

PAPAKURA DISTRICT COUNCIL

# Walking and Cycling Strategy



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# STRATEGIC OVERVIEW OF PAPAURA DISTRICT'S WALKING AND CYCLING STRATEGY

## Our Long Term Vision

A District where people from all sectors of the community walk and cycle for transport and enjoyment.

This vision is supported by three goals:

1. Community environments and transport systems that support walking and cycling;
2. More people choosing to walk and cycle more often; and
3. Improved safety and security for pedestrians and cyclists.

### **Focus One: Strengthening foundations for effective action**

Actions:

1. Encourage action for walking and cycling within an integrated, sustainable approach to land transport;
2. Expand our knowledge and skill base to address walking and cycling; and
3. Encourage collaboration and co-ordination of efforts for walking and cycling.

### **Focus Two: Providing supportive environments and systems**

Actions:

4. Encourage land use, planning and design that supports walking and cycling;
5. Provide supportive environments for walking and cycling in existing communities;
6. Improve networks for long-distance and recreational cycling.

### **Focus Three: Influencing individual travel choices**

Actions:

7. Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport; and
8. Encourage and support individuals in changing their travel choices.

### **Focus Four: Improving safety and security**

Actions:

9. Improve road safety for pedestrians and cyclists; and
10. Address crime and personal security concerns around walking and cycling.

## **Key Principles**

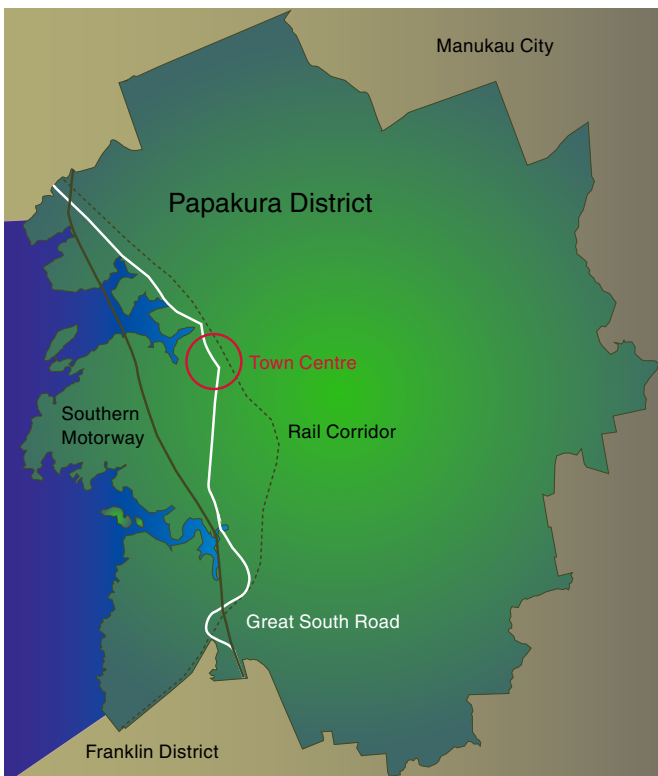
1. Walking and cycling face similar issues, but are different modes of transport with different needs;
2. Providing a transport system that works for pedestrians and cyclists means considering the needs of a wide variety of users;
3. Walking and cycling are important for all communities, but critical in urban areas;
4. Increasing the use of walking and cycling requires a comprehensive approach;
5. Safety needs to be integrated with promotion; and
6. The needs of current users must be addressed alongside those of potential users.

# CHAPTER ONE: INTRODUCTION

Papakura District's Walking and Cycling Strategy outlines Council's commitment to walking and cycling as important modes of transport and recreation. It gives an overview of focus areas and priorities for action in order for Papakura to have environments and systems that support and encourage safe walking and cycling.

Papakura is ideal for walking and cycling being a compact District with the Town Centre and Rail Corridor in the middle. The central area has a relatively flat topography and local shopping areas, businesses and schools are spaced throughout the District.

Figure 1. Papakura District



The District has a rural edge, a number of parks and reserves and an accessible coastal area. It is bordered by Manukau City and Franklin District and has three motorway interchanges, two rail stations and the rail corridor running through the centre of the District. Great South Road provides a key route from the north to the south of the District.

Currently the car is the dominant mode of transport in Papakura. Eighty four percent of households in Papakura District own private vehicles. Annual daily traffic volumes on roads range up to

30,000 vehicles per day. Papakura rail station is the third busiest in the region after Britomart and Newmarket and many children still walk to school.



## Strategic Context

In 2002, the Government released the New Zealand Transport Strategy (NZTS) with the vision that “[b]y 2010, New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system”. This is the first national transport strategy to seek to integrate all modes of transport including walking and cycling. The NZTS also outlines five key objectives:

1. Improving access and mobility;
2. Protecting and promoting public health;
3. Ensuring environmental sustainability;
4. Assisting economic development; and
5. Assisting safety and personal security.

This strategy aims to contribute to these key objectives in the areas of walking and cycling. In addition to the NZTS, the Land Transport Management Act 2003 (LTMA) introduced sweeping changes to the way land transport in New Zealand is allocated, managed and funded. The LTMA broadens the scope of the transportation industry beyond roads to include walking, cycling, cars, trucks, coastal shipping, ferries, barges, the infrastructure, services facilitating the transport of goods and public transport.

