

Waiheke 10 Year Transport Plan – mid-lifecycle review

For decision: For noting:

Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Approves the mid-lifecycle review of the Waiheke 10 Year Transport Plan.

Te whakarāpopototanga matua / Executive summary

1. The Waiheke 10 Year Transport Plan (the Plan) articulates a jointly agreed future transport aspiration for the island between the Waiheke Local Board (Local Board) and Auckland Transport (AT).
2. The Plan was publicly consulted on in 2019 and approved by the Local Board and the board in 2020.
3. AT and the Local Board have agreed that every 3 years a major review of the Plan will be made, with a mid-cycle minor review every 18 months.
4. This review adds new projects suggested by the community at the previous public engagement period and identifies projects which have been completed or are planned/committed since the first version of the Plan.
5. The Plan has proved useful in shaping how AT works on Waiheke and what is delivered. It has provided a clear, integrated intent for AT's work and far more projects have been delivered than planned, through leveraging existing AT programmes, thanks to its role in identifying strategically aligned, publicly supported projects that make sense for Waiheke. Fourteen projects have been completed and a further 11 have been planned or committed for the next financial year.
6. The updated Plan represents a success for AT given the number of items delivered on Waiheke and helps to tell this story. It has been approved by the Local Board.

Ngā tuhinga ō mua / Previous deliberations

7. The board approved the first version of the Plan on 3 June 2020 but has not previously deliberated on the updated Plan. The Design and Delivery Committee discussed the update at its meeting of 15 February 2022 and recommended the updated Plan to the board for approval.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

8. In 2019, AT and the Waiheke Local Board signed a Memorandum of Understanding (MoU), intended to deliver a more cohesive and integrated relationship and approach to delivery of transport needs for the island, and leading to the creation of a new dedicated Waiheke AT staff member to coordinate all project delivery on the island.
9. A key action from this MoU was the development of the Plan.
10. The Plan was co-designed by AT and the Local Board and included public consultation on the proposals. The Plan articulates over 100 prioritised projects which, when delivered, will deliver a transport system that will meet the needs of locals and visitors and contribute to strategic goals.
11. In order to keep the Plan a 'living' and up-to-date document, AT and the Local Board have been working together, with the aid of the Waiheke Transport Forum, to prepare the first mid-lifecycle review of the Plan, ahead of a larger review with public engagement every three years.
12. This update has involved some key amendments:
 - Updates to the project list to account for completed or planned/committed projects since the approval of the first version of the Plan.
 - Assessment of the project suggestions made by members of the public during the consultation in 2019, with projects either incorporated into the existing project list where it would mean a minor scope amendment or held in a supplementary list for consideration by the public next time the Plan is taken to public consultation (planned every three years, in keeping with the Regional Land Transport Plan timing).
13. The updated Plan has received strong support from the Local Board and was approved by them on 27 October 2021.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

14. The updated Plan reflects the changes which have taken place since the first version was approved in 2020. Projects have been completed, others planned or committed, and some added in response to community feedback. Funding from the 2021 Regional Land Transport Plan has also been secured to assist with the delivery of the Plan from 2025.
15. The Plan has proven to be helpful in accelerating the delivery of projects across Waiheke. As the projects have already been identified, endorsed by the local board, iwi, and taken through public consultation, it has streamlined and accelerated the delivery process. This means that existing AT programmes have been able to be leveraged to deliver proposals in the Plan.
16. As a result, since the Plan was approved, 14 of the projects have been delivered, including:
 - Kennedy Point improvements and bus service.
 - Cycle parking, car park upgrade, and new toilet facilities at Matiatia.

- Matiatia old wharf renewal.
- Footpath improvements on Putiki Road, Church Road and Seaview Road.
- Roll out of the New Bus Network.

17. In addition, a further 11 projects have been committed or planned for the next year, including but not limited to:

- Investigating speed management across the island.
- Matiatia new wharf renewal.
- Causeway shared path.
- Investigation of park and rides in Ostend and Hamilton Road.
- Traffic calming on The Esplanade.
- New bus stop infrastructure in Oneroa Village and on Donald Bruce Road.
- Pedestrian crossings on Donald Bruce Road and Ocean View Road.

18. One of the successes of the Plan is that it has enabled previously unfunded projects to be funded or brought forward for delivery. Examples of these are:

- Traffic calming on The Esplanade (funded because of the Plan).
- New bus stop infrastructure on Donald Bruce Road (advanced because of the Plan).

19. We have also added scope to some of the existing projects in the Plan to reflect suggestions from the public. A supplementary list of around 20 projects has also been added, based on suggestions from the public in the 2019 consultation period. They will be formally consulted on during the three-year major update of the Plan.

20. The update to the Plan reflects the changes as described above.

Ngā tūraru matua / Key risks and mitigations

21. There are no identified major risks associated with approving the update to the Plan.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

22. Initial estimates of the delivery costs for the full plan are around \$80m. Approving this plan does not have any direct financial implications. The Regional Land Transport Plan 2021-2031 allocated \$10m to the delivery of projects in the plan, focussed on later years. Additionally, some projects are being delivered through existing programmes across AT, Auckland Council and other organisations.

Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

23. Waiheke is particularly vulnerable to the impacts of climate change, and has a fragile and valuable ecosystem to protect. AT has made commitments in the Plan to improve the environmental outcomes on the island as a result of the projects we deliver, as evidenced by the new electric bus fleet. By delivering the Plan in its entirety, Waiheke will be more climate adaptive and resilient, and far more sustainable.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua

24. Iwi with Waiheke connections and local māori have contributed to the Plan, guided the final prioritisation criteria, adopted 'business as usual' processes and supported the proposed projects.

Ngā mema pōti / Elected members

25. The Plan was co-designed with the Waiheke Local Board and the update to the Plan has been approved by them. The Local Board have expressed strong support for this plan throughout its life, including this iteration. The Local Board Chair notes "we can be proud of the significant number of projects that have been completed and have now included a number of new projects suggested by Waiheke residents in the last public consultation. The board is particularly pleased with the approval in the Regional Land Transport Plan of an initial \$10m for the implementation of local transport projects. We have very much valued working with the team at Auckland Transport on the 10 Year Transport Plan's first review and look forward to another year of delivery against our agreed transport plan."

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

26. Council Controlled Organisations have not been directly consulted.

Ngā kiritaki / Customers

27. Public engagement on the development of the Plan was undertaken in 2019 and public feedback was one input used to prioritise the projects in the Plan. Additional projects suggested by the public appear in the new version of this Plan, either as supplemental projects (for prioritisation during a future public consultation) or, where possible, incorporated into the scope of existing projects.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

28. Delivery of the projects in this Plan will improve road safety and create safer and more attractive options for walking and cycling to schools, shops, public transport and other destinations on the island. This will improve wellbeing by improving access, increasing opportunities for physical activity, and improving safety on our roads.




Ā muri ake nei / Next steps

29. Once approved by the Board the updated Plan will be released, with associated public communications.

Te whakapiringa / Attachment

Attachment number	Description
1	Updated Waiheke 10 Year Transport Plan

Te pou whenua tuhinga / Document ownership

Submitted by	Yvonne Gwyn / Andrew McGill Senior Transport Planner / Head of Integrated Network Planning	
Recommended by	Jenny Chetwynd Executive General Manager, Planning and Investment	
Approved for submission	Shane Ellison Chief Executive	



WAIHEKE



10 YEAR

TRANSPORT PLAN



VERSION 2 | 2022





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A guide to this document

This section looks at Waiheke: its people, character and the state of its transport. It also highlights some of the key gaps and challenges faced by its people, services and facilities.

This section outlines what AT is already progressing in Waiheke, what the final list of proposed next projects and processes are and outlines the eventual goal for the island.



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

This section describes how AT worked with the Waiheke Local Board to create this Plan, AT's engagement with mana whenua and local stakeholders, and the public engagement process. It includes a summary of the public input and the changes made in response.

This section outlines the follow up actions of the Plan, including implementation and ongoing collaborative planning, and on-going monitoring progress and review.

INTRODUCING THE PLAN



Background

One of the gems of Auckland's Hauraki Gulf, Waiheke island is a great place to live, work and play. Its geography, population and vibrant character make it unique in Auckland. A hot spot for tourism, an area vulnerable to the effects of climate change 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.

As an outcome of Auckland Council's Governance Framework Review, AT and the Waiheke Local Board collaborated to develop a Memorandum of Understanding (MoU). 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.

One of the key actions that resulted from the MoU was the development of the Waiheke 10 Year Transport Plan, which contains a full, prioritised list of the projects, plans, services and processes wanted by the people of Waiheke to create a better transport system. The first iteration of the Plan was submitted for funding in the Regional Land Transport Plan, and was allocated 10 million in funding over the period 2021-2031. While the Plan is the ambition for Waiheke, funding for delivery of the initiatives it contains depends on receiving Regional Land Transport Plan funding.

The vision for the plan

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

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

Keeping Waiheke at the heart of the planning process, AT has developed this Plan with the community and the final product aligns with the needs and wants of this important and unique place.



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 the highest priority aspirational changes to fund over the next 10 years.



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



Evolve with Waiheke's changing transport needs over time.

