



Creating a safe and connected cycling environment for the Kerikeri / Waipapa urban area

September 2022

Urban Focus Team - Kerikeri / Waipapa Cycling Group

A subgroup of [Our Kerikeri](#)

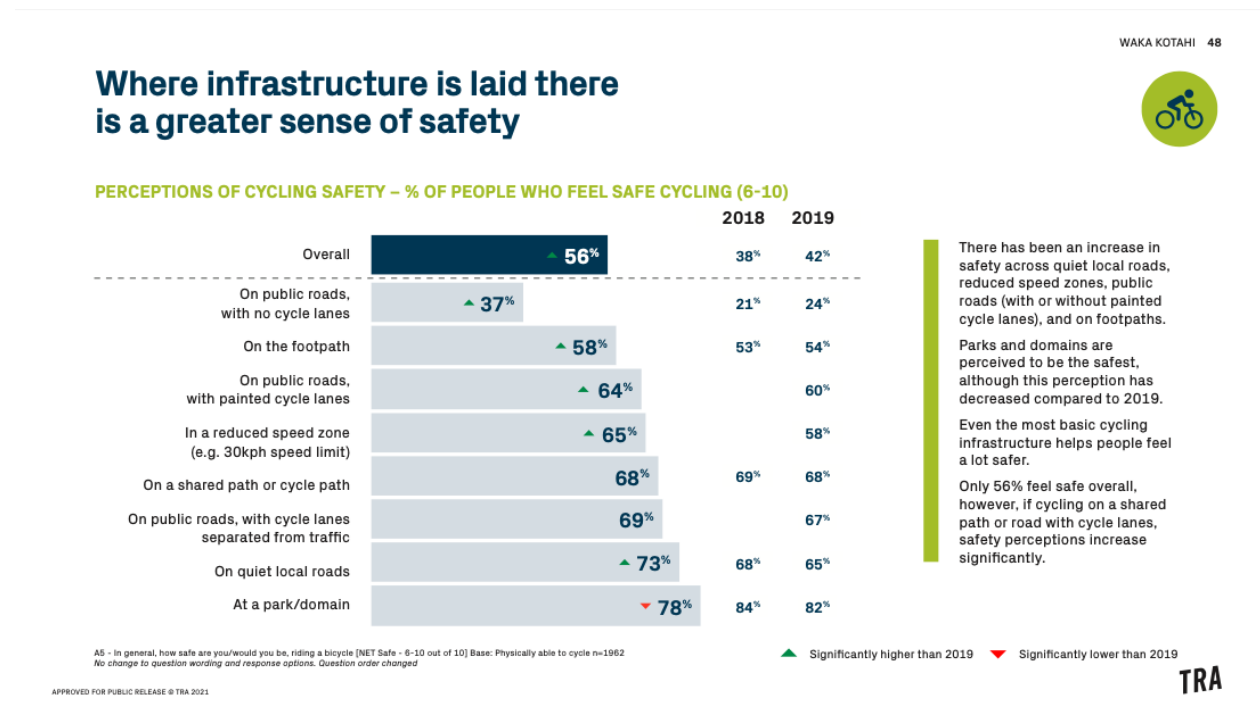
Background

Kerikeri has limited cycling infrastructure that has limited value due to the lack of safe connections to the CBD and Schools. Additionally, several key arterial routes do not provide any safe options for the use of bicycles or other personal mobility equipment and are marginal for walking.

The Kerikeri / Waipapa Cycle Group are not a bunch of recreational cyclists but a diverse group representing all age groups whose primary **urban objective** is to provide residents with the option of being able to consider safe alternatives to using the motor vehicle for shorter trips around the urban area. While our focus is on cycling, creating a safe and effective cycle network also provides a safer network for walking and other personal mobility equipment.

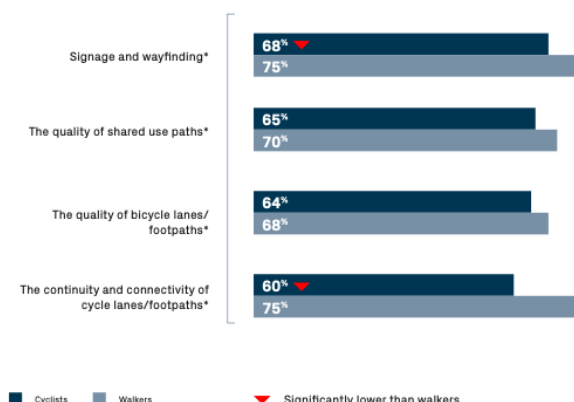
In the third decade of the 21st Century many aspects of our broader environment have changed and are changing very rapidly but our urban transport environment is still held captive to the car dependency of the late 20th century.

A 2021 survey by Waka Kotahi (4) concluded that perceived safety was the biggest barrier to more trips by bicycle. Infrastructure, connectivity, traffic speed and parking were key factors preventing greater participation..



Continuity and connectivity are more of an issue for cyclists

SATISFACTION WITH INFRASTRUCTURE - % SATISFIED (5-7)



Walkers are generally satisfied with the infrastructure that is in place.

Cyclists are satisfied with signage and wayfinding, shared paths, and the quality of bicycle lanes but it is the continuity and connectivity of cycle lanes where this drops.

