

**LOWER ORATIA STREAM – COMMUNITY CONSULTATION SUMMARY CONCERNS:
ADULTS (40) AND YOUTH (54) - 94 RESPONSES**

Concern (in favour of)	No. of responses	Additional Comments
Flood Control management	1	
Pond for wildlife to habitat safely	1	
Removal of mature trees	1	Deciduous tree leaf drop pollutes whole streetscape; Tree branches overhanging footpath
Removal of noxious weeds	7	Asthma and sinus sufferers.
Removal of Bamboo	2	
Retain Bamboo along Millbrook Rd	1	Spokesperson for group of residents; Bamboo planted for slope stabilisation in 1960s; Visual barrier to industrial developments
Footpath the length of reserve joining up at Seymour Rd and railway station.	6	Safe access for school children – so they no longer need to walk along main roads, or railway lines: linking to intercity (?); link to Henderson; link to railway and public transport; From Seymour onto Millbrook Rd;
Fitness Course	4	
Picnic Area/ tables	10	particularly picnic tables; shade tables; somewhere in the Sunnyvale area;
Walkway along creek	26	both sides of river; pleasant walking esp for elderly; esplanade arrangement; clearly marked; carving into trees as good markers; pathway across park; replicate Parrs Park path;
Playground	15	Like the one at Bruce McLaven Intermediate (?) Likes the sound of children playing; activities for children; in Serwayne PI (x3); safe; most kids play on the road;
Seating	9	Close to stream for feeding ducks, enjoy the quietness etc.; planting near seats; to take in the scene; to enjoy the sun; to eat lunch and watch the birds;
Bridge link to railway from road	3	Bridge over railway line
More planting	22	native plants and gardens; tree park; more trees
Bridge across stream	15	Linking Serwayne PI to Millbrooke Rd - wheelchair/ pram access; across Sunnyside Rd and shortcut to railway; end of Serwayne PI to Sunnyside Rd;
Toilets	2	
Clean stream	4	Clean water; remove rubbish and wees, replace with natives;
Statue	1	Bruce McLaren Statue
Bike trail	6	Clearly marked
Skate Park	9	Away from houses

No skateboard Ramps	1	
Flying Fox	2	
Make busier	1	
Running trail Kayaking/ canoeing	2 5 1	
Children's bike trail		
drinking fountain public art	4 5	of native animals ie: turtles, frogs, etc; stones on footpath with drawings on them; including sculpture; including wall for graffiti art; children's art; community art;
Climbing frames BBQ	1 10	
better access from main road	1	
Fun Park	3	
A mall	1	
Go-carting Hot Pools	1 1	
Dog Walk Paths linking up with others	1 1 2	
Stones		
Disabled/ pram access from reserves to train station	2	
better maintenance of walkway alongside of train line	1	
Walkway fence Swamp management	1 1 1 2	
Bring back wildlife/ birds Don't cut oak trees down		
Maintenance Summer activities: markets & music	3 1	Mow lawns more regularly
Upgrade os Sunnyvale Station Stop embankment erosion/ stabilisation of embankment	1 3	
Remove trees from stream before they fall into it	1	
Security lighting Clear visibility of park from neighbouring houses	2 1	Lighting at train station
Cultural Garden	1	
Keep parks beautiful	1	

PROJECT TWIN STREAMS CYCLE AND WALKWAY PROGRAMME

STAGE ONE CONSULTATION FEEDBACK

October 2005

Prepared for Ecowater by Rachael Trotman

Executive Summary

The following summarises public feedback during 25 July to 23 September 2005, on proposed new cycle and walkway routes that form stage one of Project Twin Streams' cycle and walkways programme. The routes follow the Lower Opanuku Stream from Great North Road to Border Road, and the Lower Oratia Stream from Millbrook Road to Parrs Park, and the Lower Waikumete Stream, from its confluence with the Lower Oratia Stream to Parrs Park. Consultation was also undertaken on the Draft Lower Oratia Stream Reserve Management Plan, which covers a similar area to the Lower Oratia Stream cycle and walkway.

