

Waiheke Island Pathways plan

The Waiheke Local Board's 10 year plan to make it safe and easy for people to walk or bike on our island.

If we make it safe and easy we:

- enable kids to walk or bike to school, or to their mate's place, just like we did
- encourage our visitors to discover the real Waiheke at their own pace
- make some short trips a walk in the park,
- make it easy for people to include a bit of exercise in their everyday routine
- leave the car parks free for those who need them

Waiheke can be a great place to get around on foot or by bike. Distances are short, electric bikes flatten hills and, you might even bump in to some friends along the way. This plan sets out the steps we need to take to make walking or riding safe. That way we can choose to walk, bike or take the car every time we make a trip.

—
SAFER
HEALTHIER
HAPPIER
—

April 2019

What's the problem?

Walker and bike rider numbers are steadily growing on Waiheke. That's a good thing. But our roads are often not designed to accommodate them.



Jellicoe Parade - walking to school



Surfdale shops - riding to school



Church Bay Road - walking from vineyards



Oceanview Road - narrow cycleway with loose gravel

"I'd love my kids to walk or bike to school, but it's just not safe."

It's just not safe:

It's not safe to walk down Jellicoe Parade where you have to walk on a winding road that's barely wide enough for two cars to pass. It's not safe to walk up Waiheke Road in Onetangi when the footpath stops before a blind corner.

- **We need footpaths (even if they're just grass) alongside the roads that connect us to where we want to go.**

It's not safe to cycle past parked cars at Matiatia with buses on your shoulder.

- **We need cycle lanes to move bikes off the main road from Matiatia to Onetangi and to our schools.**

It's not safe to have bikes using the footpaths when they are going so fast.

- **We need to provide separate bike lanes or make it safer for bikes to use our quieter roads.**

It's not safe when footpaths and cycle lanes just stop without explanation and you're suddenly forced to share our main roads with cars and trucks.

- **We need to prioritise fixing these pinch points so that people are safe for their whole journey, not just part of it.**

A bit of a hotch-potch

Waiheke's footpath and cycle lane network is a bit of a hotch-potch. Over the years we have responded to problems and have done what we can, in the best way we can find.

Haven't done the hard bits

There's no plan. Some things work - there's footpath (of sorts) on the main road all the way from Matiatia to Onetangi, but the cycle lanes stop suddenly at the difficult to build bits.

There are some footpaths on our connecting roads, but other key roads like Pacific Parade, Queens Drive, Jellicoe Parade, Goodwin Avenue and Waiheke Road are patchy, pitching people onto narrow roads with blind corners.

Let's plan properly

The Waiheke Pathways Plan sets out a ten year programme of upgrades, improvements, new paths and improved maintenance that should make Waiheke safe for anyone who wants to walk, bike or ride a horse.

It's a shopping list for Auckland Transport, Auckland Council, the local board and community groups to pick from.

When it's complete, we'll be able to choose whether we walk, bike or take the car, every time we take a trip. or take the car for every trip.

* more than 48,000 separate bicycle movements through Oneroa measured in one year

1 - Arterial roads

Make our main roads safer - get walkers and cyclists off the main road by providing separate footpaths and cycleways.



Details

Use the width of our biggest, fastest roads to keep everyone safe. Avoid two-way cycling on the same lane and avoid bikes sharing footpaths. Bike lanes and footpaths should be a different colour to the road to make it clear that they are not to be driven on. Ideally all bike lanes will be green.

