

Urban Cycle Network Masterplan Update and Business Case

Council Workshop

Wednesday 28 August 2024

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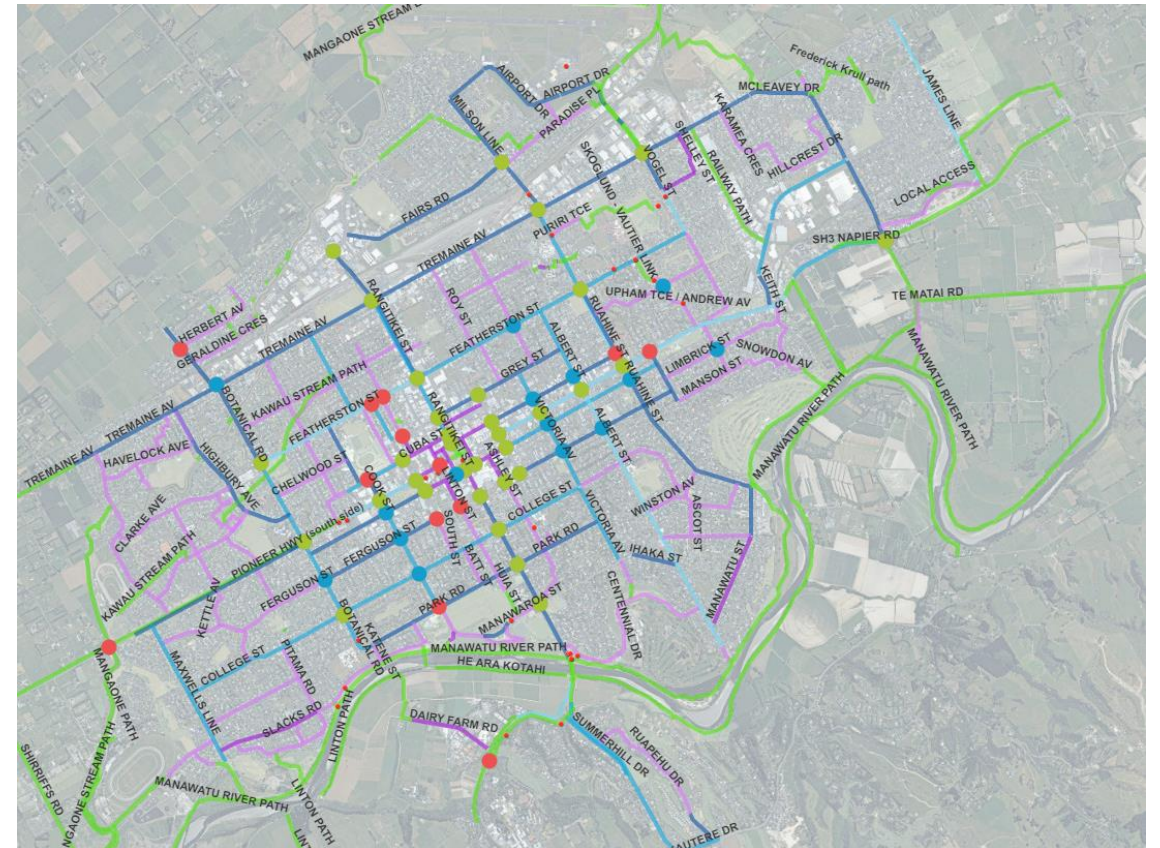
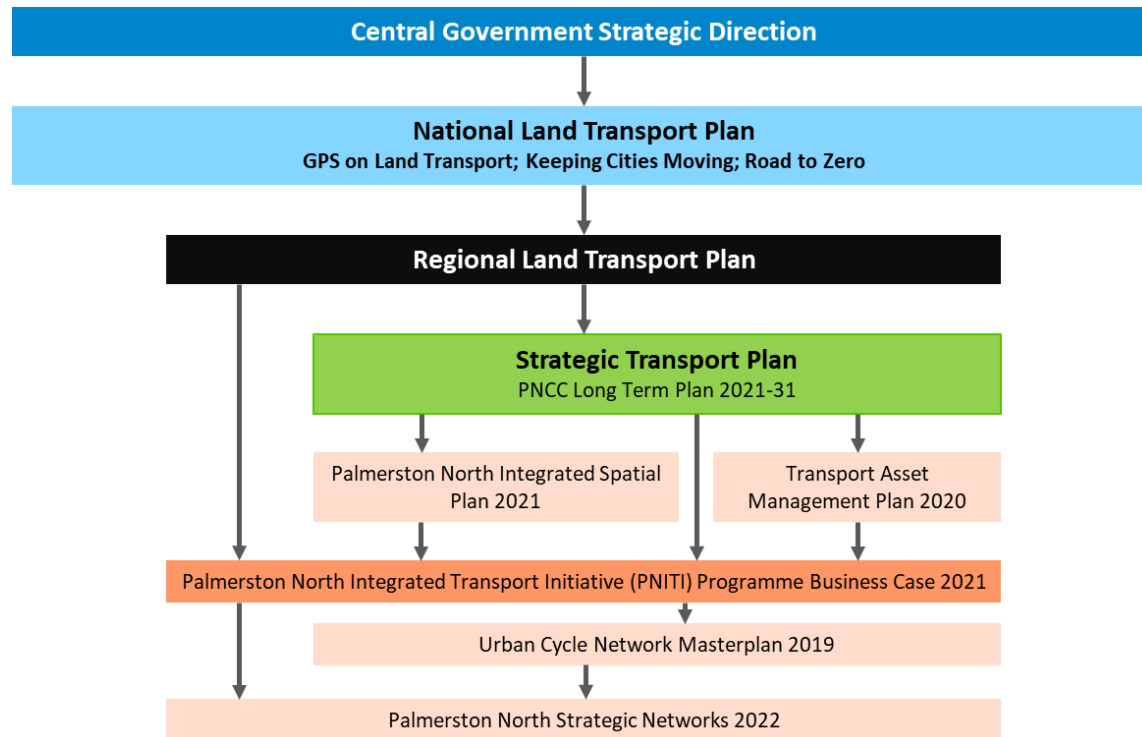
Context