The purpose of consulting was to ensure that the new cycle and walkways reflect community needs and wishes. Key consultation issues were safety and user friendliness, balancing the needs of varying users, reflecting local character, culture and stories along the routes, incorporating art works, developing community ownership of the areas and how best to maximise use of the cycle and walkways.

Consultation was based on aerial maps showing the proposed routes. Key consultation methods were two public drop-in days, face to face meetings with interested groups, web based information, information sent to local residents and written feedback forms.

Over 500 people were consulted face to face and over 30 written submissions were received. Feedback on the Draft Lower Oratia Stream Reserve Management Plan and proposed cycle and walkways was overwhelmingly positive, with residents viewing them as a community asset which would enhance their local area and the City.

New planting should aim to achieve a balance between revegetating and ensuring maximum visibility and public safety. Stories to reflect include local history, local plant, bird and animal life, local personalities, Maori legends and the cultures of people living in the area. Art works should be by local people and include mosaics, sculptures, art bridges and seating and carvings.

Key safety issues are ensuring high use of the routes, the need to provide regular exit points, providing enough room to accommodate walkers and cyclists, appropriate lighting, signage, fencing, handling dogs, combating vandalism, providing good maintenance, having full disability access and appropriate rails and surfaces. A professional safety and access audit was also undertaken for both routes.

Use of the routes can be enhanced through providing seating, picnic and rest areas, park and play spaces, cycle racks, publicising the routes, holding events and high quality ongoing maintenance.

Detailed suggestions were also made for each route. How feedback is being reflected and incorporated is outlined in Section 7.0 of the full consultation feedback report, available at www.waitakere.govt.nz.

Introduction

This report presents public feedback from a two month consultation process, undertaken during 25 July to 23 September 2005, on proposed new cycle and walkway routes. These routes form stage one of Project Twin Streams' cycle and walkways programme, and cover the following areas:

- Lower Opanuku - from Great North Road alongside the Opanuku Stream, through Henderson Park to Border Road Bridge.
- Lower Oratia - from Millbrook Road alongside the Oratia Stream to Parrs Park.
- Lower Waikumete, from its confluence with the Lower Oratia Stream to Parrs Park.

This report is structured as follows.

1. Background.
2. Purpose of consultation.
3. Consultation approach.
4. Communications process.
5. Who was consulted.
6. Consultation feedback.
7. Response to consultation feedback.

1.0 Background

Project Twin Streams is a multi-faceted project of Waitakere City Council, which aims to achieve long-term sustainable management of the Opanuku and Oratia Stream catchments. The project weaves together integrated stormwater management and the restoration of 125km of stream banks, within a community development model that seeks to connect local people with each other and their local environment.

As part of Project Twin Streams, \$4.6 million was received from Infrastructure Auckland to construct over 10km of new cycle and walkways in the Twin Streams' catchments. Stage one of the programme is outlined above, and stage two involves:

- Upper Opanuku Stream - from Border Road to Henderson Valley Road.
- Upper Waikumete Stream - from Howard Moody Recreation Reserve to Ceramco Park, and from Parrs Park along the railway track to the Glen Eden railway station.

Stage one consultation included statutory consultation on Waitakere City Council's Draft Lower Oratia Stream Reserve Management Plan, as that Plan covers broadly the same area as the Lower Oratia cycle and walkway. Feedback on the Draft Reserve Management Plan is included in this report.

2.0 Purpose of consultation

The overall purpose of communicating and consulting on the cycle/walkways is to build cycle and walkways that reflect community needs and wishes and are well used. Consultation feedback was sought on the following issues.

