Auckland Transport

Local Active Modes Plan for West Waitematā

February 2025

Auckland Transport

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:

- Major construction projects – which are complex, expensive and disruptive.
- Significant changes on main roads – which are busy and have many competing uses.
- Removing on-street parking in high demand areas – such as town centres and schools, which requires careful planning and community input.
- 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: people and place

Population
The area has a resident population of 35,400 (Census 2023). This is likely to grow through densification enabled under the Auckland Unitary Plan.

Legend

- Study area boundary
- Existing and committed protected cycleway
- Existing greenway
- Greenways sections currently untreated
- University precinct
- Train station
- School
- Grey Lynn Park Pump Track and Bike Hub
- Town centre

Deprivation index
Mostly low levels of deprivation (NZ Index of Deprivation 2018)

Housing typology
Predominantly single detached dwellings with large areas designated under the Auckland Unitary Plan as having special character. Outside of these areas there a growing number of multi-unit developments, terraced houses and apartments.

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 Aucklander

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.

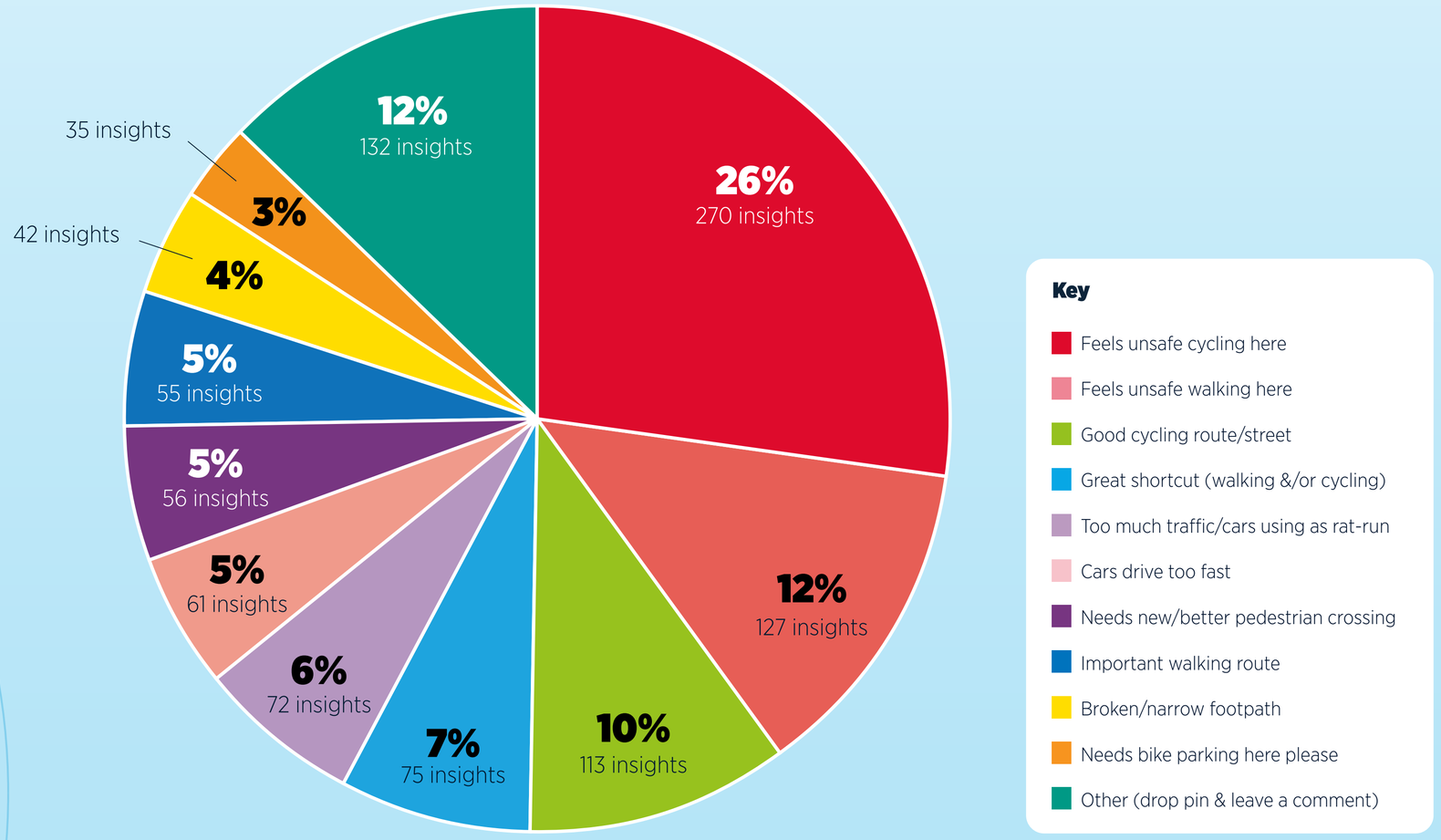
Key:

Completed stage Future stage

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:



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.

