Franklin Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Asking Franklin Local Board to
Develop a Vision & Plan for tourism, commuting and recreation
around cycleways and walkways across Franklin

• It is about change and includes behaviour change. Need to put a few stakes in the ground

• Need to work with the community more to develop the vision
Holistic approach to cycling, walking, public transport planning:

- Should not be just talking about Paerata to Pukekohe and a few other pathways that could become available if various land is developed. As the Franklin Plan Outcome 4 states - make full use of existing outdoor space and community facilities before developing new. Support this 100%. 

Attachment A
Opportunities

- More Tourism
- More Commuting with less fossil fuels
- More Healthy Recreation
- More connecting communities with our natural environment and new developments
Economic Benefits NZ Wide

Evaluation of the New Zealand Cycle Trail 2015 Estimated Data

Attachment A
Hauraki Rail Trail

JOHN TREGIDGA – Mayor, Hauraki District Council

The Hauraki Rail Trail offers an outstanding cycling experience for locals and visitors alike. It will also boost economic development, tourism opportunities and employment in the Coromandel district.
Recent research shows the Hauraki Rail Trail has brought an estimated $55m return to the region. Hauraki Rail Trail Charitable Trust general manager Diane Drummond said figures showed visitors were spending an estimated $5m each year and an estimated $11m had been invested for development and maintenance.
This fits well with Franklin Plan

- Outcome 1: A well-cared for natural environment. Enhance, protect and maintain our diverse natural environment and make sure it’s able to be enjoyed.

- Outcome 2: A thriving local economy. Franklin has a strong economy and attracts people to live, work locally and visit its attractions.

- Outcome 3: An improved transport system. Continue to work towards better public transport and safer roads in Franklin.

Chair comment ‘Our focus will be on enabling people to get around easily and safely’

- Outcome 4: Growth is dealt with effectively. Make full use of existing outdoor space and community facilities before developing new.

- Outcome 5: Communities feel ownership and connection to their area. Support community participation in helping to shape people’s quality of life, creativity, health and wellbeing
Asking FLB to join with community and staff to develop a vision that includes:

- Pukekohe Railway Station as a hub for bikes & walking with car free connection to town centre hub.
- Cycling connection to the Waikato providing there and back options and links including to Waikato River Trail and West Coast.
- Establish a vision of connecting cycleways and walkways across all of Franklin with circuit options connecting back to railway stations. Look at simple low cost options for signage to identify popular cycleways and walkways and to help with driver education.
- Engage with community at early stage.
- Embrace our volcanos as Auckland does. Call them Maungas, volcanos and summits. Connect them via cycle and walkways. Pukekohe, Cape Hill, Puni, Doctors Hill, Pukekohe East Tuff Ring, Patumahoe.Lets tell a story. Lets give them a focus in our community.
- Make cycling and walking easy for commuting from both the Franklin Town centre and the railway station. Also to all local schools. Pukekohe High School has less than 1% of students on bikes. For same age group Netherlands has 75%. Lets set a target of say 20% by 2020.
- Check out the existing potential via WAMs website for all Paper Roads, Esplanade Reserves etc. For example around the Manukau harbour, to the south east of Bombay etc
- Embrace cycling for not only commuting but also recreation. (Huge tourism potential especially with a location of right on the doorstep of more than 1/3rd of NZ population)
- Get cars out of down town Pukekohe and start with a no car or one way main street
- Talk to Waikato District Council. They have cycle and walking networks with areas identified that could connect well with Franklin. River Trails will soon extend perhaps from Tuakau all the way to Taupo for instance.
Radio NZ this Sunday morning

- 60% of Aucklanders say they want safer cycling.

- 80% of trips currently in Auckland are by cars.

- If you walk & cycle you live longer.
Embrace a collaborative solution

Bring on board the community at the early planning stages to create the vision. This brings in a more holistic view that might otherwise be achieved. A ‘Think Tank’ should include the likes of Local Schools, business, Franklin MTB, Local Iwi, Pukekohe Tramping Club, ACTA etc.
Greenways connecting Pukekohe to Pukekohe Maunga. Presented over 2 years ago as potential for a community driven project with a 2 year all up cost of $110,000
Greenway Concept Parekone Hill

Presented by Andrew Sinclair and Adrian Dalton to FLB over 2 years ago. Fits well with FLB outcome 4 with making the most of existing facilities & spaces. No action or feedback. Presented over 2 years ago as potential for a community driven project with a 2 year all up cost of $110,000
View has disappeared to north from Pukekohe Maunga
Again no action from over 2 years ago.
Napier Main St. More people friendly
Lead change and set a goal of 20% children cycling to High School and Intermediate by 2020

Last September there were some alarming news items about children being driven to school more and more in the Netherlands. This was about primary school children. David Hembrow has already dissected these reports and he has put the figures in the right perspective. As it turns out, two-thirds of Dutch children under the age of 12 walk or cycle to school. This is still a huge number, especially compared to other countries. That is exactly what the Cycling Dutchman did earlier this week: comparing a Dutch primary school run to those in the UK. But the figures for cycling to school are even higher for secondary school children; students in the age range from roughly 12 to 18 (after which they become university students).