1. Proposed routes for the cycle and walkways.
2. Key design elements (eg art works, surfacing).
3. How to ensure the safety and user friendliness of the cycle and walkways.
4. How to balance varying needs of users, including walkers, cyclists, children and people with disabilities.
5. How to incorporate local stories, character, knowledge, Maori and non-Maori cultural heritage and reflect local wishes in development and design.
6. How best to develop and sustain community involvement and ownership of the areas.
7. How to maximise use of the cycle and walkways.
8. Key issues for consultation in the Draft Lower Oratia Stream Reserve Management Plan.

3.0 Consultation approach

The consultation process relied on aerial photographs to show the proposed routes, supported by a communications process as outlined below. The general approach involved visiting key agencies and community groups to let people know what was planned and to seek their feedback face to face, on both the cycle and walkways and the Draft Lower Oratia Stream Reserve Management Plan.

Consultation and feedback methods were:

- Two public drop-in days, on Saturday 27 August at Henderson High School and Saturday 3 September at Bruce McLaren Intermediate School.
- Web based information and feedback form.
- Consultation brochures showing the proposed routes and feedback forms placed in key locations, including Henderson Library, Council buildings, the Henderson Recreation Centre and Corban Estate. The form asked for feedback on five key issues.
- Face to face feedback via a wide range of meetings where consultation representatives visited key groups.
- Promotion of the Council Call Centre phone number, to allow for feedback by phone.
- A letter sent to local residents informing them of the consultation process and how to take part.

The communication methods that promoted this process are summarised below.

4.0 Communications process

Communications focused on making local people aware of what is proposed. A package of information including brochures showing the cycle and walkway routes, a letter and feedback forms were sent to over 800 local business owners, property owners and tenants in the immediate vicinity of the routes. Other communication methods were:

- Flyers distributed throughout the community through key facilities and face to face meetings, advertising the two drop-in days and methods to provide feedback.
- Press releases in the Western Leader and Waitakere City News.
- Online information at www.waitakere.govt.nz.
- Information was also located at the Council's call centre for the public to be sent extra information if needed.
- Information in local school newsletters and in the McLaren Park Community newsletter (delivered to 2000 households).
- Notices placed on reserve entrances and bridges within the reserves, advertising that the Draft Lower Oratia Stream Reserve Management Plan was open for submissions.

5.0 Who was consulted

The following groups were visited by Rachael Trotman, sometimes accompanied by Meredith Youngson or Jenny Chilcott. At these meetings the proposed cycle and walkway routes were presented, along with the broader Project Twin Streams context, and feedback sought on the key consultation issues.

Resident and Ratepayer groups¹

Henderson Valley Residents and Ratepayers Group
Henderson Valley Residents and Ratepayers Group (their AGM was attended)
Oratia Residents and Ratepayers Group

McLaren Park Community Project

The AGM of this group was attended.

Corban Estate Arts Centre

The management of this group and relevant Council staff were consulted.

Schools, children and youth

Kura Kaupapa, Hoani Waititi Marae
Henderson South Primary School
Henderson Primary
Henderson Valley Primary

¹ Note that the Western Heights Residents and Ratepayers Group and the Sunnyvale Residents Association did not meet in the two month period concerned.

Bruce McLaren Intermediate (via the McLaren Park Community Project)
Sunnyvale Primary
Waipareira Alternative Education Unit
Waitakere City Youth Council

Churches

Seventh Day Adventist Church
Samoan Methodist Church
Salvation Army and Faith Factory

Interest groups

Cycle Action Auckland
Waitakere City Council's Bike West Coordinator, Walking School Bus Officer and Road Safety Officer
Border Road Community House
Sport Waitakere
Local walking groups (Blue Top Walkers and Henderson Senior Walkers)

Health agencies

WaiHealth
Health West
District Health Board (Community Wellbeing Officer)

Safety and access

A safety and access audit of both routes was undertaken by specialist safety, crime, injury and access experts, led by Mike Mills, Safe Waitakere Director at Waitakere City Council. Input was gained on crime prevention, disability access and injury prevention issues by a multi-agency group. Note that reports on the findings and recommendations from this work are provided separately.