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.

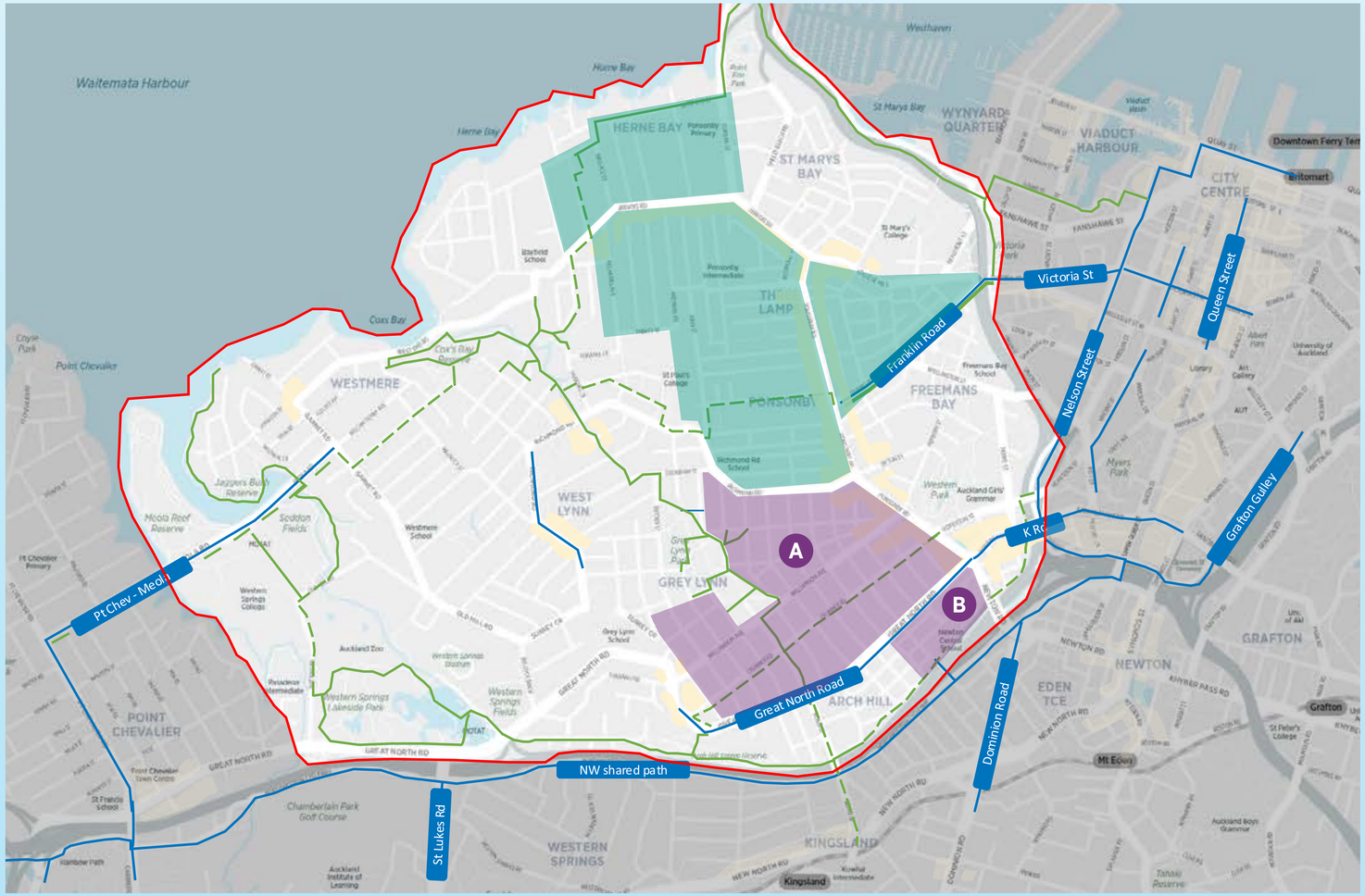
Legend

- 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

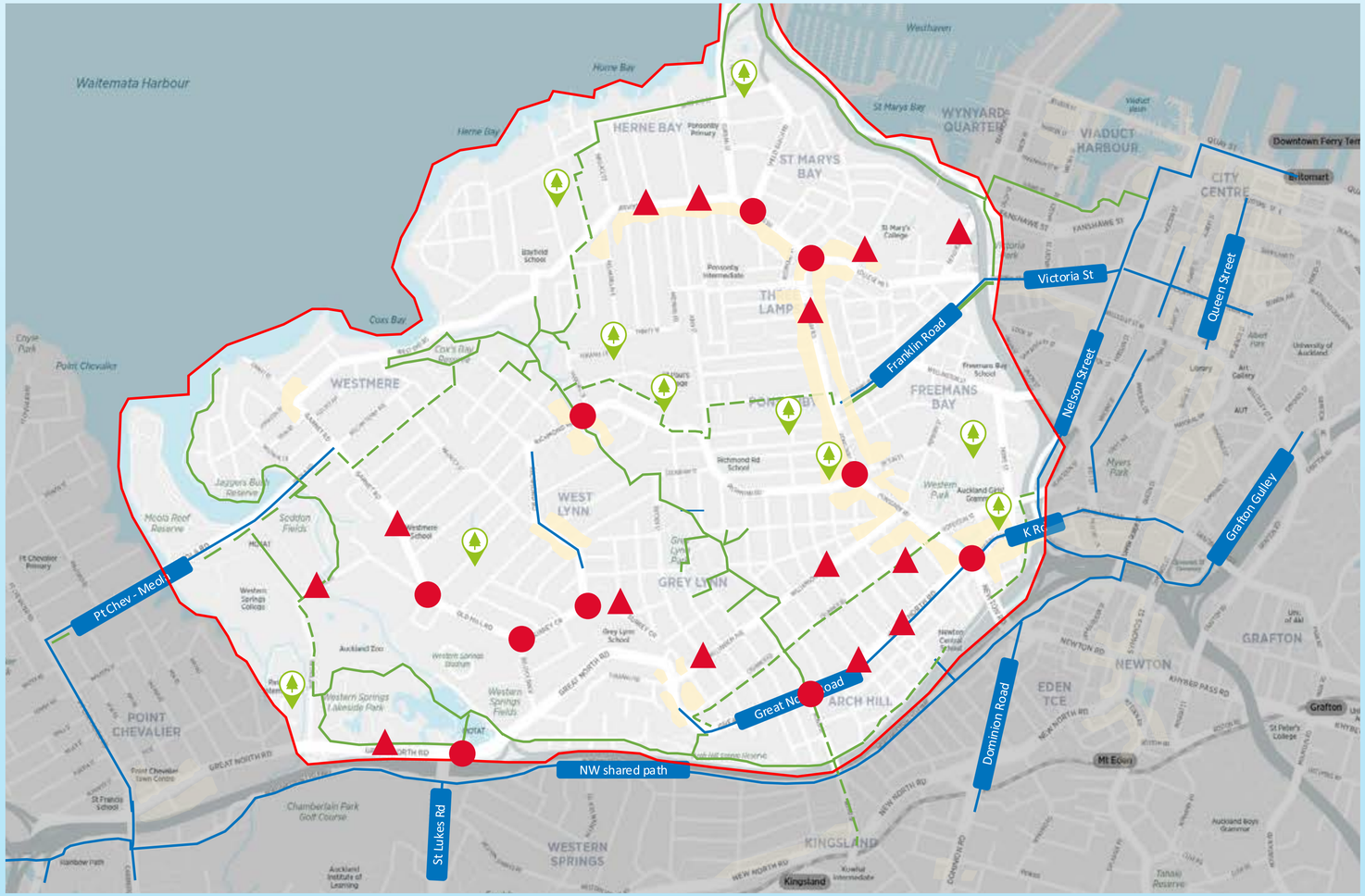


- The green areas are neighbourhoods where there's already been quite a bit of traffic calming done.
- Our investigation and engagement has found that purple area (A) has a lot of fast moving through traffic. There is an opportunity here to take a neighbourhood wide approach towards calming, discouraging through traffic to some extent.
- Purple area (B) represents the planned Newton School Area Safety Improvements project that is in design phase.

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).

Legend

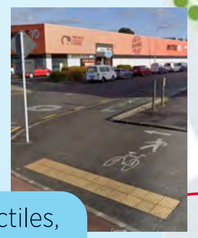
- Study area boundary
- Existing and committed protected cycleway
- Existing greenway
- Greenways sections currently untreated
- New/upgraded mid-block crossing
- Intersection improvements
- Cut-through improvements

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.

