



PALMERSTON NORTH CITY COUNCIL

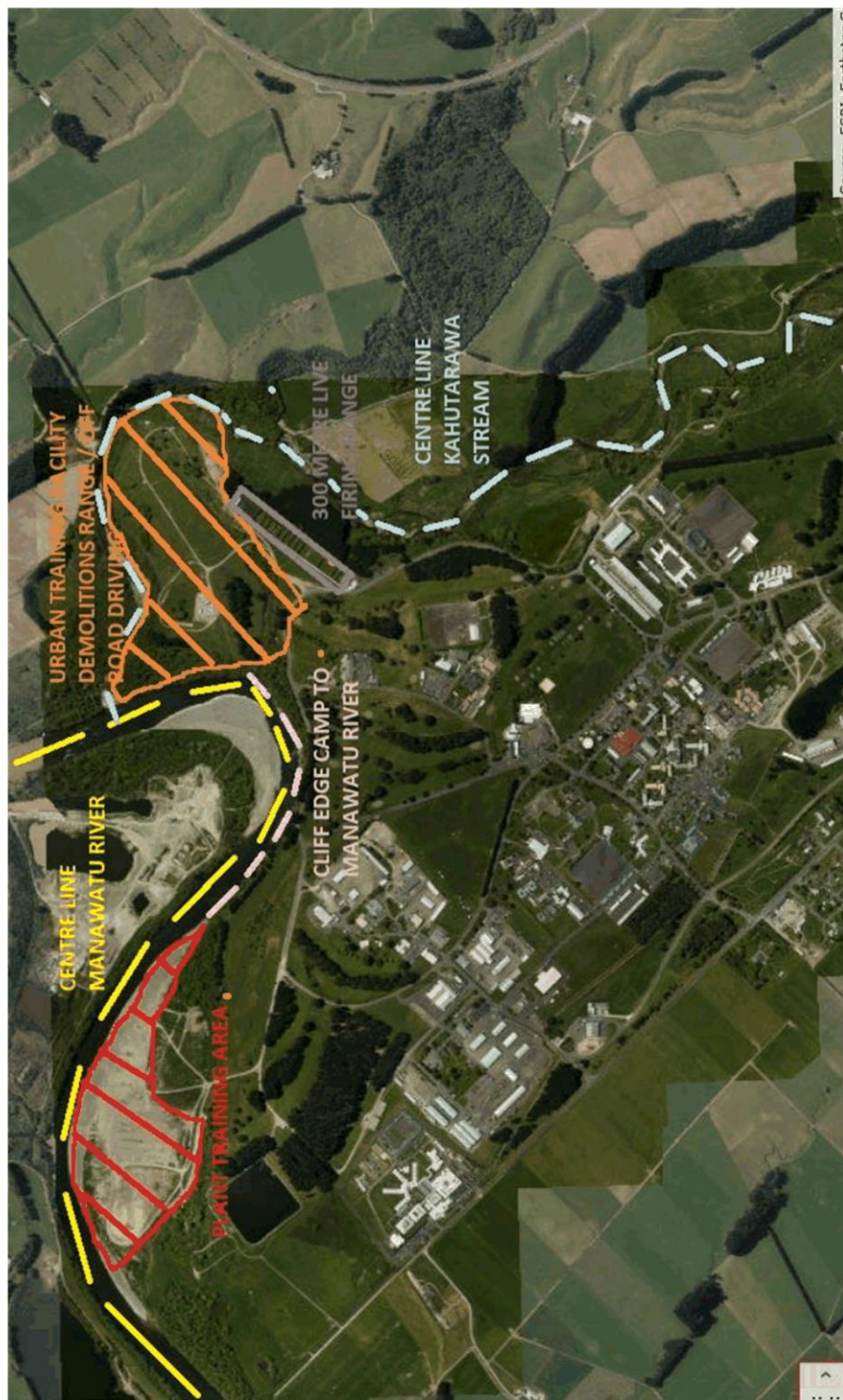
MINUTES ATTACHMENTS
PLANNING AND STRATEGY
COMMITTEE

