

PALMY<sup>™</sup>  
2021-31



# TE MAHERE ARANUKUNUKU TRANSPORT PLAN

TE PŪNAHA ARANUKUNUKU WHAKARAUTAKI  
STRATEGIC TRANSPORT CHAPTER

TE ARANUKUNUKU Ā-KORI ME TE WAKA TŪMATANUI  
ACTIVE AND PUBLIC TRANSPORT CHAPTER

# Ahunga rautaki



# Strategic direction



# Te pūnaha aranukunuku: Te ahunga rautaki a te Kaunihera

## Transport and Council's strategic direction

The Palmerston North City Council vision is He iti rā, he iti pounamu Small city benefits, big city ambition. The Transport plan primarily contributes to the Palmerston North City Council's goal of an Innovative and growing city. The plan describes Council's activities for the first three years of the 2021-2031 10-Year Plan in two chapters: Strategic transport and Active and public transport.

### Ngā tino Priorities

The priorities of Goal 1: An innovative and growing city are:

1. He whakaū i ngā ara whiwhi mahi, ara tiputipu hoki

Create and enable opportunities for employment and growth

2. He whakarato pūnahahanga e pai ai te tipu o te tāone me te pūnaha aranukunuku, hei tūhonohono i ngā iwi ki ngā kaupapa o roto i te hapori

Provide infrastructure to enable growth and a transport system that links people and opportunities

3. He tautoko i te whanaketanga whare noho e hāngai ana ki ngā hiahia o te hapori
4. He tautoko i te whakakanorautanga o te ōhanga hei whakaiti i te whirinakitanga ki ngā ahumahi o mua

Support the development of more housing that meets community needs

Support the diversification of the economy to reduce reliance on traditional industries

5. He hāpai i te 'ōhanga auaha', koia hei tūāpapa whakatiputipu haere ake nei

Support an 'innovation economy' to underpin growth into the future

6. He whakaumu i te ōhanga kia tahuri ai tātou ki te ōhanga waro iti

Transform the economy to a low carbon economy

### Te take o te mahere Purpose of the plan

The 10-Year Plan level of service for this plan is:

- Provide an integrated multi-modal transport network that connects people and goods with destinations in a safe, efficient and sustainable manner and evolves to meet new transport demands with less reliance on private motor-vehicles

### Ngā hononga ki mahere kē Links with other plans

The actions in the Transport plan also contribute to the achievement of the Economic development plan and the City growth plan, by supporting economic development opportunities such as FoodHQ, Linton Military Camp and the Central New Zealand Distribution Hub and by providing connections to growth areas. The Transport plan also contributes to the achievement of the Safe communities plan, through decision-making about city streets.

Council's Eco city goal is supported by the delivery of this plan, through investment in transport infrastructure that prioritises low carbon transport options (see the Climate change plan and Environmental sustainability plan).

### Te mahitahi me Rangitāne o Manawatū Rangitāne o Manawatū partnership

Council will work in partnership with Rangitāne o Manawatū and:

- involve Rangitāne o Manawatū early in major strategic transport and active management transport projects
- support opportunities to provide business and employment opportunities and improved health and social benefits for Māori through transport activities

These commitments will guide the implementation of all aspects of this plan.

### Ngā puka Kaunihera e whai wāhi mai ana ki tēnei mahere Council documents that contribute to this plan

The implementation of this plan is shaped by these Council-adopted documents:

- Asset Management Plan - Transport
- City Centre Framework
- City Centre Streetscape Plan
- Local Area Traffic Management Policy
- Signs and Use of Public Places Bylaw
- Speed Limits Bylaw
- Street Design Manual
- Urban Cycle Network Masterplan

### Te ine i te angitutanga Measures of success

Council will monitor these measures of success and report on these through the City Dashboards:

- Less freight traffic using the urban transport network
- Fewer deaths and injuries related to use of the transport network
- Increasing walking and cycling
- Increasing bus passenger numbers and service satisfaction
- Decreasing carbon emissions
- Decreasing reliance on private motor vehicles





## **Kupu whakataki**

### **Introduction**

Palmerston North has a network of roads, footpaths, cycleways and shared pathways and a diverse range of users. For example, the network needs to accommodate freight transport, recreational users, and commuters. The purpose of this chapter is to provide transport infrastructure that supports day-to-day city activity and city growth in ways that integrate active and public transport.

### **Kei hea tātou i tēnei wā?**

#### **Where are we now?**

- The transport network is not keeping pace with city growth demands. For example, state highways through the city frustrate urban development and there are no inter-regional connections to the North East Industrial Zone.
- The city is unable to deliver on its broader strategic transport objectives without Waka Kotahi investing in the Palmerston North Integrated Transport Initiative (Regional Freight Ring Road).
- The Palmerston North transport network has historically prioritised and encouraged the use of motor vehicle transport.
- There are instances where the transport network limits opportunities for economic development. For example, efforts to achieve traffic calming on Tennent Drive to support FoodHQ are being delayed by concerns that inter-regional traffic will be diverted to the state highway.
- High traffic speeds contribute to harm caused by crashes and discourage active transport.