Te Whanau O Waipareira Trust, Te Taumata Runanga and the Pacific Islands Advisory Board were also approached. Note that consultation with iwi is covered under separate contracts and will be reported on separately.

6.0 Consultation feedback

Consultation feedback is presented under the following headings.

- General feedback, divided into key themes.
- Specific feedback on the Lower Oratia/Waikumete route.
- Specific feedback on the Lower Opanuku route.
- Feedback on the Draft Lower Oratia Stream Reserve Management Plan.

Twenty eight written feedback forms on the proposed cycle and walkways were received by post; one person emailed comments and the rest was gained via the drop-in days and face to face meetings. Five written feedback forms were received on the Draft Lower

Oratia Stream Reserve Management Plan. Attendance at the drop-in days was mixed, only three people attended on 27 August but over 30 attended on 3 September, plus members of the Seventh Day Adventist Church who were using the school hall immediately before the drop-in started.

It is estimated that over 500 people were directly consulted (ie face to face) during the two month period. The numbers of people reading or hearing about the proposed cycle and walkways would number in the thousands.

6.1 General feedback

“The concept of a cycle/walkway to criss-cross or link different parts of the city is quite brilliant. It is something that could offer the residents and wider community a wonderful asset that is functional and not just another badly designed and poorly used public facility...If the whole concept is well developed, well designed, constructed and maintained it is a public asset that will be with the people of this region for a long time to come” (Sunnyvale resident).

The feedback on the proposed walk and cycleways was overwhelmingly positive; people were pleased to see them being developed and many looked forward to using them. Nearby residents generally saw them as an asset to the neighbourhood and local community. The comment above encapsulates the feeling of many people – that if these are built and maintained well they will be a great asset for the city and bring many positive benefits. Several adjacent owners had concerns about safety, vandalism or public access, which were worked through on a case by case basis. Further key issues, concerns and suggestions are set out below.

6.1.1 Planting

The main issue for planting is achieving a balance between planting more vegetation and ensuring maximum visibility, so that people can see in and out of the walk and cycleway, and people are less able to hide behind foliage. This is the balance between ecological restoration and public safety, and ideas provided were:

- Do not plant too many large trees together.
- Remove some bushy trees so people can see.
- Provide low scrub planting along property boundaries.
- Plant various sized trees that encourage native birds.
- Get rid of weeds.

Another key issue was the need to plant away from the paths so that when the plants grow they do not encroach on the path and pose a potential hazard.

6.1.2 Ideas for local stories, history and special features to reflect along the routes

Five themes emerged in terms of what to reflect along the route, as follows.

Reflect local past and recent history – the history of Henderson, the history of the stream, the Corban Estate Winery, orchards that used to cover the area, history of the western railway line and early settlers.

Reflect the local bird, plant and animal life – including information about Project Twin Streams and local stream life.

Reflect local personalities – ideas here were to recognise those who have contributed to this walkway and/or other community causes, through handprints in concrete, for example. Provide places where people can engrave their name to symbolise that they have been through this access way. Have trees planted by well known west Aucklanders or native trees planted in memory of west Aucklanders who have made a difference.

Reflect Maori and New Zealand legends – including Maori views of water and folklore about the streams.

Reflect the cultures of people living in the area – there are distinct communities in the area concerned, including Samoan and other Pacific peoples, various Asian communities, Maori and pakeha/European. The issue here is to reflect the range of cultures in the area.

6.1.3 Ideas for art works along the routes

“The work in creating art works for these routes would be very rewarding for the people involved” (Henderson resident).

People expressed a preference to use local artists and involve children and young people in developing art works along the routes. Several people were concerned that art would be damaged by weather or vandalised, and several others wanted the focus to be on a well made and safe track, and that the scenery will be beautiful enough to look at.