Q29b / Q29c - Now please think about cycling / pedestrian infrastructure in [region]. How satisfied are you with
 Base: Cyclists n=567 Walkers n=1,710
 *Don't know excluded from analysis

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The survey found that overall, perceptions of safety for walkers are strong with 86% viewing walking as safe in their region. However, safety perceptions drop when walking at night (52%) and around cyclists on shared paths (56%).

For **Kerikeri / Waipapa**, the issues that our team have identified as barriers to the uptake of cycling and other personal transport modes largely align with the Waka Kotahi research. Our experiences and observations are:

- Roads have been designed solely for motor vehicle use and arterial routes leading into the schools and CBD are already heavily congested during peak hours, Saturdays and holiday periods.
- Roundabouts create safety obstacles for those not in a motor vehicle.
- Speed limits on many key arterial routes are too high for current levels of urban density adding to the safety concerns. In addition to this, open drains and no shoulder on most arterial roads create additional danger.
- Legacy footpaths are narrow and unsuitable for other than single-file pedestrian use. These are often blocked by parked vehicles and, on rubbish collection days, rubbish bags and bins.
- While it is illegal to bicycle on footpaths (other than those designated as shared paths), many riders do use these rather than risk the road. Hedges and fences often obscure vision for vehicles exiting driveways. Bikes, mobility scooters, child scooters, and skateboards are traveling faster than pedestrians giving them little time to take evasive action. Riding on a footpath is not necessarily safer (1).

- Existing cycle lanes and shared paths do not connect to the CBD or schools limiting their usefulness.
- A lack of appropriate 'sharing / safety signage' adds to the feeling of being unsafe when contemplating cycling on the road and shared paths. When walking, encountering cyclists (or mobility scooter, skateboarders, scooters, etc) on narrow footpaths is unsafe for both walkers and cyclists
- There is a lack of appropriate and or secure bicycle (and mobility scooter) parking close to key destinations.

There are other sound reasons why we need to cater for other modes of transport:

- Mooted residential intensification within the 'urban' area (Bing Property, Brownlie Subdivision, Go Bloodstock subdivision) will only exacerbate vehicle congestion issues (both on the road and the need for more parking space) if the focus remains on motor vehicles. Bicycle parking is much easier to accommodate.
- Commitments required to deliver reductions in transport emissions by 2030 and net zero by 2050 under the Zero Carbon Amendment Act 2019 will, in the absence of public transport options, require greater effort to encourage Kerikeri urban residents to consider active transport for shorter trips. Safe infrastructure options will be a prerequisite to any uptake ⁽⁴⁾.
- The health benefits from active transport including pollution reduction in the CBD ⁽²⁾.
- Travel by motor vehicle is getting increasingly expensive both in terms of the cost of vehicles and fuel. This will push people into considering cheaper alternatives. It is noted that around 56% of Kerikeri 'Urban Residents own a second vehicle⁽³⁾.
- Bicycles come in all forms, manual bikes, e-bikes, cargo bikes, trailers for bikes, all of which increase the potential uses, if the infrastructure exists.

Comment: In addition to bicycles, there are many other forms of mobility being spotted on our streets such as: manual and electric scooters, manual and electric skateboards, mobility scooters, walking frames, child buggies - these all require better levels of infrastructure than the 20th Century 1m wide footpath.

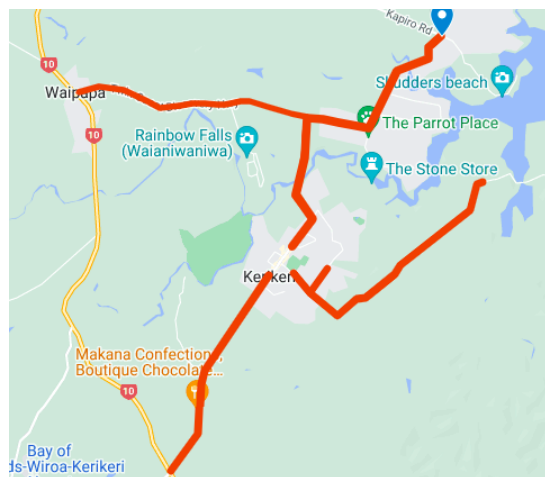
Defining the Kerikeri Urban Area

17% of car trips are less than 2km in length and 43% less than 5km (2).

It is not unreasonable to assume that trips (that do not involve transporting bulky or heavy items) of up to 2km could comfortably be walked by most able bodied people (15-20minute walk / 8-10minute bike ride) and trips of up to 5km could be ridden in 15-20 minutes. We accept that not everyone will walk or bike but with safe infrastructure you give people the choice.

Translating this to Kerikeri, a 5km range along current key arterial routes would incorporate the following:

- Kerikeri Rd from SH10 - Procter Library/Kerikeri High School (length approx 3.5km) - **Kerikeri Road Route**
- Waipapa Rd from SH10 via Heritage Bypass - Kerikeri Rd to Procter Library/ Kerikeri High School (length approx 5.8km) - **Waipapa Rd Route**
- Landing Road from Kapiro Road roundabout via Waipapa Rd - Heritage Bypass - Kerikeri Rd to Procter Library/ Kerikeri High School (length approx 5.1km) - **Landing Road Route**
- Kerikeri Inlet Road from Reinga Road via Cobham Rd to Procter Library / Kerikeri High School (approx 4.2km) - **Kerikeri Inlet Road Route**



Comment

Kerikeri is not a planned town and as such, much of the residential development is along short cul-de-sac streets running off the arterial routes identified above. In order to get to the CBD or the schools within the 'urban area' residents have no option but to travel along these routes.