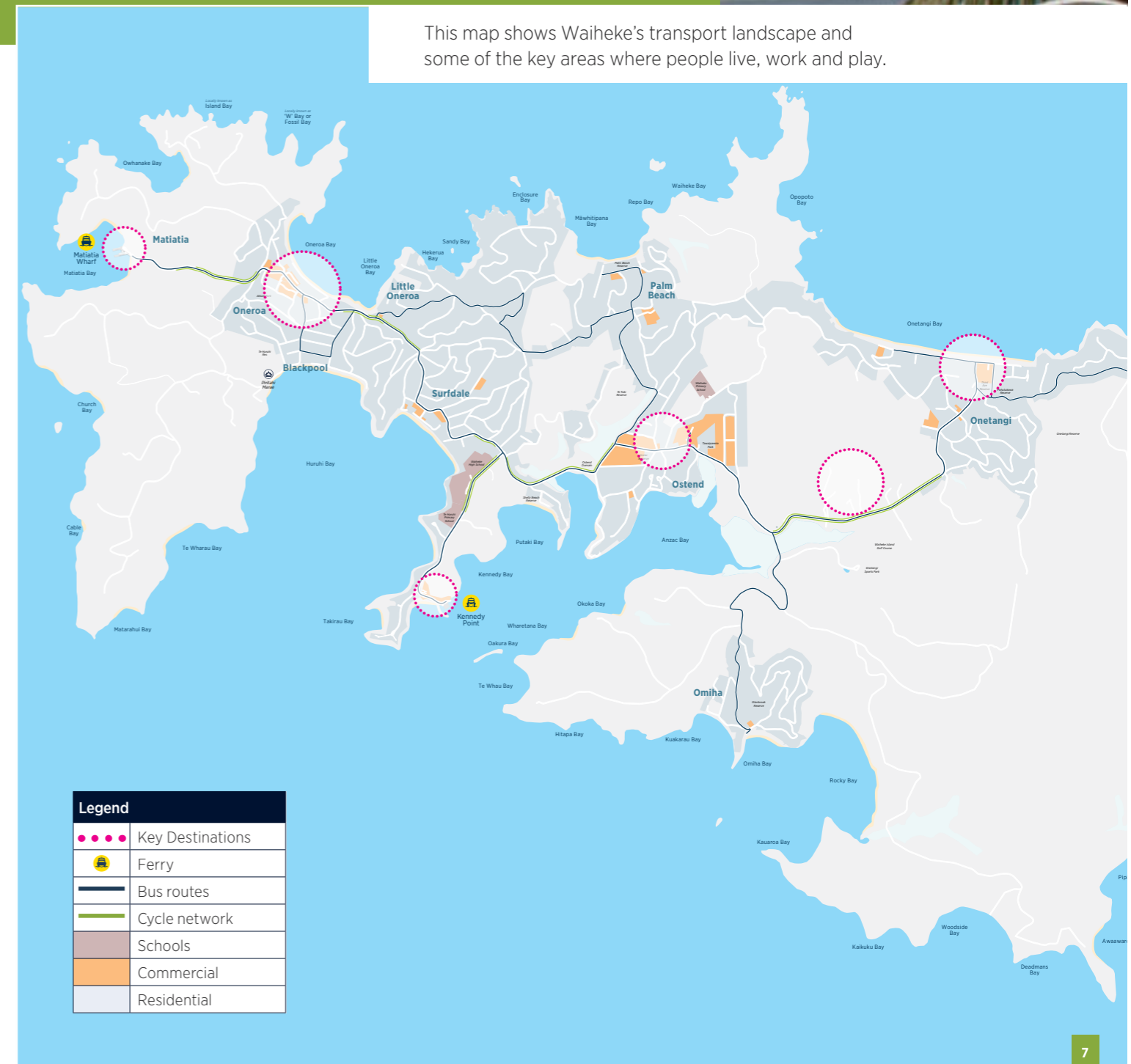
CORE OBJECTIVES ▲

A WAIHEKE SNAPSHOT



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, according to the 2018 Census.



WAIHEKE HAS SOME DIFFERENT TRAVEL BEHAVIOUR

from the rest of Auckland. In addition to lower rates of driving a vehicle and use of buses/trains, Waiheke also has higher rates of walking/jogging, ferry use and working from home. Some of these patterns are a result of the demographics and location, however there are opportunities to improve usage of buses.



WAIHEKE'S POPULATION WORKS IN DIFFERENT INDUSTRIES.

The population is more employed in areas such as health care, public administration, administration, finance, telecommunications, trade and manufacturing, and less in real estate, accommodation and food services and agriculture, although the census undercounts foreign nationals who support viticulture on Waiheke.



WAIHEKE'S POPULATION IS OLDER.

The Census shows that almost 50% of residents of Waiheke are aged 30-64 and over 20% are aged 65+, compared to 45% and 12-15% for these age groups in New Zealand and Auckland overall.



WAIHEKE'S POPULATION IS GROWING.

Due to net migration, the island's population is increasing, though not at the rate of the rest of Auckland. 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. Prior to Covid19 Waiheke had over 1 million tourists a year.

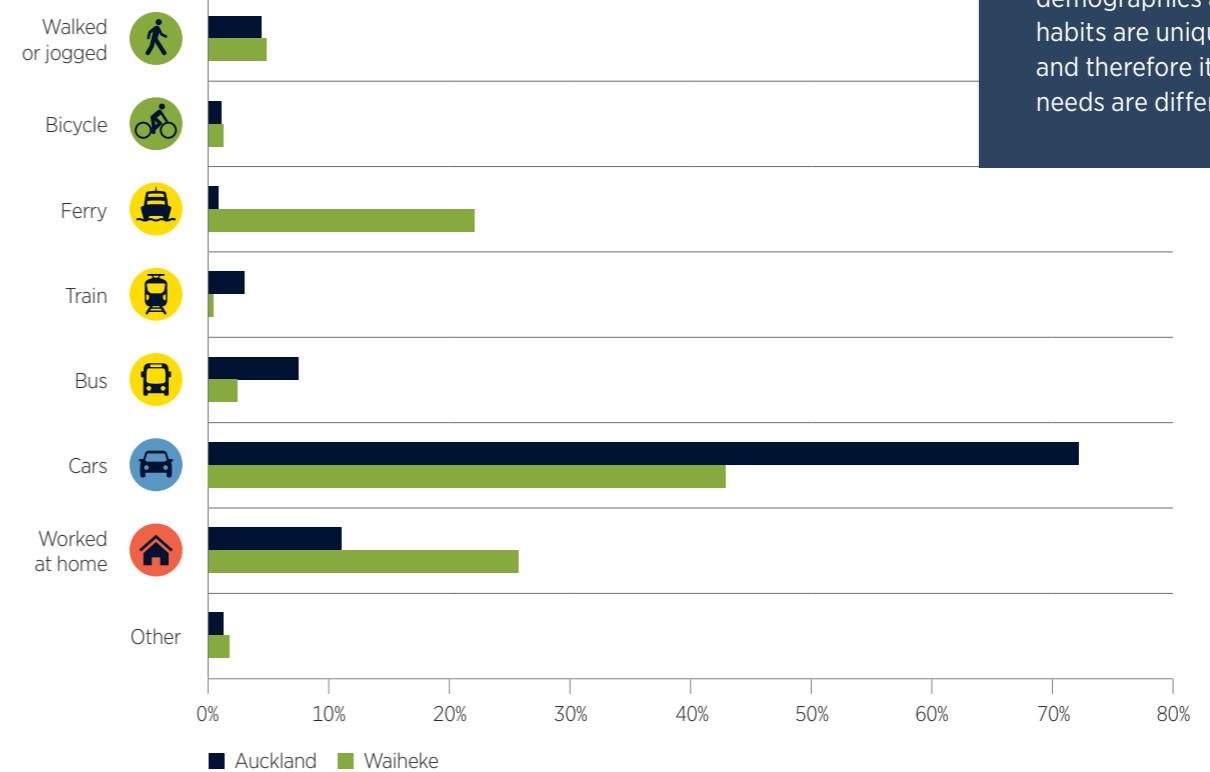


KEY CHALLENGES

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



JOURNEY TO WORK





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 works with Fullers Group Ltd around customer needs, service levels for the ferry are at the discretion of Fullers.



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



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. These SeaLink services are fully commercial.



ORAPIU

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



KEY CHALLENGES

ACCESS AND CONNECTIONS

- ✓ Ferry/bus fare integration was implemented in the second half of 2020. This means that single-zone bus or travel before or after the ferry trip is free. Fullers' own tickets are not part of this integration.
- ✓ Free travel is already 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 Matiatia and Owhanake park and 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:
 - Public buses, which connect with ferry movements at Matiatia
 - Taxi and shuttle services
 - Private tourist operations to serve tourist activities and accommodation transfers (e.g. Explorer Bus)
 - Commercial charter vessels (e.g. Water Taxi)
 - The Coastguard

- ▶ Ferries provide a key link for commuters and visitors, however, there are community concerns with the cost, frequency and reliability of this service.
- ▶ Visitors significantly outnumber residents commuting by ferry.
- ▶ 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 served by a number of public bus routes. These connect key destinations and service the majority of the urban area of Waiheke. A new bus network was implemented in October 2019 as a result of extensive public consultation which created a high frequency common route alignment between Matiatia and Ostend via Oneroa.

The first of the new, fully electric, bus fleet went into service on the Island in November 2020. Eight electric buses are now in operation, and the remaining nine buses will be replaced with electric buses as they reach the end of their life.

In the 12 months prior to February 2020 the average number of passengers on the bus services each month was over 63,000. However, patronage is strongly seasonal and ranged from approximately 43,000 in July to 87,000 in February.



KEY CHALLENGES

- ▶ Lack of adequate footpaths or cycleway access at many bus stops along Waiheke's current bus network hinders connections around the island.
- ▶ The effects of COVID-19 on travel patterns across the region mean it is difficult to get good data on trends in public transport patronage.

ACCESS AND CONNECTIONS

Waiheke's New Bus Network, implemented in October 2019, brought numerous benefits to frequency, accessibility and movement around the island, including:

- ✔ Improved routes and timetables
- ✔ A new, electric and fully accessible bus fleet (rolled out from 2020)
- ✔ More frequent services
- ✔ Frequent bus service between Matiatia, Oneroa, Ostend, and Onetangi – approximately every 15 minutes 7am to 7pm, 7 days a week
- ✔ A new route serving Kennedy Point ferry terminal
- ✔ New infrastructure, including bus stops, shelters and signage

Waiheke also has a number 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 and ride sharing services
- private car rental
- water taxi
- coastal excursion services
- aeroplanes and helicopters

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





ROADS AND 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 Onetangi through Oneroa and Ostend, 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, but poor maintenance of the drainage network has led to severe flooding in the past.

Working with the affected Local Boards, including Waiheke, AT has developed a new approach to road sealing to enable the key problems on a greater number of roads to be addressed. The new approach considers the strategic importance of the road, the key problems (relating to safety, public health, the natural environment, and climate change), and the treatment options available (e.g. dust mitigation, surface strengthening, or safety improvements).

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 networks.



SAFETY AND VISION ZERO

Auckland Transport is committed to a safe transport system through eliminating harm to system users. The Plan is consistent with the approach and principles of the Vision Zero strategy. All projects delivered on Waiheke as part of this Plan will be implemented using this approach.

