

Waiheke 10 Year Transport Plan

Draft for consultation





Introducing the Plan



Introducing the plan

The vision for the plan

Waiheke's first collaborative, multi-modal 10-year transport plan

One of the gems of Auckland's Hauraki Gulf, Waiheke is a great place to live, work and play. Its geography, population and vibrant character makes it unique in Auckland. A hot spot for tourism and home to an active and growing population, increasing pressure has been put on the island's transport network. Recognising these challenges, Waiheke requires a transport plan that embraces its character and reflects its changing transport needs - now and into the future.

The first of its kind for Auckland and the island, the *Waiheke 10 Year Transport Plan* is a dynamic plan that envisions Waiheke's ideal transport network – for its people, character and community.

Keeping Waiheke at the heart of the planning process, we're looking for your feedback to help our decision-making in achieving the Plan's core objectives.

CORE OBJECTIVES



Set out Waiheke's aspirations for its transport system and take a strategic view about the future of the island, considering its economy and role – particularly for travel inside Waiheke.



Prioritise a list of projects, plans, services and processes on Waiheke to be considered for funding from 2021 – 2031.



Recognise Waiheke's unique character and the pressures the island is experiencing now and into the future – particularly due to tourism and population growth.



Evolve with Waiheke's changing transport needs over time.

Introducing the plan

A guide to this document

This guide will walk you through the key features of the Waiheke 10 Year Integrated Transport Plan.



Introducing the Plan

This section addresses the background need and vision for Waiheke's first collaborative, multi-modal 10 year transport plan.



Waiheke's current network

As a first step in the development of the Plan, this section looks at the current character and state of transport on the island – highlighting some of the key gaps and challenges faced by its people, services and facilities.



Current projects

This section outlines a series of projects and initiatives identified by Auckland Transport (AT) for delivery over the next two years. These projects comprise a mix of committed projects, along with planned projects where funding is being actively pursued.



Proposed projects for consideration

In addition to AT projects already in the pipeline, this section details the proposed future projects, in priority order, to be considered for funding over the 10 years from 2021.



The next actions

This section outlines the phases of the Plan, including engagement, implementation and ongoing collaborative planning.



Introducing the plan

Background

As an outcome of Auckland Council's Governance Framework Review, AT and the Waiheke Local Board collaborated to develop a Memorandum of Understanding (MoU). One of the key actions that resulted from the MoU was the development of the Waiheke 10 Year Transport Plan.

The MoU is a key instrument in shaping the relationship between AT and the Local Board, allowing for greater alignment to achieve transport outcomes that meet Waiheke's needs. As a living document, it will also provide a central point of reference for AT to engage on Waiheke transport issues going forward.

Emerging from the MoU, the outcome of the Plan is to develop a prioritised list of projects, plans, services and processes to be considered for potential funding and inclusion in the next Auckland Regional Land Transport Plan.

Co-creation of the plan



Collaboration between AT and the Waiheke Local Board has been central in helping to shape the united vision and purpose set out in this Plan. The MoU has provided the guiding framework for the delivery of the Plan and has enhanced the working relationship between AT and the Local Board by outlining roles, outcomes and how to work together. It also supports the priorities and aspirations of both the Local Board and the Waiheke community by allowing the Local Board to have a greater voice in influencing AT activities.

The key priorities outlined in the MoU include:



Development of a 10-year Transport Plan for Waiheke



Development of transport design guidelines which reflect the island's character



AT including formal reports focusing on Waiheke transport matters on the Waiheke Local Board's business meeting agenda at least three monthly



Maintaining an up to date issues register accessible to both parties



Improving integration with council units with connecting roles (e.g. Healthy Waters)



Advancing public transport on, to and from Waiheke in accordance with the provisions of the Regional Public Transport Plan



Sharing annual infrastructure planning and maintenance documents



Developing and maintaining a rolling three year work programme



Jointly reporting to AT's Executive Leadership Team and Auckland Council's Joint Governance Working Party as appropriate



Meeting and workshopping regularly (at least monthly)



Having accurate and regularly reported transport data

Introducing the plan

Partnering with mana whenua

> Te Aranga Māori Design Principles

MANA:

Rangatiratanga authority



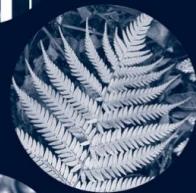
WHAKAPAPA: Names and naming



TOHU: The wider cultural landscape



TAIAO: The natural environment



MAURI TU: Environmental health



MAHI TOI: Creative expression



AHI KĀ: The Living Presence



*This Plan places great importance on the value of working **kanohi ki te kanohi** (face to face) and **ringaringa ki te ringaringa** (hand in hand) with mana whenua.*

As our Treaty partners, we are committed to engaging with, involving, and understanding the views of mana whenua, particularly in the protection and recognition of sites and values in relation to the Plan.

Desired outcomes for this Plan are:

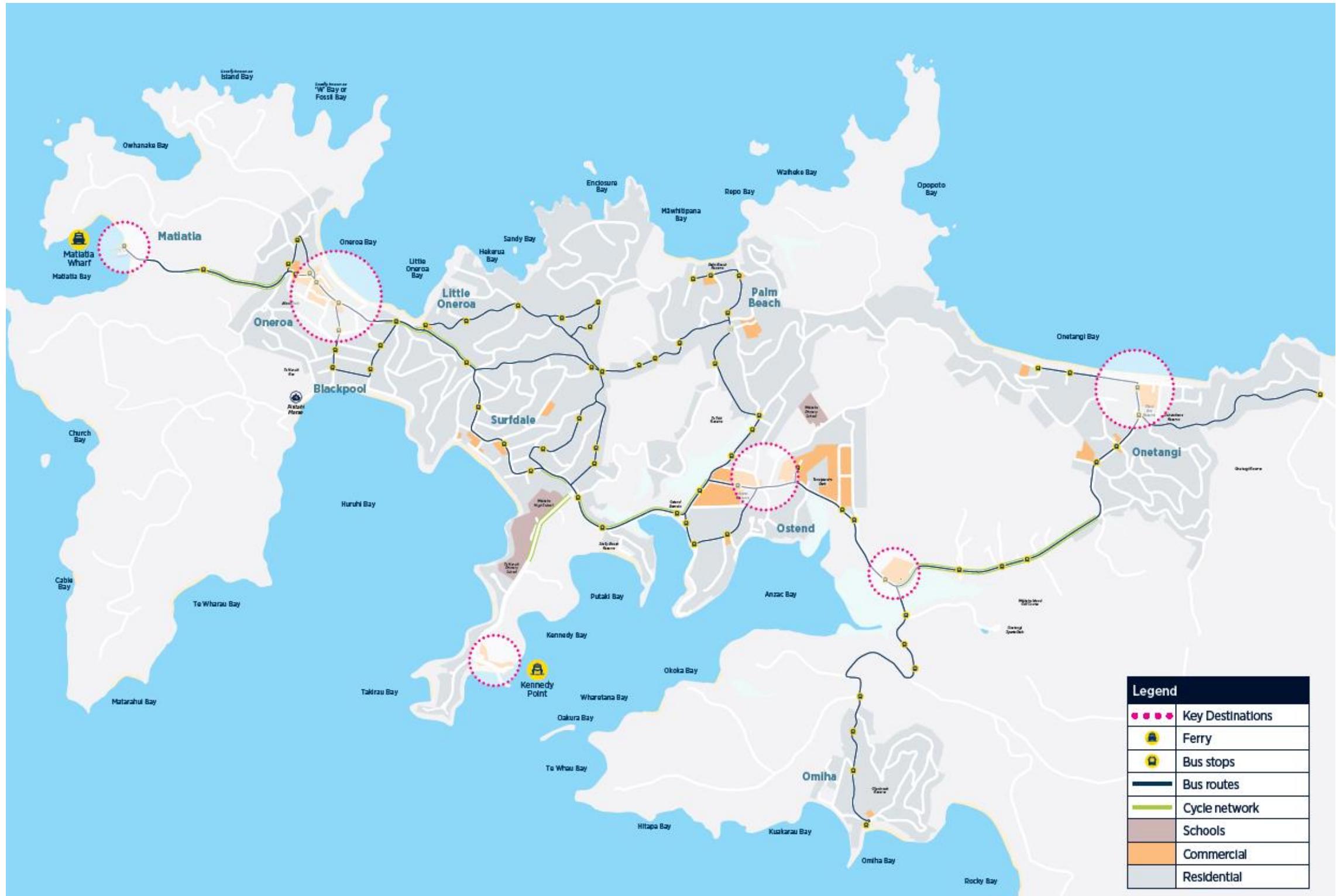
- ✓ AT has a clear, documented statement of the cultural sites and values held for the proposed project areas by mana whenua and any effects the proposed projects may have on these sites and values.
- ✓ The Te Aranga mana whenua design principles are incorporated into the design of the proposed projects as applicable.
- ✓ Enrichment of AT's knowledge of mana whenua sites and values for the geographic areas related to this Plan.