- 2019 Urban Cycle Network Masterplan did not have a supporting NZTA endorsed Business Case
- Future co-funding requires a Business Case
- Changes to urban network a key part of PNITI
- Business case initiated prior to recent changes to the GPS
- Officers appreciate the GPS and Govt priorities have changed
- Completing this work doesn't mean it has to be implemented immediately
- NZTA expect us to complete the work – or may ask for their contribution back
- Business case and master plan set us up for when the funding environment changes
- Officers will be shifting focus to the Ring Road – timing, scope subject to NLTP decisions

Urban Cycle Network Masterplan 2019

- Adopted by council in 2019
- Supporting business case developed in 2019 but never endorsed by NZTA/Waka Kotahi



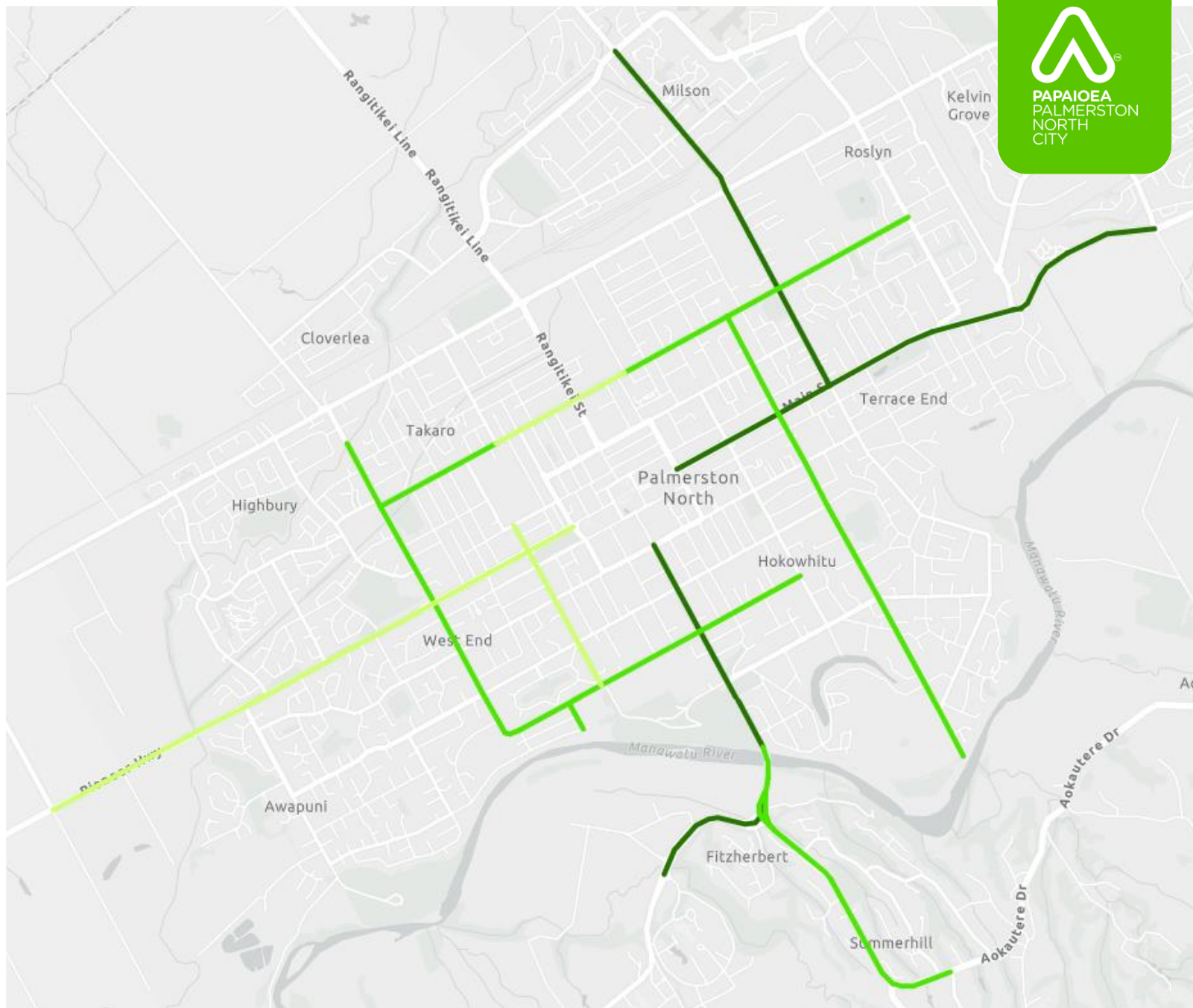
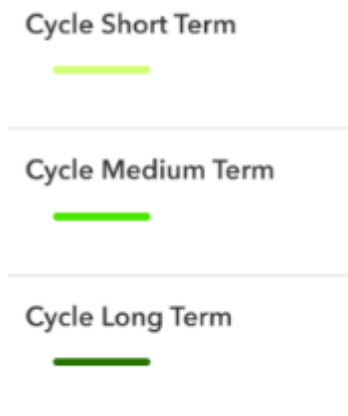
Urban Cycle Network Masterplan update



