



# Waitemata Local Active Modes Plan (LAMP) – Engagement Outcome

Thank you for helping us make better decisions for your neighbourhood, informed by your local knowledge.

These projects intend to make cycling and walking safety and usability improvements to key quiet-routes identified in the Waitemata Local Active Modes Plan.

We received a range of views related to the proposed bundles of work. These are addressed below.

## **Support for the proposals mentioned that the changes will:**

- Make it safer and easier for cyclists of all ages and confidence levels to travel through the area
- Help connect the existing cycling network across the inner west
- Encourage active travel and reduce car dependency in central suburbs
- Improve conditions for pedestrians and school children on shared streets

## **Here is a summary of the key concerns raised about the proposals, and our responses**

### **Sharrow markings alone will not protect cyclists or change driver behaviour.**

Sharrow markings indicate designated on-road cycling routes and alert drivers to the presence of cyclists. They are used where formal cycle lanes are not practical.

### **Damaged footpaths on Francis Street and Hakanoa Street**

We acknowledge that existing footpath condition is poor due to tree root damage. Footpath maintenance is managed separately from the LAMP programme under asset maintenance and renewals programmes. The maintenance and renewals programme is aiming to deliver footpath renewals along Hakanoa Street next financial year<sup>1</sup>, aligned with Auckland Council Healthy Waters stormwater infrastructure works. Renewals budgets are unlikely to allow for renewal of Francis Street footpaths next financial year, however the footpaths will be inspected and maintenance work will be programmed accordingly.

### **Parking constraints along Francis Street in relation to the cycle lane proposal**

The up-hill protected cycleway on Francis Street (at the Old Mill Road end) has been deferred from the current programme and will be included in the Inner West Cycle Project for consideration next financial year. More information about that project will be shared in coming months.

---

<sup>1</sup> (FY26/27 runs from July 1<sup>st</sup> 2026 until June 30<sup>th</sup> 2027)



## **LAMP works in Herne Bay should wait until Watercare's sewer project is finished**

We are phasing our works around the Watercare project. All sharrow marking at proposed locations will be subject to coordination with road renewals and stormwater infrastructure works.

## **Speed humps on Warnock Street are not needed**

AT has received 17 separate requests from local residents to address speed concerns on Warnock Street between 2020 and 2025. Our assessments show that speeds are above what is desirable for a quiet-route street. Under the Waitemata Local Active Modes Plan, these routes aim to operate at lower speeds to support safe sharing between vehicles and cyclists. Speed hump spacing is designed to achieve this.

## **Speed humps on Hepburn Street are not needed**

We have reviewed the feedback received and the evidence supporting the use of speed humps in this proposal. Traffic speeds on Hepburn Street are not as significant a concern as at other priority locations in the programme. We also recognise that noise and vibration from vertical deflection devices can be more noticeable on steeper streets. For these reasons, the Hepburn Street proposal has been deferred. Any future safety improvements on Hepburn Street under the LAMP programme will focus on alternatives to vertical deflection treatments.

## **The advance stop box and feeder cycle lane on Williamson Avenue should be retained**

We have carefully considered this feedback. The proposal for the Williamson Avenue / Ponsonby Road intersection has been removed from the current programme, and the existing layout will remain in place. To deliver cycling improvements that work well for all users at this location, a more substantial redesign would be required than what the LAMP programme—focused on minor, low-cost upgrades—can accommodate.

## **The stop sign change at Kingsley Street / Livingstone Street will increase speeds on Kingsley Street, particularly during sports events at Cox's Bay Reserve. Speed calming should be introduced alongside the stop sign change.**

We will monitor speeds post-implementation and will consider speed calming on Kingsley Street if required.

## **The existing paths through Cox's Bay Reserve are too narrow and need widening.**

New paths in Cox's Bay Reserve will be delivered adjacent to Regina Street and Kingsley Street this financial year, aiming to meet best-practice shared-path widths where possible. Existing footpaths in Cox's Bay Reserve will remain unchanged, with potential widening to be considered as part of future improvements.

## **Here is a summary of the suggestions we received, along with our responses**

### **Introduce separated cycle lanes on Ponsonby Road.**

This is out of scope for the LAMP programme, which focuses on minor, low-cost improvements. We have noted feedback suggesting cycle lanes along Ponsonby Road for consideration in future programmes.



**Add gateway treatments, wayfinding signage, and physical traffic calming (planters, tim-tams) to give LAMP routes a proper greenway flavour, not just sharrows.**

We will be adding wayfinding to improve signage across all LAMP routes. Additional physical traffic calming beyond the interventions already proposed would require a further round of external engagement and is out of scope for the current tranche of works. We have noted this feedback for future consideration.

**Use green-backed sharrows, as used on Grafton Bridge, which are more visible and more durable than standard white sharrows on chip-seal surfaces.**

Green surface markings are currently reserved for locations with high traffic volumes and on major and regional cycle routes. The majority of LAMP routes are local residential roads and sharrows will be applied as presented in the consultation drawings.

**Extend the scope of LAMP works to include William Denny Avenue and Warnock Street speed humps this financial year**

The William Denny Avenue and Warnock Street proposals require further detailed design work. Construction of these proposals is planned for the next financial year with the aim to align delivery with planned road resurfacing works.

**Add speed calming to Kingsley Street to accompany the stop sign change, such as speed humps or a 30 km/h speed limit.**

We will monitor speeds post stop sign changes and will review options for traffic calming on Kingsley Street if required. Speed limit changes are assessed separately under AT's safe speeds programme.

**Coordinate LAMP works on Hakanoa Street with the ongoing stormwater upgrade works, which are currently making the street inaccessible.**

We will coordinate our works with the stormwater project on Hakanoa Street and will coordinate delivery of any markings to avoid conflict with active works. All works will be subject to coordination with road renewals and infrastructure programmes.

**Raise the footpath crossing at the Hakanoa Reserve exit to match the existing crossing at the Sackville Street end.**

A raised crossing at this location is not included in the current LAMP programme scope. This request has been noted for consideration under the relevant programme.

**Enforce or improve the existing Old Mill Road cycleway, which is routinely blocked by parked cars and currently unusable.**

We have noted this concern. Cycling improvements to Old Mill Road will be considered under the Inner West Cycling Project. More information will be shared about this project in due course.



### **What we are doing by the end of June**

- Sharrow markings and wayfinding at all proposed locations subject to coordination with road renewals and stormwater infrastructure works and excluding some sites for network legibility purposes
- New paths in Cox's Bay Reserve, adjacent to Regina Street and Kingsley Street
- Crummer Road / Scanlan Street intersection
- Kingsley Street / Livingstone Street intersection

### **What we are doing in 2026/2027**

- William Denny Avenue and Warnock Street speed humps and intersection treatments

### **What has been deferred for further consideration**

- Francis Street (Old Mill Road end) — to be considered under the Inner West Cycling Project
- Crummer Road / Ponsonby Road intersection
- Hepburn Street

### **What has been removed from the programme**

- Williamson Avenue / Ponsonby Road intersection