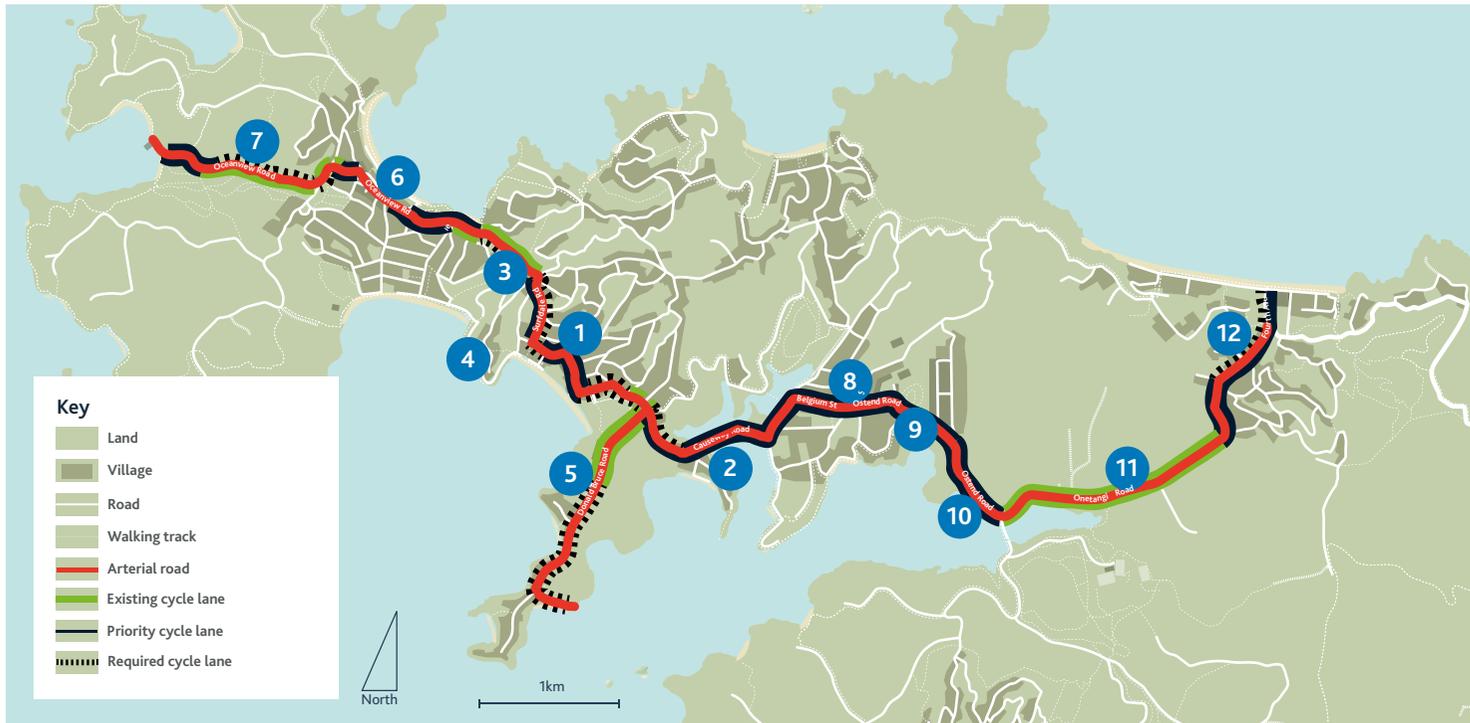
Advantages of this solution:

- Easy to understand
- Safe for walkers
- Safe for cyclists
- Flat kerb gives cyclists an 'escape route'
- Easy to maintain
- Physical barrier between cycle lane and road where space allows
- Can add path on both sides if there is space
- Horses straddle path/bike lane

The Causeway road could have a clearly marked cycle lane on the southern side and a separate cycle lane and footpath on the northern side, without losing space for cars. The different lanes are marked by white lines or flush concrete beams, without further physical boundaries, allowing cyclists to pull over if necessary, and to enable proper maintenance (sweeping gravel) so all road users can use the road safely. Loose gravel and closely spaced bumper bars/sleepers are the main reasons cyclists end up riding on the main road.

1b - Arterial road projects

Make our main roads safer by providing separate footpaths and cycleways along their whole length. Prioritise the area near the schools, safety issues and the quick wins (highlighted in yellow), that are easy to complete. Where cycle lane exists on only one side of the road use sharrow markings on other side.



7 Ocean View Rd - Matiatia
 Create continuous separate cycle lane from Wharf to Morra Hall.
 Do Wharf to Owhanake car park first.

8 Belgium Street
 Create separate cycle lanes on both sides of road.

9 Ostend Road - lower end
 Build separate cycle lane on both sides of road. Do uphill side first.

10 Ostend Road - high end
 Create new cycle lane on inland side of Ostend Road between Erua Road and O'Brien Road.
 Separate existing shared use path on coastal side in to separate cycle lane and footpath.

11 Onetangi Road
 Extend existing cycle lane from Onetangi Straight to corner before Trig Hill Road (uphill section). Create cycle lane from Trig Hill Road to existing cycle lane on Onetangi Straight towards Ostend.