9AM, MONDAY 2 SEPTEMBER 2019
COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING
32 THE SQUARE, PALMERSTON NORTH

PLANNING AND STRATEGY COMMITTEE MEETING

2 September 2019

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Introduction

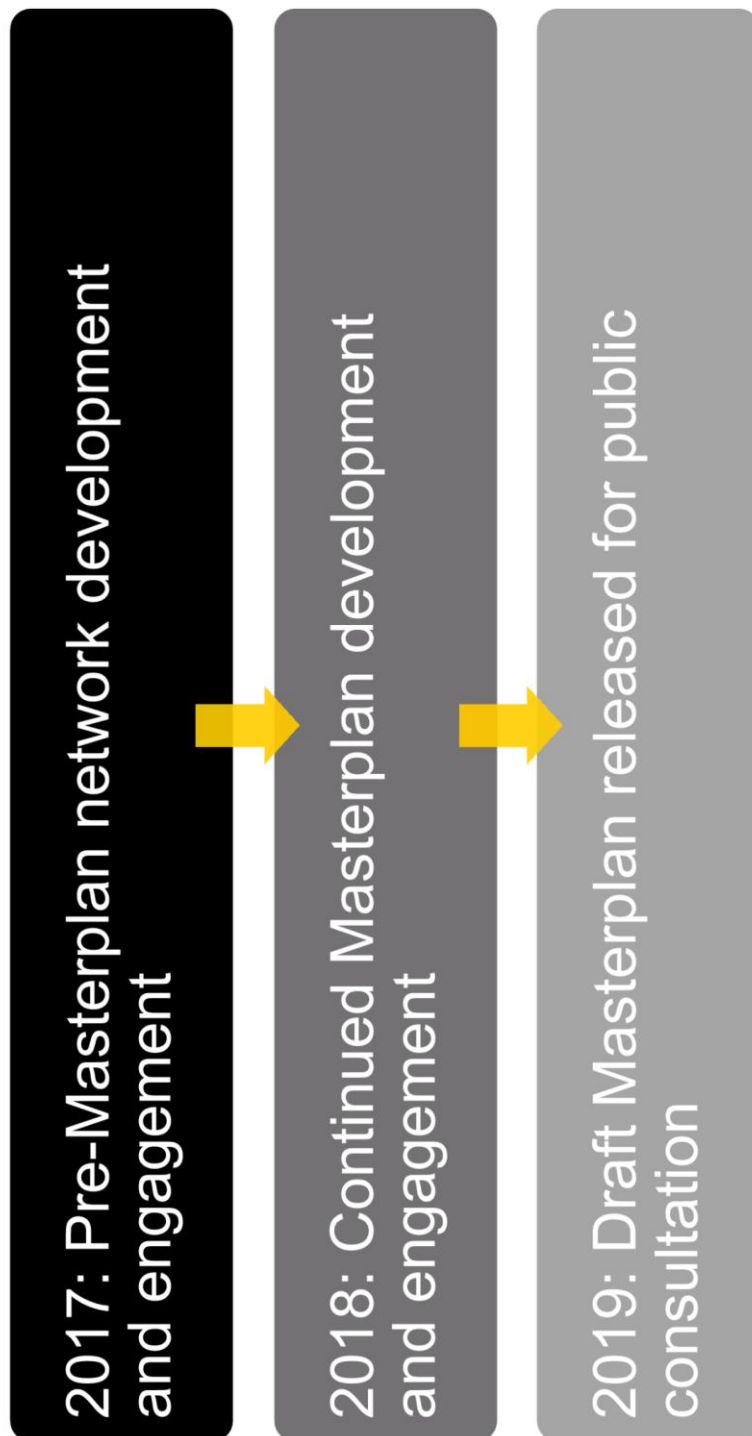
- On 28 May 2018, as part of its deliberations on the 10 Year Plan, Council resolved that:
 - *That the Chief Executive be directed to develop an Urban Cycle Network Development masterplan (resolution 3.18).*
- Subsequently, on 6 May 2019 the Planning and Strategy Committee resolved that:
 - *That the 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.



Process to date



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 Manawātū.
 - Massey University
 - Community cycling advocate groups e.g. People on Bikes Forum.

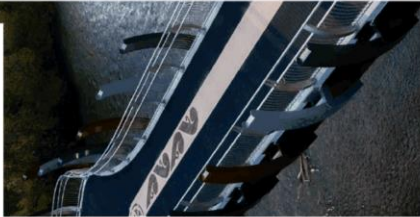
Public Consultation Period

- 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, and a growing need for affordable housing and transport while spending a large part of their income on automobile transport.