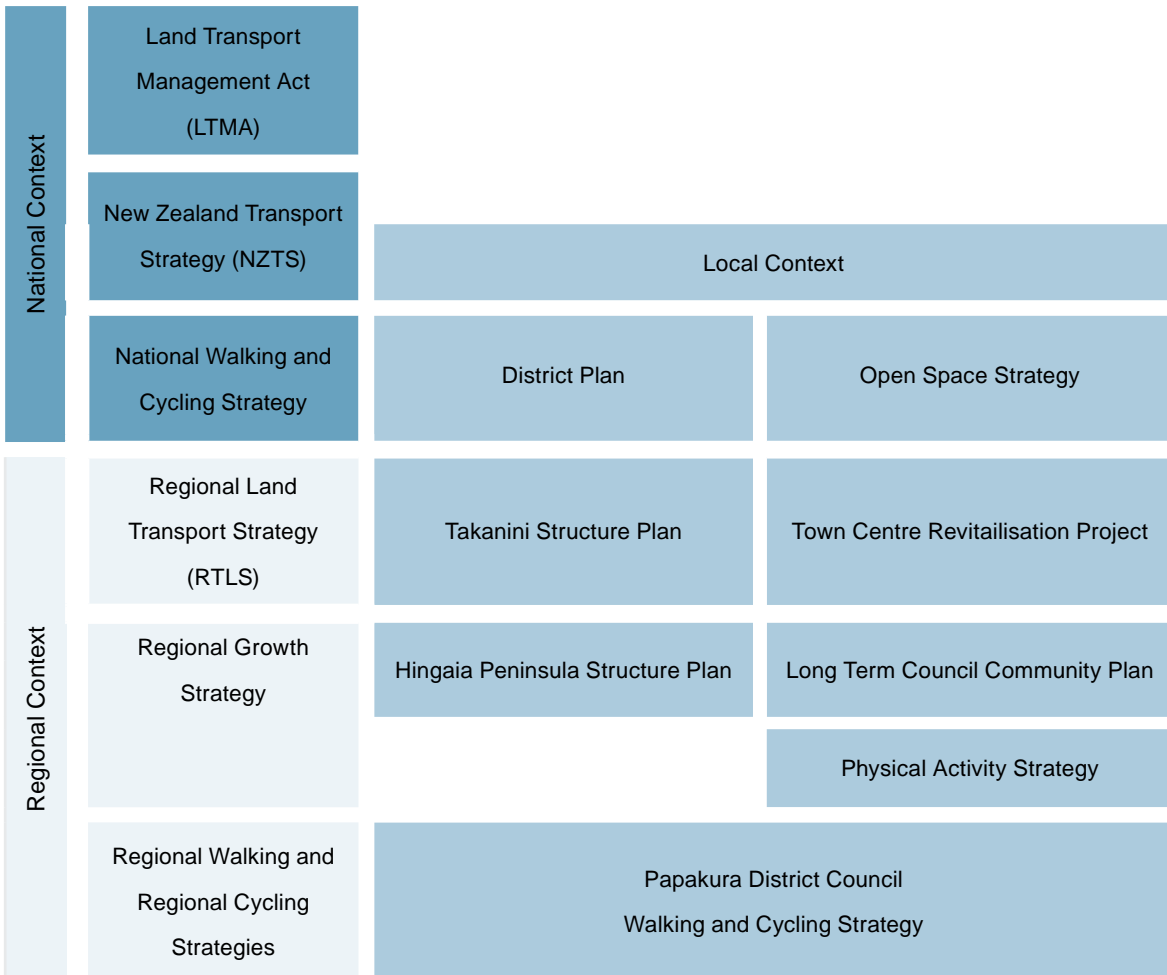
Auckland Regional Transport Authority (ARTA) has a statutory role to plan, fund and develop an integrated, safe, responsive and sustainable land transport system in Auckland and give effect to the Regional Land Transport Strategy. ARTA has an important role in ensuring that walking and cycling are progressed in a consistent way across the region.

This strategy also supports the community outcomes from the Papakura Long Term Council Community Plan in particular having a safe and stable community, fostering involvement in recreation, a well-planned built environment and healthy lifestyles.

This strategy was developed through discussions/consultation with Councillors, Council staff, Police, Papakura residents, schools, cycle clubs, neighbouring councils, Land Transport New Zealand and Bruce Pulman Park Trustees.



Figure 2. Local, regional and national strategic context



This strategy contributes to a variety of local, regional and national government strategies.

## Papakura Priorities

Papakura District Council’s priorities focus around local residents being able to walk and cycle for transport and pleasure. It assumes that the majority of these journeys will be relatively short (1 – 5km) and that popular destinations will include schools, the Town Centre, Public Transport, reserves and parks and local businesses/industries.

It is important that walking and cycling environments are enabling and accessible to a wide range of users including those with physical impairments.

### **Active, safe and sustainable school journeys**

Around 40% of peak time vehicle traffic in the Auckland Region is education related and around 54% of children travel to school by car. This represents a major change in mode from 1986 where the majority of children walked to school. Often parents' reasons for driving are related to traffic danger such as an unsafe road crossing or lack of information about alternatives. However, increased congestion around schools can lead to increased traffic danger.