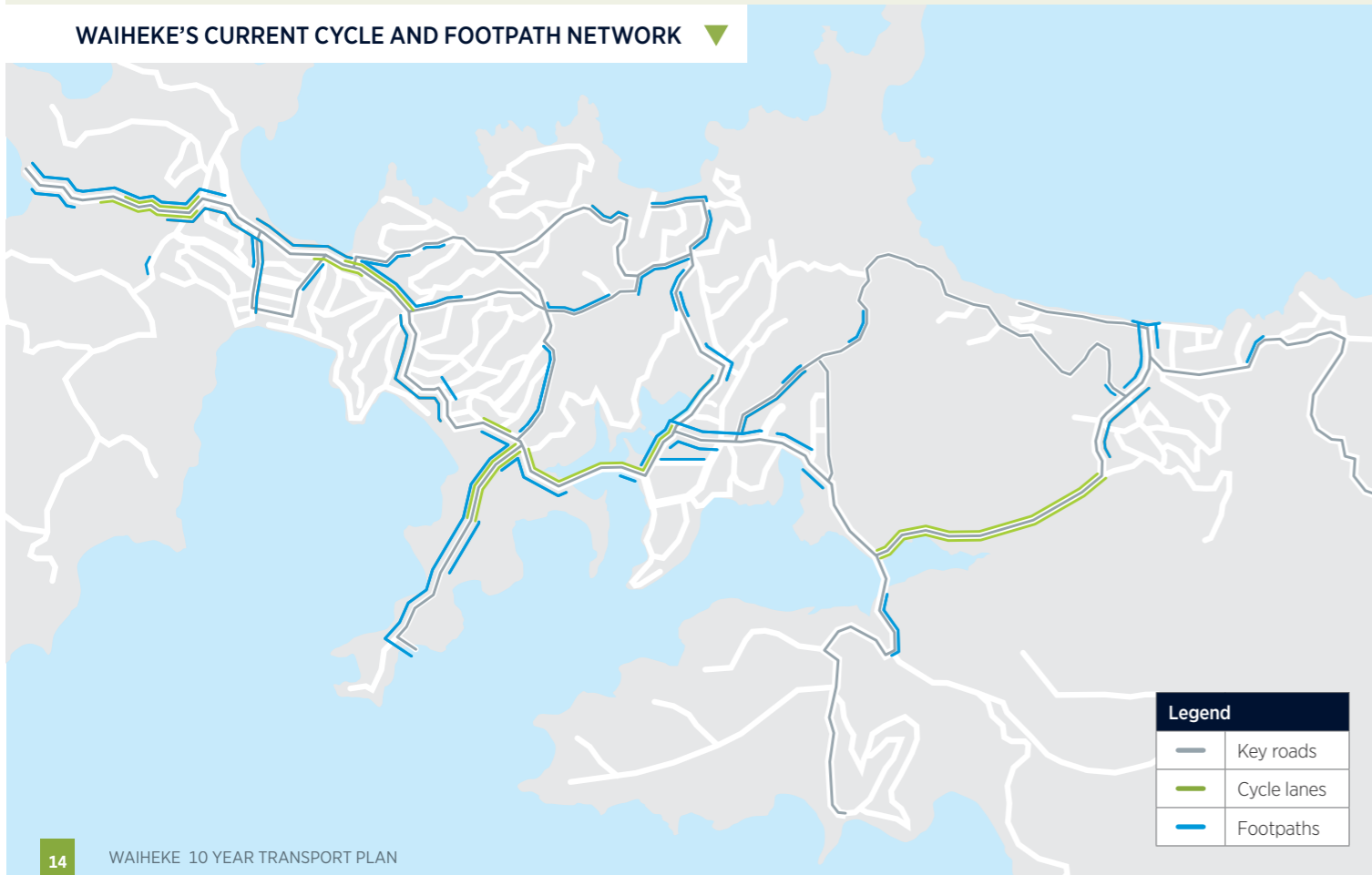
Waiheke's road and footpath network poses a number of safety concerns, particularly with the high number of unsealed roads on the island.

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 and cycling.

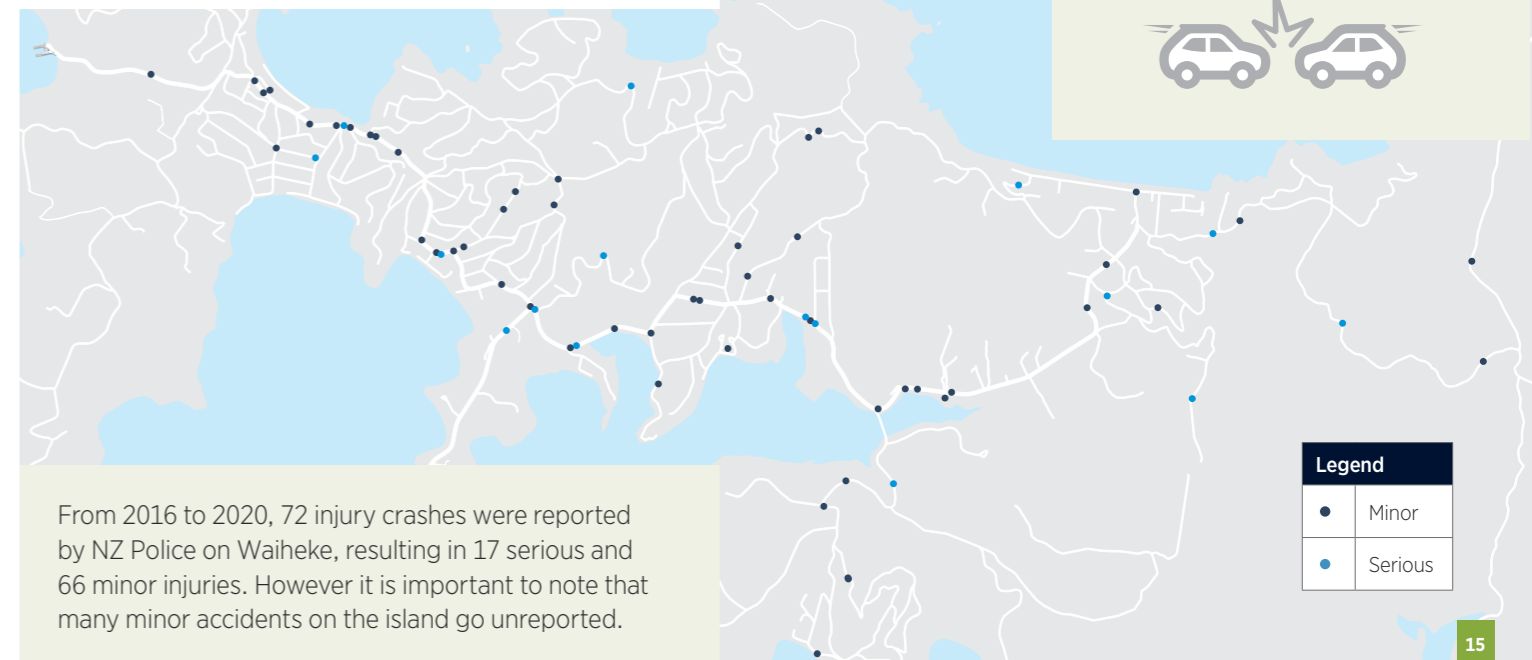
KEY CHALLENGES

- ▶ 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.

WAIHEKE'S CURRENT CYCLE AND FOOTPATH NETWORK



LOCATION OF INJURY CRASHES (2016-2020)



From 2016 to 2020, 72 injury crashes were reported by NZ Police on Waiheke, resulting in 17 serious and 66 minor injuries. However it is important to note that many minor accidents on the island go unreported.

DEVELOPING THE PLAN

DEVELOPING THE 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.



Development of a 10-year Transport Plan for Waiheke



Maintaining an up to date issues register accessible to both parties



Meeting and workshopping regularly (at least monthly)



Sharing annual infrastructure planning and maintenance documents



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



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



Developing and maintaining a rolling three year work programme



Having accurate and regularly reported transport data



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



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



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

DEVELOPING THE PLAN

Partnering with Mana Whenua

TE ARANGA MĀORI DESIGN PRINCIPLES



MANA RANGATIRATANGA AUTHORITY

The status of iwi and hapū as mana whenua is recognised and respected



WHAKAPAPA NAMES AND NAMING

Māori names are celebrated



TE TAIAO THE NATURAL ENVIRONMENT

The natural environment is protected, restored and/or enhanced



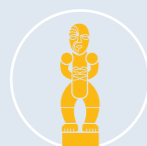
MAURI TU ENVIRONMENTAL HEALTH

Environmental health is protected, maintained and/or enhanced



MAHI TOI CREATIVE EXPRESSION

Iwi/hapū narratives are captured and expressed creatively and appropriately



NGĀ TOHU THE WIDER CULTURAL LANDSCAPE

Mana whenua significant sites and cultural landmarks are acknowledged



AHI KĀ THE LIVING PRESENCE

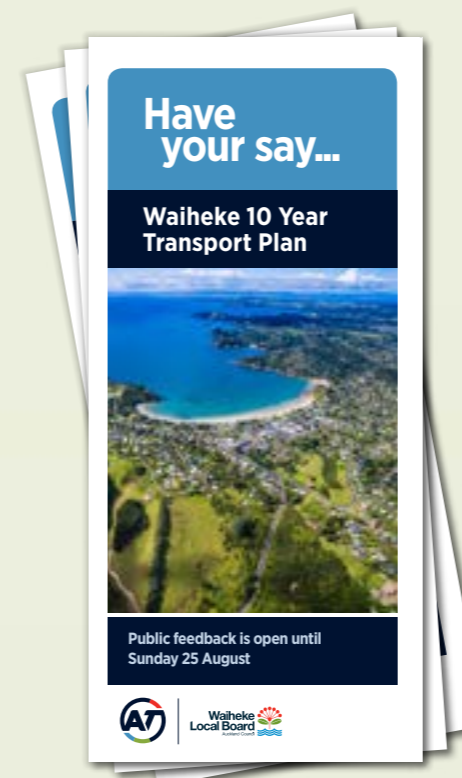
Iwi/hapū have a living and enduring presence and are secure and valued within their rohe.

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.



Engagement on the Plan

Auckland Transport began engagement on the draft Plan in July 2019, through hui with mana whenua, as well as mataawaka at the Waiheke marae.

A launch event was held on 25 July 2019, led by Auckland Transport Chief Executive Shane Ellison and Waiheke Local Board Chair Cath Handley and in front of a large group of stakeholders.