Safe, cycleways are part of the answer. They help to develop independence in our children, improve health and reduce obesity, and provide a great way to be fit, healthy and active. Every person on a bike is one less car in the queue or jockeying for a car parking space. Cycleways are not just for people who like to exercise, but they also provide a safe and affordable mode of transport for people who need to get to work, school, and other places to ride. Crossings designed for cycleways often improve crossing opportunities for pedestrians. Trips made by bike also save fuel - keeping more money in your pocket and the local economy.

This Masterplan envisions an Urban Cycle Network investment resulting in an environment and culture change that enables people in Palmerston North to choose cycling more often.

- Council plans to
 - reduce traffic speeds around our schools and shops
 - expand the network of cycle lanes, including some physically separated cycleways
 - improve school and workplace travel planning, education about sharing roads, and paths, courtesiously, events like street festivals, recreational hours and competitions.

For some streets, we will start with painted cycle lanes and upgrade to dedicated cycleways in coordination with the street maintenance programme.

4. Central city

Cycling in the central city

Palmerston North's central city is a major employment and commercial hub, dominated now through their on-streets and around cycleway. Palmerston North is the only city in the region with a central city core. The city's central city core is a major employment and commercial hub, dominated now through their on-streets and around cycleway. Palmerston North is the only city in the region with a central city core.

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3. Intersections

At Intersections

ROUNDBABOUTS

Roundabouts can be difficult for people on bikes, especially when there is a lot of traffic. In most cases, continuing a cycle lane up to and through a roundabout places riders out of the motorist field of view and makes it difficult for motorists to see them. Roundabouts also reduce motorist speed. This will make our roundabouts safer for everyone, including people on bikes.



Figure 10: Cycle lanes on the road through a roundabout with work on the roundabout (Palmerston North's existing roundabout)

“...we cannot continue to define cycle lanes as a painted white line that disappears when it gets too hard, or place unrealistic expectations on our most vulnerable road users as they try to co-exist with two-tonne vehicles travelling at unsurvivable speeds on a complex urban network”

NE Government 2016, Draft road safety strategy, p.33¹¹

TRAFFIC SIGNALS

Palmerston North has 36 traffic light-controlled intersections.



Figure 11: Existing traffic signals in main urban area

At many of these, the existing cycle lanes drop out in favour of multiple lanes for cars (see figure 10, p.6). Our residents say this isn't good enough to encourage them onto their bikes – the cycleway needs to be continuous up to the intersection.

