PLANNING AND STRATEGY COMMITTEE MEETING

2 September 2019

5 Draft Use Of Public Spaces Policy 2019 Submissions
   1. Submission Draft Use of Public Spaces Policy - Linton Army Camp - Map

10 Urban Cycle Network Masterplan 2019
   1. Urban Cycle Network Plan 2019
Urban Cycle Network Plan
Papaioea
Palmerston North City

SMALL CITY BENEFITS
BIG CITY AMBITION
Introduction

• On 28 May 2018, as part of its deliberations on the 10 Year Plan, Council resolved that:
  – That the Chief Executive be directed to develop an Urban Cycle Network Development masterplan (resolution 3.18).

• Subsequently, on 6 May 2019 the Planning and Strategy Committee resolved that:
  – That the Draft Urban Cycleways Masterplan be approved for consultation.
  – That the chairperson of the Planning and Strategy Committee and the Deputy Mayor be authorised to make minor amendments to the Draft Urban Cycleways Masterplan.

• Following a two month consultation period and submission analysis, an updated Masterplan is being presented to Council for approval and adoption.
Background and purpose

- The Masterplan builds on previous work the Council has done in relation to encouraging active transport.

- Informs near-term investment in facilities and supporting activities, while laying out a vision for the longer term.

- Contributes to the Creative and Liveable Strategy.

- Key action of the Active Public Transport Plan 2018.
2017: Pre-Masterplan network development and engagement
2018: Continued Masterplan development and engagement
2019: Draft Masterplan released for public consultation
Consultation

A number of direct engagement meetings took place in relation to the Masterplan and related work, including:

- 24 November 2017: Active and Public Transport Forum (public invited) to review draft maps and solicit input on opportunities and issues.
- 11 - 12 December 2018: Business case and Masterplan development workshops.
- 17 January 2019: Business case and Masterplan development workshop 3.
- 14 March 2019: Briefing with the People on Bikes Forum.
- 15 March 2019: Workshop with councillors.
- May - July 2019: Public consultation period.
- 13 August 2019: Revised Masterplan briefing with the People on Bikes Forum.
Public Consultation Period

• 156 submissions received from 13 May - 5 July 2019.

• Submissions were received from individuals, community groups and a number of key stakeholders, including:
  - NZ Transport Agency.
  - The NZ Police.
  - Midcentral Health.
  - Sport Manawatū.
  - Massey University
  - Community cycling advocate groups e.g. People on Bikes Forum.
Public Consultation Period

- Submissions were generally supportive of the overarching vision, implementation plan, and phasing plan.

- Common themes from submissions were
  - Support for Council proactively planning for alternative modes of transport in the face of climate change
  - The importance for Council to focus on separated/buffered cycle lanes, rather than painted cycle lanes.
Main changes to Masterplan

1. Summary

Summary
Our society is facing huge challenges; an unacceptable level of deaths and serious injuries on our streets, increasing obesity and the threat of climate change. Many people are not only feeling the impact of these problems, but also the social and economic costs associated with reduced mobility. Cycling is a simple and cost-effective way to extend our mobility, improve our health, reduce our costs and increase social cohesion.

Safe cycling is part of the answer. It helps kids develop independence in their lives and gives school children more freedom of movement. Cycling is a great way to stay healthy and fit, and it is a way of life for many people. It makes a difference to the environment and reduces the number of deaths and serious injuries on our streets.

With the right approach and the right infrastructure, cycling is an excellent way to improve our lives. We need to make sure that all people in Palmerston North can benefit from cycling opportunities.

At intersections

Roundabouts
Roundabouts can be difficult places to cycle, especially when there is a lot of traffic. In most cases, cyclists are required to give way to motor traffic. This can make cycling through a roundabout intimidating and unsafe. We need to make sure that cyclists are given priority at roundabouts, and that they are protected from motor traffic.

Traffic signals
Traffic signals are an important tool for controlling traffic and ensuring safety. However, they can also be a hindrance to cycling. We need to make sure that cyclists are prioritised when they are waiting at traffic signals.

4. Central city

Cycling in the central city

Many people are not familiar with cycling in the central city. However, cycling can be a great way to get around the city, and it is a healthy and environmentally friendly way to travel. We need to make sure that cycling is safe and accessible in the central city.

5. Priorities

Table of priorities

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<th>Item</th>
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<th>Note</th>
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...we cannot continue to define cycle lanes as a painted white line that disappears when it gets too hot or places unassailable expectations on our most vulnerable road users as they try to co-exist with two lanes vehicles travelling at unreasonable speeds on a complex urban network.
Challenges for implementation

Funding: no subsidy this NLTP period.

Unless transport programme re-prioritised.

Intersections: no lead-in cycleways.

Unless we reallocate space or widen streets.

Local streets: LATM Policy is dated (2003).

Review and adopt updated policy.

Parking: no city-wide policy.

Build on 2016-18 plan.
People on Bikes

- **Destinations:**
  - Factor in prioritisation of routes

- **Quality over quantity:**
  - Can’t leave unsafe streets. New, reconstruction and renewals opportunity to do separation.

- **Youngest riders:**
  - Target audience depends on corridor. Factor in prioritisation of routes.

- **Need to be bold:**
  - New summary. Positive feedback from NZTA and Bike Auckland

- **Ring road:**
  - New text in final plan on central city and intersections

- **Cook Street and Park Road:**
  - Programme / included in Esplanade Master Plan
Recommendation

1. That the Urban Cycle Network Masterplan 2019 is endorsed to inform future Council decision making, in particular the preparation of Asset Management Plans and Long Term Plans.

2. That it be noted that future decision making processes, including Long Term Plans, will enable further public consultation and direct engagement with affected stakeholders on the implementation of the Urban Cycle Network Masterplan 2019.

3. That the Chairperson and Deputy Chairperson of the Planning and Strategy Committee be authorised to make minor amendments to the Urban Cycle Network Masterplan 2019.
Separated cycleways on new Collector Streets

Resolution last week to report back to September Council meeting

Urban Cycle Network Masterplan and Proposed Roads and Streets Framework are key strategic documents – inform RMA planning

Any requirement would be tested through the RMA process

Growth areas will have unique considerations, e.g. Aokautere, Whakarongo, Kākatangiata
Separated cycleways on new Collector Streets

Summary page iv, revise last paragraph:

“For some streets, we will start with painted cycle lanes and upgrade to separated cycleways in coordination with the street maintenance programme. Separated cycleways will also be the default type of provision on new roads designed for higher traffic volumes.”
Separated cycleways on new Collector Streets

- Section 5 Network implementation, Page 19 last sentence modified like this, with new text in bold:

- “This enables the roll out of a connected network of cycleways faster, with conversion to permanent facilities over time. In urban growth areas, separated cycleways will also be the default type of provision on new roads designed for higher traffic volumes (collector roads). The type of provision will be confirmed through the planning process, taking into account the context of the surroundings.”