Over the next four weeks, public consultation was held on the draft Plan, with a dedicated webpage to communicate the plan and collect feedback. The project team also held drop-in sessions on weekends at Matiatia Wharf, Waiheke Library and Ostend Memorial Hall. Each household was provided with a brochure outlining the proposals and a feedback form. The project team also held meetings with some stakeholders, such as local schools.

450 individual pieces of feedback were received, representing a great result and a strong voice from the community.

Consultation closed on 25 August and the project team reviewed the responses and assessed the necessary changes. The following pages outline what you, the public, told us, and what changes we have made to the Plan in response.





FEEDBACK

What you told us

The community provided their view on what were the most important and least important projects, as well as suggesting new projects not in the draft Plan.

Some key recurring feedback themes were:

- Improve road safety and reduce speeds
- Increase the number of footpaths and cycleways on the island, particularly to make travel safe for school children
- Protect the negative impacts of the transport network on the environment, particularly the impacts of stormwater runoff and erosion of the coastal areas.
- Ensure that Waiheke's character is reflected in the design of the transport network, including the roads, public transport network, footpaths and cycleways.

New rank	Orig rank	TOP 50 PROJECTS - VOTES FOR AND AGAINST	👍 Votes in favour	👎 Votes against
1	53	Cycling to school	91	8
2	75	New footpath along section of Brown Rd	87	7
3	48	Walking to school	84	6
4	8	Causeway Rd pedestrian/cycling provision	84	13
5	5	Walking and cycling acces Oceanview Rds	80	12
6	102	Upgrade Brown Rd	82	16
7	1	Kennedy point masterplan	87	22
8	7	Surfdale road pedestrian Surfdale Rd pedestrian/cycling provision	78	14
9	28	New park and ride - Ostend	65	12
10	107	Upgrade unsealed roads	63	17
11	101	EV charging stations	61	17
12	46	Coastal pathways - Esplanade to Te Huruhi Shool	51	9
13	6	Active transport missing link Onetangi Rd	50	9
14	33	Intersection upgrade - Belgium St/Ostend Rd/Whakarite Rd	45	7
15	49	NZ cycle trail extension	49	13
16	11	Active transport missing link - Donald Bruce Rd	46	11
17	9	Safety improvements on Ostend Rd	45	10
18	4	Active transport missing link - Surfdale Rd (near shops)	43	8
19	13	Active transport missing link - The Causeway	44	10
20	16	New footpath on section of Onetangi road	43	10
21	3	Active transport missing link - Surfdale Rd	43	10
22	27	Little Oneroa Bridge	45	16
23	18	Belgium St improvements	42	13
24	99	Electric bikes scheme	42	15
25	34	Intersection upgrade - Donald Bruce Rd/Causeway Rd/Alison Rd	38	13
26	19	Road calming along Donald Bruce Rd	43	20
27	54	New footpath along section of Sea View Rd	30	9
28	23	New footpath along section of Sea View Rd	33	12
29	50	Secure cycle parking at Matiatia	32	12
30	68	Progressive upgrade of the Eastern Loop Rd	30	11
31	35	Road sealing on Man O'War Bay Rd	46	27
32	20	Active transport missing link - Oceanview Rd	30	13
33	14	Extend footpath on Donald Bruce Rd	30	15
34	94	Coastal pathways stony ridge tracks	21	8
35	25	New footpath on section of Waiheke Rd	29	16
36	89	Coastal pathways - Church Bay to Marae	22	10
37	40	New footpath on section of Sea View Rd	21	9
38	98	Coastal pathways - Te Whau coastal route	21	10
39	15	Active transport missing link - Ostend Rd	20	9
40	80	Surfdale park and ride - Hamilton Rd	24	14
41	62	New footpath along section of Mako St	18	8
42	47	Foothpath improvement - Ostend Rd	16	6
43	88	New footpath along section of Waikare Rd	14	6
44	78	New footpath along Burrell Rd	15	7
45	70	New footpath along section of Third Ave	16	8
46	31	Footpath widening on Causeway Rd	24	16
47	24	Active transport missing link - Belgium St	17	9
48	22	New footpath along section of Goodwin Ave to Little Oneroa	21	13
49	93	Coastal pathways - Thompsons Point Link	17	10
50	10	New footpath on section of Goodwin Ave to Hekerua	25	18

SPREAD OF RESPONDENTS



Some projects proved either unpopular, or polarising. There was support for and opposition to among others:

- road sealing of Man O' War Bay Road
- speed reduction and management
- a Kennedy Point master planning exercise

What you said about..

ROAD SURFACE QUALITY

- Desire for more action
- Support for unique style of roads
- Mixed views on sealing, kerbing

CULTURAL HERITAGE

- Important to preserve – part of identity
- Needs to be built into projects

FOOTPATHS / CYCLEWAYS

- Strong support in many locations

ROAD SPEEDS

- Strong support for safety improvements
- Opposition to specific roads and some polarisation

ENVIRONMENT

- Desire for stronger action and more coordination between agencies

SIGNAGE

- Desire for signage to reflect the island
- Desire for less signage clutter, but more information

What you wanted added

ROAD MAINTENANCE

- Quicker maintenance and strong resilience of the road network
- Mixed views on sealing roads

ROAD SAFETY

- Acknowledgement of the safety problem and desire for a complete safe route between key destinations

PUBLIC TRANSPORT

- Desire for more bus services, particularly for ferry connections and connecting park and rides

ACTIVE TRANSPORT

- More bike parking and storage at ferry terminals
- More cycleways specifically catering to tourists

PARKING

- Desire for more parking (and different parking types) at ferry terminals and shops

CONGESTION

- Concern about congestion at key locations, such as Ostend and Matiatia



FEEDBACK

Mana Whenua and Mataawaka

We received valuable feedback from mana whenua, as well as the mataawaka on Waiheke, which was incorporated into the final Plan.

- Amend the criteria to split culture and environmental character, as they are significantly different and both need protecting
- Ensure that resilience and future-proofing is incorporated into the construction of roads and paths, given the risks for Waiheke from climate change and associated sea level rise
- Set up processes for protection of uncovered artefacts / koiwi, which involves the community
- Provide for recognition of the wāhi tapu on the Matiatia waterfront
- Incorporate cultural heritage into projects, no matter the size, and Māori culture into signage
- Mitigating stormwater run-off effects should be a high priority and coordination between AT and Healthy Waters (and other agencies as appropriate) should occur as normal practice
- Improve pathways to provide connections, as long as they are serving a purpose which supports community needs
- Take accident locations into consideration as key areas needing action
- Ensure that the island's unique road designs are maintained, while increasing safety for more vulnerable users, such as children. This should include perceptions of safety.



What we have changed

As a result of the consultation we made a number of changes to the Plan in terms of the approach to the Plan, which affect the results.

The most important change was to amend the scoring criteria, as follows:

OLD SCORING METHODOLOGY

Strategic fulfilment	Prioritised by users
Safety	Increases safety, particularly for vulnerable users
Access	Improves access for multi-modal outcomes + accessibility
Character	Supports Waiheke's character

NEW SCORING METHODOLOGY

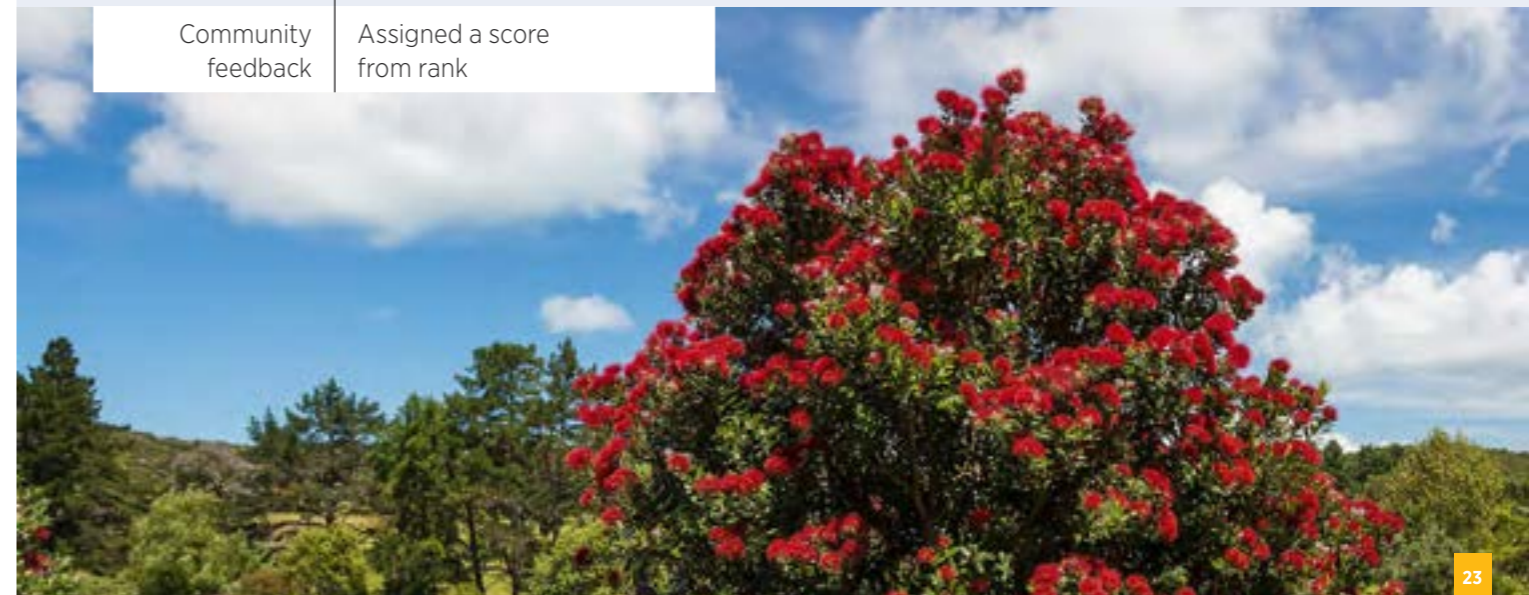
Strategic fulfilment	As before
Safety	As before
Access	As before
Cultural environment	Iconic projects, support character
Natural environment	Improves outcomes for natural environment
Community feedback	Assigned a score from rank

This was changed to reflect the feedback from our partners and stakeholders around the need for more environmental focus and also to ensure that community feedback was part of the prioritisation process.

We also removed from the priority list the 'process' items. Each of these received significant positive public feedback and, as such, these were endorsed for incorporation into our standard practices.