- Driven by the need for an endorsed business case, to support Waka Kotahi co-funding
- Seeks to address NZTA/Waka Kotahi concerns, and incorporate Strategic Network
- Undertaken alongside the business case
- Operational update to align Masterplan with the business case, not a redo of the Masterplan

Strategic Networks 2023

- Identifies priorities for all modes, incorporating past council work
- Right mode, right road
- Identifies long term 'core' network for cycling



The Business Case

- Outcomes-based approach – ‘what is the problem that we are trying to solve’
- NZTA/ Waka Kotahi process to support co-investment
- Urban Cycle Network Masterplan business case based on the network as a whole, not specific areas
- Focused on the Levels of Service rather than specific designs of cycleways



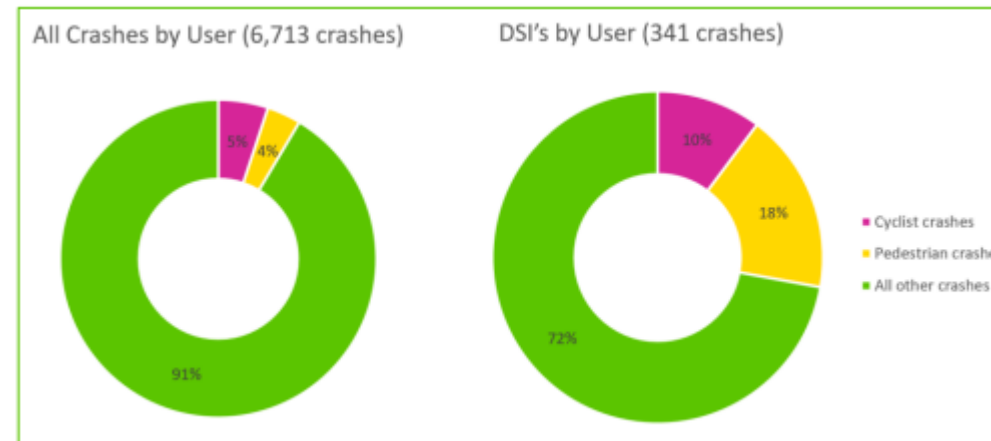
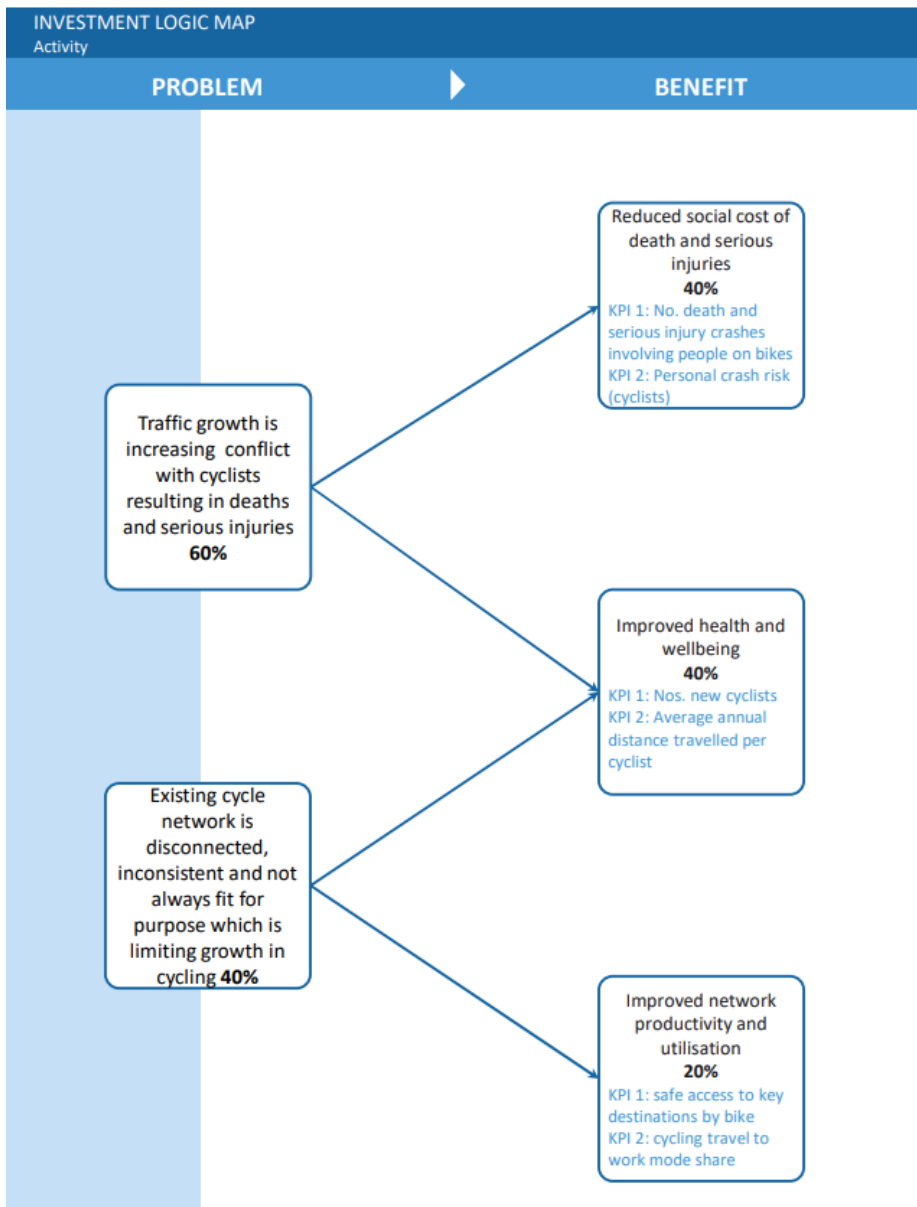