School Travel Plans are an ideal way to involve the school community in finding solutions to their transport issues. School Travel Plans aim to make school journeys active, social, safe and sustainable by significant partnerships and consultation between schools and the surrounding community, local authorities and Auckland Regional Transport Authority (ARTA). School Travel Plans should be the catalyst for infrastructure and education for walking and cycling around schools.

Children often report that they would like to travel to and from school actively. For example, more than 65% of students at Takanini School would like to walk, cycle or scooter to and from school. However, the environment must be made as safe as possible for child pedestrians and cyclists. Both traffic volume and traffic speed impact negatively on pedestrian injuries.

There are also health and wellbeing benefits to be gained by active travel to and from school. Inactivity has been associated with obesity, diabetes, cardiovascular disease and other health problems that can be debilitating for our community. Moderate exercise such as walking or cycling to and from school is a relatively easy way to increase physical activity and improve health outcomes.

Walking School Buses are one way of encouraging safe travel to school. Groups of children are supervised by adults on the journey to and from school. Many Walking School Bus participants report increased social interaction and sense of community as among the main benefits of walking to and from school.

## Active, safe and sustainable shorter trips

Many journeys within in Papakura District will be 1 – 5 kilometres and include travel to public transport terminals, the Town Centre, work and local businesses/industry. The number of Papakura's cycling and walking trips to work declined between 1996 and 2001 (see table) however, increasing employment opportunities in Papakura District and increasing fuel prices may help to reverse this trend.

Mode of Travel <sup>1</sup>	No. of Trips Year 1996	No. of Trips Year 2001
Cycling to Work	225	168
Walking to Work	669	597

Community and Business Travel Plans are possible Traffic Demand Management (TDM) tools that may be utilised. TDM aims to improve the travel choices available to residents and encourage them to choose modes that don't contribute to congestion. There is an opportunity to significantly increase the number of people who walk and cycle for all or part of their journey by providing suitable facilities, education and encouragement.

In the Auckland Region, 47% of car trips are less than 5 kilometres long and these journeys have an adverse effect on the environment. They are the least fuel efficient and cause the most pollution per kilometre travelled. By contrast, walking and cycling are environmentally friendly and sustainable and use no fuel, emit no fumes and make almost no noise.

The health benefits of active travel are well documented and include benefits to the heart, blood pressure, lungs and also burning calories. It is estimated that between 1000 – 1560 deaths in New Zealand per year could be prevented by adults being more physically active. In the Auckland Region, another 250 premature deaths of people over 30 years old could be prevented by reducing pollution from vehicle emissions.

Active travel, and in particular walking, can contribute to social and community cohesion with more opportunity for people to meet their neighbours and fellow residents. It can also improve the safety and security of neighbourhoods through increased passive surveillance and activity.

The economic benefits of walking and cycling include savings to individuals and government. Cycle infrastructure is cheaper to implement than motor vehicle infrastructure

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<sup>1</sup> Source: New Zealand Census, 2001



and walking and cycling do not contribute as heavily to wear and tear on footpaths and roads. Individuals can save on motor vehicle running costs and in fact, everyone benefits as fewer people driving during peak times means less congestion.

Central government also saves on items like health care. Local businesses can benefit by having a more pleasant shopping environment and more local purchase of goods and services.

### **Recreation**

Walking and cycling are important leisure activities and contribute to the health and wellbeing of participants. Recreational walking and cycling can be fun and attractive recreational routes may encourage more walkers and cyclists to use these modes for transport.

Opportunities to increase long distance and recreation trips must be taken as they arise. The Open Space Strategy outlines some possible 'green corridors' for walking and cycling and the Esplanade Reserve (Pahurehure Inlet and Hingaia) will be major recreation routes. Other parks and reserves such as Bruce Pulman Park are also important areas for recreational walking and cycling. Rural roads are often used for recreational walking and cycling so opportunities for upgrading these and widening shoulders where possible should be taken.



## CHAPTER TWO: VISION, GOALS AND KEY PRINCIPLES

Papakura District's vision for walking and cycling is: A District where people from all sectors of the community walk and cycle for transport and enjoyment.

Achieving this vision will contribute directly to the five key objectives of the New Zealand Transport Strategy as well as Council's Community Outcomes in the Long Term Council Community Plan including a safe and stable community, fostering involvement in recreation, a well-planned built environment and healthy lifestyles.

### **Three strategic goals support Papakura District's vision:**

1. Community environments and transport systems that support walking and cycling;
2. More people choosing to walk and cycle more often; and
3. Improved safety and security for pedestrians and cyclists.

### **Six key principles inform this strategy:**

1. Walking and cycling face similar issues, but are different modes of transport with different needs:
  - Both pedestrians and cyclists can benefit from some similar measures such as slower motor vehicle speed;
  - Facilities required to support the mode are often different for pedestrians and cyclists, for example curb extensions that facilitate pedestrian crossings narrow the road and can be a hazard for cyclists;
  - Currently walking is undertaken by many people over a relatively short distance (under 2 km) while cycling is undertaken by fewer people over medium distances; and
  - Cycling requires specialist equipment so is a more considered transport choice than walking.