We have also added projects which were not in the initial draft Plan, but which came through in the public consultation process.

We have assessed these projects and incorporated some as scope amendments to the prioritised list of projects where they were closely related to an existing project. The remaining projects will be consulted on with the public in future.



THE 10 YEAR PLAN



Delivery and progress since the first version of the Plan

AT has a large number of existing and ongoing projects on Waiheke. These are outlined under categories below.

BUS SERVICES AND INFRASTRUCTURE



AT has implemented a new bus network on Waiheke. This has included the continuing roll-out of a suite of new bus stops and shelters for Waiheke, using a new design, as well as improved customer information.

FERRY INFRASTRUCTURE IMPROVEMENTS



AT is in the process of making upgrades to various components of the ferry terminals on Waiheke. Regular maintenance, together with improvements to customer experience, is continuing at all locations.

MAINTENANCE AND RENEWAL



AT manages a continuing programme of maintenance and renewal on Waiheke, aimed at ensuring that on-road assets are fit for purpose, safe and reliable. These works are part of a region-wide programme.

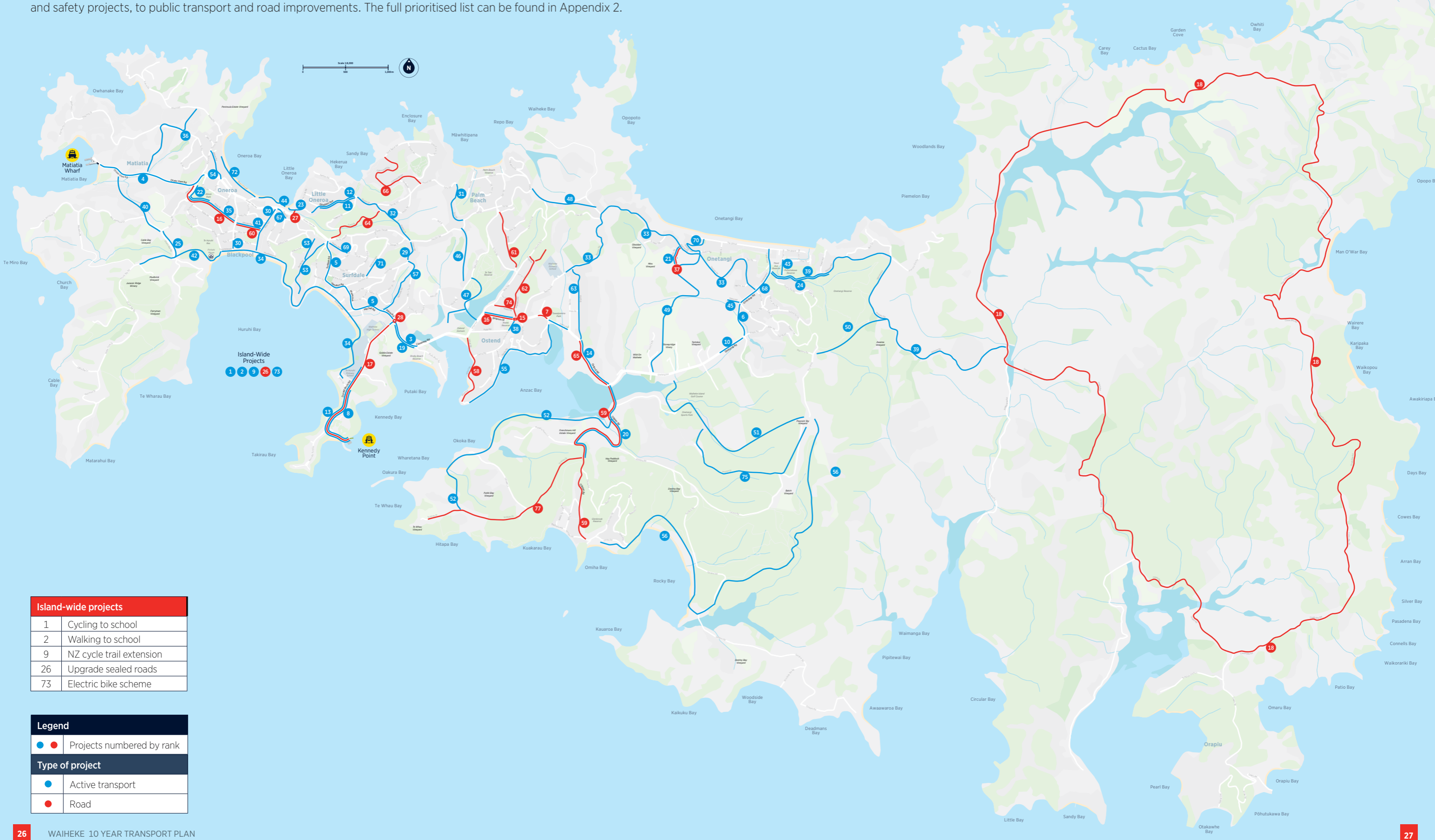
MATIATIA LAND-SIDE IMPROVEMENTS



Improvements to the Matiatia ferry terminal and surrounding area, including the parking areas, have been made over the last year. This project is continuing to progress and work is planned on the new wharf renewal over the next year.

Prioritised projects

The projects in this Plan span the whole island and include a broad variety of transport activities from walking, cycling and safety projects, to public transport and road improvements. The full prioritised list can be found in Appendix 2.



Island-wide projects	
1	Cycling to school
2	Walking to school
9	NZ cycle trail extension
26	Upgrade sealed roads
73	Electric bike scheme

Legend	
●	Projects numbered by rank
Type of project	
●	Active transport
●	Road

Our new processes/approach

In addition to specific projects, AT sought feedback on a number of changes to processes which would affect the island as a whole. The response was strongly positive to these and therefore they are all being endorsed to become standard AT practice for all work going forward.

- Waiheke road hierarchy
- Accessibility lens
- Stormwater and erosion management
- Waiheke design guide
- Cultural incorporation into projects

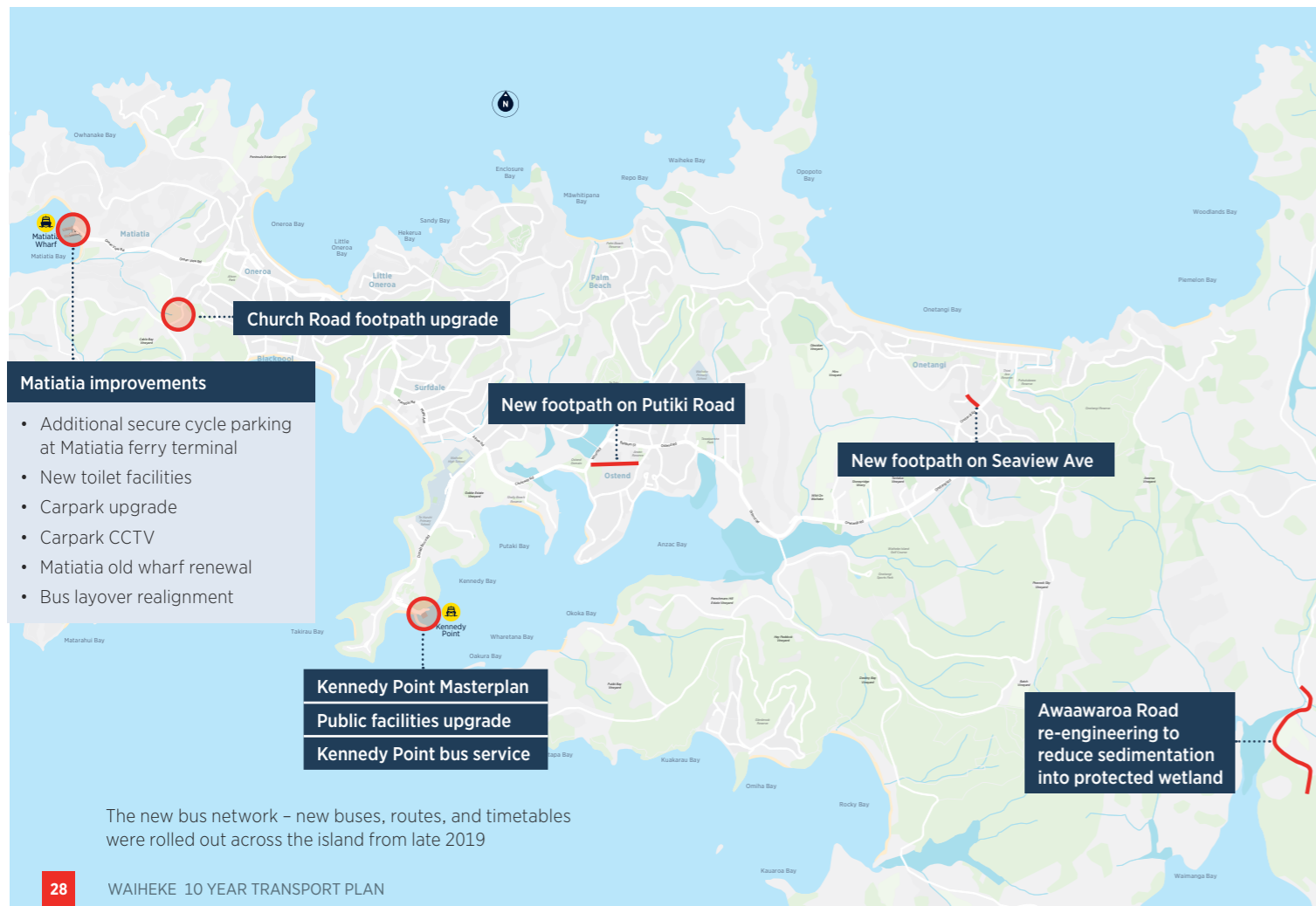
Details of these are provided on the following pages.