Specific ideas for art works were:

- Mosaic seats and tiles along the paths.
- Candelabra type lampposts.
- Concrete work like along the motorways in Auckland City.
- Youth artwork on exposed walls.
- Sculptures, art benches.
- Art works relevant to the area.
- Stone and wood carving.
- Arts posts, insert things in concrete.
- Heritage trails.
- Poles with interesting shapes as at Massey Community Centre.

- Have time obelisks along the routes, what happened when.
- No picture frames such as in the ARC parks!

6.1.4 Ideas to make the cycle and walkway network safe

The single most effective safety factor was seen as having many people using the routes (many **‘friendly eyes’**), and good surveillance. The possibility of CCTV or security cameras at key points, or regular security patrols were mentioned. Eliminating areas of poor visibility and keeping open sight lines are key to ensuring a safe route.

Other key safety issues and ideas are set out below.

Regular exit points – it is important to ensure that people do not feel potentially ‘trapped’ along the routes and that regular points to enter and exit the routes are provided. One person suggested having ‘SOS’ phones along the routes. The potential of personal attack is the biggest fear associated with cycle and walking tracks, especially regarding children and young people. The tracks will simply not be used, or will attract trouble, if they are perceived to be unsafe.

While the majority of those consulted felt that the link and access paths were adequately located, one couple felt that all routes should be out in the open where there is lighting, and where they can be close to the road.

Separating cyclists and walkers – a number of people were concerned that the path was to be combined for walking and cycling, and no doubt motorised scooters. Several people wanted to see separate rather than combined cycle and walkways. A much greater number however supported combining the cycle and walkways, as long as the path is a substantial width (at least two metres, and the wider the better). Several people wanted to see the path separated into walking and cycling (with a line down the middle), others suggested ‘keep left’ signs. Putting in areas where people can pull over safely without restriction to others, where the path may be narrower than three metres would help. Signage will be key in handling this issue.

Several people wanted restrictions on motor scooters using the paths, feeling that they are dangerous and will frighten people.

Lighting – lighting in the early morning and dusk was sought, and in places where routes join and there are dark or obscure places along the route. Lighting all night was not generally supported, however security lights and streetlights were. One person suggested fluorescent paint strips or cats eyes at night so that riding at night would be easier. Solar lights were supported by several people.

Signage – signage can incorporate safety messages as well as let people know where exit points are and how to use the tracks. This is especially the case for the Lower Opanuku track where one path will be combined walking and cycling and one will be walking only.

Dogs – clear messages as to the handling of dogs should be given, with dogs on-leash for the routes, with off-leash areas provided, along with doggie bins and rubbish bags. One couple suggested looking at how dogs were controlled at Meola Reef in Pt Chevalier as a good example.

Fencing and vandalism – several people were concerned about the level of vandalism that the routes may be subject to, especially if fences were provided. Fences can become ‘graffiti billboards’ and affect visibility, and fencing should only be put in for good reasons – planting may be preferable or more open fencing.

Regular and high quality maintenance – wider and clearer tracks than the current tracks available in Waitakere City were wanted, maintained to a higher standard than now. Better drainage was wanted, especially given that many areas are prone to flooding. Removing weeds and rubbish was a big issue (and perceived polluting of the streams by local businesses).

Access – there was support for full wheelchair and pram access for the tracks. One person queried whether horses would be able to use the network, especially in areas where it is unsafe to have horses on roads and footpaths.

Surfaces - keeping the tracks smooth is important, especially for people with vision problems and for cyclists. One person suggested looking into the use of recycled tyres for paths – good for joggers. Another felt that the track should be made from concrete or tarseal, not bark, shell or any loose material that can wash off with the rain.