Waiheke's current network

Local context

This map shows Waiheke's transport landscape and some of the key areas where people live, work and play.





Local context

Waiheke's people

Waiheke has many distinguishing features in comparison to the rest of Auckland and New Zealand.*



Waiheke's population is growing. Due to net migration, the island's population is increasing faster than the rest of the country. In addition to its over 9,500 residents, it also has a significant tourist market, as well as non-resident workers. Due to tourism, its population also fluctuates seasonally.



Waiheke's population is older. The median age of Waiheke residents is 45.3 years, higher than Auckland and New Zealand. Almost 20% of residents are over 65, many of whom have accessibility requirements.



Waiheke's population live in smaller households. The number of families with children was lower than the rest of Auckland and New Zealand.



Waiheke's population is more likely to have lower household income than the rest of the country. Both unemployment and the median household income in Waiheke are lower than Auckland and nationally.



Waiheke's population works more in service industries. 20% of employment was in the accommodation and food services sector, compared with 6.9% for the country overall.

*Results from the 2018 census are not yet available. Data is sourced from the 2013 census, the Infometrics Waiheke 2018 Annual Economic Profile, and the Infometrics Auckland economics profile.

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Waiheke's current network

Current projects

Proposed prioritised projects

The next actions

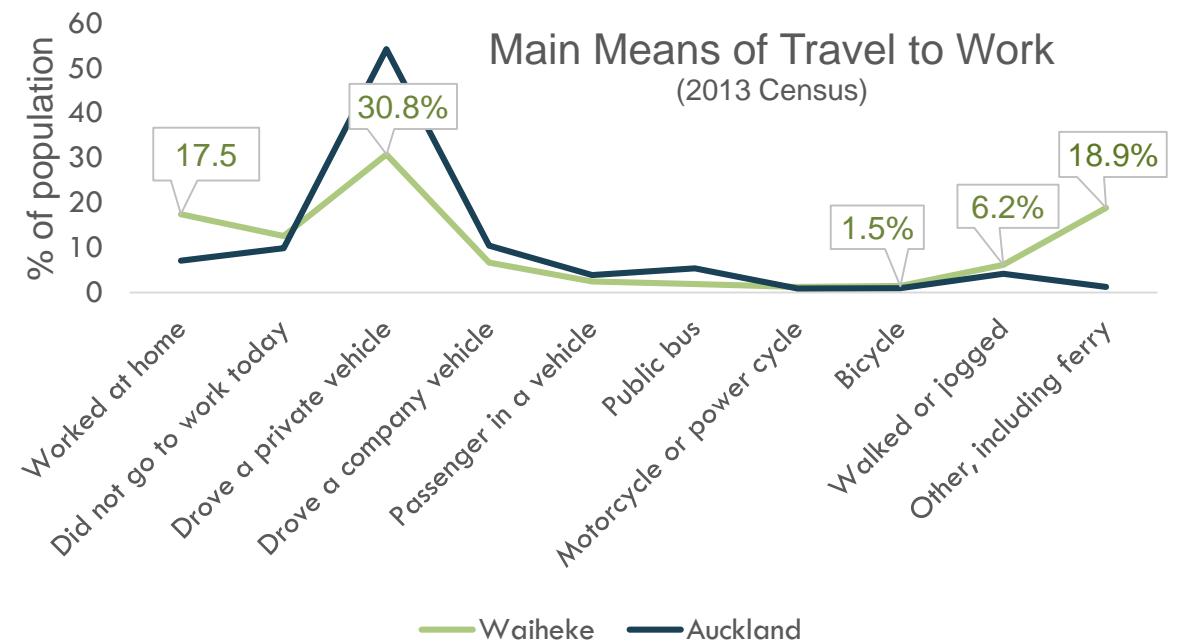
Getting around Waiheke



Waiheke's population is less likely to have access to a car. Waiheke had a higher proportion of households with no access to, or access to only one, motor vehicle compared to the rest of Auckland and New Zealand.



Waiheke has different travel behaviour from the rest of Auckland. In addition to lower rates of driving a vehicle, Waiheke also has higher rates of walking/jogging, cycling and working from home. There is also more shift work, reflecting travel habits outside peak period travel.



Key challenges



Waiheke's population, demographics and travel habits are unique in Auckland, and therefore its transport needs are different.



Ferries Waiheke's transport services

Waiheke's three ferry terminals are owned, operated and maintained by AT as part of the Hauraki Gulf wharves network. Ferries between downtown and Matiatia are operated by Fullers Group Ltd and are deemed to be exempt services, therefore having no contractual relationship with AT. While AT is working with Fullers Group Ltd to address current performance issues, these sit outside the scope of this Plan.



Matiatia – Main entry point for most visitors and residents



Kennedy Point – Main freight route, provides access for vehicles and passengers to Half Moon Bay and Wynyard Wharf. Vital link for business and island economy. Increasing patronage. Timetable varies seasonally.



Orapiu – Fully commercial service, provides transport between Auckland and Coromandel. Seasonal timetable, sailings once a day excluding Mondays.



