

Auckland Transport

Local Active Modes Plan for West Waitematā

February 2025



Contents

Introducing the plan

Context	4
The vision for the plan	4
Study area suitability	4
What’s included?	5
What isn’t included?	6

Study area context

People and place	8
Transport context	9

Developing the plan

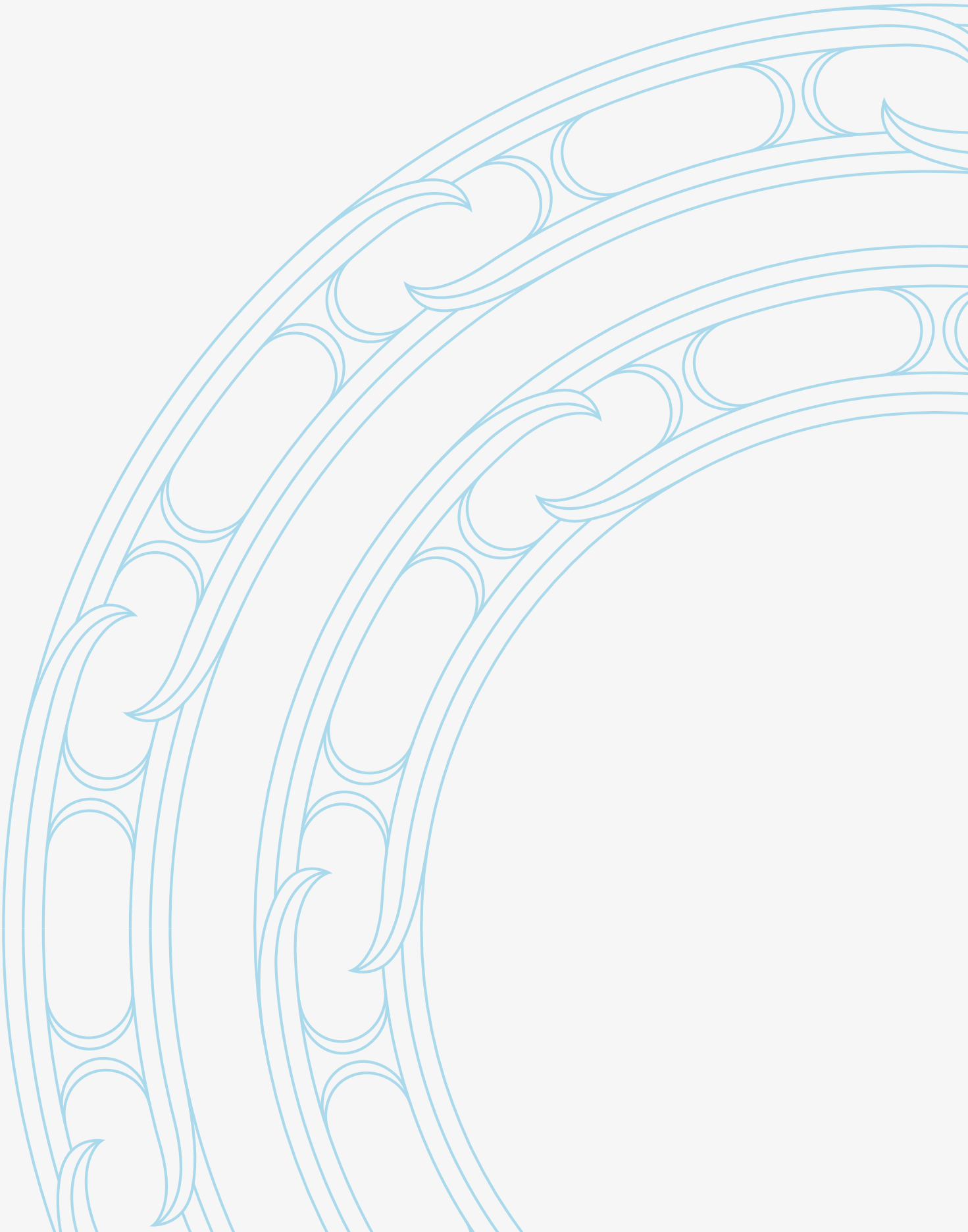
Process	11
Community Engagement	12
Project categories	14

The programme

Quiet routes and gap fillers	16
Neighbourhood treatments	17
Intersections, crossings and cut throughs	18

Appendix

Detailed programme	22
Example quiet route	23
Example neighbourhood treatments	24



Introducing the plan

Local Active Modes Plan
for West Waitematā



Introducing the plan

Context

- The western suburbs in the Waitematā Local Board area are a great place to live, with access to green spaces, harbour beaches, waterfront promenades, a vibrant hospitality scene, and proximity to the city centre. The area's central location, developing network of cycling and walking paths, and relatively few busy arterial roads make walking and cycling popular means of transport.
- To make active modes of travel accessible to more people, ongoing investment is required to make the road conditions safe and attractive. Sometimes this will require solutions that are complex to deliver. However, there are also simple and effective improvements that can enhance the user experience on popular walking and cycling routes, improve connections, or raise awareness of existing paths.

The vision for the plan

- The Local Active Modes Plan (LAMP) for West Waitematā outlines a programme of small scale but effective walking and cycling improvements. It provides a pipeline of quick-wins that are community driven, and feasibility tested.