6.1.4 Ideas to encourage use and user friendliness of the cycle and walkways

“Of prime importance, is not to skimp financially on every facet (i.e. planning, design, construction) of the walk/cycleway concept. Don’t try and number 8 wire everything for the sake of it, just because rate and tax payers finance the majority of the work. I am not condoning fiscal mismanagement just emphasising that in my experience too many unsuccessful public projects were undertaken on the smell of an oily rag, and that is more a waste of rate and taxpayers hard earned dollars than spending a bit more money to get a successful outcome” (Sunnyvale resident).

In line with the comment above, this section outlines people’s ideas for making the cycle and walkways high quality and as user friendly as possible. Key ideas for promoting use and user friendliness were:

- Seats, benches, rest areas and tables at key vantage and picnic points.
- Rubbish and doggie bins.
- Have cycle and walking groups having regular outings along the walkways.
- Place parks and play spaces along the walk and cycle ways.
- Encourage school trips.

- Public toilets and drinking fountains.
- Provide cycle racks at destinations along the route.
- Good parking areas for cars.
- Put in open shelters along the routes.

Publicity – a strong publicity campaign and good advertising of the routes were suggested, using local media to generate interest and publicity. Maps of the routes should be readily available and information sent to local residents.

Use the routes to promote fitness – “As a teen I feel this new pathway will encourage me plus others to push play and maybe walk places”. Ideas here were to construct a fitness circuit for all age groups, have a boat and/or kayak race at Tui Glen, provide exercise stations along routes for fitness buffs, eg beams, pull-up frame, rings and distance markers. Have fun runs, sporting events, power walks, children’s fun walks or cycle marathons, and school walking buses.

Events – ideas here were asking the Historic Society to take people out on walks and linking this with planting days and environmental education. Have a park day/family day or events and festivals, with music and food. Open days to begin with would be good to encourage use and familiarity, eg a fun run/bike/walk/cycle/jog the dog with a barbeque at the end of it. Hold treasure hunts, provide pen and paper for people to answer questions along the way (or do a kids one) and they get a little surprise/prize at the end. Perhaps having a walk day once a year along these routes where everyone in the community could come along. Sponsor kids to walk/cycle the tracks – a fund raising opportunity for schools

Good maintenance - keeping the tracks well maintained is key to ensuring ongoing use and appeal: “Keep it well maintained, as those that catch the train anywhere will know what a poorly maintained public access can look like (graffiti, poorly managed vegetation etc); people are less likely to use a run down access way” (Sunnyvale resident).

6.1.5 Issues relating to other areas

- Are there plans to link the Japanese Gardens behind the current Council building to Cranwell Park?
- The Rewarewa Stream walkway could be extended to Margan Avenue (New Lynn).
- Join up the walkways along the Whau Creek.
- Existing tracks around Henderson Park are a bit rugged for younger children to cycle around.
- Road issues were a high priority for the Henderson Valley Residents and Ratepayers Group. They want the road repaired properly – not patched. The Henderson Valley Primary School roll has increased to 450 students and parents from outside the area try to get their children into this school. There is increased vehicle usage up the Valley.

- One Henderson Valley resident thought that the cycle-walkways may bring increased traffic as people may drive up the Valley with their bikes in the weekends to use the tracks.
- There is a lot of litter along pathways and signs are broken and damaged along Tui Glen behind the bowling green.
- A walkway from Parrs Cross Road to Knock na Gree was requested.
- What about all the walkways proposed for years in Oratia?
- Footpaths are the priority in Oratia.

Other comments

- Several people expressed support and thanks for the tracks already provided.
- Could the rubbish collector on a motorcycle maintain the paths in terms of keeping them free of rubbish?
- History signs should be higher up.
- What an asset this will be.
- A very worthwhile initiative to enhance the area.
- Exciting developments afoot, well done!
- Glad to be asked.
- These ideas are great and regular use of them will be great.