Of these secondary school children 75% cycle to school! For the pupils living closer than 5km from their school it is even 84%.
Can start with signage and more road markings to identify popular routes.
All roads, including paper roads shown in purple via Walking Access NZ web site.

Maybe some good options for cycle and walkway recreation without cars?
Waiuku Esplanades

Again off WAMS site showing purple Paper Roads and blue Esplanade Reserves etc. Perhaps some more walking and cycling options without cars.
Paper roads at our back door

Waikato District Council have the Paper Roads at the end of Cameron Town, Settlement and Tramway Roads on their potential cycle and walkway register. Handy to Pukekohe, quieter roads, spectacular scenery and circuit potential.
Better use of existing spaces - Puni

Untitled Map
Puni Mountain Bike, brmx and Rugby League fields and clubrooms

More Trees & MTB Tracks???

Locked. Public toilets with no public access
Easy to set up cycle routes with the likes of Map my Ride

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<tr>
<th>Route Description</th>
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<td>Hunua loop Route</td>
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NZ Cycle & Walkway Paths
Some tourism success stories

- Waikato River Trails
- Te Araroa Walkway
- Cycle Aotearoa
- Hauraki Rail Trails
- Pureora Timber Trail
- Motu River Trail
- Otago Rail Trail
- Hawkes Bay Trails
- Nelson mtb & cycle trails
- Rotorua, Taupo &
Garth & Judy Barfoot (ACTA members) Donating $100,000 to Motu River Trails in the BOP
Make the most of our Maunga

AC is trying to give the Auckland volcanic field world heritage status. The South Auckland field is larger. Many are within walking distance of Pukekohe. Local Iwi have little physical connection with ‘our’ place with almost all land either being sold or confiscated. Maunga are of high significance status.

- Let us embrace them more as ‘Maunga’, ‘Summits’ and ‘Volcanos’.
- Let us connect them with cycle ways & walkways
- Let us tell a story
Can FLB please take the lead and work with staff and the community to create a vision and get some positive change.

Enjoy the ride.
The Potential for Cycle Tourism in Franklin

As a regular cyclist over the years on roads and tracks throughout the Franklin District I have come to appreciate the scenery that we have and ponder the potential of what could be.

The Hunua ranges in our backyard has grown more popular, its was not that long ago that more than two cars with bikes at the Mangatawhiri dam carpark at the weekend was rare. The small gem that is Puni mountain bike park has more people using it, and I have followed several cars along the southern motorway that have chosen to travel to Puni for their ride. Riding a lap of the Waiuku forest it was rare to see anyone else on a bike, now it is not uncommon to see whole family’s out for a ride. Mountain bikers use a lot of energy and will often search out local places to eat after their ride is done and will tell others of a good place to go.

The Franklin area is large, and we are blessed with fantastic scenery are the lure of the outdoors. We are only a short drive from Auckland. The potential to local business from promoting and supporting cycle tourism in the area would be huge.

The Awhitu peninsular has challenging roads to ride and rewarding views. There are opportunities for both accommodation and meals. There is only the need for forming known routes, signposts or maps, and promoting them.

The growing hub of Puakekohe has green spaces around it that could be linked to provide rides of various lengths.

The countryside between Puakekohe, Patumahoe, and Waiuku have great riding on quiet roads with interesting history. Again, only forming known routes and promoting them is required.

At Port Waikato the roads that head south towards Limestone Downs offer the potential of a huge loop coming back around through Onehero and down Razorback Road (incredible views). This could be a ride to rival the Coromandel’s yearly Colville Connection.

The Hunua Ranges could be a multi-day ride on the edge of our largest city with careful planning to minimise the environmental impact.

There is enormous potential for businesses to get in to what is a growth industry for tourism in New Zealand, and provide locals with income, recreation, and pride. This is only an outline of what I believe can be achieved in our backyard, and I would be happy to pursue this further with mapped routes if others can see the benefit.

Craig Lees

Sunset Coast Multisport
The Potential for Cycle Tourism in Franklin – ACTA Comments

The Auckland Cycle Touring Association is the only dedicated cycle touring group in the country. We were established in 1949 and have a membership of over 250 cyclists.

Our group has considerable experience with groups of cyclists touring locally, throughout NZ and also all over the world. We also have visits and contact with overseas cyclists choosing New Zealand as a cycle touring destination.