Figure 3-3: All Recorded Crashes and DSI's by Mode (2014-2023)

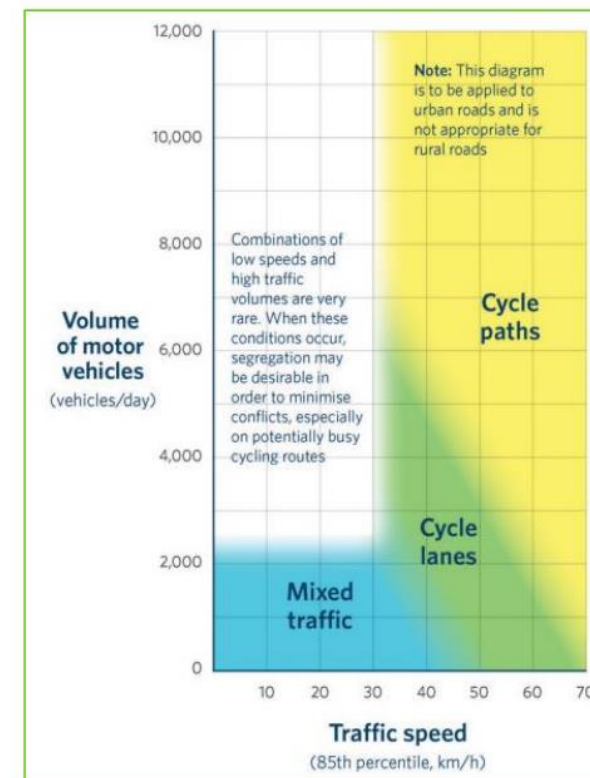


Figure 3-8: Recommended cycle facility treatments according to traffic speed and volumes (Source: Cycling Network Guidance, NZTA)