- The transport network prioritises access and movement over safety and place.
- The hierarchy between local streets and inter-regional routes is unclear; there is too much choice in the transport network which means streets and roads are trying to cater for competing user demands.
- Heavy freight traffic is directed to local urban streets as there are limited alternatives.
- Street design does not reflect the land-use or place objectives for the area.
- Under-investment in active transport infrastructure is increasing pressure on current levels of service and creating future liabilities, such as issues with street tree maintenance.
- Motor vehicles are the most significant contributor to the city's carbon emissions.
- The current approach to car-parking management undermines strategic transport, land-use planning and urban design objectives.
- Maintenance and renewals are delivered to provide for the day-to-day needs of the city, but not all renewal programmes deliver modern street design.
- The way the transport network has developed over many years is unaffordable over the long-term. For example, there is a predominance of wide roads, cul-de-sacs and excess parking.
- Fatal and serious injury crashes on local roads in Palmerston North have increased over the past three years.
- Increased congestion, deaths, serious injuries, emissions and environmental effects are the inevitable outcomes of the city's historical approach to investment in the transport network.

## He aha ngā hiahia hei whakatutuki? What do we want to achieve?

- Palmerston North has an integrated transport network with clear priorities for all users based around place and movement principles.
- The Palmerston North Integrated Transport Initiative (PNITIP)/ Regional Freight Ring Road is completed.
- Palmerston North has safe streets with zero deaths or serious injuries.
- The urban network supports amenity outcomes, prioritises active and public transport, and directs freight to the Regional Freight Ring Road.
- There is timely provision of transport infrastructure to support city growth and economic development opportunities.
- Rangitāne o Manawatū have opportunities for early involvement in major strategic transport projects.
- Speed limits and traffic speeds are appropriate for the conditions throughout the transport network.
- Street design is responsive to land-use, place and movement.
- More people choose modes of transport other than motor vehicles.
- New growth areas have well-connected, multi-modal streets.
- Roads are designed to minimise long-term financial liabilities.
- Car-parking management supports strategic transport, land-use planning and urban design objectives.
- Maintenance and renewal interventions minimise whole of life costs for transport assets.
- Strategic transport projects provide pathways to business and employment opportunities for Māori.

## He aha ngā mahi e tutuki ai ngā hiahia? What actions will we take to get there?

Ongoing actions	Start date	Involvement of partners
Develop, maintain, operate and renew the transport network to deliver on the Council goals, the purpose of this plan, and the Government Policy Statement on Transport	2021/2022	Waka Kotahi KiwiRail Horizons Regional Council
Prioritise transport programmes that deliver on the Council goals, the purpose of this plan and the Government Policy Statement on Transport	2021/2022	Massey University UCOL Palmerston North Airport NZ Defence FoodHQ Rangitāne o Manawatū Landowners and developers Chamber of Commerce Palmy BID CEDA
Develop pathways to business and employment opportunities for Māori		
Progressively review speed limits throughout the City on a staged basis	2021/2022	Waka Kotahi Local residents
New and one-off actions	Completion date	Involvement of partners
Collaborate with Waka Kotahi and KiwiRail to deliver an integrated transport solution for the Central New Zealand Distribution Hub	2023/2024	Waka Kotahi KiwiRail Horizons Regional Council
Advocate for early delivery of the Palmerston North Integrated Transport Initiative (Regional Freight Ring Road)	2023/2024	Waka Kotahi Horizons Regional Council
Support Waka Kotahi with the economic assessment and detailed business cases for the Palmerston North Integrated Transport Initiative (Regional Freight Ring Road)	2023/2024	
Complete the Streets and Roads Framework to replace the Street Design Manual	2021/2022	Waka Kotahi
Prepare a Integrated Parking Plan and fund implementation of the actions, e.g. extended enforcement of mobility parks	2021/2022	
Review the Local Area Traffic Management Policy	2023/2024	



## Kupu whakataki

### Introduction

Active and public transport have health and environmental benefits for our city. Walking and cycling are the most common forms of active transport, but there are also micro-mobility options like scootering and skateboarding. Public transport in the city consists of the urban bus service and bus connections to surrounding towns and villages.

The purpose of this chapter is to increase the availability and uptake of active and public transport options.

## Kei hea tātou i tēnei wā?

### Where are we now?

- Historically, transport investment prioritises and promotes private motor vehicle use over other modes.
- A small proportion of total trips incorporate active and public transport. In 2018 in Palmerston North, 10.2 % of people used active modes of transport to travel to work, while 1.7% used public transport.<sup>1</sup>
- Fatal and serious injury crashes involving pedestrians and cyclists in Palmerston North continue to increase.
- The perception of cycling as unsafe is one of the barriers for people cycling.<sup>2</sup>
- Bus services are operated by Horizons Regional Council, while Council provides the local infrastructure such as bus shelters and terminals.
- The inter-regional buses that use the terminal in Te Marae o Hine - The Square are operated by the private sector.
- Public transport is inefficient, inadequate and insufficiently resourced.