2. Providing a transport system that works for pedestrians and cyclists means considering the needs of a wide variety of users:
  - Not all pedestrian and cyclists needs are the same and there are a wide variety of users (commuters, older people on mobility scooters, novice cyclists, children, joggers, cycle clubs, people pushing prams etc) that facilities must cater for; and
  - Special needs, limited mobility and impairments need to be taken into account.
  
3. Walking and cycling are important for all communities, but critical in urban areas:
  - Built up areas have the most opportunity to increase short and medium distance trips made by pedestrians and cyclists; and
  - Contribute towards reduced congestion and vehicle emissions.
  
4. Increasing the use of walking and cycling requires a comprehensive approach:
  - Maximise the range of destinations within walking and cycling distance (including employment, shopping and recreation); and
  - The environment needs to be convenient, safe, pleasant and have direct routes that minimise travel time.
  
5. Safety needs to be integrated with promotion:
  - Promoting walking and cycling without addressing safety can place residents at risk.
  
6. The needs of current users must be addressed alongside those of potential users:
  - Ensure that gains are achieved equitably by improving access and safety for current users especially those with limited transport options and where risk is high, which encourages others to consider walking and cycling as viable alternatives to motor vehicles.

## CHAPTER THREE: PRIORITIES FOR ACTION

Work in four interrelated areas will be required to achieve the vision and goals set out in this Strategy. Actions have been identified for each of the focus areas – a total of ten in all. The actions are numbered for ease of identification and do not reflect their importance or order for implementation.

### FOCUS ONE

#### Strengthening foundations for effective action

##### **Action 1: Encourage action for walking and cycling within an integrated, sustainable approach to land transport**

###### **Why?**

Central government adopted the New Zealand Transport Strategy (NZTS) in 2002 which requires road controlling authorities to work towards a vision of an affordable, integrated, safe, responsive and sustainable transport system. Walking and cycling are necessary components of the NZTS.

A transportation system is most robust when diverse modal options are equally available for the movement of people or goods. At present, private motor vehicles dominate land transport in Papakura District. Road transport has historically received a disproportionate share of funds relative to specific provisions for pedestrians or cyclists. This Strategy aims to achieve a more equitable funding allocation so that walking and cycling become an integral part of infrastructure planning and design.

The urban transport system generates significant hidden costs through crashes, pollution, noise, congestion and the emission of greenhouse gases. Walking and cycling are the most environmentally friendly forms of transport; they provide a sustainable balance between the social needs of the community, environmental protection, and cultural and economic value. Cycling is a particularly energy efficient mode of transport, requiring little energy input relative to the distance travelled.

###### **Desired outcome**

Walking and cycling are incorporated in transport planning, strategies and policies.



### **How?**

- Set a five year Walking and Cycling Network Implementation Plan, to be included in the Long Term Council Community Plan Process;
- Review the Walking and Cycling Strategy after three years and set a new funding and implementation plan for the following five years; and
- Identify funding sources for walking and cycling projects.

## **Action 2: Expand our knowledge and skill base to address walking and cycling**

### **Why?**

We need knowledgeable policy makers and a skilled workforce to realise our transport goals and contribute to best practice for urban planning, design and education around walking and cycling.

### **Desired outcome**

A high level of understanding and expertise related to walking and cycling and an innovative, evidence-supported approach that underpins efforts for walking and cycling.

### **How?**

- Integrate walking and cycling into training and on-going professional development;
- Promote and exchange best practice experience;
- Conduct research on cycling and walking journeys in Papakura;
- Use of publications such as the Cycle Network and Route Planning Guide (Land Transport NZ);
- Encourage planners to walk and cycle on local roads and footpaths; and
- Increase knowledge and awareness of impairment issues in facility design. For example, camber of footpaths and roads, size and location of traffic islands and pedestrian refuges and uneven surfaces.



### **Action 3: Encourage collaboration and co-ordination of efforts for walking and cycling**

#### **Why?**

Collaboration and co-ordination is necessary between engineers, policy makers, urban planners, local council decision makers, community groups, end users, regional and national agencies and developers to create walking and cycling friendly communities. Collaboration and co-ordination is also important for making sure that available resources are used to the best effect for example health, recreation, road safety, environment and transport all have various resources that encourage walking and cycling.

#### **Desired outcome**

A co-ordinated, inter-sectoral and collaborative approach will enhance the effectiveness of efforts for walking and cycling and maximise the use of available resources

#### **How?**

- Inter-sectoral groups including local community members, co-ordinate, advise on and monitor implementation of walking and cycling strategies;
- Interagency partnerships regularly develop, fund and implement programmes and initiatives for walking and cycling;
- Integrate walking and cycling into all relevant Council policies and strategies; and
- Support partnerships with agencies such as Transit New Zealand, Counties Manukau District Health Board, Counties Manukau Sport and the private sector.

## FOCUS TWO

### Providing supportive environments and systems

#### **Action 4: Encourage land use, planning and design that supports walking and cycling**

##### **Why?**

There is a need for start points and destinations to be closer together to support walking and cycling. This includes the placement of facilities such as shops, parks/ reserves and work places and the design of street systems. Papakura is experiencing increasing growth and urbanisation particularly in Hingaia and Takanini which provides opportunities for increasing destinations in walking or cycling distance from housing.

