Waiheke Pathway plan

The Waiheke Local Board want to make it safe and easy for people to walk, bike or ride across the island.

Introduction

The Waiheke Pathways Plan is a 10 year plan to improve our footpaths, roads and trails so that it's safe and easy for people to walk, bike or ride horses on our island.

If we make it safe, 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 of your Facebook friends along the way. This is about making life better for those who walk, bike and ride already and giving the rest of us the choice to ride safely when we would like to.

Public consultation document 16 November 2018

Waiheke Local Board
Auckland Council

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.

What else makes it unsafe to ride and walk on Waiheke?

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.**

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.**

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, ride or take the car for every trip.

1 - Arterial roads

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

How can this solution be improved?

The Causeway road could have a clearly marked cycle lane on the southern side and a seperate cycle lane and footpath on the northen side, without loosing space for cars. The different lanes are marked by white lines or flush concrete beams, without further physical boundaries, allowing cyclists to veer away 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.

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.

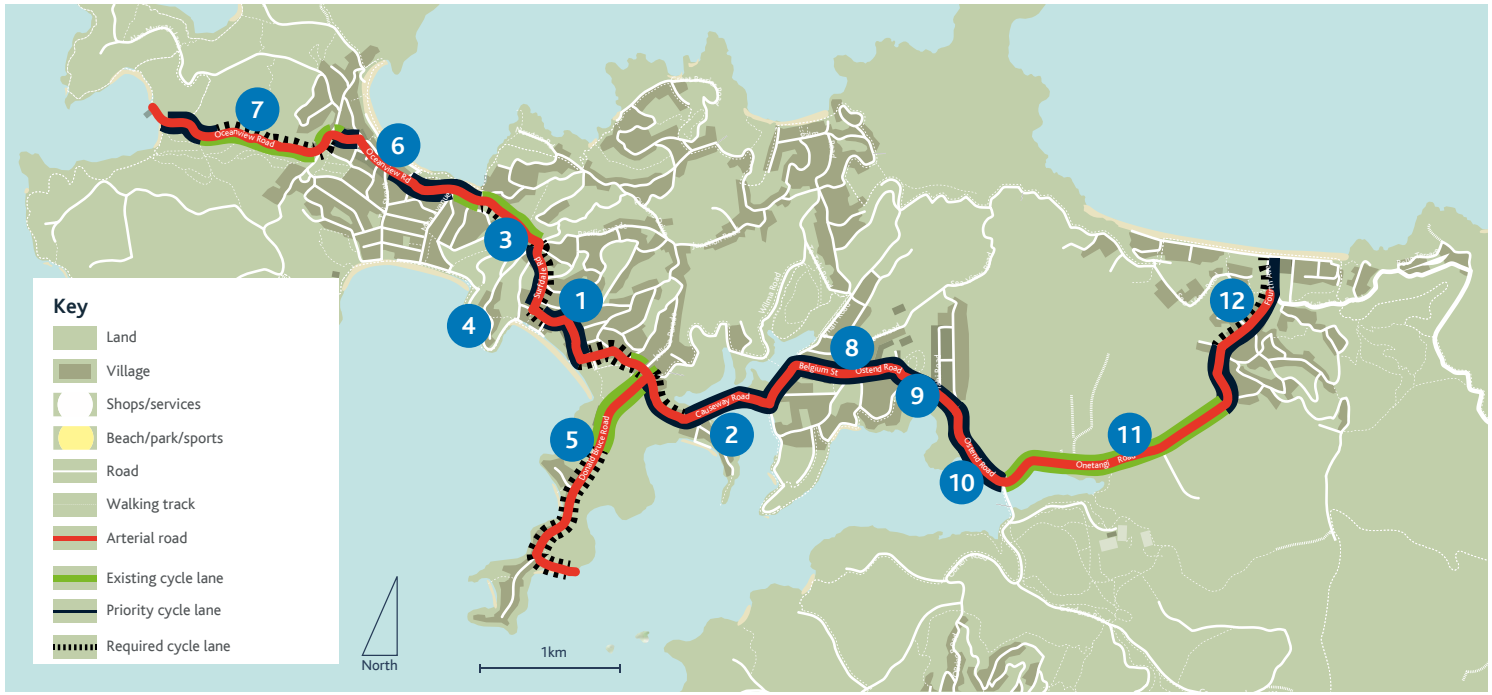
Advantages of this solution:

- Easy to understand
- Safe for walkers
- Safe for cyclists
- Flat kerb gives cyclists an 'escape route'
- Easy to maintain
- Can add path on both sides if there is space
- Horses straddle path/bike lane

1b - Arterial road projects

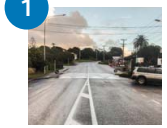
Make our main roads safer by providing separate footpaths and cycleways along their whole length. Prioritise the area near the schools, safety issues and the sections that are easy to complete. Where cycle lane exists on only one side of the road use sharrow markings on other side.

Which locations are most important or urgent?



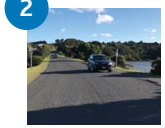
PRIORITIES

1 Surfdale Road by shops



Design and build separate cycle lanes on both side of road.

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.

3 Surfdale Road

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

4 Esplanade diversion

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

5 Donald Bruce Road

Priority: complete separate cycle lane in uphill section from wharf.

When possible: complete separate cycle lane in downhill sections.

6 Ocean View Rd - Oneroa

Create separate cycle lane from Red Cross roundabout to Moa Avenue. Southern side may be an easy win. Widen existing footpath between Puriri Road and Moa Avenue.

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

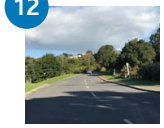
Create new cycle lane on inland side of Ostend Road between Erua Road and O'Brien Road.

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.

2 - Feeder roads

Make our connecting roads safer - get walkers off the road, slow down vehicles and remind drivers that they share the road with bikes.

How can this solution be improved?

PRIORITIES

1. 

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

2. 

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

3. 

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

4. 

Cory Road
Create grass footpath from lookout to Junction Road.

5. 

Mako Street
Create, mow and mark grass footpath.

6. 

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

7. 

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

8. 

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

11. 

Erua Road
Create grass footpath where possible.

12. 

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

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.

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 - narrow, shaded, winding, naturally slower roads with no paths discourage drivers from short-cutting through these roads.

How can this solution be improved?

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

Communities may choose 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 in to 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.

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.

4 - Create off-road routes / greenways

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

How can this solution be improved?

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 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 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 grass growth, and grass pathways are viable in well- drained and low- use areas.

Advantages of this solution:

- Keep walkers and cyclists away from roads
- improve safe access to popular destinations
- build the 'Walk Waiheke' brand
- build the 'Ride Waiheke' brand.

Concrete pathway (Putiki Bay pathway - Waiheke)

Boardwalk (Roy Clements Treeway, Mt Albert)

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)

Off-road routes - possible projects

Selection of possible projects to create safe, off-road routes for walkers and cyclists. Some of these involve upgrading existing walkways or creating all-tide boardwalks, others require negotiation with owners of private properties.

Which locations are most important or urgent?

PRIORITIES

1

Water-right gully

Upgrade to concrete 3m wide. Key link and shortcut between ferries and Church Bay vineyards.

2

Fisher Road & Forest & Bird

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.