Waiheke hosts more than a million tourists and visitors each year, primarily traveling by ferry. Patronage peaks in summer months with increased number of visitors to the island.

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🚶 Access & connections

- ✓ Free travel is available for seniors using an AT HOP gold card.*
- ✓ Matiatia and Downtown ferry terminals are both wheelchair accessible.
- ✓ Car parking is provided, via the dedicated Owhanake park & ride in close proximity to ferry terminal
- ✓ Multiple operators (public and private) operate within the ferry terminal space
- ✓ The ferry terminal area provides connections to:
 - ✓ Buses, which connect with ferry movements at Matiatia
 - ✓ Taxi and shuttle services
 - ✓ Private tourist operations to serve tourist activities and accommodation transfers (eg. Explorer Bus)
 - ✓ Commercial charter vessels (eg. Water Taxi)

Key challenges

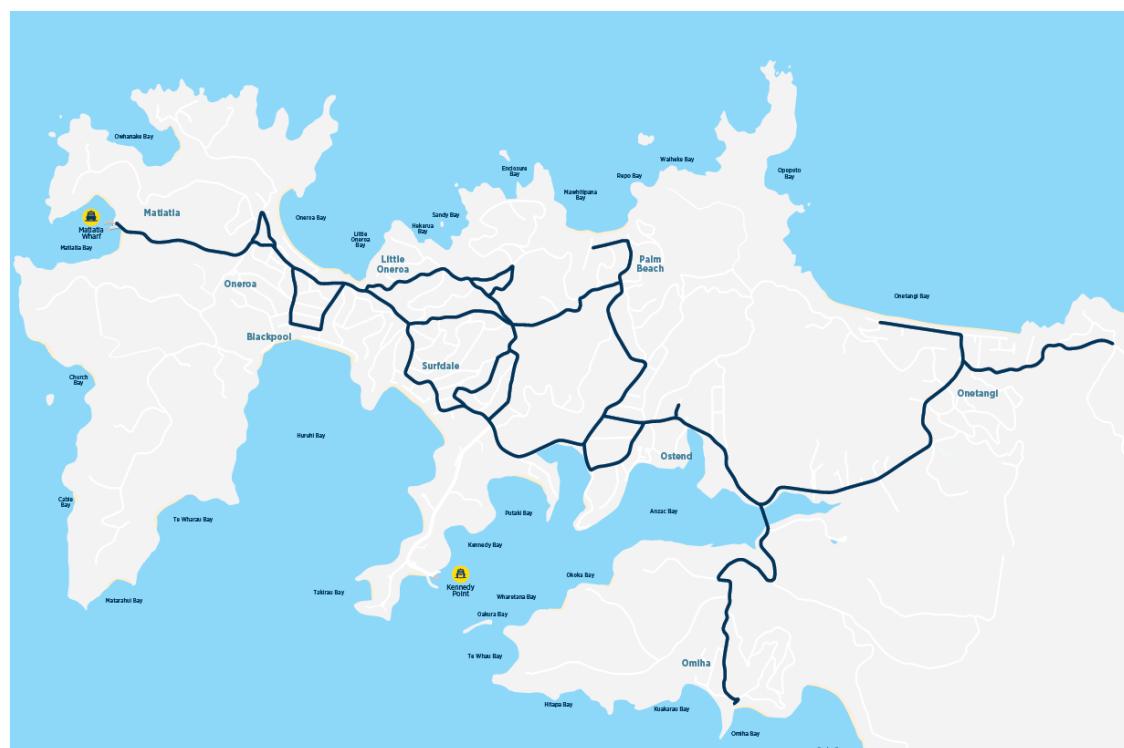
- 🚶 Ferries provide a key link for commuters and visitors, however there are issues with the cost, frequency and reliability of this service.
- 👤 Visitors significantly outnumber residents commuting by ferry.
- 🚶 Commuting to the city for work or tertiary education can be a realistic option depending on ferry service frequency and reliability.
- 🚶 Private services and related vehicle pick-ups and drop-off services contribute to congestion on the water and on land.

*Valid after 9.00am on weekdays and all day on weekends and public holidays.



Buses Waiheke's transport services

The western end of the island is currently served by a number of public bus routes that terminate at Matiatia Terminal. The current bus network is constrained by what roads buses can safely use, and many bus stops have no formed footpath or cycleway access.



AT HOP ticketing is available, but many regular passengers purchase multi-trip passes issued by the ferry operator.



AT HOP ticketing is not widely used on public bus services and as a result, actual bus patronage is not fully recorded and accurate data is not available.

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Access & connections

Planned for October 2019, Waiheke's New Bus Network will bring numerous benefits to frequency, accessibility and movement around the island, including:

- ✓ Improved routes and timetables
- ✓ A new, more accessible bus fleet from 2020
- ✓ More frequent and longer spanning services
- ✓ A new route serving Kennedy Point ferry terminal from 2020
- ✓ New infrastructure, including bus stops, shelters and signage

Waiheke also has a variety of operators that offer both scheduled and on-request tours* and transport services across the island using a range of vehicles, from small passenger vehicles to double decker buses.

These transport services include:

- Taxis
- Car sharing & ride sharing services
- Private car rental
- Water taxi
- Coastal excursion services
- Aeroplanes and helicopters

Key challenges



AT does not have clear insights on public transport travel habits on Waiheke due to lack of accurate AT HOP data.



Lack of adequate footpaths or cycleway access at many bus stops along Waiheke's current bus network hinders connections around the island.

*Some tours are available as part of package deals that include ferry travel to the island.