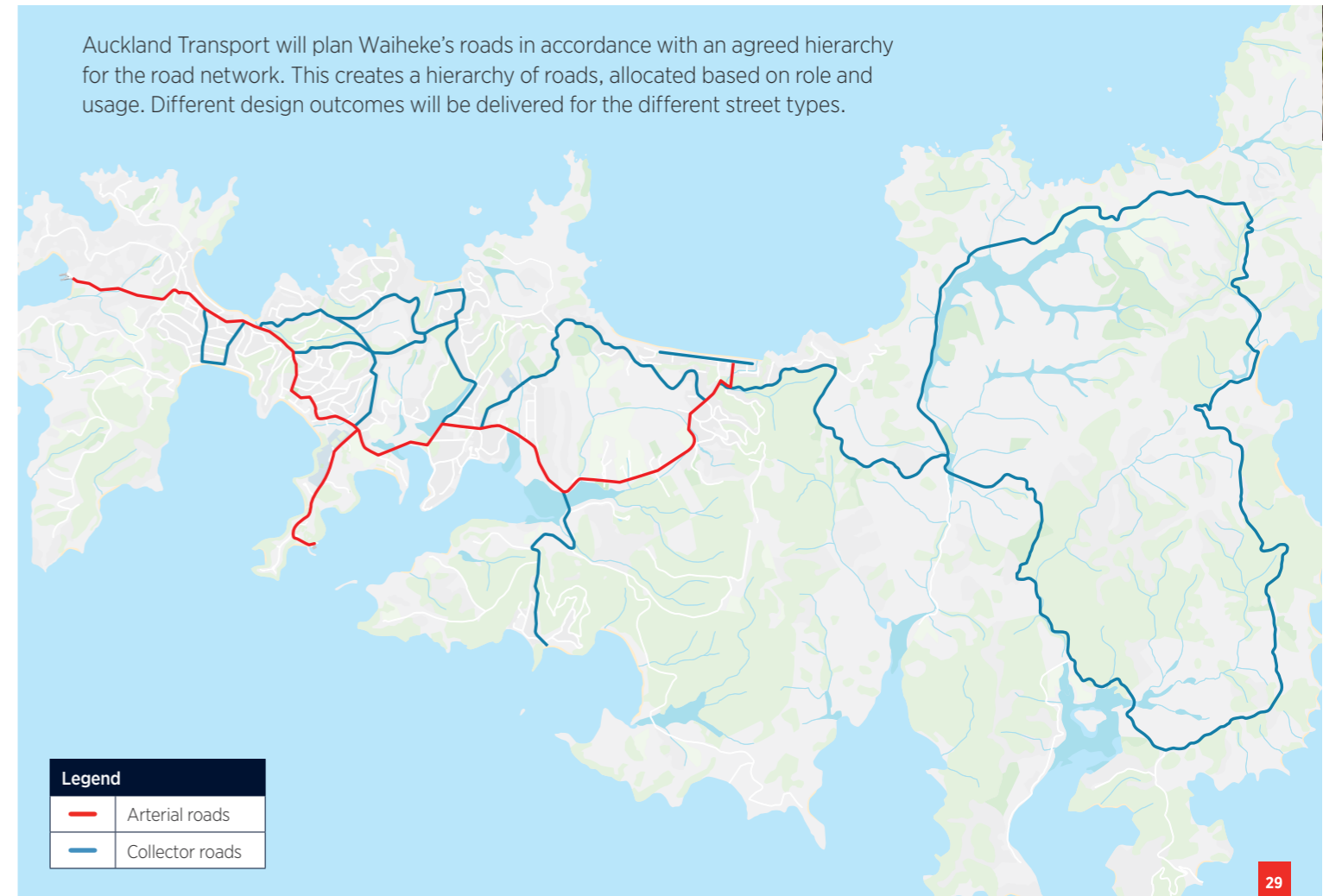
Auckland Transport is developing a Waiheke specific design guide, as it has done for Waitakere Ranges. This design guide will provide for an agreed approach to road layout design which both ensures safety for all users and protects and enhances the unique character of Waiheke.



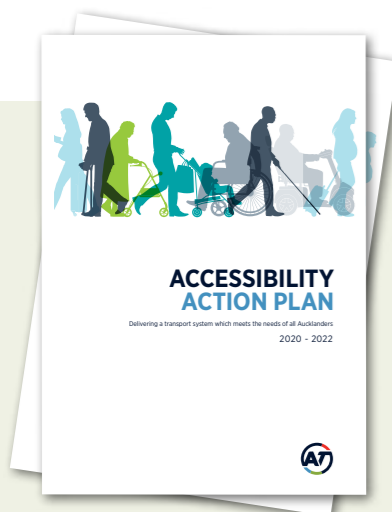
Projects we have delivered



Auckland Transport will plan Waiheke's roads in accordance with an agreed hierarchy for the road network. This creates a hierarchy of roads, allocated based on role and usage. Different design outcomes will be delivered for the different street types.



Our new processes/ approach



Auckland Transport's Board has approved the Auckland Accessibility Action Plan, which states as its core goal that as far as can reasonably be accommodated, Auckland Transport ensures that transport facilities, vehicles, information and services are easy to find out about, to understand, to reach, and to use, for people with accessibility requirements and therefore for everyone, as part of their day-to-day lives.

In response to the Accessibility Action Plan, and the support for accessibility from the Waiheke Local Board, partners, stakeholders and community, AT will pursue a greater emphasis on accessibility in all its projects and work. Providing a transport network that meets the needs of all Aucklanders is a high priority now and into the future.

Auckland Transport understands that Waiheke residents care greatly for the natural environment and want to make sure that activity on the island ensures that the operation of the island ensures its long term sustainability. There are concerns about:

- Coastal erosion
- Sea-level rise and resilience
- Stormwater runoff and management

Auckland Transport will work closely with other agencies, including Auckland Council and Healthy Waters to coordinate activities, plan transport system upgrades and ensure the transport system supports the long-term liveability of Waiheke.



Auckland Transport recognises that the unique character and cultural history of Waiheke should be reinforced through its transport system and environment. Auckland Transport will therefore look at ways to incorporate this character and culture into its projects. This has already started with projects like the new bus shelter programme.

The Waiheke bus shelter programme was a collaborative effort between local Waiheke artist, Sally Smith and Ngāti Paoa Trust artist, Michael Paki to produce artworks for the glass panels of the shelters. The Waiheke Local Board requested the new bus shelters design would inherit the existing bus shelter design though colour scheme.

By engaging with local artists to create artwork for the Waiheke bus shelters, the project produced a respected public asset that is embraced and valued by its users. The artwork applied offers an organic approach in deterring vandalism to the shelters whilst contributing to the local community and urban landscape.



What is achieved if the plan is realised

If the key projects of the Plan come to fruition, it will result in a step change to the transport system for Waiheke.

Roads and streets designed according to their form and function, adhering to a Waiheke design guide and hierarchy

A transport system which helps ensure the long term environmental sustainability of Waiheke

An improved experience along Donald Bruce Road for all users, particularly school children and users of the Kennedy Point ferry service

An improved operation for all customers at Matiatia

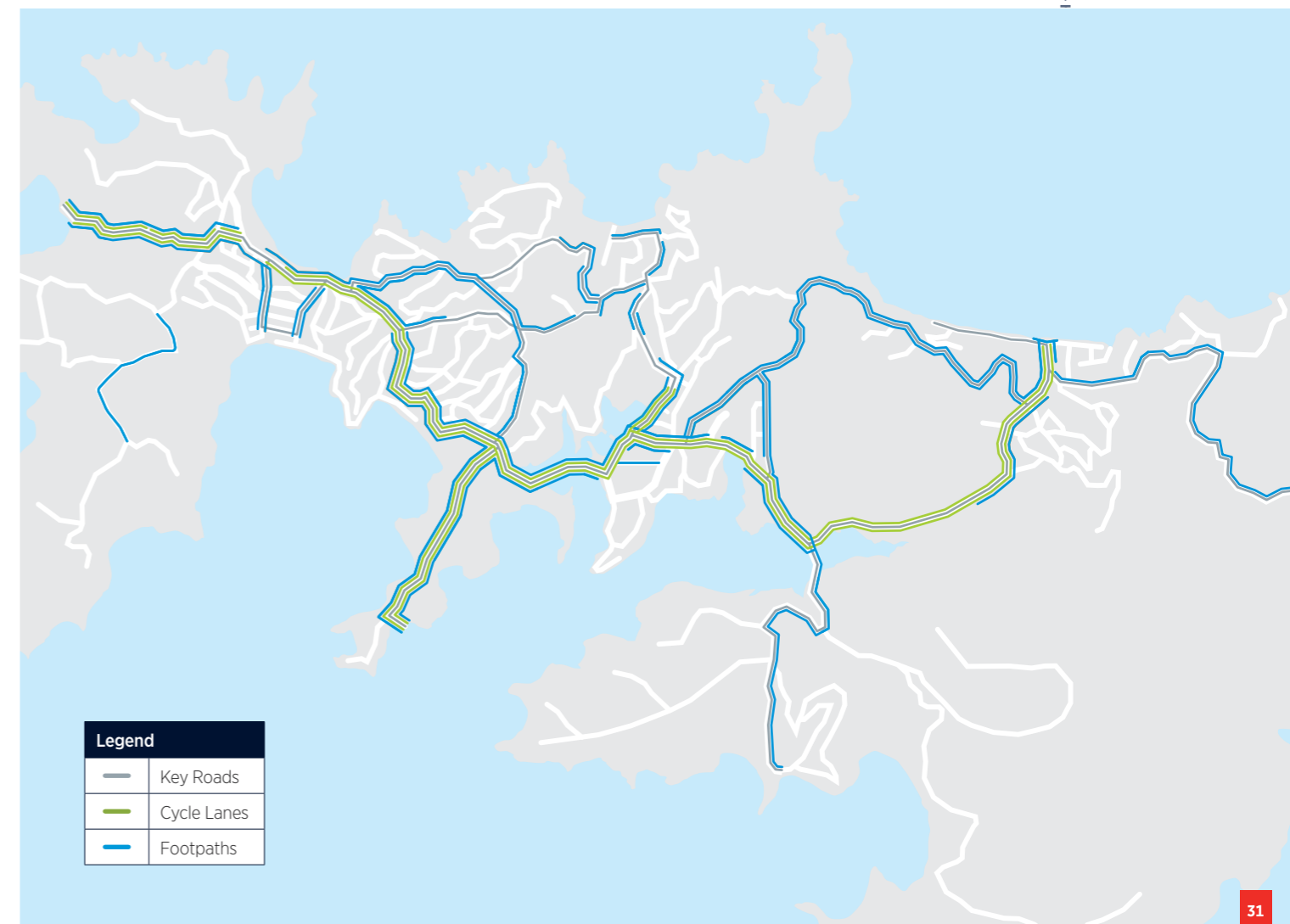
An island-wide review of safe and appropriate speeds

Greater character (both natural and cultural) on display as part of the transport network

An island which enables greater access for people with accessibility needs

A connected network of facilities for walking and cycling which provides safe access

ACTIVE LINK GROWTH ▼



PROGRESS AND NEXT ACTIONS



In late 2021 we undertook the first update of the Waiheke 10 Year Transport Plan working together with the Local Board. We identified which projects had been completed:

- Kennedy Point improvements and bus service
- Cycle parking, car park upgrade, and new toilet facilities at Matiatia
- Matiatia wharf renewal
- Footpath improvements on Putiki Road, Church Road and Seaview Road
- Roll out of the New Bus Network

And which projects are committed to be completed over the next year, including:

- Investigating reducing speed limits
- Causeway shared path
- Investigation of park and rides in Ostend and Hamilton Road
- Traffic calming on The Esplanade
- Bus stop upgrades in Oneroa Village and on Donald Bruce Road
- Pedestrian crossing on Donald Bruce Road
- Sealing a section of Taraire Street

Looking further ahead, The Regional Land Transport Plan 2021-2031 (RLTP) which allocates funding for transport projects across Auckland for the next ten years was adopted in mid-2021. Waiheke has been allocated 10 million to implement the projects in the the Plan, with funding available for implementation from 2025/26. Prior to this, investigation and design needs to be completed on these projects so that they are ready to go when the funding becomes available.