12 4th Avenue
 Create cycle lane from Trig Hill Road to The Strand.

1 Surfdale Road by shops
 Design and build separate cycle lanes on both side of road.

3 Surfdale Road
 Create separate cycle lane on each side of road from Burrell to Hamilton junctions.
 Do uphill side first.

5 Donald Bruce Road
 Priority: complete separate cycle lane in uphill section from wharf.
 When possible: complete separate cycle lane in downhill sections.

2 The Causeway
 Build new cycle lane on coastal side of Causeway, extend along Wharf Road to Belgium street when possible. Separate existing shared use path on Causeway and Wharf Road into separate footpath and cycle lanes.

4 Esplanade diversion
 Divert cyclists around the Esplanade from the Red Cross roundabout.
 Use diversion or cycle route signs through this route.

6 Ocean View Rd - Oneroa
 Create separate cycle lane from Red Cross roundabout to Moa Avenue.
 Widen existing footpath between Puriri Road and Moa Avenue.

PRIORITIES

2 - Feeder roads

Make our connecting roads safer - get walkers off the road, slow down vehicles to 30km/h and remind drivers that they share the road with bikes. Start with quick wins highlighted in yellow, particularly where grass footpaths can be easily created.



Details

These are our 'connecting roads' - how we get to the main road and to the shops and services. These roads are not as busy as the arterial route, but busier than the smaller back roads. We especially need to keep walkers safe on these roads.

These roads are not raceways - their layout and width must encourage cars to take care and keep to speed limits which may be lowered, but they also must be more convenient to drive than our back roads.

Separate walkers from vehicles by providing a path, in some cases this may be grass. Cyclists share the road with cars - the roads are marked to make drivers aware of this.

Special care is needed to make sure cyclists have the option to veer onto the footpath or the grass verge in an emergency. This can be achieved by installing flat or angled concrete edges on the grass verge or on the edge of footpaths.

Advantages of this solution:

- Safe for walkers
- Flat kerb gives cyclists an 'escape route'
- Easy maintenance
- 'Sharrow' makes presence of cyclists obvious.

PRIORITIES

1 **Goodwin Ave, Hauraki Rd**
Extend concrete footpath and grass footpath along whole length of roads.

5 **Mako Street**
Create, mow and mark grass footpath.

2 **Queen's Drive, Pacific Parade**
Extend concrete and grass footpaths along whole length of road.

6 **O'Brien Road**
Extend grass footpath where possible, complement with concrete footpath.

9 **Beatty Parade**
Create concrete footpath, at least up to the end of the industrial area.

10 **Seaview Road**
Extend grass footpath where possible, complement with concrete footpath.

3 **Waiheke Road**
Extend concrete and grass footpath along whole length of road.

7 **Tui Street, Moa Ave**
Extend grass footpath down to the Esplanade.

11 **Erua Road**
Create grass footpath where possible.

4 **Cory Road**
Create grass footpath from lookout to Junction Road.

8 **Wharf Road from Belgium Street to Te Toki Road**
Remove sleepers and widen footpath.

12 **Musson Drive**
Create grass footpath for the full length of the road.

3 - Low speed residential back roads

This is where most of us live. Generally these roads are only used by residents and their visitors. We share these quiet back roads with care - slow vehicles to 30km/h discourage drivers from short-cutting through these roads.



Frank Street - narrow road makes cars slow down. There is not enough room for walkers to step off the road, but trimming vegetation could make this possible.



Bay Road - centre lanes make cars speed up, which is a problem on narrow, winding roads. The verge can be widened to allow for a safe space for walkers to step onto.

Details

The back roads are simple, single lane roads with no bells and whistles. Their layout encourages all users to slow down and be aware of their environment. These roads do not need separate footpaths or cycleways. Where possible, grass verges need to be kept weed free to allow walkers a place to step off the road when a vehicle passes by.

Advantages of this solution:

- Rural look and feel
- Limits speeding and increases safety
- Low impact design
- We get our streets back.
- Street parties facilitated by experts to look at how people would like to make their road safer. Cul de sacs, planting, natural calming etc



Communities may ask to block or slow down through traffic with moveable planter boxes. These boxes can be made with sustainable materials.



Left: The Esplanade between Surfdale and Blackpool could be made into a dead end at Blackpool, retaining it as a road but stopping its use as a short cut. Reduced traffic makes it a safe alternative to the main road for walkers and cyclists.