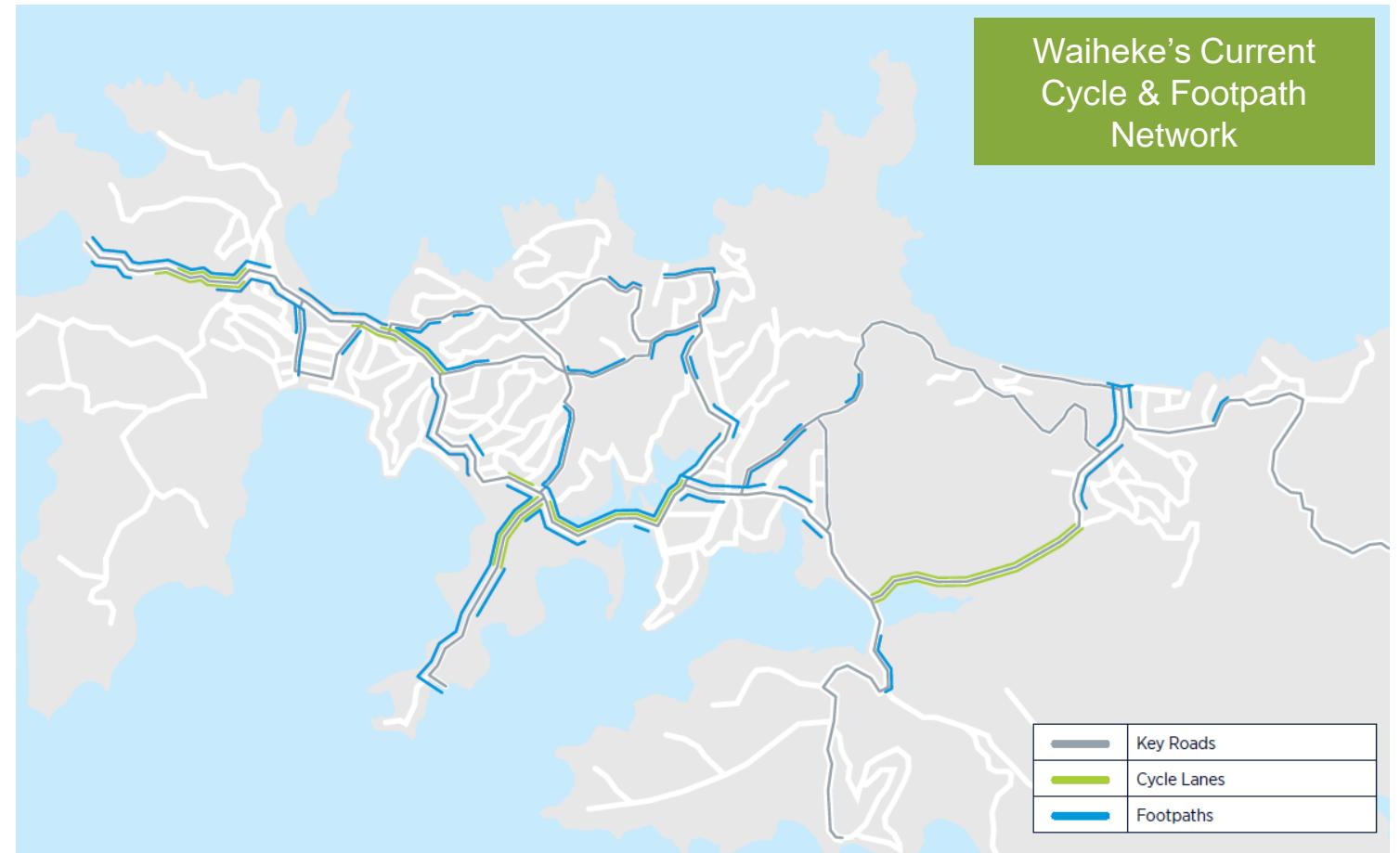


Roads & footpaths
Waiheke's transport facilities

Waiheke's road and street network is diverse, with extensive cul-de-sacs, few through-connections, and rural and urban style roads intermingled. The main road connects Matiatia to Oneroa, through Ostend to Onetangi, with a branch to Kennedy Point.

Unsealed roads make up nearly 20% of the roading network and are primarily located on the eastern end of Waiheke. Through its maintenance and renewals programme, AT responds reactively to road and footpath maintenance issues as they arise. However as these roads are used more frequently by people and freight, maintenance can be problematic. Stormwater management is led jointly by Healthy Waters and AT, though poor maintenance of the drainage network has led to severe flooding.

The main freight route runs between Kennedy Point and Matiatia wharf. Freight movements include trips to Waiheke quarry, water tanker deliveries, waste collection trucks, deliveries to building sites, shops and seasonal trips to wineries. Freight trips are expected to rise as the island's population grows and tourism increases.



Waiheke Pathways Plan

This Plan is consistent with the ambitions of the Waiheke Pathways Plan. Prepared and consulted on by the Local Board, the Waiheke Pathways Plan proposes a 10-year programme of priority projects to improve footpaths, roads and trails to provide safer and easier walking, cycling and horse riding.

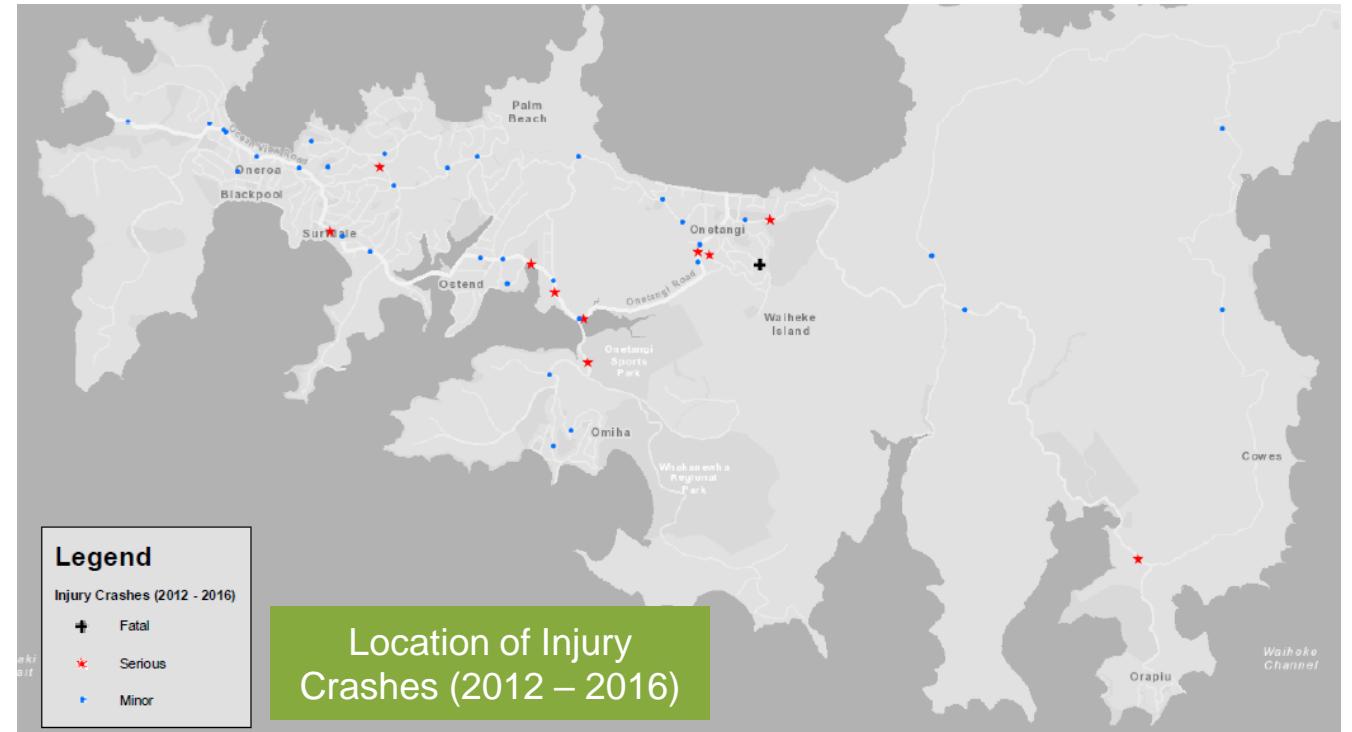




Roads & footpaths Waiheke's transport facilities

Waiheke's road and footpath network poses a number of safety concerns, particularly with the high amount of unsealed roads on the island.