- It is common for the public or affected residents to resist changes to the transport network that seek to increase mode-shift.
- Motor vehicles are the most significant contributing sector to the city's carbon emissions.<sup>3</sup>
- Historical street design and traffic speeds discourage active transport choices.
- The active transport network is inconsistent, disconnected and insufficiently resourced.
- There is minimal and inconsistent data on active and public transport use.
- Some progress has been made in Palmerston North with off-road walking and cycling infrastructure, such as the Manawatū River shared path network.
- Walking is unsafe in parts of the transport network, where appropriate infrastructure is lacking.
- For many trips in Palmerston North, the choice of transport modes is limited. For example, there are insufficient or inadequate cycle lanes, and a lack of frequent bus services.
- Carparking management is undermining objectives regarding active and public transport.
- Council supports the promotion of active transport choices, for example through cycle skills education (via Sport Manawatū) and Bikes in Schools.
- Inappropriate traffic speeds discourage the use of active transport.
- There has been more than a decade of uncertainty regarding the design and location of a new urban bus terminal.
- The inter-regional bus terminal in Te Marae o Hine - The Square is operating effectively, but the urban bus terminal is not fit for purpose and does not communicate a positive image for public transport.

<sup>1</sup> Statistics New Zealand. (2018). Census.

<sup>2</sup> NZTA. (2019). Understanding attitudes and perceptions of cycling and walking.

<sup>3</sup> CEMARS and carboNZ Certification programmes.

## He aha ngā hiahia hei whakatutuki? What do we want to achieve?

- An integrated multi-modal transport network that connects people with destinations and place.
- The transport network prioritises walking and cycling alongside other transport modes.
- Rangitāne o Manawatū have opportunities for early involvement in major active and public transport projects.
- Active transport participation is increased to 15% of all journeys by 2024; to 20% by 2027; and to 30% by 2030.
- There is increased investment in active and public transport as a proportion of the transport budget.
- Active and public transport are genuine mode choices.
- There is a significant mode-shift to active and public transport.
- There are zero deaths and serious injuries from active and public transport.
- The city has a strong cycling culture.
- Walking and cycling journeys are safe and positive experiences.
- An active transport network provides for commuting and recreational users.
- People choose transport modes that reduce carbon emissions.
- Space is prioritised within the transport network for active and public transport.
- Traffic speeds are reduced through street design and speed limit bylaws to encourage the use of active and public transport and keep users safe.
- The benefits and need for active and public transport are well understood by the community.
- There is increased investment in active and public transport.
- Transport costs are transparently communicated.
- Horizons Regional Council delivers a modern, comprehensive, efficient and reliable bus service in partnership with Council.
- A new urban bus terminal that supports an enhanced bus service and demonstrates that we place value in public transport in partnership with Horizons Regional Council.

## He aha ngā mahi e tutuki ai ngā hiahia? What actions will we take to get there?

Ongoing actions	Start date	Involvement of partners
Develop, maintain, operate and renew the active and public transport network to deliver on Council goals, the purpose of this plan, and the Government Policy Statement on Transport	All 2021/2022	Waka Kotahi Horizons Regional Council
Prioritise active transport programmes that deliver on Council goals, the purpose of this plan, and the Government Policy Statement on Transport		
Deliver the Urban Cycle Network Masterplan		Waka Kotahi Horizons Regional Council
Gather ongoing, consistent active and public transport data		
Promote active and public transport culture and provide opportunities for participation (e.g. events)		
Align city active and public transport programmes with Government direction (GPS Transport) and Waka Kotahi guidance to maximise our likelihood of securing funding		Waka Kotahi
Deliver enhanced behaviour change programmes, including school travel plans		
New and one-off actions	Completion date	Involvement of partners
Advocate to Horizons Regional Council for enhancements to the urban bus service and fleet	2021/2022	Horizons Regional Council
Finalise location and design and deliver a new urban bus terminal	2023/2024	Horizons Regional Council Waka Kotahi
Prepare a pedestrian network improvements plan	2021/2022	Waka Kotahi
Research active transport innovation and trial initiatives such as bike share, scooter share, electric bike fleets, electric bike charging, priority intersections, route finding app and car sharing	2021/22 – 2023/24	
Provide an annual report through a Council committee on progress towards achieving footpath improvements	2021/22 – 2023/24	
Investigate options and feasibility of providing free bus fares for priority groups, including young people, older people and people on low incomes	2021/2022	



# PALMY<sup>®</sup>

PAPAIOEA  
PALMERSTON  
NORTH  
CITY

**Te Kaunihera o Papaioea**  
**Palmerston North City Council**

[pncc.govt.nz](http://pncc.govt.nz) / [info@pncc.govt.nz](mailto:info@pncc.govt.nz) / 06 356 8199



Our north arrow draws directly from “North” in our city’s name. An upward arrow perfectly symbolises our ambition for a city that’s smarter, continually growing and evolving, innovating, collaborating and finding enlightened ways to work with nature.