Having this pipeline:

- Helps coordination across programmes meaning we can get better outcomes when infrastructure investment occurs in roads, streets, parks.
- Ensures readiness to take advantage of new funding opportunities such as Waka Kotahi's Streets For People programme.
- Provides a set of projects/initiatives that the Local Board may wish to fund through their transport capital fund.
- The Local Active Modes Plan will attract investment and resource to the area. It will ensure that on-going efforts are made to make the area's roads, streets and public spaces safer and easier to get around on foot or by bike.

Study area suitability

The western part of the Waitematā Local Board area has been selected for this LAMP because it has:

- ✓ High rates of walking + cycling relative to other parts of Auckland.
- ✓ An engaged and supportive Local Board on the subject of walking, cycling and placemaking.
- ✓ High quality facilities to supplement with smaller scale improvements.
- ✓ Land use and transport context that is well suited to walking + cycling.
- ✓ Five of the six priority Greenways set out in the Waitematā Greenways Plan.



What’s included?

The Local Active Modes Plan aims to identify easy and low-cost improvements for walking and cycling. This approach helps ensure the plan is resilient to changing transport funding and political priorities. Simple projects can also be quickly designed, installed, and have minimal impact on other road users, allowing communities to benefit sooner.

The Local Active Modes Plan includes projects which aim to:

- Make it easier to cross the road with better crossing facilities.
- Reduce traffic speeds in key areas like popular walking/cycling routes, town centres, and schools.
- Reduce traffic volumes in residential streets.
- Add cycle lanes (protected or painted) where space allows and it’s unsafe to share the road.
- Improve existing cycling routes with things like ramps, path widening.
- Enhance public spaces with parklets, seating, bike parking, and landscaping.
- Provide signs and markings to guide people towards good walking/cycling routes and promote safe interactions.

For information around the infrastructure included in these types of projects see the [Local Path Design Guide](#).



What isn't included?

To keep things simple, the plan avoids:

- X** Major construction projects – which are complex, expensive and disruptive.
- X** Significant changes on main roads – which are busy and have many competing uses.
- X** Removing on-street parking in high demand areas – such as town centres and schools, which requires careful planning and community input.
- X** Improvements for other transport modes – focusing instead on walking and cycling to meet the plan's goals.

*Community engagement for the LAMP highlighted a desire to expand the cycle network along main roads through the study area. While not a focus of this plan, it remains Auckland Transport's aspiration to provide safe cycling facilities on roads included in the Strategic Cycle and Micromobility Network outlined in [Future Connect](#).



Study area context



Study area context: people and place



Study area context: transport context

Network snapshot:

Public transport network

- Bus: OuterLink and InnerLink (frequent), 20 (frequent), 105 (connector), 101 (peak period).
- Train: Karanga a hape Station opening around 2026 as part of CRL. Will significantly enhance access to Ponsonby from wider Auckland (generating walking + cycling/scooter trips to/ from the area).

Roading network

- Local roads generally laid out in grid pattern.
- Main roads follow ridgelines.
- State highway network (SH16, SH1) carries external traffic around the study area without it having to flow through.
- More congested parts of study area focused around motorway on/off ramps (Curran Street, Wellington Street, Hopetoun Street, Newton Road, Western Springs).

Walking network

- Footpath assets generally in good condition. Some locations with tree root damage.
- Good provision of recreational walking facilities/ greenways through reserves and waterfront.
- Block size, scale and land-use relatively walk-able.
- Intersection geometry and crossing distances often encourages fast driving. As a result, some local roads are unsafe/unpleasant to cross especially during peak times.

Cycling network

Developing network of protected cycleways including:

- Northwestern shared path following SH16, connecting to the City Centre via the Lightpath and Nelson Street.
- Franklin Road and Karangahape Road connecting study area to City Centre and regional routes.
- Varying level of service on key greenway routes. Greenways 1, 3 and 4 are most progressed.
- Pt Chev - Meola Road and Great North Road (in delivery).
- Pt Chev route will connect to Mt Albert shops along upgraded Carrington Road (Housing Infrastructure Fund project).

8,790 people

travel within the study area for their work/education

6,876 people

travel from the study area to the city centre for their work/education

33%

of study area residents walk to their place of education. The Auckland wide figure is 21%

Residents of the study area are **four times** most likely to cycle to work/education than the average Aucklanders

