



## Palmerston North City Council Draft Traffic and Parking Bylaw 2018

### Your contact details

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<p>Please note, as required by legislation, your submission (including contact details provided on the submission form), will be available to the public and media and on the Council website as part of the decision-making process unless you request that these details be kept private. If you wish to keep your contact details confidential, please tick this box.</p>	
<p>Submissions hearings are expected to take place in February 2018.</p>	
<p>Do you want to speak to the Council in support of your submission? (please tick)</p>	
<p style="text-align: center;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	

### MAKING YOUR SUBMISSION

You can find details about the draft Traffic and Parking Bylaw, along with the reasons for making these proposals, in the Consultation Document. Go to [www.pncc.govt.nz/yourcouncil/consultations](http://www.pncc.govt.nz/yourcouncil/consultations) to download the document. There is also an online submission form if you would prefer to make a submission online.

Submissions don't have to be long or complicated. If there is something about the draft Bylaw which you like and want to support, or that you think needs to be changed, just write down what you think and why. If you need to use more than one sheet of paper, please attach any additional pages to this form.

### Please send your submission:

**By mail** Draft Traffic and Parking Bylaw 2018 Submissions, Governance and Support Team Leader, Palmerston North City Council, Private Bag 11034, Palmerston North 4442

**In person** Palmerston North City Council Customer Service Centre, 32 The Square, Palmerston North

**By email** [submission@pncc.govt.nz](mailto:submission@pncc.govt.nz) (write Draft Traffic and Parking Bylaw 2018 Submissions in the subject)

**By phone** 06 356 8199

**SUBMISSIONS CLOSE 4PM, WEDNESDAY 20 DECEMBER 2017**

**General comments**

Please note here any comments you may have about the draft Traffic and Parking Bylaw 2018. For example, whether you are generally in support or opposed to the draft Bylaw, or whether you think we have got things about right.

The changes in general provide more specific power for Council to set and enforce

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parking restrictions, and the use of roads and footpaths in Palmerston North,

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particularly through the introduction of parking trials, which relate to road and

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Council-owned parking areas only (and includes buildings).

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We do not have any specific submission but would like to be kept informed.

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**Merle Lavin**

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**From:** Submission  
**Subject:** FW: Traffic and Parking Bylaw review

**To:** Submission  
**Subject:** Traffic and Parking Bylaw review

**Name:**  
Paul Austin

**Organisation:**

**Email:**

**Postal address:**

**Phone number:**

**Do you want to speak to the Council in support of your submission?:**

**Please note here any comments you may have about the draft Traffic and Parking Bylaw 2018.:**

I would like to make a submission on the proposed Palmerston North Traffic and Parking Bylaw 2018.

My interest in the bylaw relates in the main to how the proposed bylaw applies to:

- a). the parking of conventional bicycles, tricycles and electric-power assisted bicycles (“e-bikes”), and the provision of parking space for this type of pedal-driven light vehicle;
- b). the interaction of users of Council-designated special vehicle lanes for bicycles (cycle lanes) with Council-designated parking spaces for larger motor vehicles (especially cars).

This interest reflects the well-established relationship between road design and layout, road rules, and road safety for all road users, and the need to pay particular attention to the risk exposure of more vulnerable classes of road user, including injury and death for people using bicycles (<http://www.transport.govt.nz/assets/Uploads/Research/Documents/Cycling-2016.pdf>).

Sadly, statistics for 2017 starkly highlight the on-going reality of this risk, with 18 cyclist road death fatalities nationwide, one of those here in Palmerston North.

This submission requests Council review and amend of the proposed bylaw.

#### Background

Bicycles are historically an important class of road vehicle, and are nationally-regarded as a priority area for transport facility development. They are one for which the Council has the aspirational goal: “Palmerston North City Council and Manawatū District Council want our region to be the best place in New Zealand to ride a bike. We will do this by making the roads safer, building more cycle routes and facilities, and promoting cycling as an environmentally friendly, healthy and cheap way to get to work or school.”

Electric power-assisted bicycles fit easily within this Council vision, as does road use of tricycles, which may become more significant as e-bike technology “crosses-over” into other cycle formats.

Given this context, it is surprising to note that the proposed 2018 bylaw:

- a). makes little reference to bicycles (or other light vehicles) as a significant type of road-user;
- b). makes no reference to the special character of bicycles with respect to parking;

- c). makes no reference to Council-designated provision of parking for bicycles or other light vehicle;
- d). does not describe how this might be regulated, if vehicles are not parked on a roadway;
- e). has little to say on how the impacts of Council-designated parking spaces on people using bicycles and other light vehicles are to be managed, especially with respect to safety.

The current form of the bylaw therefore suggests that, despite the fine words of the Council's cycling-related goal, its operational and regulatory processes are yet to see significant change in emphasis.

#### Illustration of need for improved cycle traffic management

Two examples illustrate the need for greater coherence in the Council's management of traffic and parking spaces, both of which have the result of creating a hazard for people using bicycles - even when the Council-designated parking space is appropriately used. Both examples feature provision of parallel parking on busy arterial routes close to city schools with mixed-speed cycle traffic, and frequent vehicle parking movements. One of the examples is close to the location of a recent road fatality involving a cyclist (Featherston Street, 28 August 2017). The other is a direct road route to the new pedestrian/cycle bridge across the river, and therefore likely to see increased cycle traffic.

1. Featherston Street between Rangitikei St & Ngata St > <https://goo.gl/maps/wBdRVTC8NjN2>  
The cars in this instance appear legally parked in Council-designated spaces along the sides of Featherston Street. Two opposed-direction general vehicle lanes are separated by a central flush median strip, which is used for turning traffic – in particular to enter the nearby school and commercial premises.