Walking and cycling contribute to a more connected and liveable community as people engage with their communities more intimately than when they travel by motor vehicle. Walking and cycling can make a major contribution to the further development of our vibrant, well connected and friendly community. “Streets designed for people - not just cars – are considered important indicators of a community’s liveability” (Getting There – On Foot, By Cycle, 2005. A National Strategy)

##### **Desired outcome**

Urban design and land use planning encourage and support people to consider walking and cycling as their mode of transport.

##### **How?**

- Ensure all new roading projects and road upgrades provide for pedestrians and cyclists with emphasis given to intersection treatments;
- Ensure best practice is used in subdivision layout and new developments provide for pedestrian and cyclist access. Provide access from cul-de-sacs to major routes where beneficial; and
- Consider the needs of all users from the beginning of planning and design.

## **Action 5: Provide supportive environments for walking and cycling in existing communities**

### **Why?**

Opportunities to develop networks of separate walking and cycling paths are limited within the built-up areas of Papakura due to lack of available space. Existing roading infrastructure is not always supportive of walking and cycling.

### **Desired outcome**

The environment in existing communities within Papakura is enhanced so that walking and cycling are seen as viable transport modes.

### **How?**

- Plan for cycling in collaboration with road upgrading to address blind corners, uneven surfaces and incorporate wider shoulders where possible;
- Ensure secure facilities are provided for storage of cycles;
- Improve maintenance and levels of service for road sweeping, clearing of hazards, footpath condition, grass verges and vegetation. Trimming of vegetation must take into account the sight lines of all users including those lower to the ground, for example, in a wheelchair or mobility scooter;
- Identify key routes to create links between residential areas, schools, the Town Centre and public transport, and recreation destinations;
- Improve the continuity of walking and cycling facilities;
- Use quality materials for walking and cycling paths and facilities;
- Utilise traffic calming for walking and cycling routes in residential areas;
- Provide adequate street lighting facilities on-road and off-road;
- Provide consistent signage throughout the District;
- Ensure attention is paid to gradients of pram crossings, driveways and uneven surfaces created between the edge of new seal and the adjacent pavement; and
- Provide a route linking cultural heritage and historic sites within urban areas.



## **Action 6: Improve network for long-distance and recreational cycling**

### **Why?**

Longer distance cyclists including commuter cyclists, cycle touring, training for cycling and multi-sport events and cycle tourists often use the open road. This raises safety issues as more than half of all cycle fatalities are on the open road. Providing improved opportunities for long distance cycling is important for recreational cyclists.

### **Desired Outcome**

Increased and safer networks for long-distance cycling.

### **How?**

- Develop “green corridors” for multi-purpose use as per the Open Space Strategy and provide continuous links between conservation areas as well as other open space and rural settlements;
- Consider the feasibility of walking and cycling facilities in motorway and railway corridors;
- Provide a continuous walkway/cycleway (and bridle tracks where appropriate) along reserves (including the Esplanade Reserve), linking different open spaces within Papakura and between the neighbouring Territorial Authorities of Franklin and Manukau; and
- Develop touring and recreational walking and cycling facilities within rural and urban areas of Papakura.



## FOCUS THREE

### Influencing individual travel choice

#### **Action 7: Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport.**

##### **Why?**

Walking and cycling are cheap and viable methods of transport for the majority of the population. Increasing use of cars for short distance trips is damaging our health, the environment and the sustainability of our transport system. Improving and introducing walking and cycling infrastructure and facilities will assist in these modes being viewed as viable transport modes by increasing numbers of people.

Because of their flexibility and low cost, walking and cycling are available as modes of transport to a large proportion of the population. Certain groups, including children, the aged, the impaired and the poor may be disadvantaged by the current transport system because they do not have ready access to a car. This limits their mobility. The promotion of walking and cycling and the provision of a network of safe walking and cycling routes will allow a greater level of mobility to those groups.

##### **Desired outcome**

Walking and cycling will be perceived as mainstream, beneficial and desirable modes of transport helping us meet day to day needs

##### **How?**

- Actively promote the benefits to the public and decision makers;
- Use positive terminology ('active' rather than 'alternative' or 'slow');
- Address negative perceptions; and
- Monitor perceptions over time.

## **Action 8: Encourage and support individuals in changing their travel choices**

### **Why?**

Supportive transport systems increase the likelihood of individuals considering walking and cycling but encouragement and support is often needed for individuals to consider alternatives to their usual mode of transport.

### **Desired outcome**

Programmes and initiatives that will support a strong walking and cycling culture so that individuals will consider walking or cycling as their primary transport mode for short trips.

### **How?**

- Promote activities for walking and cycling within Papakura District;
- Provide information at key locations such as at the railway station, visitor information centre, cycling and recreational clubs, the town centre and the local bicycle shops. This information should show the location of all easy and attractive walking and cycling routes, including distances to key locations, approximate times and advice on paths that are currently not suitable for all users. Information could also include safety messages such as 'take a bottle of water' and links and destinations outside Papakura;
- Design all information to be suitable for those with visibility impairments;
- Market walking and cycling through local media and the Internet;
- Liaise with local health professionals for support regarding health benefits;
- Create a large District wide walking and cycling map and other relevant information which will be placed at key locations;
- Support National BikeWise Week;
- Increase awareness of walking and cycling issues among Council members and officers;
- Liaise with the Land Transport New Zealand, New Zealand Police, Safe Kids and Road Safety Coordinator; and
- Encourage collaboration initiatives such as Push Play, Green Prescription, Active Schools and Active Workplaces.