Lack of adequate footpaths, cycleways and pedestrian crossings have also resulted in safety issues on roads with frequent traffic. Despite the higher than average level of public and active transport usage on Waiheke, much of the island's footpath and cycle network is fragmented and largely unplanned. Where there are footpaths, many are on grass verges next to narrow, winding roads. In other places, steep topography has left no space to add a footpath or cycle lane. 70% of children living on Waiheke are driven to school, with road safety concerns the main reason deterring walking & cycling.



From 2013 to 2017, 60 injury crashes were reported by NZ Police on Waiheke, resulting in 1 death, 16 serious and 57 minor injuries. However it is important to note that many minor accidents on the island go unreported.

Key challenges

-  Waiheke's footpath and cycle network is disconnected.
-  The island's hilly topography constrains space available for walking and cycling.
-  The road type and condition is varied with no consistent street design, leading to reactive and problematic maintenance.
-  Road safety is the main concern around walking and cycling, particularly for children traveling to school.
-  Increased freight movement is placing increased pressure on the roading network.
-  Many narrow, winding roads are unsuited for frequent traffic or high vehicle speeds.
-  Stormwater management is a particular concern, especially with climate change and larger adverse weather events.



Current projects

Current projects

Over the next two years, AT plans to progress the following projects to improve the transport network on Waiheke.

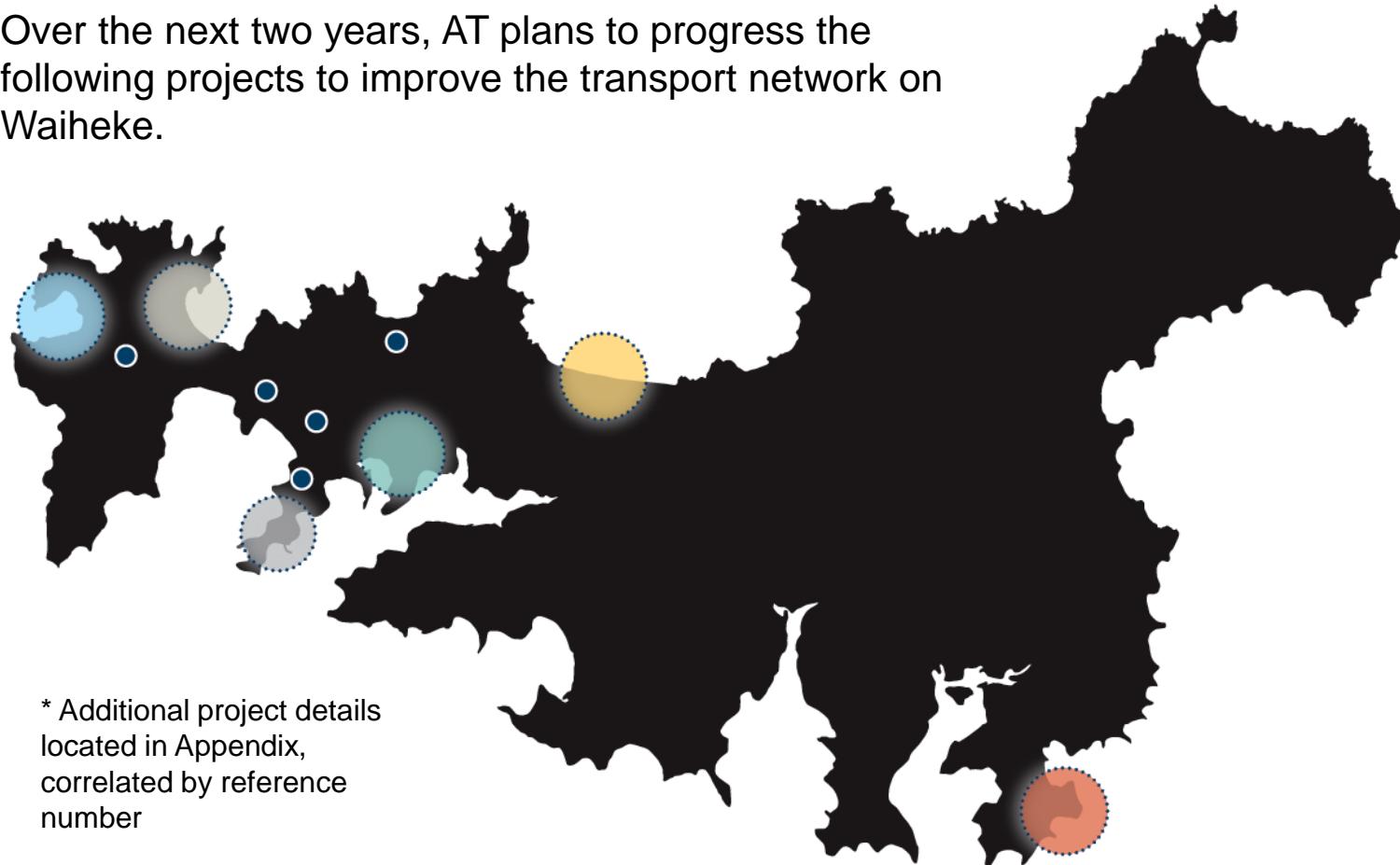
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Waiheke's current network

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* Additional project details located in Appendix, correlated by reference number

Island-wide Projects

- New bus network routes and timetables
- New bus network infrastructure, including bus stops
- Bus service to Kennedy Point

- New 30-year Waiheke area plan
- Improved biosecurity measures

Auckland-wide Projects:

- Relocation of Pier 3 & 4 to Queens Wharf West
- Downtown infrastructure development plan – streetscapes & bus station

- Devonport wharf & terminal renewal
- Additional sullage pumpout facilities at Downtown Ferry Terminal

Other Projects:

- Footpath improvement - Church Bay Rd
- Kerb extension - Causeway Rd & Shelly Beach Rd
- Regulated parking - Palm Rd
- Pedestrian crossing - Alison Rd
- Formalised parking - Donald Bruce Rd

Matiatia Wharf

Landside transport improvements
CCTV installation
Wharf renewal

Kennedy Point

Sea-wall renewal
Additional lighting elements, etc.
Investigate possible passenger service to Kennedy Point

Moa Road

Road resurfacing
Crossing improvement

Belgium St & Putiki Rd

General facilities upgrade
Road resurfacing
Cycle facilities
Parking restrictions