To get to Kerikeri High and Primary Schools, those students not arriving by bus (those located more than 3km from the school) will either: walk, bicycle or be dropped off by motor vehicle along Hone Heke Road.

The nominal destination is the centrally located Procter Library as the most likely destinations for short trips are located in the surrounding CBD area. Travel to the library or school along most routes is a similar distance. For students, safe access to the schools is possible across The Domain for those using the Waipapa / Kerikeri Road and Landing

routes. Those using the Kerikeri Inlet Route will need to use Hone Heke Road and those traveling into town have the option of cycling via Hone Heke Rd, Oripiro Drive / Cobham Court and the Domain which is a quiet route compared to the busy section of Cobham Road to the Library.

Waipapa & Landing routes share a common section being the Heritage Bypass & Kerikeri Roads. In the next section we have treated this as a connecting route - ***ByPass/Kerikeri Road Route***.

The proposed 'Go Bloodstock' subdivision which is a higher density housing (likely to appeal to cyclists) includes the linking of Hall Road to Mill Lane. This potentially creates a new arterial route to the Kerikeri High & Primary Schools which would allow students heading into town from SH10 via Kerikeri Road to travel via Hall Road (has a new 2.5m wide path). This has been included as a potential new route ***Hall Rd / Mill Lane Route*** to ensure that it is noted in this plan.

Recommendations for infrastructure and connectivity

Kerikeri Road Route

Current state

[Cycling the route \(3 minute video\)](#)


There is a 2.5m wide shared path from SH10 to 399 Kerikeri Road which is approximately 1km from the Butler Rd / Kerikeri Rd / Hobson Ave roundabout.

The shared path is used by cyclists but can be tricky in places given foot traffic, path narrowing around power poles, vegetation encroaching on the path, multiple driveway hazards and several road crossings.

What makes this route unsafe is that **it does not connect to the CBD**. From 399 Kerikeri Rd cyclists either have to illegally ride 1km along the 1m wide footpath or ride along a busy, and initially narrow, Kerikeri Road (yellow line on map to right). Both options are dangerous and get very busy.

Furthermore, the road and footpath are narrow for the 200m from the BP to the roundabout. In this short stretch of road you have to negotiate traffic entering / exiting the BP forecourt, Aranga Road, Cannon Drive,





Countdown, Hunting & Fishing. There is then a very busy and challenging roundabout for pedestrians and cyclists.

Along the route is the popular Saturday & Sunday Packhouse Market and Cafe (which operates 7 days), the busy Bakehouse Cafe and a drive-in coffee outlet

For around 800m there is car parking on both sides of Kerikeri Road. Usually there a few cars parked in these and they offer cyclists an informal bike lane. However, even one parked vehicle requires the cyclist to merge into faster moving traffic. From Aranga Rd/Cannon Drive to the roundabout there is no shoulder on the road and little room to widen footpaths.

That missing link of 1km also coincides with the highest density housing catchment along the route (both established and proposed). These include Hall Road (with new developments at Arvida and Mill Lane extension), Ranui Road / Charlotte Kemp Drive, The Ridge, Aranga Road and Cannon Drive (which also has an exit from Oakridge Villas.

A view from the handlebar - video ride along route (3minutes to view)

Pragmatic Solution (getting something safer asap)

Extending the shared path into town needs to be a high priority as it would cater for increasing pedestrian traffic, mobility scooters as well as offer a safer (but not ideal) option for cyclists. This has the potential to encourage people from this large housing catchment to use more active transport for the short trip into town.

Given the current road layout and limited scope for widening the current footpath, cyclists should be encouraged to dismount at Cannon Drive and walk the short distance into town. The safest route is across the pedestrian crossing (opp Hunting & Fishing) then cross Butler road via the raised pedestrian island or, continue onto Hobson Ave and the pedestrian crossing outside the Cathay Cinema.

Other safety comments:

- Consider extending the 30kph zone to Ranui Road.
- Make the path highly visible to motorists entering and exiting via the side roads and main businesses.

[View Map of proposals](#)

In an ideal World (a future proofing solution)

Given the housing catchment, have a separated bi-directional cycleway along that busy 1km stretch between the CBD and the shared path in order to separate pedestrians and those using cycles and other personal mobility equipment (scooters / skateboards). This would need to include safer options for negotiating the Butler/Hobson/Kerikeri Rd roundabout.