Signalised crossing

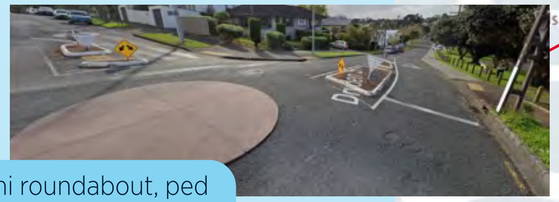
Safe crossing, ground markings



Shared path, tactiles, ground markings

Kerb ramp to shared path

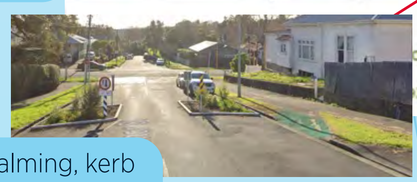
Safe crossing, universal access



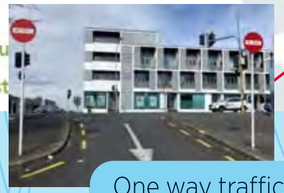
Mini roundabout, ped refuge, pram ramps, improved park access

Shared path, etiquette signage

Signalled crossing



Speed calming, kerb ramp to shared path



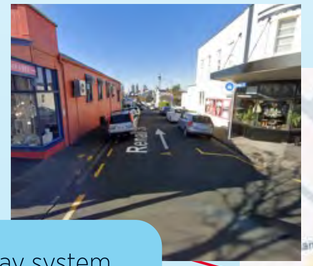
One way traffic

Example neighbourhood treatments

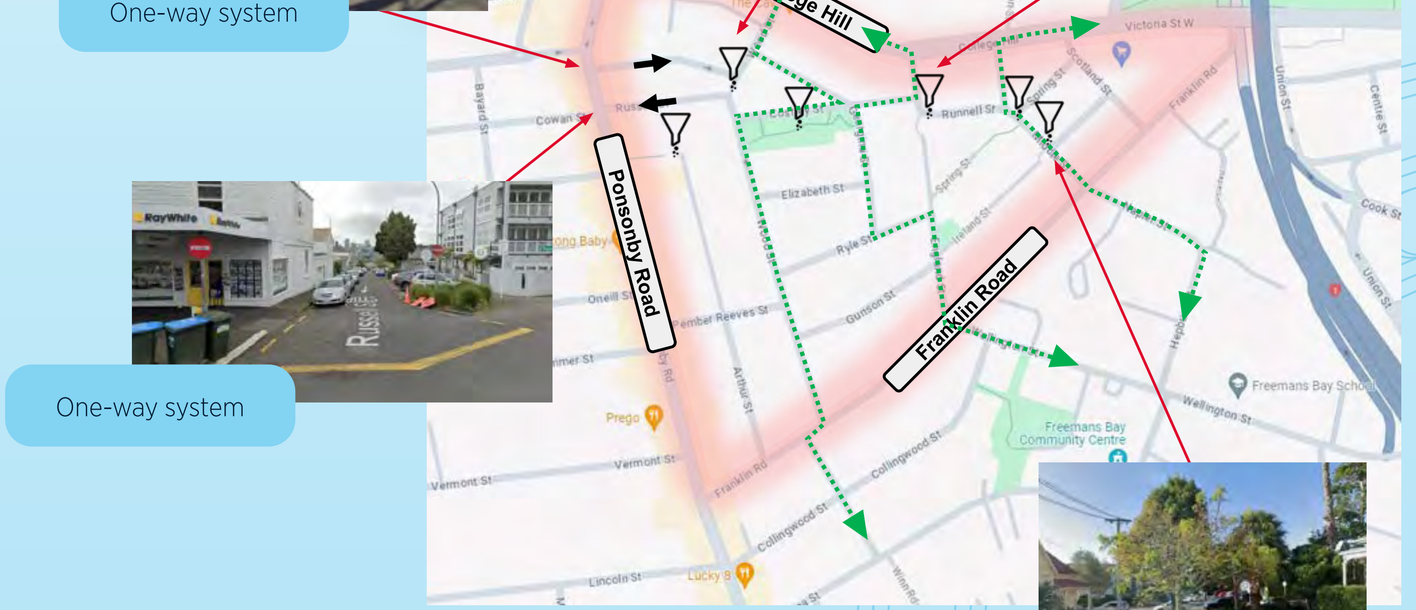
- This is an example from within the study area of a neighbourhood that has that has already been treated to discourage through traffic.
- The neighbourhood borders three busy roads with strong potential for excessive volumes of through traffic.
- Interventions have been implemented to discourage extraneous 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).

Mode filter

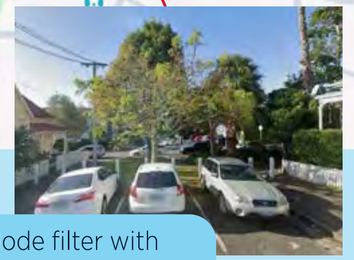
Mode filter with green space



One-way system



One-way system



Mode filter with green space