The full lists of projects that have been completed, are committed, or are prioritised for funding through the RLTP are in Appendix 1 and Appendix 2.

COLLABORATION AND JOINT PLANNING ONGOING



Through the MoU and ongoing partnerships, AT will continue to 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.

DELIVERING EXISTING COMMITTED PROJECTS MID 2021 - MID 2022



- Ongoing maintenance and renewal
- Ongoing committed projects
- Implementation of policies and processes

DELIVERING THE PLAN 2021 - 2031



Delivery will be through:

- Day to day operational programmes
- Regional programmes (eg Speed Limit Change Programme)
- Implementing the prioritised projects with funding from the RLTP and the Waiheke Local Board.

MONITORING AND 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.
- AT is committed to reporting regularly to the Local Board on the Plan's implementation progress including through updates to the Plan.
- The plan will be fully updated every three years in line with the transport funding cycle and receive minor updates at the half way point.

APPENDIX 1 COMPLETED OR COMMITTED PROJECTS

PROJECT TITLE	DESCRIPTION	STATUS
Kennedy Point Masterplan	Improve parking at Kennedy Point and make improvements to road. Develop a second vessel loading ramp to enable 'all tide' operation.	Complete
Kennedy Point public facilities upgrade	Recladding and refurbishment of operator offices, public waiting areas, public toilets	Complete
Speed reduction and management	Investigate reducing speed limits on most streets throughout the island to a maximum of 30km/h and form dedicated shared spaces on low-order streets.	Committed as part of broader project
Active Transport missing link - The Causeway	Complete cycle lane on The Causeway and where possible split shared path. Community Safety Fund project to construct a new shared cycleway and pedestrian facility on the coastal side alongside the Causeway.	Committed
New Park and Ride - Ostend	Construct a new Park and Ride in Ostend	Committed (for investigation)
Additional secure cycle parking at Matiatia ferry terminal.	Provide secure cycle parking at Matiatia wharf	Complete
Road sealing on Man O'War Bay Rd	Seal the first 200m of Man O'War Bay Rd	Prioritised as part of the Unsealed Road Improvement programme
Surfdale Park and Ride - Hamilton Rd	Investigate the need for a Park and Ride on Hamilton Rd (Surfdale)	Committed as part of parking regulation review (for investigation)
Road re-engineering on Awaawaroa Rd	Re-engineer Awaawaroa Rd to reduce sedimentation into protected wetland	Complete
Road Calming - Esplanade	Implement traffic calming measures on the Esplanade. Closure of road through pedestrian mall process to all vehicles except emergency services.	Committed
New footpath along section of Putiki Rd	Construction of new footpath along Putiki Rd (Wharf Rd to Ostend Rd) and realignment of entranceway to pedestrian bridge for public access across to Countdown	Complete
EV charging stations	Provide charging stations for electric vehicles at key points on the island. Supplied by Vector - new EV charging facilities installed in two AT carparks - Hamilton Rd (Surfdale) and Weka Rd (Oneroa). To be supplied by Vector - new EV charging facilities at Kennedy Point carpark, Onetangi and Orapiu.	Progressing (non-AT project) - installed at Surfdale, Oneroa, Kennedy Point, Orapiu and Onetangi being investigated
Road sealing - Taraire St	Seal the first 200m of Taraire St	First 90m confirmed for end 2021. Cost estimate outstanding for remainder.
Kennedy Point passenger bus service	Implementation of new Kennedy Point-Matiatia public bus service	Complete
Donald Bruce Rd new bus stop infrastructure	Construction and upgrade of seven bus stops including two new bus shelters	Committed
Matiatia terminal new toilet facilities	Construction of additional new toilets and refurbishment of old facilities within terminal building	Complete
Carpark CCTV	Installation of CCTV cameras in Matiatia and Owhanake carparks	Complete
Matiatia old wharf renewal	Upgrade of old Matiatia wharf to facilitate use by ferry services	Complete
Matiatia carpark upgrade	Removal of redundant buildings from Matiatia carpark to provide additional vehicle parking	Complete
Matiatia capark bus layover realignment	Bus layover facility in Matiatia carpark realigned to provide additional vehicle parking	Complete
Footpath upgrade - Church Bay Rd	Church Bay Rd realignment and widening of footpaths	Complete
Footpath new - Seaview Rd	Construction of new footpath between Hartley Ave and Onetangi Rd	Complete
New bus network	Implementation of new Waiheke bus network including six new routes and timetables	Complete
Ocean View Rd new bus stop infrastructure	Upgrade of Oneroa village bus stops and removal of old redundant ones	Committed
Ocean View Rd new pedestrian crossing	Provision of new crossing facility in village for access to library	Committed
Donald Bruce Rd new school pedestrian crossing	Construction of a new pedestrian crossing outside Te Hururi School	Committed
Matiatia new wharf renewal	Construction and supply of new gangways, hydraulics and pontoons at the main ferry berths	Committed

APPENDIX 2 PRIORITISED PROJECTS

Final RANK	Original RANK	TITLE	DESCRIPTION	LOCATION
1	3	Cycling to school	Provide cycle paths along school routes.	Island-wide
2	4	Walking to school	Improve walking routes around schools, especially on Alison Rd and Seaview Rd. Includes crossings and speed signs.	Various locations
3	5	Causeway Road pedestrian/cycling provision	Construct an improved and dedicated pedestrian and cycle facility along Causeway Road.	3 Donald Bruce Rd to 43 Causeway Rd
4	6	Walking and cycling access - Oceanview Road	Improve walking and cycling access on Oceanview Road. Complete missing sections of cycle lanes near the wharf and where possible split the shared path. Add new pedestrian crossings (around library).	Oneroa (Village to Matiatia)
5	7	Active Transport missing links - Surfdale Road	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)
6	10	Active Transport missing link - Onetangi Road	Extend existing cycle path along Onetangi Road to complete missing sections from Waiata Rd to Trig Hill Rd. Improve safety at Eden Terrace intersection.	Onetangi Road (Waiata Rd to Trig Hill Rd) + Eden Tce
7	11	Safety improvements on Ostend Road	Improve safety at 79 Ostend Rd (opposite Placemakers).	79 Ostend Road (opposite Placemakers Centre)
8	12	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)
9	15	NZ cycle trail extension	Extend the existing NZ cycle trail to provide cycle routes on the island.	Island-wide
10	16	New footpath on section of Onetangi Road	Install a new footpath between 75 Onetangi Rd and 103 Onetangi Rd.	75 - 103 Onetangi Rd
11	17	New footpath on section of Goodwin Rd	Install new footpath from 24 Goodwin Ave to Hekerua Rd.	Goodwin Ave (24 Goodwin Ave to Hekerua Rd)
12	18	Active Transport missing link - Goodwin Ave/Hauraki Ave	Extend concrete footpath and grass footpath.	Goodwin Ave, Hauraki Rd
13	19	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)
14	20	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 into footpath & cycle lane with flat beam between lane and road	Ostend Rd (Erua Rd to O'Brien Rd)
15	21	Intersection upgrade - Belgium St/Ostend Rd/Whakarite Rd	Improve safety at Belgium St/Ostend Rd/Whakarite Rd intersection.	Belgium St/Ostend Rd/Whakarite Rd
16	22	Belgium St improvements	Safety and access improvements on Belgium St. create cycle lane and widen footpath.	Belgium St
17	23	Road calming along Donald Bruce Rd	Implement traffic calming measures on Donald Bruce Road.	Donald Bruce Rd (Causeway Rd and south)
18	24	Progressive upgrade of the eastern loop road	Progressive upgrade of the eastern loop road to improve safety and storm water management.	Loop road (Man O'War Bay Rd, Cowes Bay Rd, Orapiu Rd)
19	25	Footpath widening on Causeway Rd	Widen Causeway Road footpath to provide a shared path for walking and cycling.	Causeway Rd (Donald Bruce Rd to Shelly Beach Rd)
20	26	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)
21	28	New footpath along section of Brown Rd	Install a new footpath along Brown Rd (Sea View Rd to the end).	Brown Rd (Seaview Rd to end)
22	29	Active Transport missing link - Alison Park	Complete missing sections of cycle lanes along Alison Park.	Alison Park, Oceanview Rd, Oneroa