4 - Create off-road routes / greenways



Auckland has come a long way in the development of off-road cycle and walkways. The expertise and experience gained from these projects can be combined with local knowledge to create exciting new connections on the island.

Details

Greenways are shared off-road routes (mostly in parks) for walkers and cyclists. They are generous in size (usually at least 3m wide) and are usable in all weather conditions. These are possible new off-road shared paths for walkers, recreational cyclists and in some cases horse riders.

These routes offer opportunities to lead walkers, horse riders and cyclists away from the arterial and feeder routes and to create appealing, new connections.

This is why greenways are often made out of concrete - this is the most durable and low-maintenance solution,

but the least 'rural'. Concrete paths are recommended where paths are shared by bikes, horses and walkers or other solutions are not practical due to high use or drainage issues.

Boardwalks are a relatively expensive option. They can however provide access to areas that are otherwise out of bounds.

Gravel pathways are viable in bush sections, where overhanging trees prevent weed growth, and grass pathways are sometimes viable in well-drained and low-use areas.

Advantages of this solution:

- Keep walkers and cyclists away from roads
- Encourage visitors to walk and ride
- Improve safe access to popular destinations
- Scenic routes bypass sections of busy main road giving safer, more enjoyable experience for those not in a hurry.



Concrete pathway (Putiki Bay pathway - Waiheke)



Boardwalk (Beachlands/Maraetai)



Gravel pathway (Beresford Track, Waitakere ranges)



Grass pathway (Beresford Track, Waitakere ranges)



Concrete pathway (Grafton pathway - Central Auckland)



Boardwalk (Roy Clements Treeway, Mt Albert)



Gravel pathway (Beresford Track, Waitakere ranges)



Grass pathway (headland walkway, Waiheke Island)

4b - Off-road routes, possible projects

Selection of possible projects to create safe, off-road routes for walkers, cyclists and in some cases horse riders. They are shared paths that need to be designed to slow cyclists to the speed of other users. Some of these involve upgrading existing walkways or creating all-tide boardwalks, others require negotiation with owners of private properties.

BIKES AND WALKERS OFF THE ROAD



PRIORITIES

- 1  **Water-right gully**
Upgrade to concrete 3m wide. Key link and shortcut between ferries and Church Bay vineyards.
- 2  **Fisher Road**
Upgrade to 2m compacted gravel with separate bridle path and appropriate Kauri Dieback Disease protection. Flat link from Trig Hill to Orapiu Road removing need to bike/ride up/down Trig Hill and Waiheke Road.
- 3  **Stony Ridge tracks**
New connections. Gravel/grass recreational trail in partnership with landowners.
- 4  **Church Bay to Marae**
Upgrade to concrete 2m wide and re-gravel existing farm track from Marae. Negotiate cycle access from Church Bay Road to Piritaha Reserve. Direct route from Church Bay vineyards to Blackpool/coast.