Seaview Rd

Crossing upgrade
New footpath

Orapiu

Infrastructure renewal

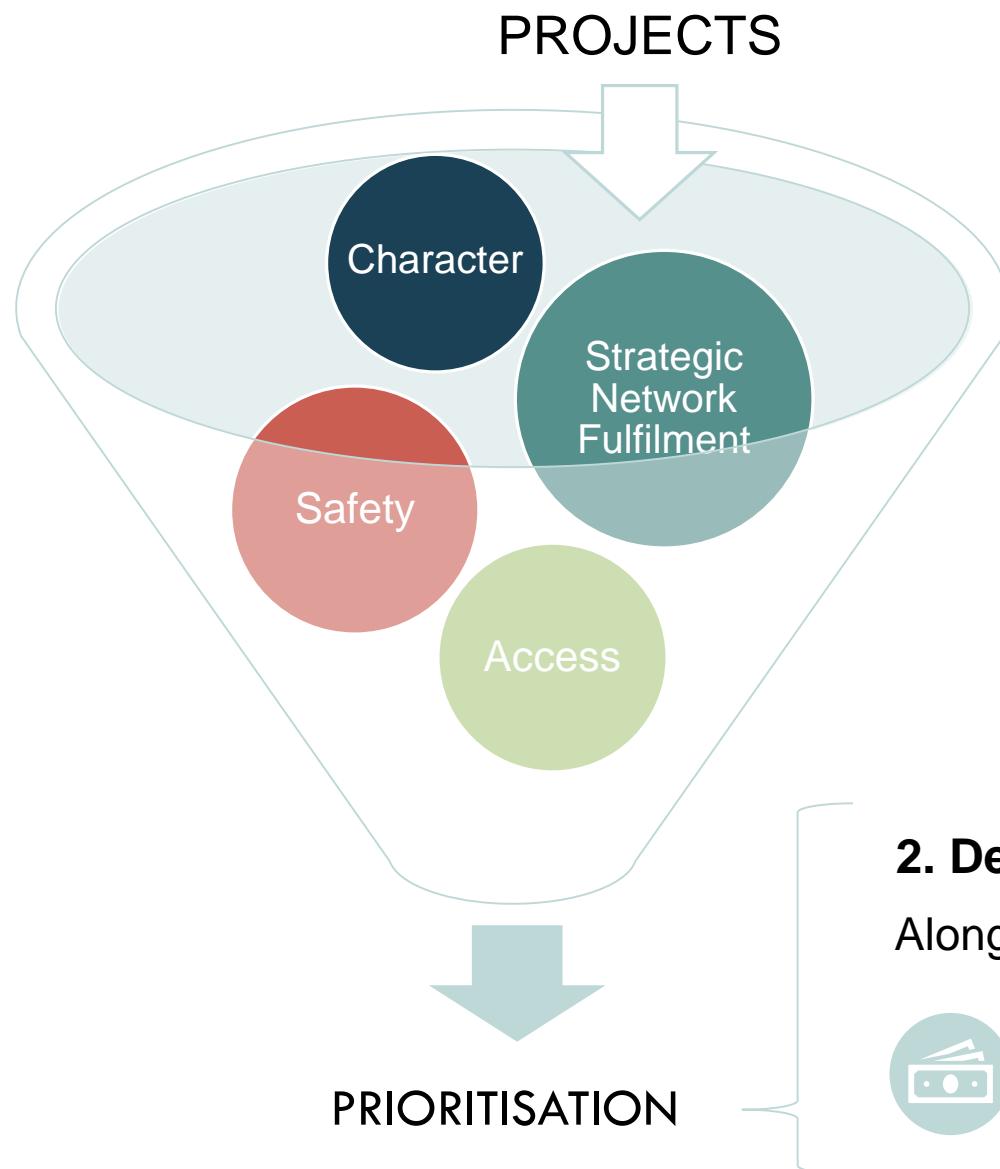


Proposed projects for consideration

☰☞ Proposed projects for consideration

How the projects were prioritised

Given the issues and challenges faced by Waiheke's current transport network, AT worked collaboratively with the Local Board through a joint working group to agree a list of potential projects for future funding consideration. These were then prioritised based on the four core selection criteria. Once priorities have been finalised through community input, final confirmation and timing of individual projects going forward will depend on cost, funding availability and deliverability.



1. Core selection criteria



Safety – Improve safety of users and prioritise vulnerable users by providing a safe transport system for multi-modal use. (e.g. formal footpaths and crossings, lower speeds)



Strategic Network Fulfilment – Roads are prioritised that are used by the greatest number of people (eg. arterial, collector, local)



Character – Either support or detract from Waiheke's local character



Access – Improve access for multi-modal outcomes and people with accessibility needs.

2. Delivery prioritisation criteria

Along with funding availability, final delivery timing will also depend on:



Cost – Cost of delivery weighted against potential benefits

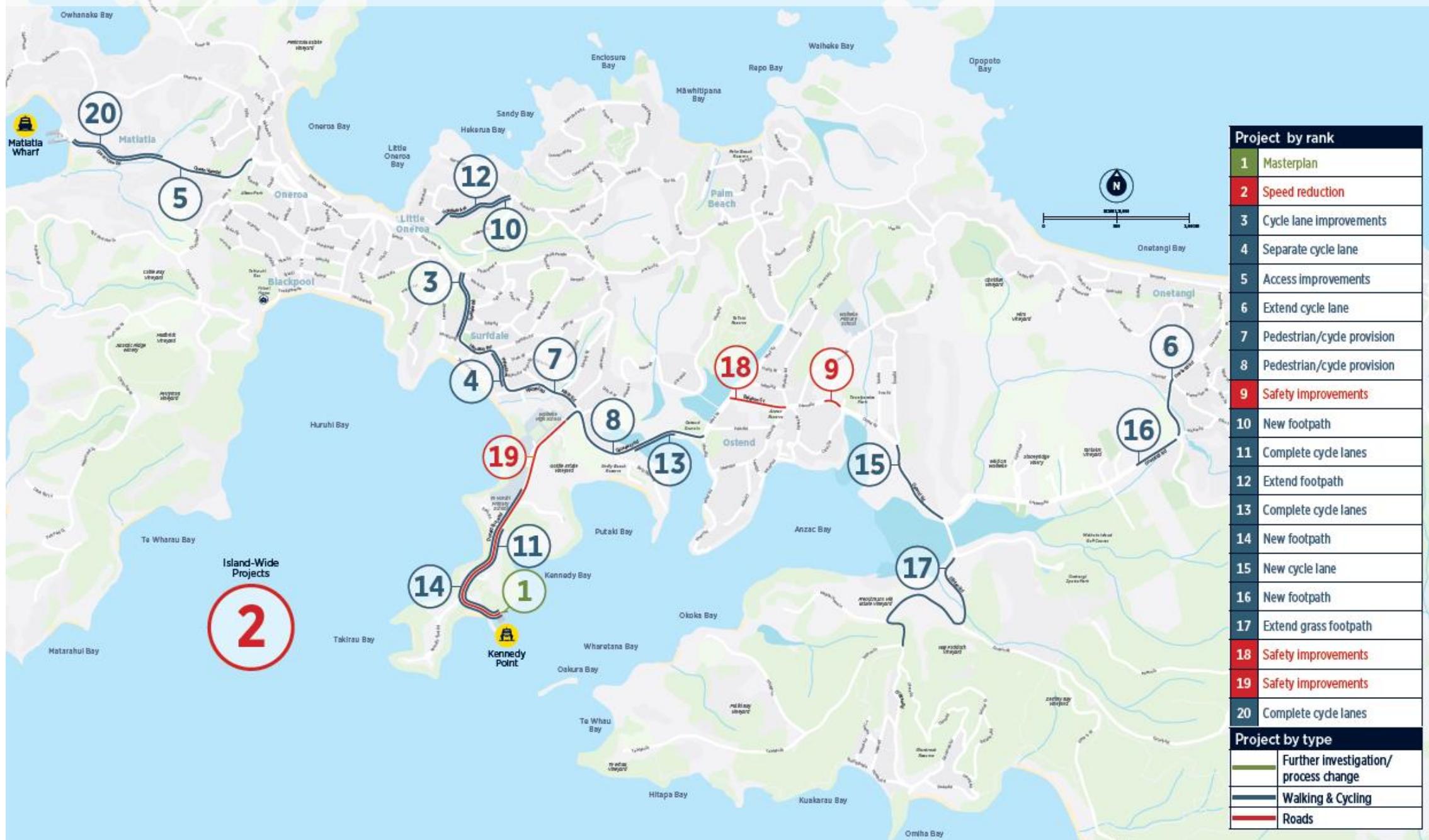


Delivery Proximity – the speed in which a project could be delivered

☰☞ Proposed projects for consideration

Top 20 future projects for feedback

Using the core selection criteria, this map shows the top 20 proposed projects for further consideration over the 10 years from 2021. These aim to address Waiheke's key transport challenges around safety, strategic impact, character, and access.



Top 20 future projects for feedback*

	Rank	Project Title	Description	Location	Project Type
	1	Kennedy Point Masterplan	Undertake a masterplan at Kennedy Point to improve the full customer experience, including lighting, parking, vessel facilities etc	Kennedy Point	Strategic Plan
	2	Speed reduction and management	Investigate reducing speed limits on most streets throughout the urban part of the island	Island-wide: Nikau Rd, Manuka Rd, Mako Street	Road Safety
	3	Active transport missing links - Surfdale Road	Improve cycle lane markings on Surfdale Road and where possible split shared path	Surfdale Rd	Active Transport
	4	Active transport missing link - Surfdale Road	Investigate separated cycle lanes past the shops on Surfdale Road	Surfdale Rd (near shops)	Active Transport
	5	Walking and cycling access - Oceanview Road	Improve walking and cycling access on Oceanview Road	Oneroa (Village to Matiatia)	Active Transport
	6	Active transport missing link - Onetangi Road	Extend existing cycle path along Onetangi Road to complete missing sections from Waiata Rd to Trig Hill Rd	Onetangi Road (Waiata Rd to Trig Hill Rd)	Active Transport
	7	Surfdale Road pedestrian/cycling provision	Construct an improved and dedicated pedestrian and cycle facility along Surfdale Road	Surfdale Rd (from Oceanview Rd), along Hamilton Rd, Miami Ave, Mitchell Rd and Alison Rd)	Active Transport
	8	Causeway Road pedestrian/cycling provision	Construct an improved and dedicated pedestrian and cycle facility along Causeway Road where not existing	Causeway Rd (3 Donald Bruce Rd to 43 Causeway Rd)	Active Transport
	9	Safety improvements on Ostend Road	Investigate safety improvements adjacent to 79 Ostend Rd (opposite Placemakers)	79 Ostend Road (opposite Placemakers Centre)	Road Safety
	10	New footpath on section of Goodwin Road	Install new footpath from 24 Goodwin Ave to Hekerua Rd	Goodwin Ave (24 Goodwin Ave to Hekerua Rd)	Active Transport
	11	Active transport missing link - Donald Bruce Road	Complete cycle lanes along both sides of Donald Bruce Road and where possible split shared path	Donald Bruce Rd (full length to Kennedy Point)	Active Transport
	12	Active transport missing link - Goodwin Ave/Hauraki Ave	Extend concrete footpath and grass footpath	Goodwin Ave, Hauraki Rd	Active Transport
	13	Active transport missing link - The Causeway	Complete cycle lane on The Causeway and where possible split shared path	Causeway Rd (coastal side)	Active Transport
	14	Extend footpath on Donald Bruce Road	Install new footpath from 20 Donald Bruce Road to existing footpath	Donald Bruce Rd (20 Donald Bruce Rd to existing footpath)	Active Transport
	15	Active transport missing link - Ostend Rd	Create cycle lane on Ostend Rd between Erua Rd & O'Brien Rd on inland side and where possible split shared path	Ostend Rd (Erua Rd to O'Brien Rd)	Active Transport
	16	New footpath on section of Onetangi Road	Install a new footpath between 75 Onetangi Rd and 103 Onetangi Rd	75 - 103 Onetangi Rd	Active Transport
	17	Active transport missing link - O'Brien Road	Extend grass footpath where possible and complement with concrete pad for bus stops	O'Brien Rd (Te Whau Dr to Onetangi Rd)	Active Transport
	18	Belgium St improvements	Safety and access improvements on Belgium St	Belgium St	Road Safety
	19	Road calming along Donald Bruce Rd	Implement traffic calming measures on Donald Bruce Road	Donald Bruce Rd (Causeway Rd to ferry terminal)	Road Safety
	20	Active transport missing link - Oceanview Rd	Complete missing sections of cycle lanes near Matiatia wharf and where possible split shared path	Oceanview Rd, Matiatia near wharf	Active Transport

*These projects will be considered for funding from 2021. The full list of proposed projects for consideration can be viewed in the Appendix or via an interactive map at <http://bit.ly/WaihekePlan>