Final RANK	Original RANK	TITLE	DESCRIPTION	LOCATION
23	30	New footpath along section of Goodwin Ave	Install a new footpath between Little Oneroa shops to connect with existing pathway on Goodwin Ave and a crossing to access the beach.	Goodwin Ave (Little Oneroa shops to existing pathway)
24	32	New footpath on section of Waiheke Rd	Install new footpath and cycleway between Onetangi Road and 72 Waiheke Road.	Waiheke Rd (Onetangi Rd to 72 Waiheke Rd)
25	33	New footpath on section of Church Bay Rd	Install new footpath from 61 Church Bay Rd to 127 Church Bay Rd.	Church Bay Rd (61 Church Bay Rd to 127 Church Bay Rd)
26	34	Upgrade unsealed roads	Improve the quality of various unsealed roads around the island.	Island-wide
27	35	Little Oneroa bridge	Improve safety on Little Oneroa bridge and ensure multi-modal function.	Little Oneroa Bridge (Goodwin Ave)
28	36	Intersection upgrade - Donald Bruce Rd/ Causeway Rd/Alison Rd	Improve safety at Donald Bruce Rd/Causeway Rd/Alison Rd intersection and enhance multi-modal function.	Donald Bruce Rd/ Causeway Rd/Alison Rd
29	42	New footpath along section of Ocean Rd	Install new footpath on Ocean Rd (85 Ocean Rd to Kennedy Rd).	Ocean Rd (85 Ocean Rd to Kennedy Rd)
30	43	Active Transport missing link - Tui St/Moa Ave	Extend grass footpath on Tui St and Moa Ave.	Tui St, Moa Ave
31	44	Active Transport missing link - Cory Rd	Install new footpath on Cory Rd (Queens Dr to Hill Rd)	Cory Rd (Queens Dr to Hill Rd)
32	45	Active Transport missing link - Queens Dr/Pacific Parade	Extend grass footpath on Queens Drive and Pacific Parade and complement with concrete footpath where possible.	Queens Drive, Pacific Parade
33	46	Active Transport missing link - Sea View Rd	Install new footpath from Onetangi Rd to Erua Rd.	Sea View Rd (Onetangi Rd to Erua Rd)
34	48	Coastal Pathways - Esplanade to Te Huruhi School	Upgrade 4.5km pathway to provide safe school and tourist route linking The Esplanade to Donald Bruce Road.	Esplanade to Donald Bruce Rd
35	49	New footpath along section of Mako St	Install new footpath on Mako St (Between Church Bay Rd and Tui St).	Mako St (Church Bay Rd to Tui St)
36	51	Coastal Pathways - Owhanake	Upgrade 1.2km of the Owhanake pathway (Korora Rd to Oceanview Rd).	Owhanake (Korora Rd to Oceanview Rd)
37	52	Upgrade Brown Rd	Upgrade unsealed road to sealed road	Brown Rd full length
38	54	Footpath improvement - Ostend Rd	Improve the footpath on Ostend Rd (Belgium St to Putiki Rd) and add a cycle lane.	Ostend Rd (Belgium St to Putiki Rd)
39	55	Active Transport missing link - Waiheke Road	Extend grass footpath on Waiheke Rd and complement with concrete footpath where possible.	Waiheke Rd
40	56	Coastal Pathways - Water-right Gully	Upgrade 1.2km of the path (Oceanview Rd to Church Bay Rd) and widen to 2 metres.	Water-right Gully (Oceanview Rd to Church Bay Rd)
41	57	New footpath - Manuka Rd	Install a new footpath along the full length of Manuka Road.	Manuka Rd (full length)
42	58	Coastal Pathways - Church Bay to Marae	Upgrade 500m of pathway and widen to 2 metres. Re-gravel existing farm track from Marae.	Church Bay to Marae (Church Bay Rd to Esplanade)
43	59	New footpath along section of Third Ave	Install a new footpath on Third Ave (Waiheke Rd to existing path opposite 3 Third Ave).	Third Ave (Waiheke Rd to existing path opposite 3 Third Ave)
44	60	Coastal Pathways - High route past Church	Upgrade 500m of off-road pathway to concrete.	High route past Church (Beach Pde to Goodwin Ave)
45	61	New footpath along Totara Rd	Install a new footpath along the full length of Totara Rd.	Totara Rd (full length)
46	62	Coastal Pathways - Junction Rd to Wilma Rd	Install a new 700m off-road grass connection path.	Junction Rd to Wilma Rd
47	63	Coastal Pathways - Te Toki Reserve to Ostend Domain	Install a new 1km off-road gravel and boardwalk path.	Te Toki to sports club (Wilma Rd to Causeway Rd)

Final RANK	Original RANK	TITLE	DESCRIPTION	LOCATION
48	64	Coastal Pathways - Thompson's Point link	Install a new 1km off-road connection path.	Thompsons Pt link (Hill Rd to Sea View Rd)
49	65	Coastal Pathways - Stony Ridge tracks	Install a new 4.4km off-road gravel and grass path subject to agreement with landowners.	Stony Ridge (Sea View Rd to Onetangi Rd to Sea View Rd)
50	66	Coastal Pathways - Fisher Rd & Forest & Bird	Widen path to 2 metres and upgrade to compacted gravel with a separate bridle path.	Fisher Rd & Forest & Bird
51	67	Coastal Pathways - Sports Park to Trig Hill	Upgrade 1km of pathway.	Sports Park to Trig Hill (Trig Hill Rd to Waiheke Rd)
52	68	Coastal Pathways - Te Whau coastal route	Upgrade the coastal pathway route.	Te Whau coastal
53	69	New footpath along Burrell Rd	Install a new footpath along the full length of Burrell Rd and improve safety of Surfdale/Burrell intersection.	Burrell Rd (full length)
54	71	New footpath along section of Waikare Rd	Install footpath along Waikare Rd (between Korora Rd and Oceanview Rd).	Waikare Rd eastern verge (Korora Rd to Oceanview Rd)
55	72	Coastal Pathways upgrade - Wharf Rd to Ostend Rd	Upgrade 1.8km boardwalk and grass path to by-pass Ostend Centre.	Wharf Rd to Ostend Rd
56	73	Coastal Pathways - Central Track to Rocky Bay	Upgrade the pathway to a shared 2 metre-wide gravel path from Rocky Bay to Whakanewha.	Central track to Rocky Bay
57	74	New footpath along Kennedy Rd	Install a new footpath along the full length of Kennedy Rd.	Kennedy Rd (full length)
58	75	Wharf Rd improvements	Safety and access improvements on Wharf Rd, including separating the footpath and cycleway.	Wharf Rd to Ostend Rd
59	76	Road Calming along O'Brien Rd	Implement traffic calming measures on O'Brien Rd, including O'Brien/Okoka intersection.	O'Brien Rd (McMillan Rd to Onetangi Rd)
60	77	Road Calming - Manuka Rd	Implement traffic calming measures on Manuka Rd.	Manuka Rd
61	79	Road Calming - Bay Rd	Implement traffic calming measures on Bay Rd.	Bay Rd
62	82	Road Calming - Potai St/Whakarite Rd	Implement traffic calming measures on Potai St/Whakarite Rd.	Potai St/Whakarite Rd
63	84	Active Transport missing link - Erua Rd	Install new footpath along Erua Rd.	Erua Rd
64	85	Road Calming - Frank St	Implement traffic calming measures on Frank St.	Frank St
65	88	Road Calming along Ostend Rd	Implement traffic calming measures between on Ostend Rd (between Erua Rd and O'Brien Rd)	Ostend Rd (Erua Rd to O'Brien Rd)
66	89	Road Calming - Coromandel Rd	Implement traffic calming measures on Coromandel Rd.	Coromandel Rd
67	90	New footpath along section of Tawa St	Install a new footpath on Tawa St (Huia St to Kiwi St).	Tawa St (Huia St to Kiwi St)
68	91	Active Transport missing link - 4th Avenue	Create cycle lane on 4th Avenue (between The Strand and Trig Hill Road).	4th Avenue (The Strand to Trig Hill Rd)
69	92	New footpath along Moana Ave	Install a new footpath along the full length of Moana Ave.	Moana Ave (full length)
70	93	New footpath along section of Seventh Ave	Install a new footpath on Seventh Ave (between Seaview Rd and The Strand)	Seventh Ave (Seaview Rd to The Strand)
71	94	Active Transport missing links - Beatty Parade	Create a concrete footpath on Beatty Parade up to the end of industrial area.	Beatty Parade (up to the end of the industrial area)
72	95	New footpath along Beach Parade	Install a new footpath along the full length of Beach Parade.	Beach Parade (full length)
73	96	Electric bikes scheme	Facilitate the implementation of an electric bike scheme.	Island-wide
74	98	Waitai Rd improvements	Improve access and safety on Waitai Rd.	Waitai Rd
75	99	Active Transport missing link - Musson Drive	Create a grass footpath along the full length of Musson Drive.	Musson Drive (full length)
76	100	Road Calming - Mako St	Implement traffic calming measures on Mako St (Oceanview Rd to Tui St).	Mako St (Ocean View Rd to Tui St)
77	101	Road Calming - Te Whau Dr	Implement traffic calming measures on Te Whau Dr.	Te Whau Dr

APPENDIX 3 SUPPLEMENTARY PROJECTS

PROJECT DESCRIPTION	PROJECT TYPE	LOCATION	TOTAL SCORE
Oceanview Road between Moa Ave/Puriri Road/Tui Street - widen for cycling	Active transport	Oceanview	9
Upgrade access road off Korora to Oneroa beach; add culvert on south side to reduce erosion	Road	Korora	7
Install lights or roundabout Goodwin/Oceanview intersection	Road	Oceanview	6
Install lights or roundabout Ostend Rd at Placemakers complex exit	Road	Ostend Rd	6
Miami Ave crossing at Surfdale shops	Active transport	Miami	6
Footpath and cycleway on Trig Hill Rd	Active transport	Trig Hill Road	6
Footpath - Cowes Bay Rd	Active transport	Cowes Bay Rd	5
Footpath on Wilma Rd with access for school children to Donald Bruce rd schools	Active transport	Wilma Rd	5
Footpath Kuaka Road	Active transport	Kuaka	4
Close 3rd avenue and The Strand to buses; and limit other vehicular access along the Strand between 3rd and 4th Ave to residents.	Active transport	The Strand	4
Traffic calming	Road	Third Avenue	4
Footpath on Bay Rd and extend from 7 to intersection with Palm Rd	Active transport	Bay Road	4
Footpath Korora Road to school	Active transport	Korora	4
Car parking areas adjacent main beaches (Oneroa, Onetangi, Palm Beach) need enlarging and improvement	Road	Oneroa, Onetangi, Palm Beach	4
Provide footpath and parking	Active transport	Great Barrier road	4
Seal Gordons Rd and Woodside Bay Rd	Road	Gordons Road	3
Reseal Pacific Parade and provide footpath	Road	Pacific Parade	3
Road sealing on Hobson Terrace	Road	Hobson Terrace	3
Road sealing Hillside Rd, Ostend	Road	Hillside Road	3
Seal Garrett Road	Road	Garratt Road	3
Build some off road parking at Shelly Beach (a metalled pad) for use when grassed area is too wet.	Road	Shelly Beach	2
Seal Bella Vista road	Road	Bella Vista Road	2