Developing the plan

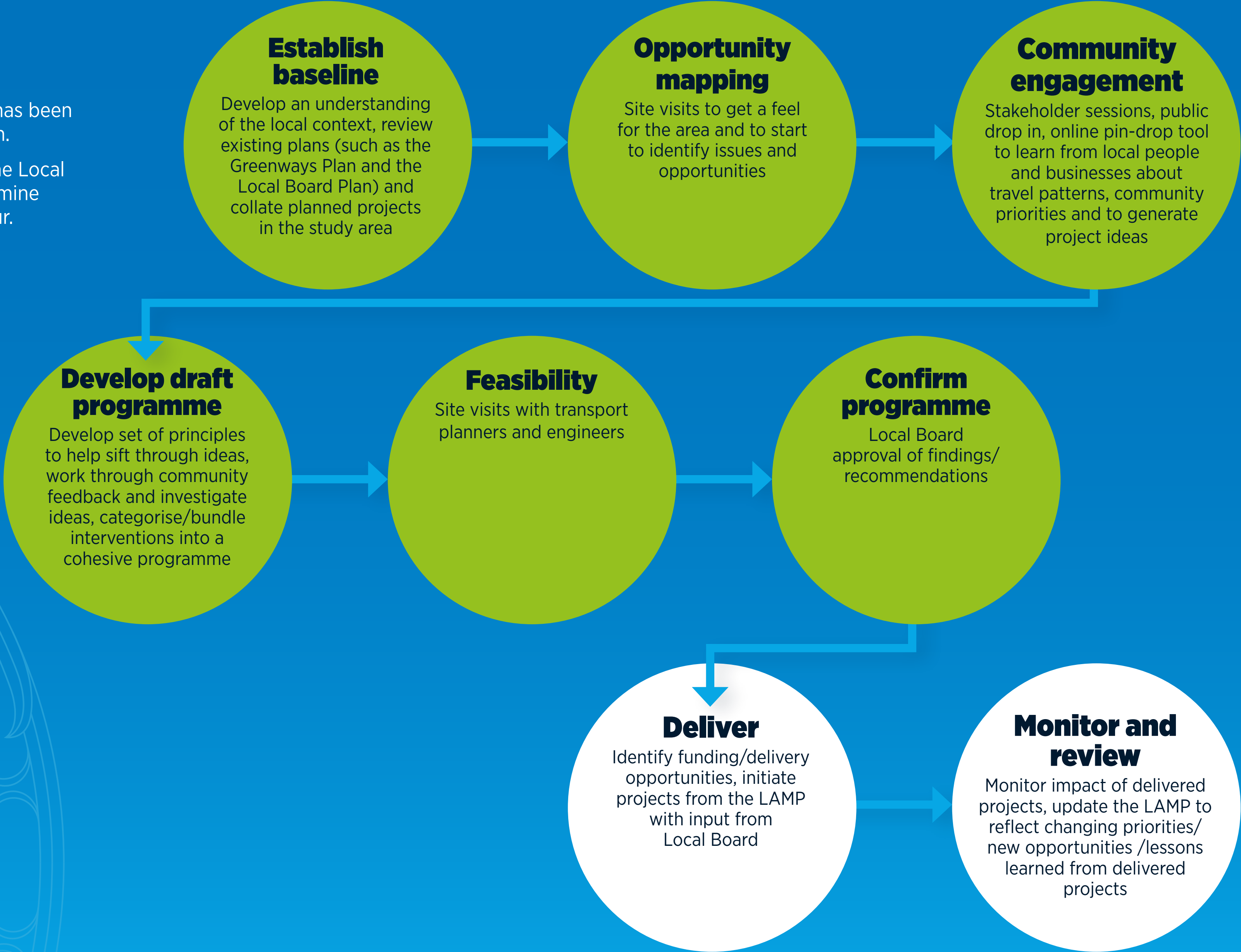
Local Active Modes Plan
for West Waitematā



Process

Collaboration between AT and the Waitemata Local Board has been central in shaping the vision and purpose set out in this plan.

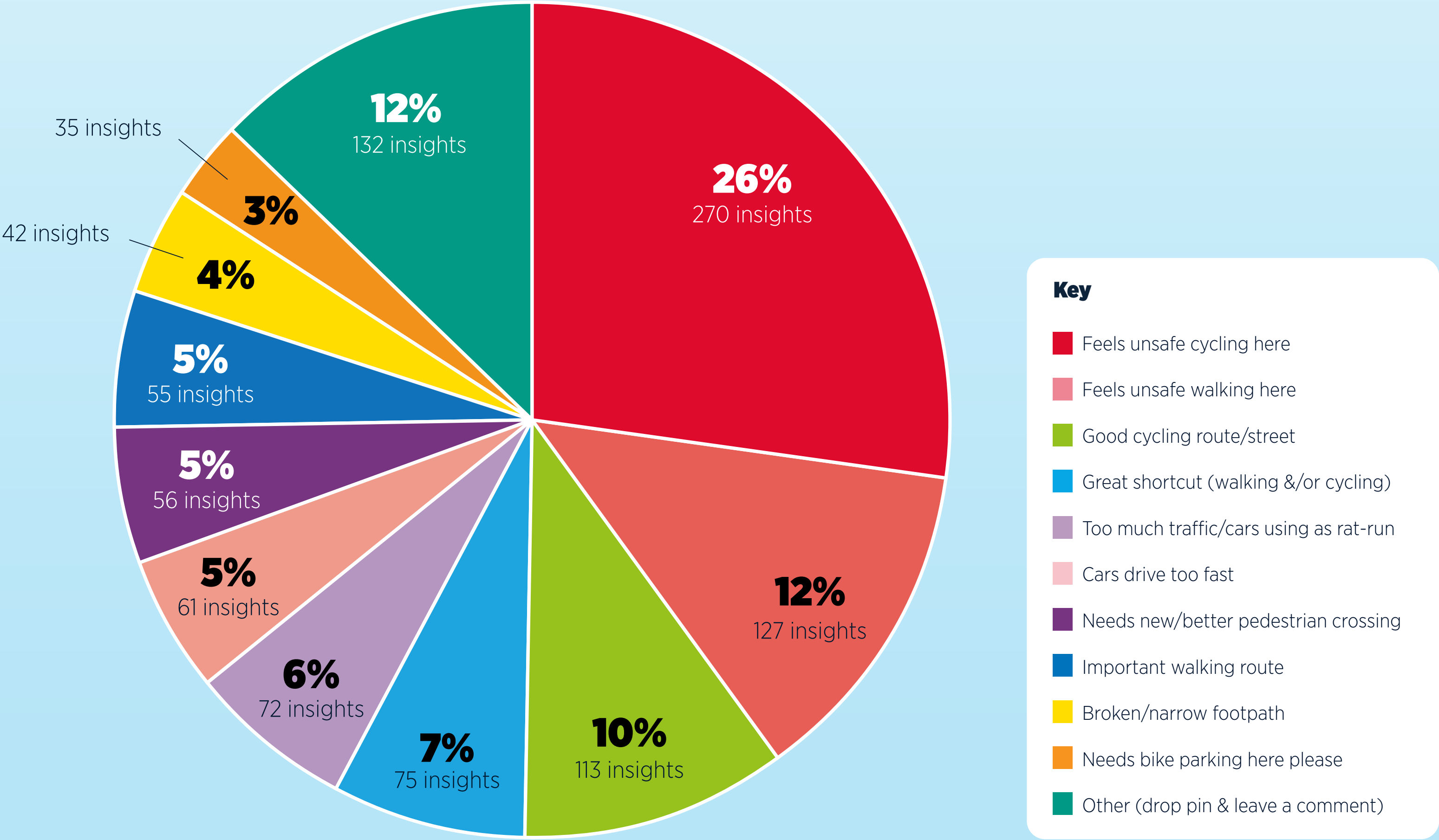
The plan supports the priorities and aspirations set out in the Local Board Plan (2023) and enables a community voice to determine how and where walking and cycling investment should occur.