ByPass / Kerikeri Road Route

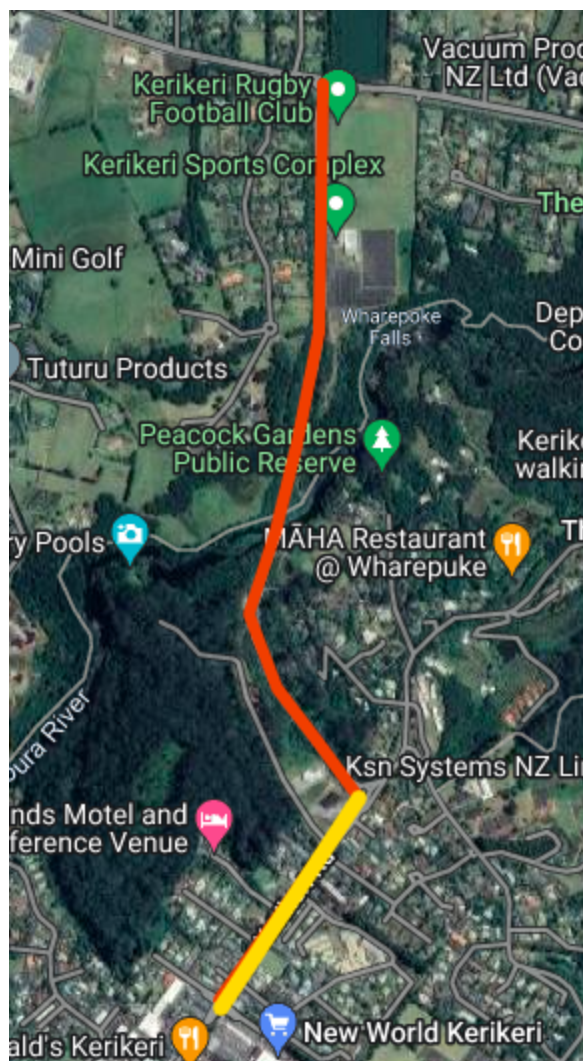
Current State

[A handlebars view \(video - 3 minutes\)](#)

There is a 2.5m wide shared path that runs parallel to the Heritage Bypass Road. Like the Kerikeri Road Route, the shared path has infrequently managed vegetation encroaching onto the path and can be challenging when pedestrians are encountered, especially where they are walking dogs.

Accessing the shared path from Waipapa Road in both directions is problematic as the cycling lanes along Waipapa Road simply end with no obvious alternative to riding in the traffic lane around the roundabout and no way to safely transition between the cycle lanes and the shared path.


Also like the Kerikeri Road route, the shared path ends 500m from the CBD and cyclists are forced to either ride illegally along the narrow footpaths or ride the road which is narrow, with neither a shoulder or flush median and some parallel car parking which increases the risk of 'dooring'. This section of Kerikeri Road is also very congested around school start/ finish, Saturday mornings and during holiday periods, especially summer. It is very dangerous for cyclists.



Kerikeri Retirement village is located midway along this stretch and some residents of the village use walking frames or mobility scooters to travel the short distance into town.

Negotiating the roundabout to or from the shared path involves crossing the road. There is a raised traffic island as you exit the shared path heading into town. There is no safe option for those wanting to access Hone Heke Road from the shared path.

Due to that raised traffic island, most pedestrians / cyclists will continue along the path on the north side of Kerikeri Road. Due to the challenges of accessing and riding along Hone



Heke Road ([see this 3m video](#)), students wanting to get to the Schools need to cross Kerikeri Road - the most likely crossing is via the pedestrian crossing by Kerikeri Retirement Village. Students can access the school via an informal route starting along Hawkings Crescent and then through reserve land and onto the school fields. Alternatively, they can ride further along the footpath into Wendywood Lane and again take an informal route through reserve land onto the Domain and then the School fields. The footpaths along Kerikeri Road are narrow and as you approach Clark Road / New World there is little berm to be able to avoid pedestrians. Furthermore, crossing the busy entrance to the New World Supermarket is dangerous. There is a raised pedestrian Island but visibility of this, for traffic coming along Kerikeri Road, is blocked by a high wooden fence.

Pragmatic Solution (getting something safer asap)

Continuing the shared path into town needs to be a high priority.

The obvious route would be to extend this along the northern side of Kerikeri Road where there is a wide berm for most of the route. However, continuing this to Clark Road does not accommodate students who need to cross Kerikeri Road and other users heading to New World or The Domain.

A more appropriate option would be to extend the shared path to the pedestrian crossing (outside Kerikeri Retirement Village) and then replace the existing footpath with a 2.5-3m shared path along the southern side of Kerikeri Rd to Wendywood Lane. From there, it is possible to avoid the busy Clark St intersection by marking a cycle route along Wendywood Lane (this is a low traffic cul-de-sac) which has safe footpath access to the adjacent New World after a short ride along the road. From Wendywood, a short path could be created through reserve land (informal tracks already exist) onto the Domain. This gives cyclists access across The Domain to the CBD, Schools, recreation facilities and the library. The footpath on the Southern side of Kerikeri Road should also be widened for approximately 30m from the pedestrian crossing to the entrance to the retirement village to accommodate seniors and their mobility equipment.

Additional considerations::

- Any future rerouting of vehicle traffic along Clark Rd as part of a diversion around the CBD needs to be considered when looking at active transport options. This potentially makes any extension of the shared path along the entire northern side of Kerikeri Road problematic as cyclists would need to get across bidirectional traffic at a busy intersection.
- Safer connectivity between the cycle lanes on Waipapa Rd and the existing Heritage Bypass shared path needs to be carried out.
- Consider moving the CBD 30kph zone to the Bypass side of the pedestrian crossing and create a raised crossing (similar to the crossing outside Hunting & Fishing) that

acts to slow traffic. Add appropriate warning signs related to the presence of cyclists.

- Reduce the speed limit on Wendywood Lane to 30kph.

[Map displaying proposals.](#)

In an ideal World (a future proofing solution)

Given the immediate housing catchment and the additional traffic being channeled along this route from the Waipapa and Landing feeders, a separated bi-directional cycleway along this busy 500m stretch would separate pedestrians from those using cycles and other personal mobility equipment (scooters / skateboards).