## FOCUS FOUR

### Improving safety and security

#### **Action 9: Improve road safety for pedestrians and cyclists**

##### **Why?**

The Land Transport (NZ) Road Safety Issues Report for Papakura District (2000 – 2004) shows 14% of fatal and serious injury crashes involved pedestrians (11%) and cyclists (3%). In 2004, 6.4% of crashes involved cyclists and 6.4% of crashes involved pedestrians. Of particular concern for cyclists and pedestrians are intersections and roundabouts. A higher proportion of cyclist injuries occur at multi-lane roundabouts than any other type of intersection.

Residents' perception of safety influences their behaviour. For example, increasing numbers of parents are taking their children to and from school by car because they are concerned with safety. This means that other children are required to perform complex pedestrian movements (high volumes of vehicles, turning and manoeuvring, through traffic).

##### **Desired outcome**

Improved road safety outcomes and improved perception of safety.

##### **How?**

- Provide warning signage for cyclists including warnings of lane endings, permanent hazards and narrow areas for single file cycling;
- Upgrade the existing infrastructure to the required standard for walking and cycling including facilities for the vision impaired and those with limited mobility;
- Ensure that roading projects are not put forward for the Long Term Council Community Plan (LTCCP) or Land Transport New Zealand funding unless accompanied by a safety audit that comments on pedestrian and cyclist safety;
- Provide necessary improvements and facilities at major intersections and key routes;
- Use appropriate design standards for walking and cycling facilities;
- Cycle and pedestrian skills education;
- Education and information for motorists including safety signage such as 'look out for cyclists', road rules, share the road and positive messages about cyclists and pedestrians;



- Encourage families and homes to teach children road sense and ensure bikes and helmets are safe;
- Use education and enforcement to discourage people from parking on footpaths;
- Monitor the percentage of resident satisfaction with facilities as an indication of the perception of safety/security/availability for walkers and cyclists; and
- Support regional efforts to reduce vehicle emissions.

### **Action 10: Address crime and personal security concerns around walking and cycling**

#### **Why?**

Public perception of danger and security issues may be a contributing factor to the existing low levels of walking and cycling in Papakura District. People of all ages identified the lack of safety and security in parks as a major problem (Open Space Strategy Consultation, 2003). Fears about the safety of walking and cycling may limit the mobility of people, especially groups such as women, children and the elderly. There is also a lack of facilities for secure cycle storage.

#### **Desired outcome**

Public spaces, including streets, are perceived as safe places for walking and cycling.

#### **How?**

- Utilise 'Crime Prevention through Environmental Design' (CPTED) principles and alignment of council strategies and urban design;
- Address issues like rubbish and graffiti;
- Consider security in safety audits;
- Collaborate with Police, Town Centre Ambassadors and lighting engineers;
- Use education and media campaigns about actual risks and how to protect oneself;
- Provide cycle racks and storage lockers at key locations;
- Improve lighting along footpaths and walkways; and
- Improve visibility in walkways and reserves.



## CHAPTER FOUR: IMPLEMENTATION FRAMEWORK

This strategy gives a broad indication of significant cycling and walking projects and sets out priorities for safe, convenient routes to schools, the Town Centre and public transportation. More specific information will be included in the five year detailed action plan. Appendix Two and Map One provide a general idea of potential walking and cycling routes.

Cycle and walking routes have been identified in other Papakura District Council documents such as the Open Space Strategy, the Takanini Structure Plan, the Central Area Structure Plan and through public consultation. As part of an integrated approach to walking and cycling, programmes like School, Community and Business Travel Plans are important.

### Cycle routes

Cycle routes in Papakura District should enable cyclists to travel to desired destinations using routes that have a standardized level of cycle facilities. These facilities would comprise mainly of:

- Special treatment at intersections including advanced stop lines, cycle detection at traffic signals, hook turns, slip lanes and cycle lane diversions at roundabouts;
- Clearly marked cycle lanes;
- Exclusive cycle lanes;
- Shared pedestrian/cycle paths particularly through parks and reserves;
- High level of continuity;
- Other types of facilities might be used in some places because of particular constraints or opportunities associated with that section of the cycle route network. These other types of facilities could include, for example:
  - Wide kerbside lanes;
  - Bus/cycle lanes;
  - Sealed shoulders; and
  - Protected two-way lanes.

The type of design chosen for each link in the cycle route network will depend on traffic volumes and speeds, parking requirements, and the available road width. Appropriate placement of storm water drains and manhole covers in relation to the edge of the road is also an important consideration.

Unsegregated or shared use paths for pedestrians and cyclists may be an option in certain areas. Shared use paths should only be provided where the path is wide with good sight distances to minimise conflict with pedestrians.

Improvements for cycling in rural areas include widening of shoulders where possible, road markings, attention to differences in surface level between roads and shoulders, regular maintenance of shoulders and overall upgrades to rural road standards over time.

Priorities for implementation are based on certain criteria, which mean that the projects undertaken in the following areas are more likely to receive funding:

- Schools with School Travel Plans;
- Roads or intersections with a high degree of conflict/crashes;
- Roads with high levels of current usage by cyclists/pedestrians; and
- Roads/corridors, which provide opportunities to develop cycle/pedestrian facilities as part of other transport projects.