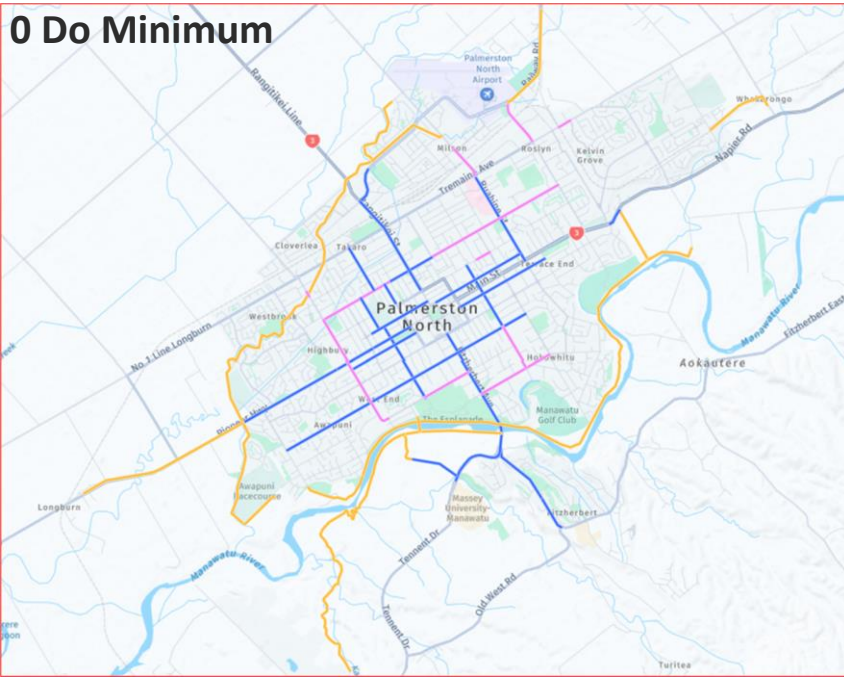
Long List



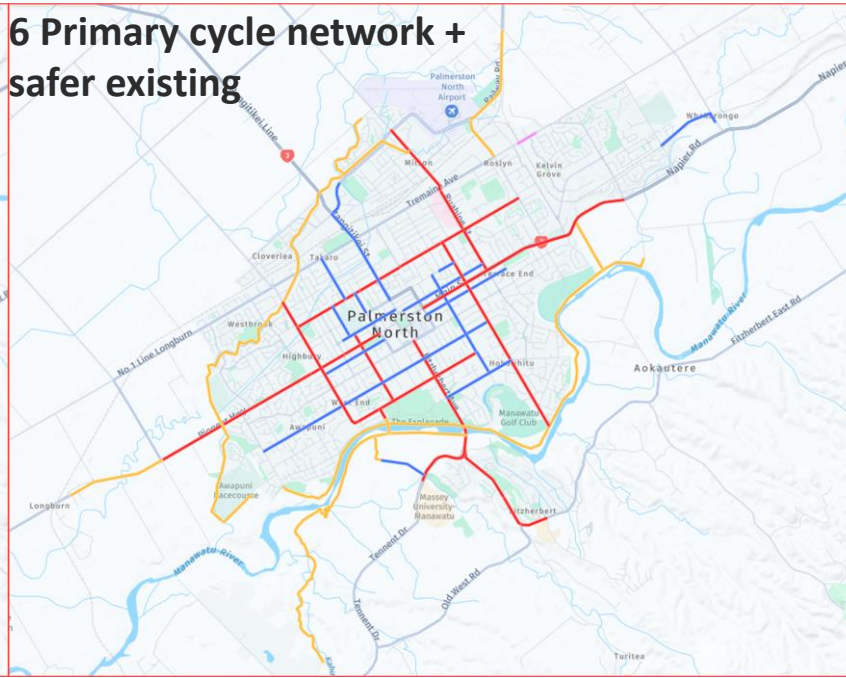
No.	Option
0	Do-Minimum
1	Primary cycle network – poor QoS score
2	Primary cycle network – poor-moderate QoS score
3	Primary cycle network – moderate QoS score
4	Primary cycle network – moderate-good QoS score
5	Primary cycle network – good QoS score
6	Primary cycle network with a good QoS score plus safer existing
7	Primary cycle network with a good QoS score plus comprehensive secondary network