Community Engagement

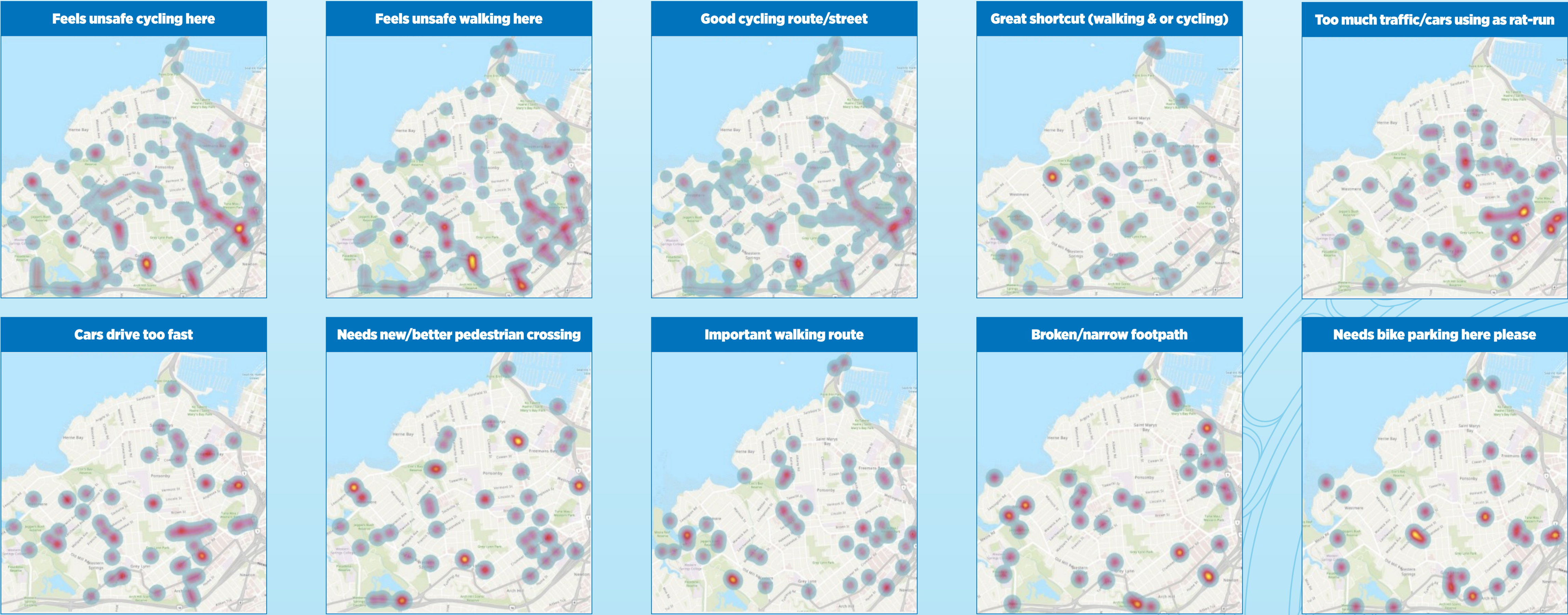
- Community engagement for the Local Active Modes Plan was carried out to gather insights and ideas from local residents who know the area best.
- We heard that people highly value the network of paths, cycleways, boardwalks, and green spaces in their area. We appreciated the enthusiasm from the community in engaging with us on this topic.


Breakdown of insights by category:



Community Engagement

The heat maps below show the locations where we received the most feedback on various themes.



Key:
Less feedback  More feedback

Project categories

- Interventions identified through the community engagement were sense checked against the LAMP guiding principles for inclusion in the programme.
- Interventions are assigned to the following categories:

Project category	Projects in this category involve:
Quiet routes and gap fillers	Establish new quiet routes by upgrading cycling and walking facilities along the key movement desire lines. These will generally follow routes off main roads that are already favoured by people cycling/walking. Also looks at some busier roads where lighter touch treatments might be feasible (e.g. up-hill only protected cycle lanes, new crossings where a quiet route intersects with a busy road).
Neighbourhood treatments	Areas where a neighbourhood wide view should be taken. E.g. where the community has identified speeding through-traffic is an issue and there is an opportunity to reduce traffic volumes and speeds.
Cut throughs	Where pathways through parks are also useful pedestrian/bike cut throughs, interventions should ensure the paths are wide, accessible, safe, well sign posted etc.
Stand-alone intersections	Pedestrian and cycling safety and level of service improvements at intersections. At locations not captured in Quiet routes and gap fillers or Neighbourhood treatments.
Stand-alone mid-block crossings	New or upgraded mid-block crossings. On pedestrian desire lines but not captured in Quiet routes and gap fillers or Neighbourhood calming initiatives.
Way-finding, signage, maps	An area wide local way-finding strategy should be designed and implemented to support the new and existing network of quiet routes. Explore the use of sharrows (and other cycling treatments) as a local way-finding approach as well as a method of raising awareness of the network. Local walking + cycling maps should be produced and distributed (including at the Bike Hub).
Minor Improvements	Where people have identified specific safety issues on the network these should be addressed as soon as possible e.g. dangerous/high use vehicle crossings over an existing cycleway. Also includes missing pram ramps, foopath renewals, general maintenance issues.
Bike parking	List of Sheffield stand locations for bike parking team to deliver. Trial modular bike parking at destinations that are set back from road reserve land including parks. Fund permanent bike parking in parks.

The programme



Local Active Modes Plan
for West Waitematā

Quiet routes and gap fillers



- The green arrows reflect key movement corridors that could be upgraded with light touch treatments to form a network of quiet routes.
- More information is provided on each project in the appendix along with an existing example from within the study area.

Legend

Study area boundary

Existing and committed protected cycleway

Existing greenway

Greenways sections currently untreated

Town centre

Key routes/gap fillers

1

 Meola to Westhaven stitch

2

 Westmere to West Lynn

3

 Greenway 5 extension (Old Mill Road to Richmond Shops)

4

 Greenway 5 improvements (Franklin Road to Richmond Shops)

5

 John Street Link

6

 College Hill Connection

7

 Ponsonby Road By-pass

8

 Hepburn Connection

9

 Wellington Street

10

 Houpetoun Link

11

 Newton Road By-pass

12

 Bond Street Connection

13

 Greenway 6 (Crummer Road)