## Walking routes

There are a variety of users for walking routes including children walking to school, commuters, the elderly, those with limited mobility and recreational walkers.

The walking network comprises of the existing street side footpath system, tracks, paths, street-to-street accessways, longer walkways at reserves including Esplanade reserves and areas marked as unformed (paper) roads. It involves improving pedestrian access to and between the following places:

- Railway Stations;
- Bus Stops;
- Retail Outlets;
- Workplaces;
- Schools;
- Open Space/Parks & Reserves;

- Residential Areas; and
- Foreshore Areas.

The Papakura Open Space Strategy focuses on recreational walking within parks and reserves in the Papakura District.

Facilities such as pram crossings and tactile plates need to be provided at intersections and crossings to improve access and mobility. Some pedestrian light phases may need to be lengthened to accommodate pedestrians with mobility aids. Other facilities may include pedestrian refuges where pedestrian crossings are not feasible.

Special consideration must be made regarding walking routes in rural areas including safety, opportunities for recreation and available transport options. There are several constraints on rural roads such as roading standards, limited space and higher speed limits which must be considered.

## Active, safe and sustainable school journeys

Specific implementation tasks around school journeys include:

- Utilising School Travel Plans as a way to identify local routes to schools;
- Developing cycle stands at schools especially at Intermediate and High Schools;
- Promoting School Travel Plans, 40km School Zones and Walking School Buses;
- Providing pedestrian and cycling education programmes to schools and communities; and
- Encouraging new schools to complete a Travel Plan before they open.

## Active, safe and sustainable shorter trips

Shorter trips are likely to be made to public transport, the Town Centre, work and businesses/industry. Specific implementation tasks include:

- Developing secure short term cycle parking facilities at key areas such as business areas, the town centre, shopping areas, parks and other recreational facilities;
- Developing secure long term parking facilities at bus stations, railway stations, work places and at shopping areas. Long term parking includes safe sheltered cycle stands and the provision of lockers/containers. Consideration must be given to the safety of the entire parking area;



- Providing for carrying cycles on buses and trains;
- Providing toilets, drinking water facilities, rest areas/seating and sheltered areas at suitable locations along recreational cycling routes. Consider clustering public telephones in a kiosk with public toilets, seating and water fountains in parks and reserves;
- Providing changing facilities at key areas such as at park and ride areas and at work places; and
- Ensuring that all urban roads have a footpath on one side of the road as a minimum – a footpath on both sides is desirable; collector and secondary roads should have a footpath on both sides of the road.

Short trips may also be made by mobility scooters, so a main route to the Town Centre that is wider than a standard footpath should be considered from major retirement facilities such as Longford Park and Selwyn Oaks.

## Recreation

Opportunities for developing long distance recreation walking and cycling should be taken as they arise. Many of these will be included in the Open Space Strategy. Efforts should be made to widen shoulders in rural areas where possible. Other considerations include maintenance of shoulders and chip seal grade.

## New developments

Opportunities need to be taken to include walking and cycling facilities in new developments particularly in Hingaia and Takanini.

Walking and cycling routes in Hingaia should consider links to the Esplanade Reserve, schools and local shopping opportunities. Consideration should also be given to routes that connect to parts of Papakura on the east side of the motorway. Walking and cycling routes in Takanini should consider access to the Rail Station, schools, local businesses and the Town Centre.

## APPENDIX ONE: SCHOOL TRAVEL PLANNING IMPLEMENTATION PLAN

Financial Year Plan Started	School
2004/2005	Takanini School
2005/2006	Rosehill College Rosehill School Rosehill Intermediate Papakura South School
2006/2007	Opaheke School
2007/2008	Edmund Hillary School Mansell Senior School Papakura High School
2008/2009	Conifer Grove School, ACG Strathallan Possible new school?
2009/2010	Papakura Normal School Ardmore School
2010/2011	Papakura Central School St Mary's School
2011/2012	Cosgrove School Kelvin Road School
2012/2013	Drury School Drury Christian School Alfriston School
2013/2014	Park Estate School
2014/2015	Red Hill School Possible new school?

Other primary schools in the Auckland region that have completed School Travel Plans tend to require around \$150,000 each for infrastructure improvements. Intermediate and secondary schools often require around \$300,000 each. Clustering schools in close proximity can reduce costs as some infrastructure is shared.

## APPENDIX TWO: GENERAL INDICATION OF WALKING AND CYCLE ROUTES

A detailed five year implementation plan is needed for this strategy, including targets, monitoring and evaluation processes. An indication of the types of projects that might be included is presented below. Map 1 includes an indication of the main routes.

A high standard cycling route running north to south, and another running east to west through the District would provide access to the Town Centre and Papakura Rail Station as well as many local businesses/industries.

The Great South Road could provide the main north-south access to the centre of the town. The rail corridor could also be considered as a possible route to the Town Centre from the north. The tracks would need to be fenced from the public and treatments at intersections would need to be carefully explored.