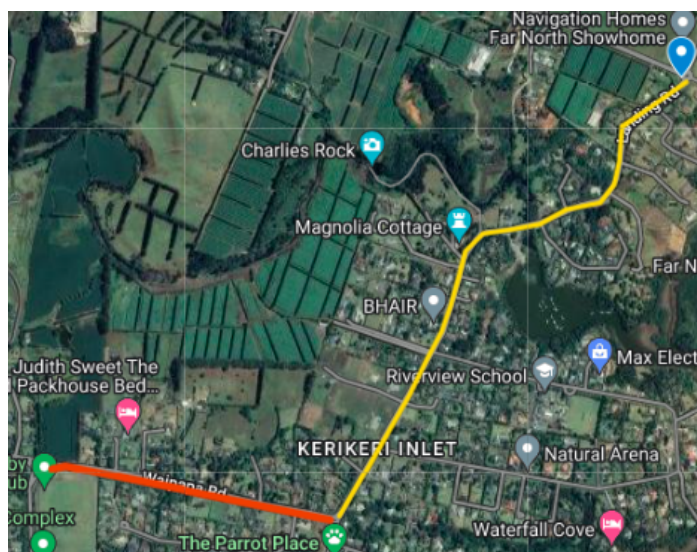
Landing Road Route (from Kapiro Rd to Waipapa Rd)

Current State

[Cycling the route \(5 minute video\)](#)

Landing Road is also a feeder route for students to Riverview School.

From the Kapro Road roundabout with Skudders Beach Rd & Blue Penguin Drive, to the intersection (roundabout) with Waipapa Rd, the speed limit is designated as 50kph. However, the road is narrow with no shoulder and open stormwater drains along sections of both sides of the road. There is a single lane bridge across the Waipapa River that also needs to be negotiated (it has a footpath). Even with the lower speed limit the road is and feels dangerous to cycle along.

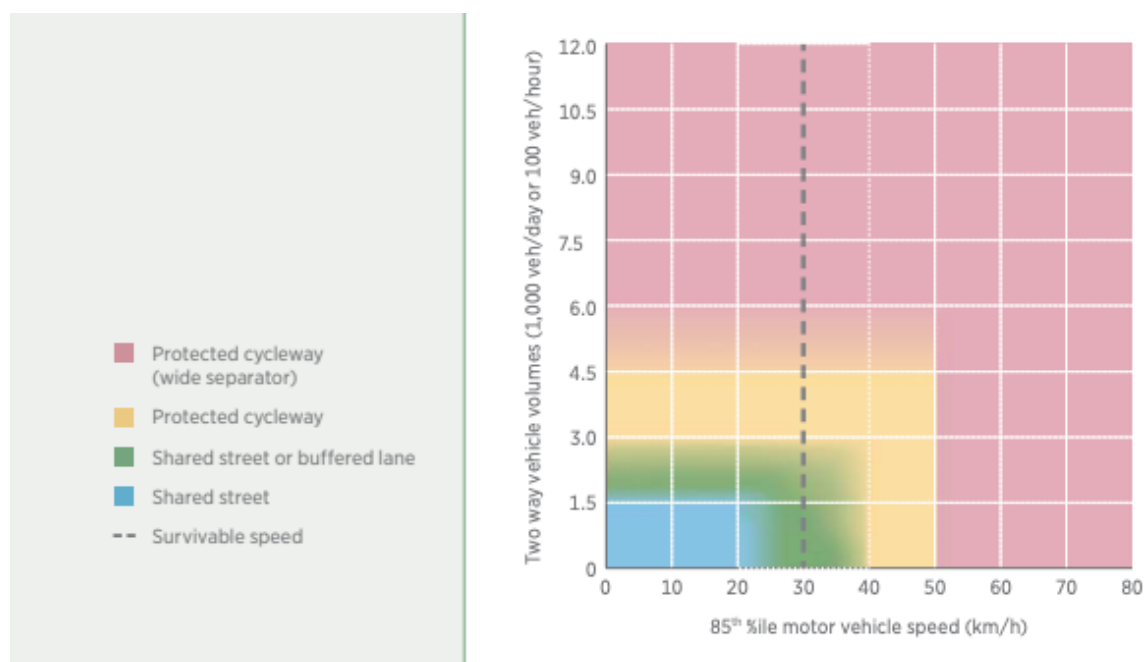


The stretch from Waipapa Landing to Waipapa Road is a long slow climb for cyclists. It also contains several stretches which have been recognised as unsafe for overtaking as evidenced by the double-yellow lines visible in the video. This presents drivers with a dilemma: to crawl up the hill behind a cyclist or to dash across the double-yellow lines staying as close to the cyclists as possible, however dangerous that might be. The video shows this clearly and repeatedly.

The footpath from, and including, the single lane bridge to the roundabout is narrow with multiple residential driveways that often have poor visibility of footpath traffic making it an unsafe alternative to the road.

From the Landing / Waipapa roundabout to the Heritage Bypass there is a shoulder that is designated and marked as a cycle lane. However, there is an 80kph speed limit on this short stretch of road and no restriction on parking in the cycle lane. Both of these factors create an unsafe riding environment for less confident cyclists.