14

 Rose Road

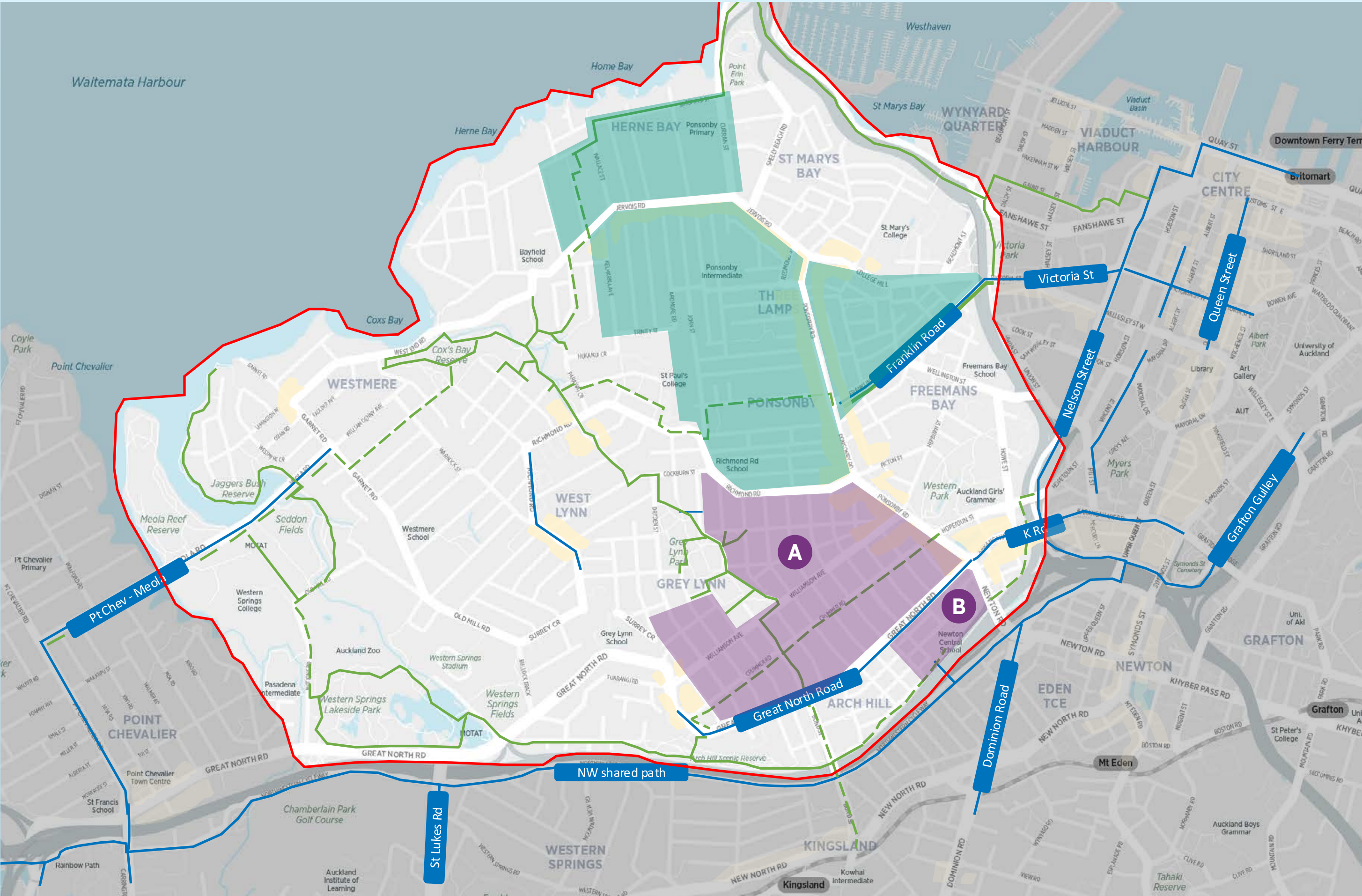
15

 Western Springs to Grey Lynn

16

 Ivanhoe Link

Neighbourhood treatments



- The green areas are neighbourhoods where there’s already been quite a bit of traffic calming done.
- Our investigation and engagement has found that purple area **A** has a lot of fast moving through traffic. There is an opportunity here to take a neighbourhood wide approach towards calming, discouraging through traffic to some extent.
- Purple area **B** represents the planned Newton School Area Safety Improvements project that is in design phase.
- More information is provided on each project in the appendix along with an existing example from within the study area.

Legend

Study area boundary

Existing and committed protected cycleway

Existing greenway

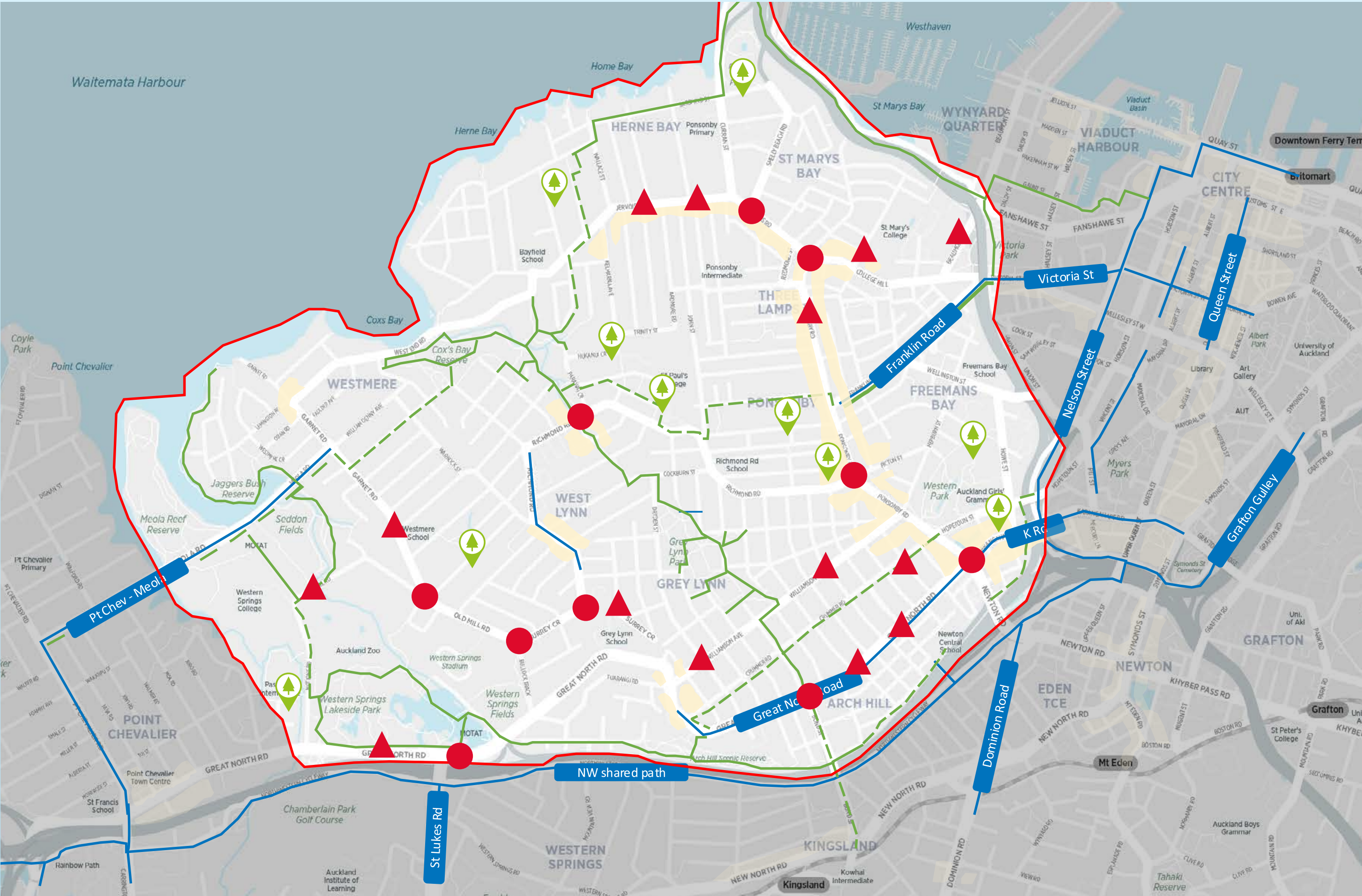
Greenways sections currently untreated

Town centre

Existing calmed neighbourhoods

Priority areas for further investigation

Intersections, crossings and cut-throughs



- This map shows intersections, crossings and cut-throughs to be investigated for further improvement (not elsewhere captured).
- More information on these project types is provided in the appendix.