Both sides of the road feature special vehicle lane indications (green lane paint with stencilled bicycle markings) that show bicycle traffic is anticipated by Council. It is reasonable to believe that the lane marking indicates an expectation that bicycle traffic should travel within the lane indicated by the solid white line between the kerb and the general vehicle lane towards the centre part of the road. However, by doing so, Council is effectively placing bicycle traffic directly in the 'swing zone' of doors opening from parked cars. Additionally, it exposes slower bicycle users to risk of collision with faster vehicles approaching from their rear, should bicycle users swerve to miss being 'doored'.

2. Botanical Road/Wikiriwhi Crescent intersection > <https://goo.gl/maps/Hb9aMpWQbF42>  
The car in the image appears to be legally parked in a marked parking space, yet is a significant hazard to people using bicycles due to the way Council-designated parking has been provided.

This set of parking spaces is directly adjacent to the lane constriction on Botanical Avenue caused by the turning pocket into Wikiriwhi Cres. They are heavily used by school-related drop-off/visitor vehicles, meaning that they are near fully-occupied at the same time as commuter cycle traffic, and often remain so after the 40km/h limit is lifted. The nominally-marked "cycle lane" on Botanical Ave between College Street and Park Ave is non-existent at the point of the intersection because it overlaps completely with the hazardous door swing-zone for the (legally) parked cars. Cycle lane width is totally inadequate.

While the cycle lane marking at the entries to this area of roadway may create the impression of a "safe" route for bicycle users, in fact, its combination with roadside parallel parking spaces mean this is actually illusory. As a bicycle user, I avoid this route, due to the hazard created by the parked cars.

These two examples are given to make the point that the hazard created by cars parked in Council designate parking spaces interacting with cycle lanes is a common pattern in Palmerston North, rather than an isolated specific case.

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### Conclusion

It appears that for the purpose of the bylaw, bicycles are “vehicles” and therefore included within its scope. In light of this, and the points above, I question whether the proposed Traffic and Parking Bylaw is fit for purpose.

I would like to request that Council re-assess how the bylaw applies to a broader range of vehicles, especially bicycles and the emerging category of e-bikes.

Specifically, I would like to request that Palmerston North City Council:

1. Uses the review of this bylaw as an opportunity to adopt a more coherent approach to traffic management, and especially provision of vehicle parking space, consistent with its stated goal of facilitating safe, user-friendly bicycle use;
2. Revise the bylaw provisions so that people using bicycles and other pedal-driven light vehicles are recognised as a specific type of vulnerable road-user;
3. Revise the bylaw provisions so that the needs and requirements for parking of bicycles and other pedal-driven light vehicles is specifically recognised.

I suggest that such consideration could assist Council achieve its stated goal of providing “the best place in New Zealand to ride a bike.”

**Withhold my contact details (but not my name):**

True

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10091881

**Merle Lavin**

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**From:** marilynbulloch@gmail.com  
**Sent:** Wednesday, 20 December 2017 12:08 PM  
**To:** Submission  
**Subject:** Traffic and Parking Bylaw review

**Name:**  
Marilyn Bulloch  
**Organisation:**

**Email:**  
[marilynbulloch@gmail.com](mailto:marilynbulloch@gmail.com)

**Postal address:**  
128 Cook Street, West End, Palmerston North 4410

**Phone number:**  
06 357 7338

**Do you want to speak to the Council in support of your submission?:**  
No

**Please note here any comments you may have about the draft Traffic and Parking Bylaw 2018.:**  
I generally support the Palmerston North City Council Draft Traffic and Parking Bylaw 2018.

I also support the revocation (Part 2 Clause 14) of reference to parking vehicles for sale out of the Use of Public Places Bylaw 2015 (as amended 6 November 2017).

I support the inclusion of Clause 9 Vehicles Parked for Sale into the Administration Manual of the Draft Traffic and Parking Bylaw 2018.

**Withhold my contact details (but not my name):**  
False

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# MIDCENTRAL DISTRICT HEALTH BOARD

*Te Pae Hauora o Ruahine o Tararua*

ORIGINAL TO FOR ACTION AND REPLY		
REC'D	21 DEC 2017	PNCC
COPY TO		
1.		
2.		

18 December 2017

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Palmerston North City Council  
Private Bag 11034  
Palmerston North 4442

Dear Team Leader, Submissions, Governance and Support, PCC

## Re: Submission Draft Traffic and Parking Bylaw 2018

Thank you for the opportunity to provide feedback on the proposed 2018 Draft Traffic and Parking Bylaw. We appreciate your commitment to improving car parking arrangements in Palmerston North.

MidCentral DHB is interested in car parking arrangements, particularly changes that may have an impact on the health and wellbeing of our community as well as arrangements that may have an impact on MidCentral DHB staff and residents surrounding Palmerston North Hospital.

We note that new car parking bylaw replaces the previous 2011 bylaw, along with the addition of three provisions; parking trials, engine braking and restricting access to unformed legal roads.

Although the Consultation Document does not outline any detailed changes that are going to be implemented in Palmerston North, we would value continued engagement from the Palmerston North City Council regarding any intentions to change local car parking arrangements. We would be happy to discuss this further with you.

Thank you again for the opportunity to provide feedback and we look forward to the prospect of working with your team in the future.

Yours sincerely,

Mahashweta Patel  
Project Manager  
Strategy, Planning & Performance  
MidCentral DHB