Auckland Transport engineering guidelines for cycling ⁽⁶⁾ (graphic below). The maximum speed limit for these types of lanes is below 50kph. In addition to the speed limit, Waipapa Road carries considerable traffic.



The route is also used to reach the Charlies Rock swimming hole. A significant volume of the traffic is coming from satellite areas such as Rangitane, Opiti / Doves Bay & Housing in the vicinity of Kapiro Road.

Comment: At the Landing Rd / Waipapa Rd roundabout cyclists do have the option of riding on down Landing Rd, through the reserve and across the Kerikeri River footbridge and then up Kerikeri Rd. The sections of both roads have a 50kph speed limit and light traffic. Unfortunately, the lack of suitable paths along most of Hone Heke Rd will deter students cycling to school from using this route which is shorter. However, it does appeal to visitors and recreational cyclists if suitable 'share the road' signs were placed at the entrance to the roads.

Suggested Solution

The most practical solution would be to create a shared path along the 1.1km from the Waipapa bridge to the Landing / Waipapa Rds roundabout, following the track as the existing footpath.

The new but narrow footpath from the bridge to Kapiro Rd could be designated as a shared path. As the largest 'residential catchment' is Southwest of the Waipapa river, foot & cycle traffic on this section Northeast of the river is lighter and will probably remain so as long as the single lane bridge is a barrier to further housing intensification.

There would need to be safer channeling of cycles through the Waipapa / Landing roundabout onto the current cycle lane on Waipapa Road. Furthermore, the speed limit on this short section of Waipapa Rd should be 50kph to be consistent with that on Landing Road.

The current cycle lane on Waipapa Road should be physically separated from vehicle traffic, however, with a reduced speed limit, painting of the cycle lane (green) with a painted dashed yellow no-stopping line and a solid white 'rumble strip' between the cycle lane and the vehicle lane.

[Map of proposals](#)

Ideal Solution

A bi-directional separated cycle path along the Southern side of Waipapa Road.

Kerikeri Inlet Road Route

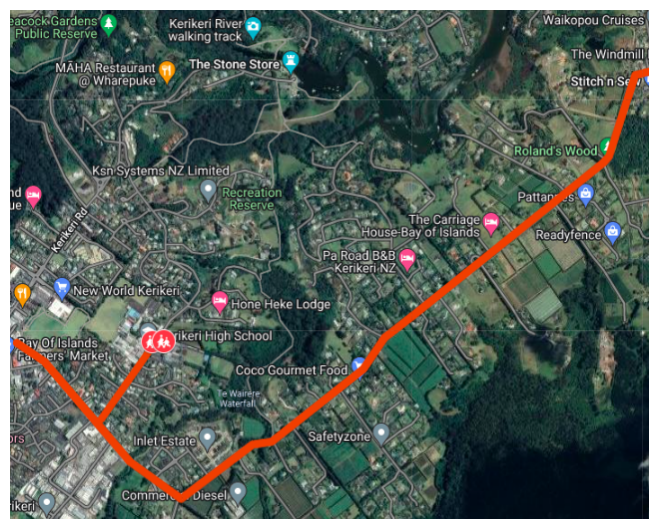
Current State

[A handlebars view \(video - 5 minutes\)](#)

There is currently no cycling infrastructure along this route.

From Reinga Road to Cobham Road the road has no shoulder and a speed limit of 80kph. It currently carries logging trucks from the harvesting of the Waitangi Forest.

Cobham Road has no shoulder and the section from the Mill Lane intersection is extremely busy during weekdays with heavy traffic flows to and from the Mill



Lane industrial area and the schools (considerable bus movements), kindergarten and day-care along Hone Heke Rd around school start and finish times. There is also the main entrance to Oakridge Villas, the Turner Center and a lane to several service industries, including a equipment hire company. This is especially busy early morning, just as school traffic is building up, with people returning/collecting hire items. Many HireCorp customers are towing trailers which increases the hazard rating at this junction. Further up the road you have a tricky intersection where you need to cross the very busy Hobson Avenue in order to continue into the CBD. The speed limit is 50kph.

This is probably the most dangerous and challenging route in Kerikeri / Waipapa to ride a cycle along.

The footpaths are narrow and along sections of Kerikeri Inlet Road are bordered by high hedges and deep open drains making them hazardous for cyclists and mobility scooters.

Most of the traffic along this route is being generated from the Reinga road residential area and the number of smaller housing developments adjoining Kerikeri Inlet Road. Short car trips!

Solution

Unlike the other routes, this is a 'blank canvas' except for a short section from Hone Heke Rd into town.

The best approach would be to build a bi-direction cycle path along the southern side of Kerikeri Inlet Road from Reinga Road to Cobham Road. Because the path would be separated from the road it does not need to be sealed as long as the surface is hard - see image.

Along Cobham Road to Hone Heke Road, replace the current footpath with a shared path. At Hone Heke Road the options are challenging. The most practical, but not ideal option, would be to create a clearly defined crossing to get pedestrians and cyclists across

Hone Heke Road (it is currently quite dangerous for pedestrians heading along Cobham Rd to cross this intersection). Then continue the shared path along the Northern side of Hone Heke Road to Oriripo Lane. From there, students have a short 200m walk to the schools. Those heading into the CBD can take a **safer route that currently exists**. This is a short (but pleasant) ride along Oriripo Lane, through a connecting path to Cobham Court, across Cobham Court and then into the Domain.