Legend

- Study area boundary
- Existing and committed protected cycleway
- Existing greenway
- Greenways sections currently untreated

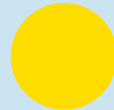






- New/upgraded mid-block crossing
- Intersection improvements
- Cut-through improvements

Appendix

Local Active Modes Plan
for West Waitematā



Detailed programme

#	Project name	Project description	Cost
Quiet routes and gap fillers			
1	Meola-Westhaven Stitch	<p>This connection addresses the gap in the network between Meola Rd and the waterfront route through Herne Bay that will open up once the Pt Chevalier – Meola upgrade is completed. The opportunity here is to provide a quiet route alternative to West End Road.</p> <p>Opportunities might involve providing wayfinding to direct users to one of the parallel local roads, probably William Denny Ave, and upgrades to paths through Cox’s Bay reserve (behind and around the pavilion and between Kingsley Street and Regina Street). Minor speed calming measures, ground markings, and intersection improvements to help people cross side street would make the route even more attractive.</p>	
2	Westmere to West Lynn	<p>This route provides attractive, direct access to West Lynn shops. It could be further improved with some minor crossing improvements to side streets, speed calming, ramps, wayfinding and ground markings. Potential to tie in with existing planned safety improvements around Larchwood Ave, Peel Street, Warnock Street intersection.</p>	
3	Greenway 5 Extension (Old Mill Road to Richmond Rd Shops)	<p>This connection uses the quiet, tree-lined Hakanoa Street and Francis Street to connect the small commercial cluster on Richmond Road, with the West Lynn Shops and up to the Old Mill Road ridgeline. The route already has some speed calming measures but could be further improved by providing wayfinding, better crossing opportunities (kerb buildouts, new pram ramps) and by providing a small section of up-hill protected cycleway.</p>	
4	Greenway 5 (Richmond Rd Shops to Franklin)	<p>The intersection of Richmond Rd and Lincoln St is on a key desire line for people wanting to access the small cluster of shops and also for people moving through the area wanting to get to Ponsonby Road. This route could provide a better intersection crossing treatment and support access to Ponsonby Rd and the local shops with ground markings and way-finding.</p>	
5	John Street Link	<p>John Street provides the most direct route between Jervois Rd and Richmond Road for both people walking and cycling but also car traffic. It is relatively busy street, very narrow with parking on both sides of the street that often blocks footpaths. Opportunities to improve the connection for people walking and cycling as part of the LAMP are limited but some opportunities could involve minor intersection improvements and ground markings to signal that it is an important connection for people on bikes.</p>	
6	College Hill Connection	<p>College Hill is a significant traffic route to the State Highway network, Jervois Rd and Ponsonby Road. Significant changes would be outside the scope of the LAMP. There is already a cycling connection to the City Centre cycling network at the Victoria St end which ends abruptly outside the supermarket. College Hill is very wide and there could be opportunities to provide some marginal improvements with minimal physical works and without impacts on parking or traffic by using some of the redundant roadway space. It would be feasible to provide better crossing opportunities and continue the cycle connection a little further up the hill with line marking changes and bolt down traffic islands.</p>	
7	Ponsonby Road By-pass	<p>We heard that people found Ponsonby Road an unsafe and unattractive place to cycle and that some people found it hard to cross the road easily. Improving the cycling condition on Ponsonby Road falls outside the scope of the LAMP as it would likely involve major works and impacts on parking.</p> <p>This LAMP connection would provide an alternative route for people taking local trips that wanted to avoid cycling on Ponsonby Road. It could involve highlighting the alternative route with way-finding, signage, ground markings and some ramps.</p>	

Key:









 = <\$200K

 = <\$200K-\$500K

 = \$500K-\$1M

 = \$1M-\$2M

Detailed programme (continued)

#	Project name	Project description	Cost
Quiet routes and gap fillers			
8	Hepburn Connection	This route provides a direct and attractive route from the bottom of Franklin Road up to Ponsonby Road. For people on bikes it provides an alternative to having to navigate Ponsonby Road when accessing the western edge of the City Centre from Williamson Ave. Opportunities involve improving crossing opportunities on side roads, wayfinding, providing a contra-flow cut through for people on bikes at Ponsonby Road end and adding sharrows.	
9	Wellington Street Link	Wellington St is a key traffic access point to the State Highway network but is also home to Freeman’s Bay School. We heard people found it hard to cross the road, especially from Howe St. There are opportunities to potentially improve crossing options on Wellington St and to also provide better cycling connections between Hepburn St and Franklin Rd due to the very wide carriageway.	
10	Hopetoun Link	When CRL opens, Hopetoun Street via Beresford Street will provide a slightly quicker route between Ponsonby Road and the new station. The route could be improved with better crossing facilities and potentially short sections of cycling infrastructure.	
11	Newton Road By-pass	Newton Road is another key connection as it provides an opportunity to cross the state highway network. The upper part is unattractive due to the high traffic volumes and speeds of traffic accessing the state highway. This connection provides a quiet alternative route for people walking and on bikes who want to access Karangahape Road. The connection could be improved with better wayfinding, ramps, path widening and potentially sections of up-hill cycleway.	
12	Bond Street Connection	Bond Street is one of the key connections across SH16 between the Waitemata Local Board area and destinations south of the motorway. Once the Great North Road project is completed this connection will become even more attractive for people walking and cycling. There is limited opportunity to provide a high level of service for people walking and wheeling without significant physical upgrades to the bridge and removal of parking, both of which are out of scope for the LAMP. The opportunity lies in providing wayfinding improvements, ground markings to support on-road cycling, mid-block crossings and potentially short sections of uphill cycle lanes.	
13	Greenway 6 (Crummer Road)	Crummer Street is on the Local Board Greenway Plan and has already been traffic calmed with one-way mode filters in two locations (Ponsonby Rd and Scanlan Street). The connection could be further improved by improving crossing opportunities with kerb build-outs, additional traffic calming, wayfinding, providing contra-flow cut throughs for people on bikes, and signage.	
14	Rose Road	Rose Road is a relatively quiet road that provides a good connection between Ponsonby Rd and the existing Greenway at Grey Lynn Park. We heard that extraneous traffic between Great North Road and Richmond Road sometimes goes too fast. The street is very wide and crossing distances at side street intersections are long. The route could be improved with kerb build-outs to help cross the road at intersections, traffic calming and wayfinding. The top end of Rose Road could be transformed into a plaza so any improvements should support those longer-term aspirations.	
15	Western Springs to Grey Lynn	Once the Great North project is completed there will be a gap in the cycling network connecting Grey Lynn Shops with the Western Springs precinct. The state highway on-ramps and high traffic and bus volumes puts significant changes outside the scope of the LAMP. However, some low-cost improvements could be made by providing a dedicated up-hill cycleway given the wide width of the corridor.	