We find Auckland is getting more and more crowded and the quieter roads much harder to find. Franklin is a very popular cycling destination for our club but we also observe the normally quiet country roads are getting busier. If there is safer access through the Franklin towns, particularly Pukekohe, it could become an even better hub for cycle touring. Pukekohe is well placed to become a cycling hub because of the railway station and also Papakura is a location we also start many rides from. Ideally Pukekohe needs some well sign posted safe cycling routes from the station and central area that can lead out to the country roads and local sites. It would be good if these routes could be identified and marked for cyclists and signposted. This would also help motorists to know which routes to expect cyclists on. Our overseas experience teaches us that ideally cycle paths need to be separated from motorists and have a separate path from pedestrians as well. Franklin has a great opportunity to become a cycle destination of choice and the coffee shops and other retailers would benefit from it as well.

Annette Collins
President Auckland Cycle Touring Association
Email  annette5964@gmail.com
Mob  021 257 4365
Re: More cycling in Franklin - Bryce McCarthy

Thanks for taking the time to develop and present this Andrew, both myself and my family support you 100% in encouraging this sort of civic planning.

It would be great to see cycling encouraged and supported locally - in particular making the main street into a mall type one way system with more cycle ways through out Pukekohe/Franklin would be ideal. I have taken my children 7, 8 and 10 cycling down town to do errands and currently negotiating Manakau Road and from the train station through town is quite nerve racking.

As a family we utilise the Puni Mtb track, have done the Hauraki trail, planning the Hawks Bay and Otago trails. We have cycled around Onehunga from the lagoon to Ambury farm. Also across and around the Farm Cove/Pigeon Mountain trail in Pakuranga.

We would love to have this initiative in our back yard to take advantage of.

Cheers

Bryce McCarthy
0276001432
Email brycemccarthy@outlook.co.nz
Great presentation Andrew
Does the Local Board want to show some spectacular ‘vision’ for future generations or just status quo and a huge opportunity missed given massive future urbanisation?

Jon Davison

(Jon has been a keen mountain biker for over 30 years and has travelled extensively overseas in many countries on mtb, road cycling and walking tours)

Email  jondavison@xtra.co.nz
Mob  0274 936194
23.07.2018

To Whom It May Concern:

I work in tourism, I’m the CEO of Stray Limited, a business that specialises in the youth adventure experiential space across New Zealand, Australia, and also South-East Asia. I live in Puni, Franklin and I’m a mountain biker.

I’m writing to support cycling and mountain biking in Pukekohe and the wider Franklin region. Health benefits are well known from exercise but it’s more than that. My observation is the youth today are spending too much time inside as we are not proving the outside playground they need, sure we do a bit but there needs to be more. With well thought out cycle ways that are underpinned by good mountain bike trails we then create an environment that covers transport, exercise, experience, deeper community and environment appreciation.

When the decision was made to invest in the national cycle ways across New Zealand there was push back about this investment for many reasons, the sentiment I get now is very different when I travel across New Zealand and speak with direct and indirect stakeholders. All agree cycling works, it’s benefits are multidimensional and are supportive of future development.

I do hope we can plan a Franklin that thinks about the future for our children and region, I firmly believe better cycles trails on and off road will play a part in a healthy future for our community.

Lastly we’re Kiwis, the more time we spend outside the better we do.

Kind Regards,

Brett Hudson
Stray CEO
Puni, Franklin.
Put power where you want it
Auckland faces a road safety crisis

AKLD deaths 78%
AKLD serious injuries 68%

Rest of NZ serious injuries 28%
Rest of NZ deaths 23

AKLD travel growth est. 15%
Auckland road deaths and serious injuries have increased for all road users.

Attachment A

Item 17
Transforming – Road safety, customer, community focus

A Global Culture (R)evolution

Safe System/Vision Zero
a paradigm shift

If one part of the system fails, other parts must still protect people involved in crashes.
Local Board road deaths and serious injuries 2016 and 2017
Speed influences whether someone lives or dies

Survivable Speeds

- 20 km/h: 10% risk of death
- 30 km/h: 80% risk of death
- 40 km/h: 10% risk of death
- 50 km/h: 80% risk of death
- 60 km/h: 100% risk of death

Small changes in speed have a large impact on fatality risk.
Fatality risk for three crash types over a range of impact travel speeds

(Based on P. Wramborg, 2005)

Fatality risk and crash types for crashes at varying travel speeds
## Accelerated road safety capital programme 2018-21

*(figures in millions)*

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<td>Safe access to public transport, pedestrian crossing upgrades and</td>
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<td>5 high-risk intersections and 5 high-risk roads each year, 1,500km</td>
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