5. Priorities

Table 1: Top 25 priorities

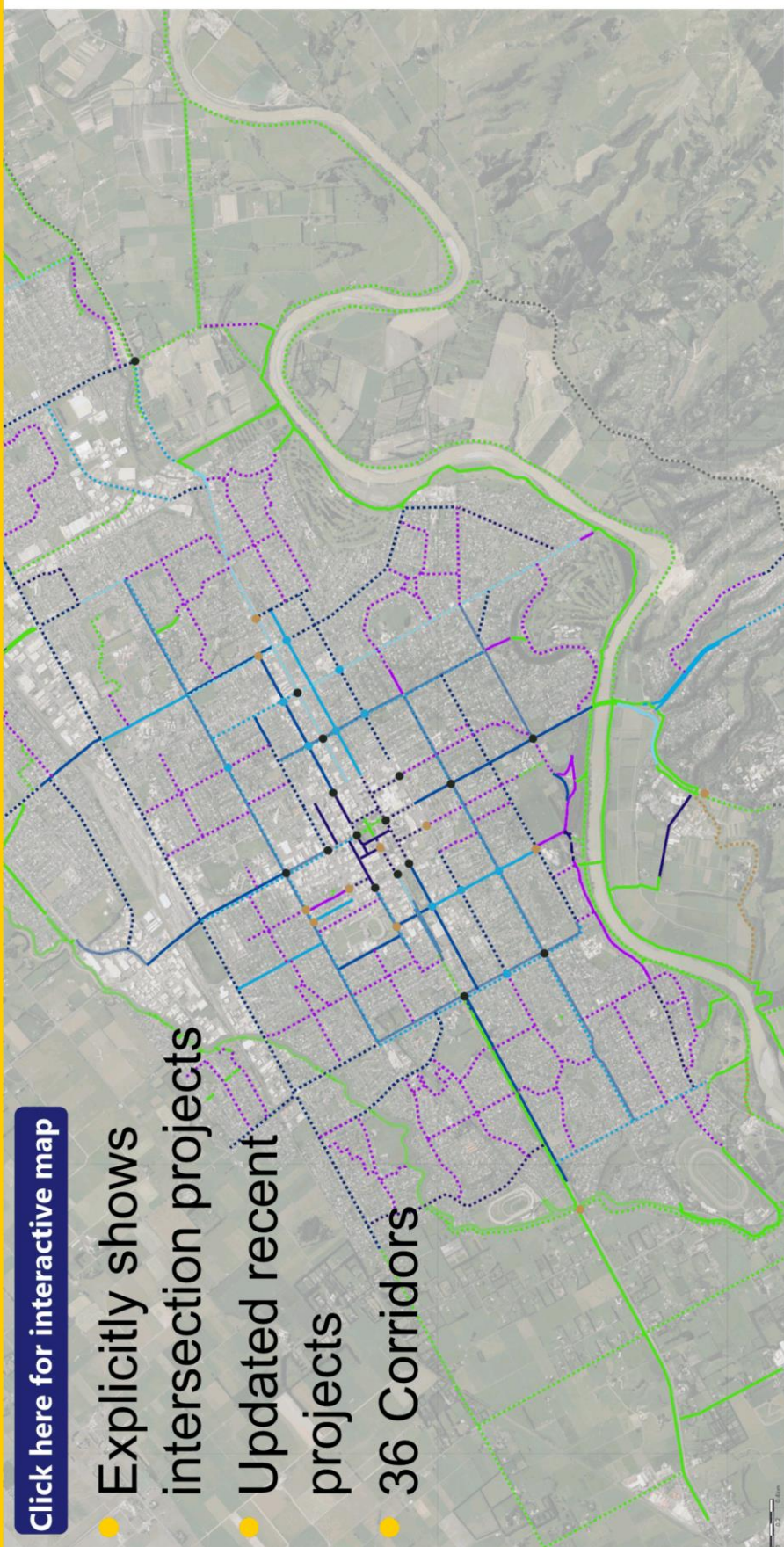
Rank	Location	Score	Comments	Type
1	Fourteenth Street	895	High	Buffered cycle lane
2	Albert Street	499	Medium	Investigation
3	College Street	471	High	Complete with in progress
4	Cook Street	456	Low	Intersection safety upgrade
5	Park Road West	456	Medium	Cycle lane upgrade, Onlay full path
6	Main Street West	423	Low	Separated cycleway
7	Wellington Street	420	Low	Neighbourhood gateway
8	Colaba Street	413	High	Investigation
9	Milton Lane	408	Medium	Pending Kereke Masterplan
10	Marsfield Lane	405	Medium	Investigation
11	Ta Aua Street	401	Low	Investigation
12	Highway Avenue	397	Medium	Complete
13	Botanical Road (South)	386	High	Cycle lane - significant constraints
14	Thames Avenue	384	High	Planning
15	Ferguson Street	379	High	Planning
16	Regent Street	374	High	Planning
17	Botanical Road (North)	374	High	Complete design
18	Palma Street	372	Medium	Separated cycleway (TSC)
19	Palma Street	372	Medium	Cycle lane or traffic calming
20	Palma Street (Middle)	368	Medium	Planning
21	Palma Street (South)	364	Medium	Separated cycleway
22	Palma Street (North)	364	Medium	Cycle lane
23	Palma Street (East)	364	Medium	Separated cycleway
24	Palma Street (West)	364	Medium	Separated cycleway
25	Palma Street (Central)	364	Medium	Separated cycleway

Priority	Comments
1	Palma Street (Central)
2	Palma Street (North)
3	Palma Street (South)
4	Palma Street (East)
5	Palma Street (West)
6	Palma Street (Central)
7	Palma Street (North)
8	Palma Street (South)
9	Palma Street (East)
10	Palma Street (West)
11	Palma Street (Central)
12	Palma Street (North)
13	Palma Street (South)
14	Palma Street (East)
15	Palma Street (West)
16	Palma Street (Central)
17	Palma Street (North)
18	Palma Street (South)
19	Palma Street (East)
20	Palma Street (West)
21	Palma Street (Central)
22	Palma Street (North)
23	Palma Street (South)
24	Palma Street (East)
25	Palma Street (West)