Short List

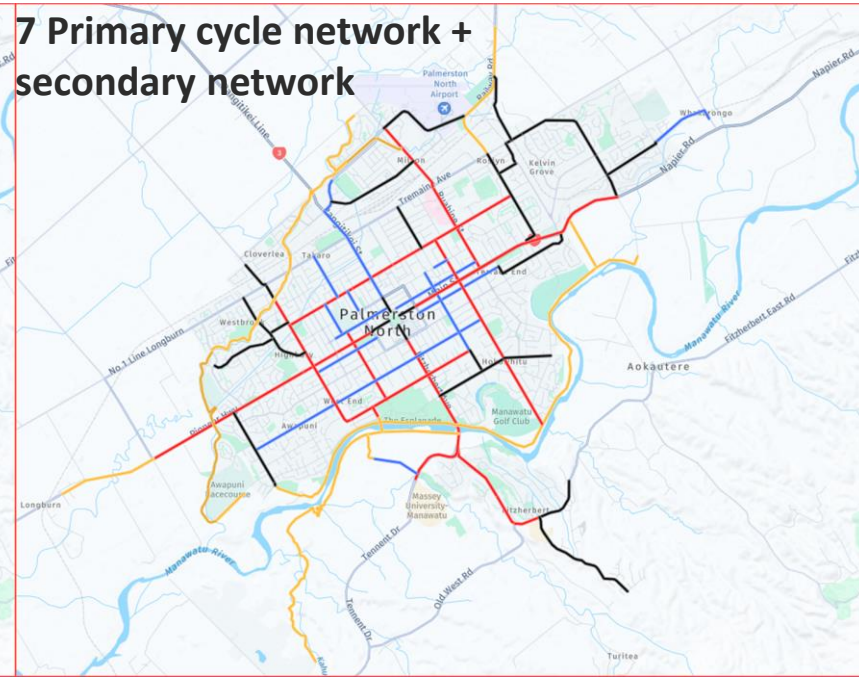
0 Do Minimum



6 Primary cycle network + safer existing



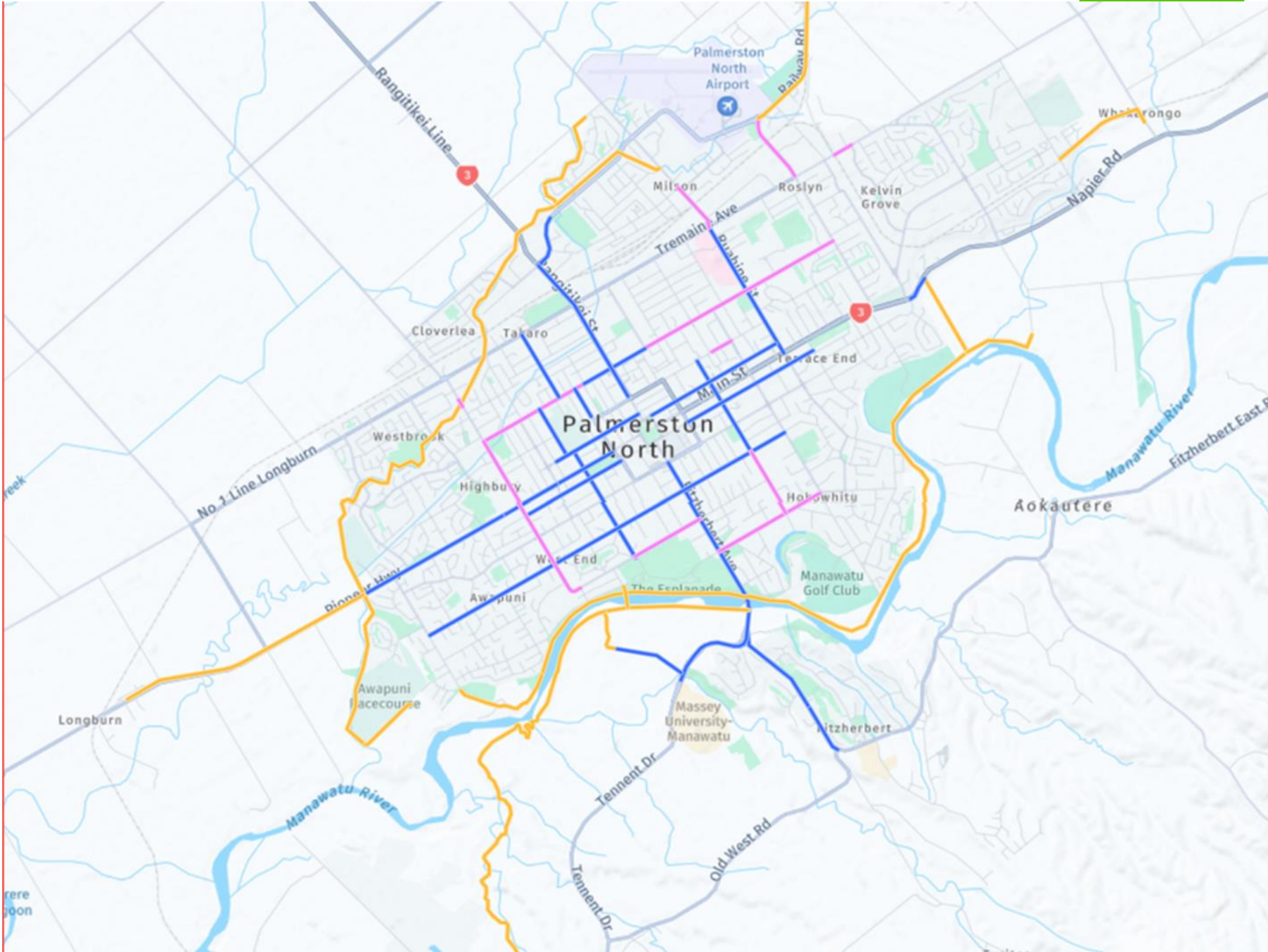
7 Primary cycle network + secondary network