6.2 Lower Oratia/Waikumete route

The following links and bridge crossings were supported:

- The bridge crossing from Millbrook Road to the Sunnyvale Rail Station.
- The link/crossing at Brashier Crescent.
- The link from the Waitakere Table Tennis Stadium to the Sunnyvale railway line. A Henderson Valley resident was concerned about the driveway alongside the Table Tennis Stadium; the carpark has been fixed but the driveway is dangerous when picking up children, it is full of potholes.

A key suggestion made by around half a dozen people was to move the proposed bridge from the bottom of Newham Place further towards the end of Hulme Place, so that when new development goes in there those people have better access.

One person commented that there is a shortage of green space and things for local children and young people to do in this area, and suggested putting a bulge in the path to allow open space for people to kick a ball and picnic in.

Further suggestions affecting the routes and link points were:

- A link across the rail lines to the back of Serwayne Place is needed - children coming from Borich Road to Sunnyvale School need safe passage there.

- A footpath/cycle path along the vacant land between the railway line and Parrs Park on one side of the road in the new development is urgently needed to link this all safely, as often people have to walk on the road (Seymour Road).
- Some areas of the route look unsafe due to their distance from houses and common areas, especially the area between Newham Place and the Sunnyvale Rail Station. This part could be diverted via Brashier Circle to Rosandich Drive, where there is an existing right of way, along Seymour Road and then back down the existing access path that goes past Sunnyvale Rail Station to link it back to the route.

General suggestions for this route were as follows.

- The existing Construction Silt Pond between Brashier Circle and Rosandich could be landscaped as it was intended and turned into a permanent stormwater quality pond, with displays for the public providing information on how stormwater from subdivisions is handled before being returned to streams and waterways.
- Extend the reserve area on both sides of the stream.
- The stream section between Rosandich Drive and the Sunnyvale Train Station is prone to flooding, it will need special attention as the public could be at risk when travelling through this when the stream is running high.
- Put seats overlooking the old oak trees alongside the track by the Sunnyvale rail station, and overlooking the bend at the end of Hulme Place, get good views up both sides of the stream.
- Support more lighting around the Sunnyvale rail station.
- Erosion along the Oratia Stream is serious, planting baby trees hasn't been effective – retaining work needs to be carried out to contain flooding waters and the stream needs dredging to ensure water flow.

Several people wanted a footpath along both sides of Seymour Road and to have traffic lights at the end of Seymour Road by Parrs Park, and safer ways to cross that road by foot.

6.3 Lower Opanuku route

Corban Estate – Significant suggested modifications to the routes through Corban Estate have been made as a result of walkovers with Council, safety and access by design advisors and Corban Estate staff. The preferred route separates walkers and cyclists, taking pedestrians through the Estate and cyclists round the bottom of the Estate on a cycling path separated from vehicle traffic.

The existing Opanuku walkway – several people wanted better maintenance of the existing walkway, including the pathway at the end of Claret Place and the wooden walkway from Henderson Park to Keeling Road. One person felt that the existing Opanuku track would be better if it came onto Henderson Valley Road closer to the pedestrian crossing.

Another person mentioned huge ditches along Border Road creating safety problems.

Henderson Valley residents had major issues with the state of the roads, especially given the increasing car usage in the area, and lack of footpaths. One person suggested that from the corner of Candia Rd and Henderson Valley Road it should be one way up Candia Road, as it is very narrow and dangerous with cars turning into driveways.

6.4 Feedback on the Draft Lower Oratia Stream Reserve Management Plan

There were five written responses to the Draft Reserve Management Plan, all of which were supportive of the cycle/walkway project. Two people wrote:

“Love the new cycle/walk way” and “Looks great - a huge asset to the area”.

Concerns involved:

- The need to control rubbish in the parks and waterways.
- Tagging on the reserves’ fences.
- Maintenance of council plantings and reserve lawns.
- The need to control loose dogs.
- Use of deciduous trees whose leaves block drains and spouting.

Suggestions made were:

- Incorporate a viewing platform on the rail bridge close to Newham Place to provide an opportunity to watch trains.
- Plant low and medium height shrubs to deter rubbish dumping and “tagging”.
- Return a rubbish trap in the waterway to filter out large rubbish from the stream.