Updated map

[Click here for interactive map](#)

- Explicitly shows intersection projects
- Updated recent projects
- 36 Corridors

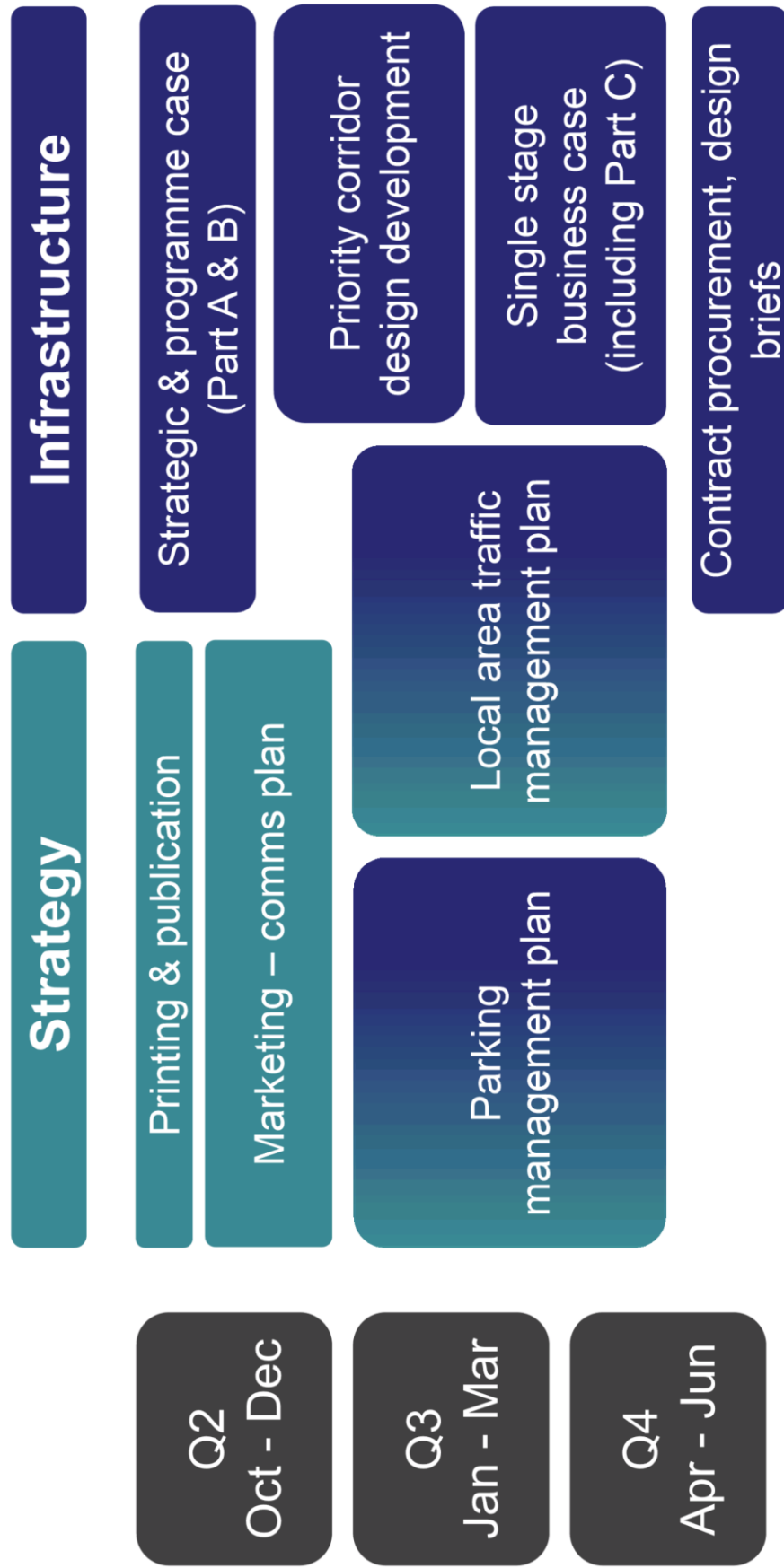


Challenges for implementation

- 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.



Next steps for implementation





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, Kakatangiata



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.”