0. Do Minimum

No further investment

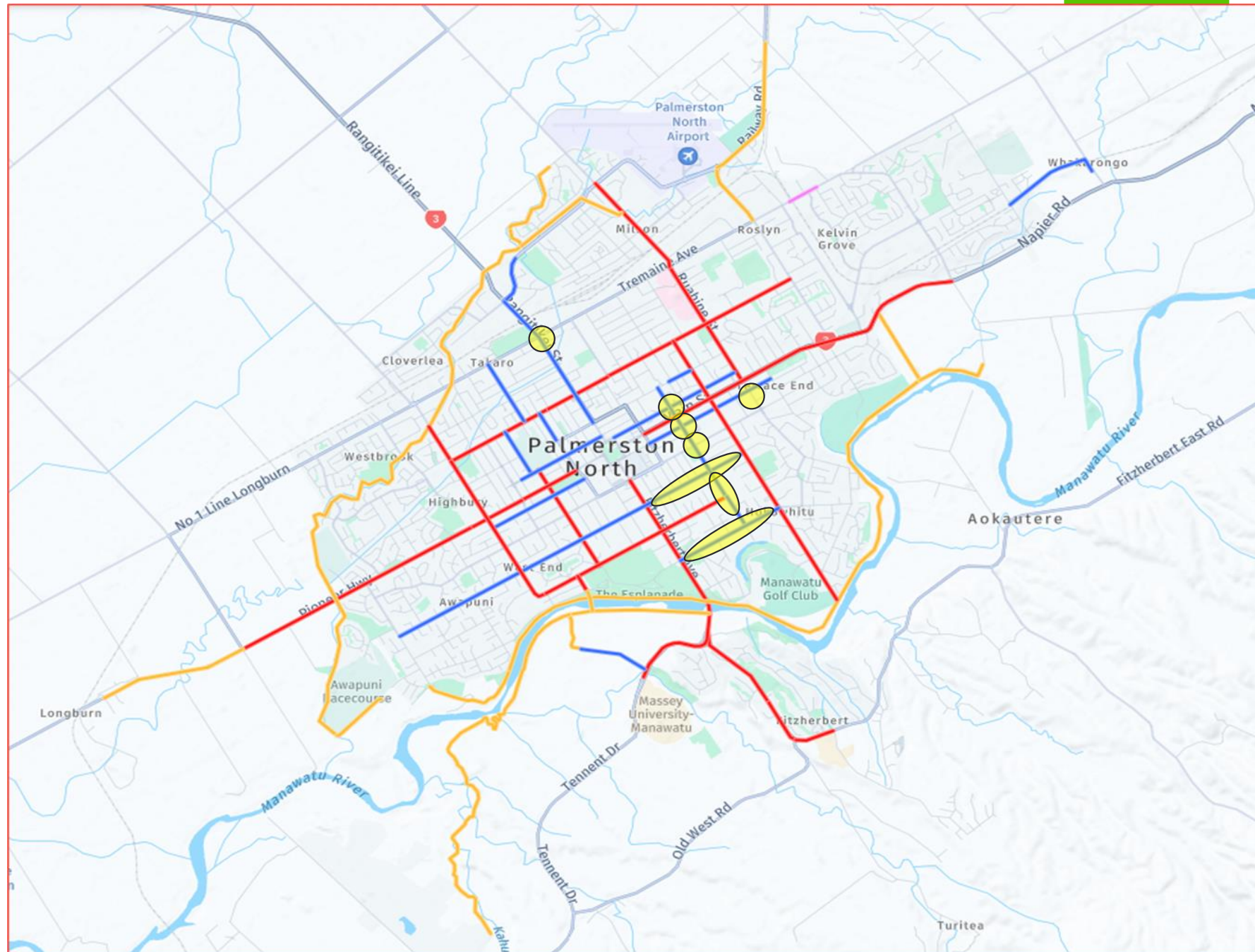
- Existing Cycle facility (marked full-length)
- Existing Cycle facility (marked at intersections only)
- Off-road Network



6. Primary Cycle Network + safer existing

Focus investment on core network with improvements made to existing cycleways at targeted locations







- Existing Cycle facility (marked full-length)
- Existing Cycle facility (marked at intersections only)
- Primary Cycle Routes
- Targeted Safety Improvements
- Off-road Network

