. Auckland Council Stock Photo - ID. 38-79218 (Orewa Beach Holiday Park)
4. Auckland Council Stock Photo - ID. 38-108850 - Photographer - Jay Farnworth (SH20 Cycleway)
5. Auckland Council Stock Photo - ID. 38-109011 - Photographer - Jay Farnworth (Monte Cecelia Park)

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1. Photographer - Design Team, Auckland Council - (Ivanhoe Street)
2. Photographer - Design Team, Auckland Council - (Little Shoal Bay)
3. Auckland Council Stock Photo - ID. 38-132706 - Photographer - Jay Farnworth (Esmonde Road Interchange)
4. Auckland Council Stock Photo - ID. 38-229689, (Comans Track, Karekare)
5. Auckland Council Stock Photo - ID. 38-107266 (Western Springs)
6. Photographer - Design Team, Auckland Council - (Lynn Scenic Reserve)
7. Auckland Council Stock Photo - ID. 38-214390 - Photographer - Jay Farnworth (Kauri Park Bush)
8. Auckland Council Stock Photo (Long Bay)
9. Photographer - Design Team, Auckland Council (New Plymouth Foreshore)
10. Auckland Council City Centre Masterplan (Nelson Street redundant off-ramp proposed visualisation)
11. Auckland Council Stock Photo - ID. 38-2211641 - Photographer - Jay Farnworth (Papakura Town Centre)
12. Photographer - Eye on Auckland (Jellicoe Street, Wynyard Quarter)
13. Auckland Council Stock Photo (Stormwater Wetland)
14. Photographer - Stormwater Team, Auckland Council (Waitakere City Council Green Roof)
15. Photographer - Greenhithe School (Greenhithe)
16. Auckland Council Stock Photo - ID. 38-231402 - Photographer - Adele Krantz (Newmarket Park)

Page 10 (top to bottom)

1. Photographer - Design Team, Auckland Council - (Volunteer Consultation)
2. Photographer - Design Team, Auckland Council - (Volunteer Consultation)

Page 34. (Top to bottom)

1. Auckland Council Stock Photo - ID. 38-145110 (Children Planting Kauri Tree in Waitakere Ranges)
2. Auckland Council Stock Photo - ID. 38-91530 (Community Tree Planting)
3. Photographer - Marguerite Quin (Silver Fern)

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Cultural Heritage Inventory, Auckland Regional Council, 1995

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