7.0 Response to consultation feedback

This final section outlines how key consultation feedback issues were or will be taken into account in the design and construction of the walk and cycleway.

Issue	Response
Planting feedback	This will be incorporated into all planting programmes around the cycle and walkways and stream banks, via the Project Twin Streams and Parks planting programmes.
Ideas for local stories, art works, history and special features to reflect along the routes	These ideas will be forwarded to all those involved in creating art works for the cycle and walkways, from Council’s arts section to local schools, community groups and artists.
Safety issues – regular exit points, separating cyclists and walkers, lighting, signage, dogs, fencing, access and surfaces	Regular exit points are being incorporated, including an extra point on the Lower Oratia route from Newham Place to Parrs

	<p>Cross Road. Lighting will be provided at key points only. Dog bylaws will apply. Fencing will be minimal and only where absolutely necessary. Cyclists and walkers will not be separated, but path width will not be less than 2.2m, and in most cases 2.5 or 3m. Full pram and wheelchair access will be provided along all of the new routes (excluding the existing Lower Opanuku walking track), and all but several entry and exit points will be fully accessible (these will be well publicised).</p>
Ensure high quality ongoing maintenance of the routes.	Council's Parks section has undertaken to provide full maintenance, except where there is significant damage to paths, in which case Roding/Transport Assets will address the problem.
Provide rubbish and doggie bins.	Rubbish bins will be provided at key entry and exit points only; doggie bins will not be provided.
Provide public toilets, car parking, open shelters and drinking fountains.	These will not be provided initially, but can be considered in the future, once it is clear how the routes are being used.
Provide seats, picnic and rest areas at key vantage points.	These will be provided.
Provide cycle racks.	These will be provided at key points.
Provide fitness trails and events.	Fitness trails can be considered once the routes have been operating for a short time, and events will be developed via Project Twin Streams, among other groups such as local schools.
Publicise the routes.	A communications and promotions plan will publicise the new routes and provide updates as they are being built.
Lower Oratia/Waikumete Route	
Move the proposed bridge from the bottom of Newham Place further towards the end of Hulme Place.	This is being explored in terms of legal and access issues.
Provide a footpath along Seymour Road.	This has been forwarded to the Roding section of Council.
Provide green spaces along the route for children to play in.	This is being investigated by Parks.
Put seats by the old oak trees by the	A feature will be made of this area, with

Sunnyvale Rail Station.	seats provided.
Provide more lighting around the Sunnyvale rail station.	This will be provided.
Lower Opanuku route	
Corban Estate – review options for route.	Several meetings were held with key parties and a preferred route was developed, involving a path through the Estate for pedestrians and a separate route round the bottom of the Estate for cyclists.
Address existing maintenance issues on the current Opanuku walkway.	These issues were forwarded to the Parks team who is addressing them by the end of October.
Provide more footpaths in Henderson Valley and deal with ditches along Border Road.	These requests were passed on to Roading and Ecowater.
Unrelated queries	
Are there plans to link the Japanese Gardens to Cranwell Park?	The Japanese Gardens will be moved to the new Civic Centre in Henderson, and a walkway cannot be completed between those areas as there is some private land owned down to the stream bank and access is not supported by the owners. This is a possibility at a later time if that land is sold.
Extend the Rewarewa Stream walkway to Margan Avenue.	This is programmed for construction in 2011/12.
Join up the walkways along the Whau Creek.	This is not planned as it would involve a significant amount of private land.
Provide better maintenance of existing walkways, especially around Tui Glen.	This has been passed on to the Parks team - note that a significant upgrade of the Tui Glen area is occurring in the next six months.
Provide a walkway from Parrs Cross Road to Knock na Gree and more walkways in Oratia.	This is not being considered as it involves a significant amount of private land.