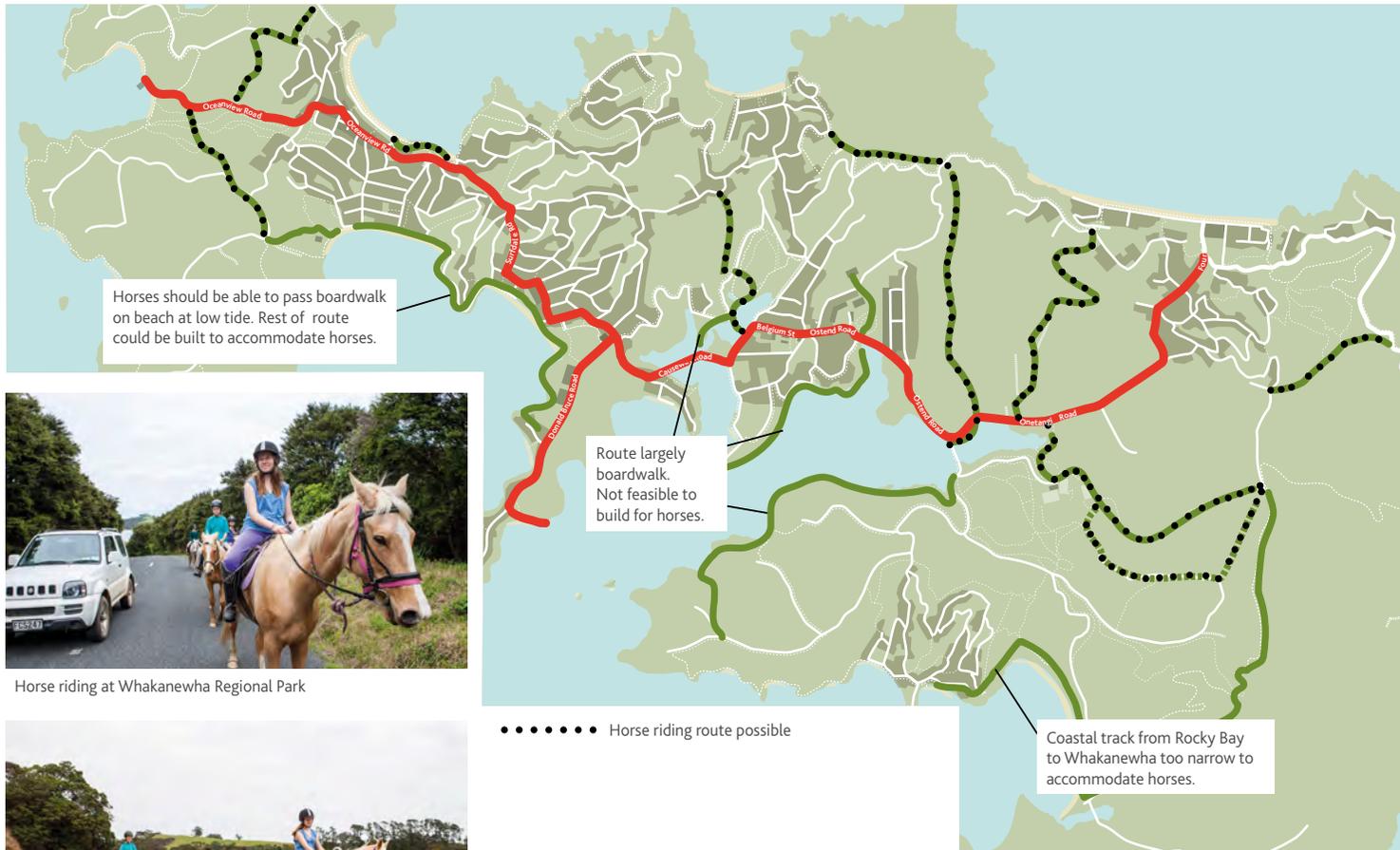
- 5  **Esplanade to Te Huruhi School**
Boardwalk at low tide, easement and access over school grounds
- 6  **High route past Church**
Concrete path. Safe off-road alternative to footpath between Little and Big Oneroa beaches.

- 7  **Owhanake treatment plant and Valley of Tranquillity**
Upgrade to concrete. Forms circuit in Oneroa and alternative recreational route to and from ferry.

- 8  **Te Toki to Sports Club**
New connection, gravel and boardwalk. Safe, direct and rewarding wetland boardwalk link from Wilma Road to Ostend.
- 9  **Wharf Road to Ostend Road below Calais Terrace**
Partly new. Boardwalk and flat grass. By passes Ostend Centre and the climb. Uses existing coastal reserve and roads.
- 10  **Junction Road to Wilma Road**
New grass connection. Safe off-road alternative to Hill and Wilma Roads.
- 11  **Thompson's Point link**
New connection. A flat link takes walkers, bikers, riders off the steep and narrow View Road.
- 12  **Sports Park to Trig Hill**
Upgrade. Possibly using Musson Drive and airfield route. Links vineyards with Trig Hill Tourism and improves access to Sports Park.
- 13  **Te Whau coastal route**
Upgrade. A flat, all tide coastal recreational route making Putaki Bay accessible to all.
- 14  **Central Track to Rocky Bay**
Upgrade. Shared 2m gravel path from Rocky Bay to Whakanewha will open up Whakanewha to walkers, bikers and riders.

4c - Horse trails

Many of the proposed greenways connections can also be made available for people on horseback.



Existing routes and trails

Horses can legally be ridden on the road or in any park (as long as they do not damage the park or represent a safety risk to other users).

Horse riding routes within parks should either be on concrete or robust gravel trails which are shared with other users or on a separate grass route which is not used by others.