The speed limit along Kerikeri Inlet Rd needs to be reduced to no more than 60kph.



The Cobham Rd / Mill Lane / Hone Heke Rd intersections are very messy at present for vehicles, pedestrians and particularly cyclists. Tidying this up is probably overdue and will become imperative if Mill Lane becomes a through road to Hall & Kerikeri Roads.

[Map showing route](#)

Waipapa Road Route

Current State

[A handlebars view \(video - 4 minutes\)](#)




There is a wide shared path (orange in image) that runs for approx 300m parallel to SH10 to the new roundabout and then another 300m parallel to Waipapa Rd to the start of the cycle lanes (Green line). If you are heading along Waipapa Rd towards Kerikeri you need to cycle across Waipapa Rd to access the cycle lane.

There are cycle lanes running in both directions along Waipapa Road from the shared path to the Waipapa Rd / Heritage Bypass roundabout. These lanes are narrow and poorly maintained with quite a bit of debris, especially around stormwater outlets which create a hazard in the lanes. Where a flush median exists on the road the cycle lanes narrow further. Cars stop in the lanes meaning that cyclists have to join fast moving traffic to get past.

The lane on the North side of the road is bordered by an open drain in some sections and has a number of belts of Redwood trees that create large volumes of leaf drop during wind storms. These make the lane unrideable until cleared.

As already covered, the transition between cycle lanes and the Heritage Bypass share path needs to be made safer.

The 80kph speed limit and the obstacles mentioned make this a challenging ride for all but experienced cyclists.



A footpath runs the length of the road. This is used by cyclists but comes with the usual Kerikeri hazards - narrow, high hedges obscure residential and business driveways and drains.

This route leads to the tennis courts and soccer fields in Waipapa, the Waipapa shopping area and with the new sports hub under construction. It has the potential to be used a lot more than it is if made safer.

Solution

Pragmatic (immediate)

For now, the route could be made safer by:

- Reducing the speed limit to no more than 60kph
- Paint the cycle lanes green (5).
- Divide the lane from the road with a painted yellow no-stopping dashed strip (the no-stopping line may be required to be next to the curb - if that is the case the cycle lane needs to be delineated by a wide solid white line preferably a rumble strip. See the earlier comments in the Landing Rd Route.
- Add "Give cyclists 1.5m signage along the road
- Add seamless transitions to and from the cycle lanes to the Heritage Bypass shared path.

Best (next five years)

Create a bi-directional separated cycleway along the southern side of Waipapa Road.

Hone Heke Road

This is a connector route to the Kerikeri High and Primary Schools. It currently has a section of 2.5m wide path (which has not yet been designated as a shared path). The footpaths in the immediate vicinity of the High School can accommodate walked bikes and pedestrians - the path outside the Primary School is narrow. Hone Heke Road has no shoulder and is extremely dangerous to bicycle on between 8-9am and 2:30-3:30pm due to traffic congestion that includes buses.

Solution

There is only one arterial route for cyclists that needs to feed into Hone Heke Road (Kerikeri Inlet Road) and creating a shared path for this is identified under that route. Extending the shared path along the entire length of Hone Heke Road does make sense and needs to be pursued (see [this short video](#) that highlights the current dangers for riders from Kerikeri Road). This opens up the option for riders from the Landing Road route using the quicker Landing Rd / Kerikeri Road (via Stone Store) route and then riding along a Hone Heke Road shared path.

Mill Lane / Hall Rd Route

You can walk and ride this route at present with some difficulty. Mill Lane does not have a continuous footpath and most of what exists is blocked by vehicles associated with businesses. The connection through to Hall Road is a basic walking track (it has steps).

The key issue with this route is the residential subdivision proposed for the vacant land adjoining the current walking track. It is our understanding that part of the consent is formalise the paper road through to Hall Rd. This is potentially a major change to our current roading structure as it will reroute industrial and school traffic coming from SH10 along this new connecting route.

In order to be used by pedestrians and cyclists there will need to be infrastructure added to the enticontinuousre length of Hall Road in the form of a shared path or cycle lanes (Hall Rd has a new 2.5m path - although it is not yet designated as a shared path).

Furthermore, directing more traffic along Mill Lane will exacerbate the congestion issues at the Mill Lane / Cobham / Hone Heke roads intersections mentioned earlier.

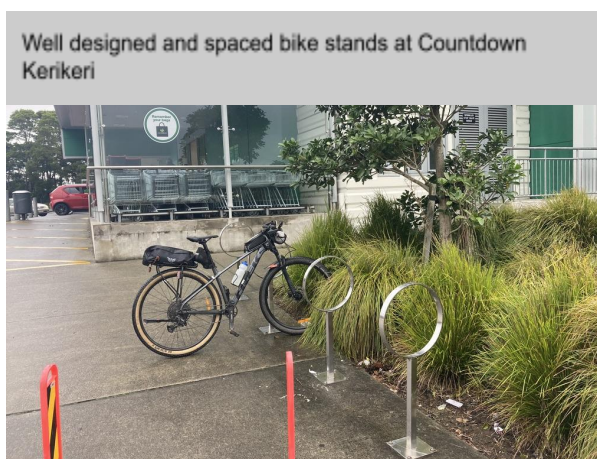
New Subdivisions

We need to ensure that consents for any new subdivision include the provision of appropriate active transport infrastructure. With known likely developments these would include:

- Bing Property - The creation of a riverside esplanade with a shared path.
- Brownlie Subdivision - A shared path that has connectivity to existing routes into the CBD and to the Waipapa Sports Hub & shopping area.