Key:  = <\$200K  = <\$200K-\$500K  = \$500K-\$1M  = \$1M-\$2M

Detailed programme (continued)

#	Project name	Project description	Cost
Quiet routes and gap fillers			
16	Ivanhoe Link	The state highway causes severance between the Waitemata Local Board area and destinations to the south. The Ivanhoe link is important because it is one of the few locations where people can cross the State Highway. It is also part of Greenway 4. The current link could be improved with some traffic calming, sharrows, way-finding.	
Neighbourhood treatments			
17	Grey Lynn Neighbourhood	People have told us that this area has a lot of fast moving through traffic. Road and intersection geometry in this area encourages fast driving with minimal traffic calming in place and extraneous traffic between Great North Road and Richmond Road. Opportunity to look at ways of calming, discouraging through traffic. Expanding the use of interventions that are already in place such as the one-way mode filters on Crummer Road (Ponsonby Road and Scanlan Street intersections) and on Grosvenor Street (Great North Road intersection). Making through movements less attractive for traffic would also support safer walking and cycling on Crummer Road and Rose Road which are routes to and from Ponsonby and the City Centre for people walking and cycling (project # 13 and 14).	
18	Newton/Arch Hill Neighbourhood	Existing project in design phase looking at ways to make this cluster of streets surrounding Newton Central School safer through crossings and kerb build outs.	
Cut throughs (not elsewhere captured in the programme)			
-	-	Where pathways through parks are also useful pedestrian/bike cut throughs, interventions should ensure the paths are sufficiently wide, universally accessible, safe, well sign posted etc.	*
Stand-alone intersections (not elsewhere captured in the programme)			
-	-	Pedestrian and cycling safety and level of service improvements at intersections. At signalised intersections in-scope treatments likely to include kerb-ramps to shared corners, advance stop boxes, hook turn boxes, signal phasing tweaks. At non-signalised intersections, kerb buildouts, traffic calming treatments, stop/give-way controls.	*
Stand-alone midblock crossings (not elsewhere captured in the programme)			
-	-	New or upgraded mid-block crossings on pedestrian desire lines. Level of treatment dictated by site specific factors and available budget. Pedestrian refuge islands as minimum treatment through to signalised crossings as maximum.	*
Way-finding, signage and maps (area-wide)			
-	-	An area wide local way-finding strategy should be designed and implemented to support the new and existing network of quiet routes. We're keen to explore the use of sharrows (and other cycling treatments) as a local way-finding approach as well as a method of raising awareness of the network. Local walking + cycling maps should be produced and distributed (including at the Bike Hub).	

Key: = <\$200K = <\$200K-\$500K = \$500K-\$1M = \$1M-\$2M

*Cost range estimates relate to total cost for a number of sites within this project category. Individual sites may be treated at a lower, per-site cost.

Example quiet route

- This is an example from within the study area of an existing quiet route/greenway.
- This route connects West End Road through to Great North Road via Cox's Bay Reserve and Grey Lynn Park.
- Existing interventions include:
 - pathways in parks and some sections of footpath have been widened to accommodate bikes as well as people.
 - roads and streets between the parks have been treated with minor improvements e.g. traffic calming, safe crossings.
 - useability and accessibility improvements throughout such as kerb ramps, tactile paving.
 - legibility improvements such as ground markings, signage and way-finding.
- Benefits:
 - engagement showed route feels safer and more user-friendly for a wider range of user ages/ability levels.
 - engagement showed route is very popular recreational asset for the community as well as functional from transport perspective.
 - promotes/improves access to local shops, cafes, parks.
 - cheaper and less disruptive to deliver than upgrades on main roads.

The programme



Example neighbourhood treatments

- This is an example from within the study area of a neighbourhood that has already been treated to discourage through traffic.
- The neighbourhood borders three busy roads with strong potential for excessive volumes of through traffic.
- Interventions have been implemented to discourage extraneous traffic that does not have an origin or destination within the area.
- The area is still permeable for vehicles (as indicated by green arrows) but attractiveness to extraneous traffic has been reduced.
- Wherever permeability is reduced for traffic, access for people on foot/bike is maintained (concept is called filtered permeability).
- Benefits:
 - engagement showed streets are quieter, safer, more pleasant for local residents and people walking/biking through.
 - street layout (particularly on cul-de-sacs) encourages/facilitates social interaction with neighbours fostering stronger sense of community and wellbeing.
 - frees up road space for other uses (car parking, green space, informal play space, community gatherings etc).