New trails

Where new off-road routes are created the aim will be, where possible, to provide either a concrete or a separate grass surface for horse riders to use the route.

Given the additional cost of widening and strengthening boardwalks/coastal wooden walkways to accommodate horses it is unlikely that any boardwalk pathways (if progressed) would be suitable for horse riding use.

Priorities

Priority could be given to quick wins identified and enabled by the island's horse riding community.

The off-road routes detailed above could be constructed to accommodate horse riders as well as other users.



Horse riding at Whakaneveha Regional Park



Horse riding at Whakaneveha Regional Park

5 - Additional proposals

We intend to take three additional measures to improve walking and cycling around the island.



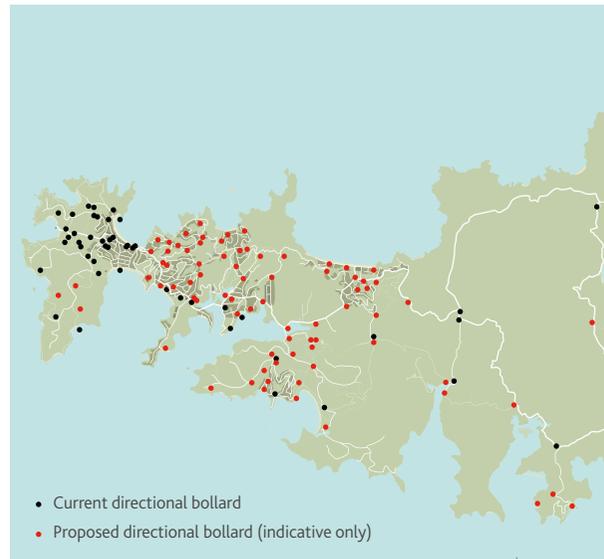
Access to the eastern end



Safe walking and cycling around Eastern Waiheke

Create grass footpaths and safe berms so that walkers and cyclists can get off the road when vehicles pass. Link Onetangi Road with Man O War Bay by establishing a direct off-road linkage over the Puke Range.

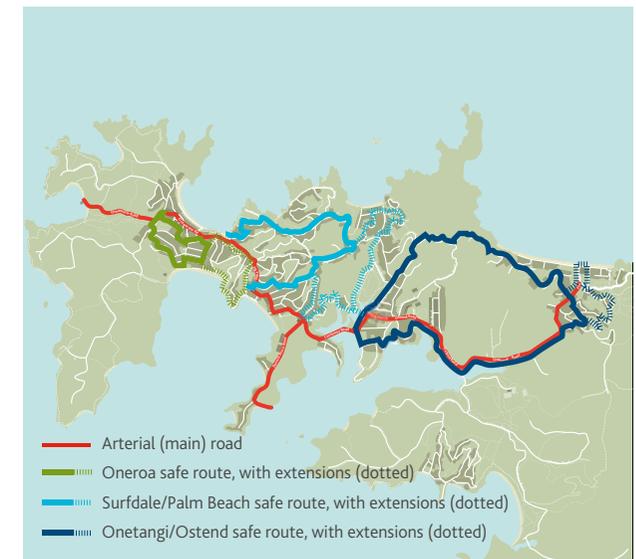
A helping hand at junctions



Clear and consistent directions for walkers and cyclists

Comprehensive wayfinding including bollards, finger boards/similar for bikes and on-road markings to help visitors choose the safest and best route.

Recommended cycle routes



Direct cyclists away from hotspots

Mark and promote safe cycling routes that direct visiting cyclists away from difficult or busy sections of road.

This will enhance the experience of visiting cyclists and reduce the pressure on our daily commuting and business routes.

1B - Additional proposals - village centres

Consider making village centres in Oneroa, Surfdale, Ostend and The Strand in Onetangi shared spaces to slow all traffic to a safe speed for these busy areas.



Advantages of this solution:

- Suits areas with high visitor numbers
- Safe for walkers
- Safe for cyclists



Reduce speed

Maximum 40km/h speed limit on these roads. Maximum 30km/h on feeder and back roads.



Keep off the grass

Some kind of angled berm or barrier (see Oneroa Beach sleepers) to stop people parking on grass footpaths.



No passing

'No passing' regulation, road marking, signage and education to minimise inappropriate passing of cyclists where it is not safe.



Educate all users

General education of all road users that bikes are free to 'take the lane' and drivers must wait for a safe chance to pass.