Bike Parking

If we want to encourage people to adopt the bicycle as an alternative to the car then there needs to be adequate facilities for the secure parking of bikes at key destinations. There are currently some parking facilities in Kerikeri. Some are adequate, others need upgrading. Older style racks use the front wheel as the means of securing the bike. This is no longer appropriate for several reasons: modern bikes tend to have wider tyres (too wide for gaps), are heavier and most important, have a quick release axle on the front wheel - if the front wheel is chained to the rack the bike can easily be stolen and loaded into a vehicle, leaving the front wheel locked to the rack. Better solutions are those where the frame of the bike can be secured to an object. Existing Bike Parking



- Library / Domain - the current rack at the library is an older style (front wheel) - needs replacement.
- New World (Domain entrance) - there is a well positioned bike parking rack and while it does not suit wider tyres, it works ok and is suitable for securing your bike.
- Countdown (Butler Street) - has good bike parking.
- CBD - Outside Unichem (Kerikeri Road) - good stands but poorly installed. They need re-aligning.
- CBD - Outside Pagani (Kerikeri Road) - good stands but poorly installed. They need re-aligning.
- By the Stone Store (Kerikeri Road) - older style front wheel - needs upgrading
- By Post shop (Hobson Ave) there was an older front wheel rack but it has recently been removed)

Additional Parking Needed

- All sports grounds.
- Kerikeri Road - Butler Centre.
- Procter Library / Playground - existing parking needs to be upgraded.
- Hobson Street - in the vicinity of Cinema / Post Shop / Cafe.
- Kerikeri Road - Packhouse Market.

- Kerikeri Road - Stone Store - Plow & Feather (upgrade?). Not sure who provided this.
- Parking Area at bottom of Landing Road - for those wanting to walk Kerikeri River Track
- Heritage ByPass - For those wanting to walk Kerikeri River Track - could use any parking installed at the nearby Sports complex.
- Rainbow Falls Parking Area - For those wanting to walk Kerikeri River Track
- Big Box shopping area Waipapa - two - one on The Warehouse side & one on the Mitre10 side

Some of these parking facilities should be the responsibility and/or could be sponsored by associated or adjoining businesses - e.g., The Packhouse Market, Plow & Feather, The Warehouse, Mitre10 or Noel Leeming.

Education & Signage

There is a need to educate all road, shared path and cycle lane users on appropriate etiquette to ensure the safety of all users, especially those who are more vulnerable. Some of this can be done by reinforcing messaging via strategically placed signage (e.g. stenciled images of people / cyclists displayed on a shared path - 1.5m with Cyclist sign on a road) while there is probably an element of promoting best practices via newsletters issued by Council, Our Kerikeri and via social media pages and reinforcing these when paths are opened. The key messages are:

Roads

- Share the road - where there is no dedicated cycling infrastructure.
- Give cyclists 1.5m - even where there is a marked but not separated cycle lane (Waipapa Road)
- Indicate your intentions at roundabouts (this is a real problem with both motorists and cyclists)
- Cyclists riding in-lane:
 - where there is inadequate room for vehicles to safely pass a cyclist
 - Through roundabouts
- Be aware of shared paths crossing intersections and driveways

Shared Paths

- Don't walk down the middle of a shared path.
- If in a group, give approaching cyclists space to pass you.
- Watch children.
- Keep dogs on a short leash.

- Listen out for approaching cyclists. Be aware of others when using headphones - walk to your left.
- Warn pedestrians of your approach - bell or call out - this includes those on motorised scooters
- Slow down when passing a pedestrian.
- Slow down when approaching concealed driveways and road intersections.
- Keep rubbish bags and bins off the paths.
- Don't park motor vehicles on the paths.

Footpaths

- Cyclists yield to pedestrians. If you cannot pass safely - dismount.
- Share with other walkers.
- Dogs to be kept on a short leash.
- Don't park motor vehicles on the paths.

Confidence Sessions

It may be worth investigating whether or not there is any demand from new cyclists on practical sessions on how to ride with more confidence. Simply taking them around safer route pointing out hazards and how to deal with them.

Signage

- We need to adopt the practice of marking routes with a simple and small bike sign - these could be affixed to existing street signs. This is especially important when taking people along connecting streets and paths.



- Remind users that they are on a shared path both through signs and markings on the path.




- On roads that cyclist routes follow where riders will be on the road. Areas where shared paths will be crossing busy roads.



Route Priorities

Accepting that everything is not going to happen at once, what is the ranking of the proposals in terms of priority?

1. (ASAP) Improve connectivity & safety of the existing infrastructure by completing the missing links:

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- a. SH10 / Kerikeri Road Route - 1km
 - b. Heritage Bypass / Kerikeri Road Route - 500m
 - c. Waipapa Road speed limit & lane markings
 - d. Parking
 - e. Education
2. Desirably ASAP but within the next five years
 - a. Landing Road Route
 - b. Kerikeri Inlet Road Route
 - c. Upgrade all of the Hone Heke Rd footpath to a shared path

Next Steps

1. Present to NTA, Council Transport Office, Via Strada for guidance
2. Start discussions with potential sponsors of bike parking
3. Develop an education strategy.

References:

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