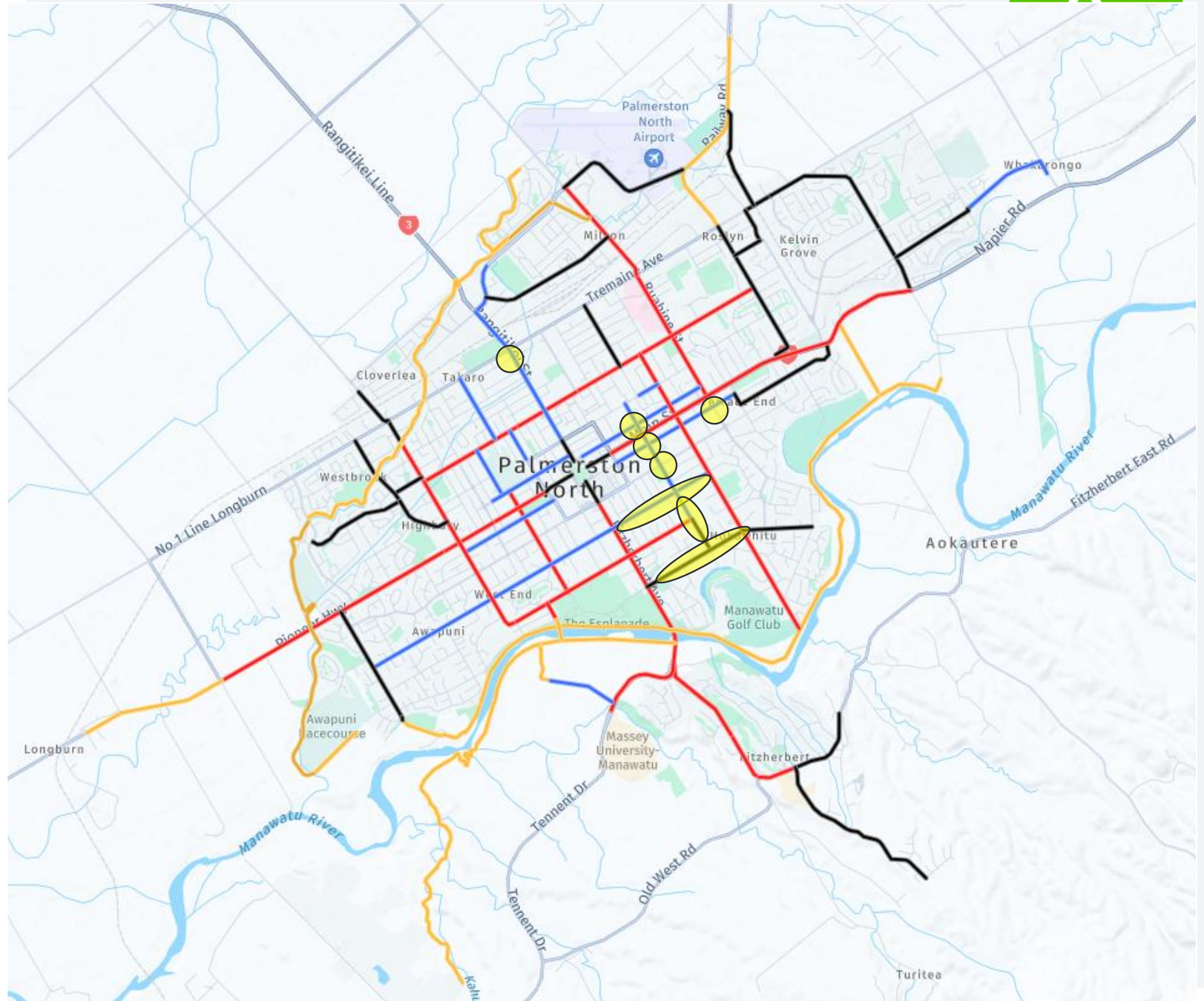


Preferred Option

7. Primary Cycle Network + Secondary Network

Prioritise investment on core network and then secondary connections

	Existing Cycle facility (marked full-length)
	Existing Cycle facility (marked at intersections only)
	Off-road Network
	Primary Cycle Routes
	Secondary Cycle Routes
	Targeted Safety Improvements



Any Questions?

Communication and Engagement

Engage on change/s to Masterplan

Engagement on any changes to the Masterplan, i.e. adding in roads not identified in the 2019 Masterplan like Pacific Drive

Engagement would include common methods:

- Drop in sessions
- Hard Copy/Online submission forms
- Advertising/stakeholder comms
- Media/social media

Following adoption of the updated Urban Cycle Network Masterplan, an education campaign about the plan and why mode shift is important.

Education/Awareness programme

A communication and engagement programme highlighting the Urban Cycle Network Masterplan, mode shift, climate change, safety and cycling in the city.

Similar to the large Bike Palmy Campaign from 2020, this could include:

- Spotlight on Bikes in Schools
- Bike Ready school training with Sport Manawatu
- Education sessions
- Group rides
- Champions talking about why they bike
- Ride the Speedway/Airport event – had 700 people come to the last one!
- Refresh Bike Palmy website hub and content

Partner with other groups/Sport Manawatu/Schools to highlight active modes in the city.

Next Steps



- *Engage on changes identified in the preferred option OR ensure the preferred option aligns with 2019 Masterplan*
- Complete Business Case
- Complete Urban Cycle Network Masterplan update
- Report updated Masterplan back to the Council
- Undertake Education and Awareness