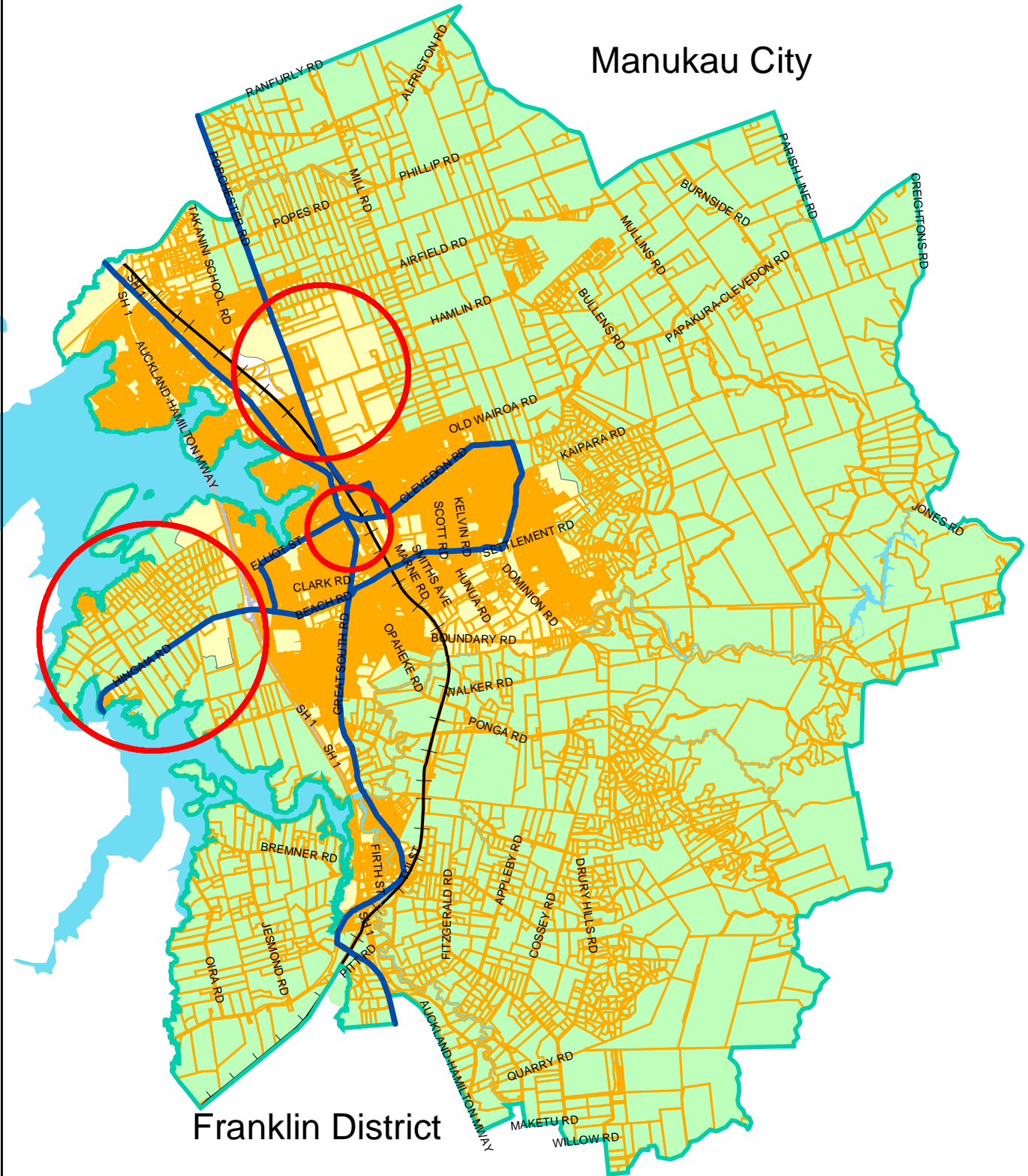
The shortest length of road to upgrade to form east-west links to the Town Centre and Papakura Rail Station would be the 'east-west connection', which connects Hingaia Road on the west and Clevedon Road, Clevedon-Papakura Road, and Settlement Road on the east.

Porchester Road is also a useful north-south link providing access to a significant number of schools including Papakura High School, Mansell Senior School, Papakura Normal School and Alfriston College, along with Bruce Pulman Park, McLennan Park and Massey Park, the park and ride facility at Ron Keat Drive, and the Town Centre. A hierarchy of cycle and walkways could be implemented depending on different users.

Completion of the footpath on Great South Road, Drury to Papakura is a priority. Other items to consider include traffic calming, cycle parking/facilities at Park and Rides and contributing to off road cycle and foot paths in green corridors and through parks and reserves.

In addition to the routes above, there are three areas which require more investigation as there are significant opportunities to include walking and cycling facilities due to plan changes, development or revitalisation. These include Takanini, Hingaia and the Town Centre. These are indicated on Map One over the page.

Manukau City



Franklin District

Legend

- Railway
- Walking & Cycling Routes
- Special Interest Areas
- District Boundary
- Hydrology
- Urban\_bd
- Rural\_bd

Papakura District Walking and Cycling Main Routes



General Maintenance.mxd  
Map No:  
Status: Draft  
Map No:  
Printed: 15/03/2006

Scale:



DISCLAIMER  
This plan represents the information held by Council. Verification may be necessary before taking any action, or entering into or exiting from any commitment.





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