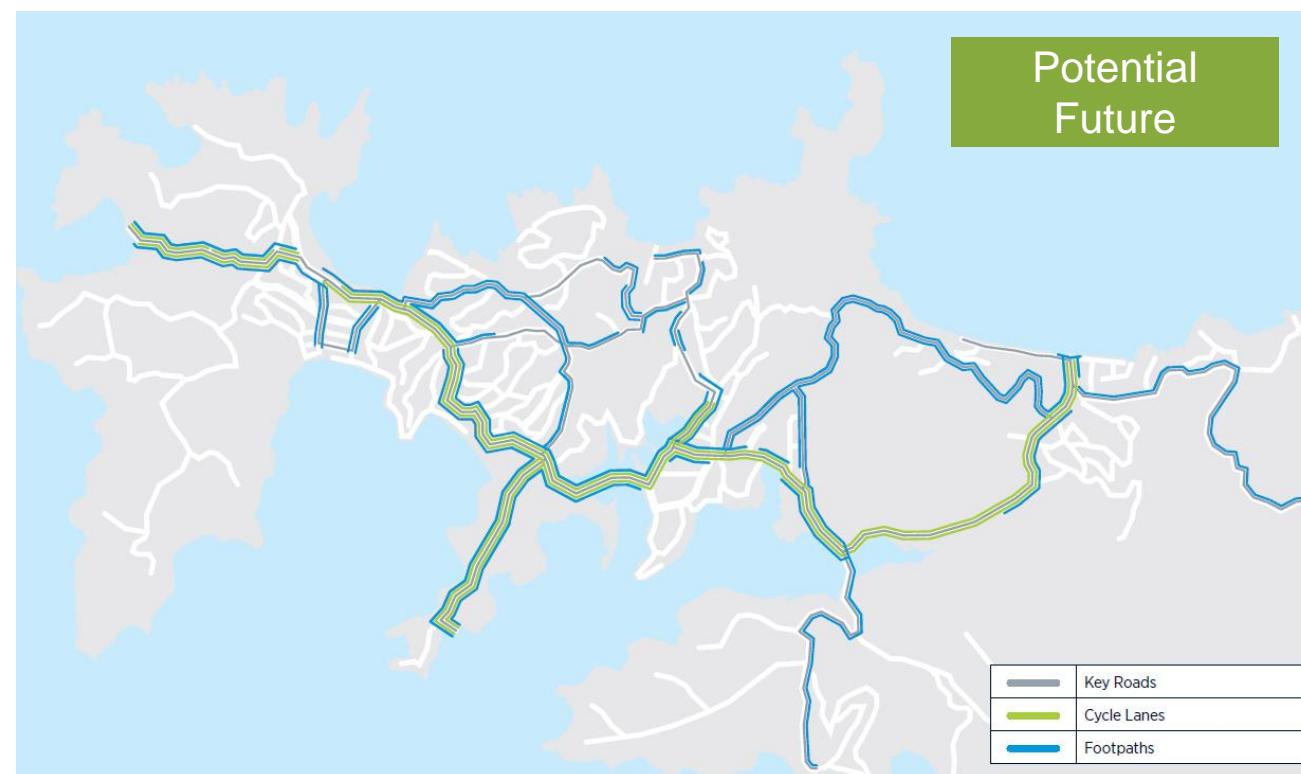
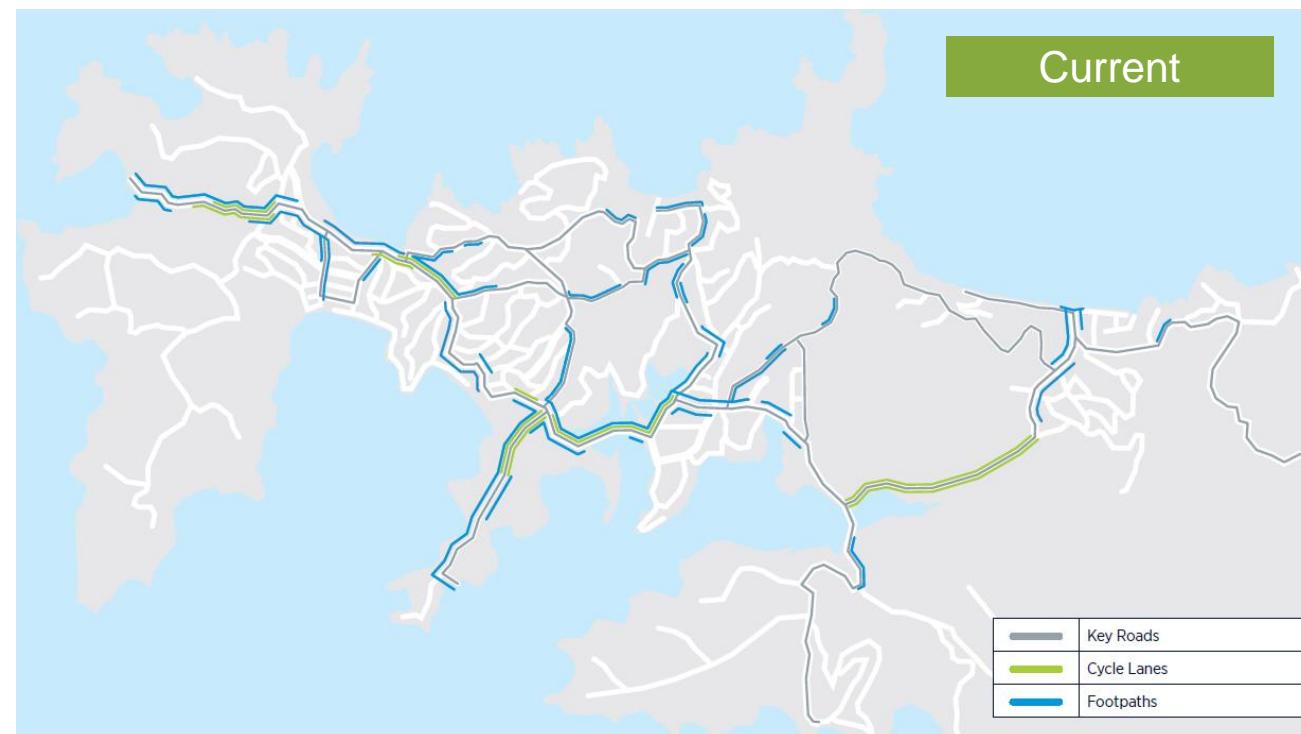
Proposed projects for consideration

The future Waiheke

With the implementation of the proposed projects for consideration, we aim to achieve our vision of having a connected and integrated walking and cycling network on the island for the first time ever - making it safer, improving access, enhancing character and fulfilling Waiheke's transportation strategic intent.

The proposed traffic calming measures, footpath extensions and completions and cycle lanes will contribute to a higher level of safety, whilst maintaining the island's rural-urban character. The projects will also consider the importance of ensuring accessibility in line with the AT Transport Design Manual and the principles of Universal Design.

- ✓ Set out Waiheke's aspirations for its transport system and take a strategic view about the future of the island, considering its economy and role – particularly for travel inside Waiheke.
- ✓ Prioritise a list of projects, plans, services and processes on Waiheke to be considered for funding from 2021 – 2031.
- ✓ Recognise Waiheke's unique character and the pressures the island is experiencing now and into the future – particularly due to tourism and population growth.
- ✓ Evolve with Waiheke's changing transport needs over time.





The Next actions

The next actions



Collaboration & Joint Planning (Ongoing)

Through the MoU and ongoing partnerships, AT will meet regularly with the Local Board throughout the 10-year period to update project information and allow for new projects to be added for future consideration to meet Waiheke's evolving needs.

Engagement on the Plan

(Mid-2019)

- Engage with the community, partners and key stakeholders via public consultation process to ensure feedback is incorporated as appropriate.



Finalising the Plan

(2019 – 2020)

- Collate feedback from engagement to re-score projects and create revised prioritised list, which may include additional items.



Delivering the Plan

(2021 – 2031)

- Future proposed prioritised projects will be considered as part of the draft Regional Land Transport Plan in mid-2021.

We Want Your Feedback

- An important first step will be to get feedback from the public on the proposed projects for consideration. The full project list is available in the Appendix of this document or via an interactive map at <http://bit.ly/WaihekePlan>.
- There will also be future opportunities for feedback around the individual projects, which are taken forward following this initial consultation.

AT will work with the Local Board to develop a process for reviewing the draft RLTP issued for public consultation.

Delivering Existing Committed Projects

(Mid 2019 – Mid 2021)

- Programme of current AT projects to 2021 is already largely in place.

Monitoring & Iterating the Plan (Ongoing)

- As outlined in the MoU, the Plan will be monitored and updated through a detailed issues register, as well as through regular meetings, workshops and reporting.