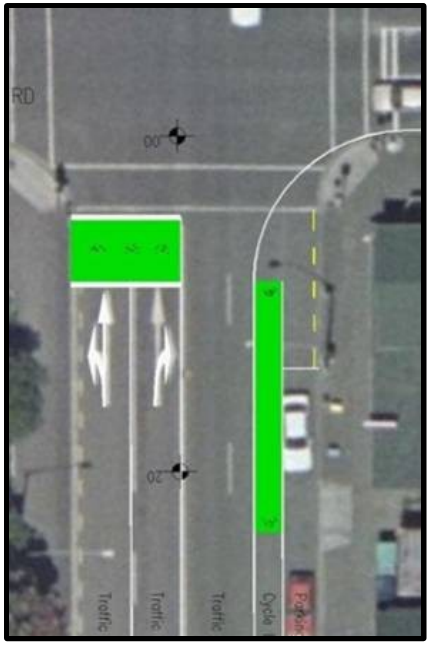
Innovative Design



The two sets of traffic signals [at Fitzherbert Avenue and Botanical Road intersections] would be unable to accommodate individual cycle lanes leading into them on the College Street approaches due the narrow road width. However, a possible design solution currently used safely in Christchurch is to mark “advanced stop boxes”.

The purpose of advanced stop boxes [as shown in the diagram to the left] is to clearly define where cyclists and motorists queue at intersections.

This design helps cyclists avoid being caught between two lines of traffic. They have a place from which to make a right turn as well as insulation from left turning motorists. Alternatively, a dedicated right turn facility for cyclists [eg., Featherston / Ruahine] could be included.

What are the options?

Option A

Increase safety for school children and provide for all road users. Marking cycle lanes on existing roads is achievable within the 2006/07 financial year.

Option B

Is to do nothing. This means leaving the road as it is - the status quo. No cost and no additional safety for cyclists, who are the more vulnerable of the road users on this route.

Have your say ….

Palmerston North City Council would like to hear from residents of College Street, so their thoughts and contributions can be considered.

Please return the enclosed feedback form indicating whether you would prefer Option A or Option B. If Option A goes ahead, phase 2 of the consultation process will involve the concept design drawings being circulated for comment.

Consultation

Cycle Lanes for College Street?

PALMERSTON NORTH CITY COUNCIL

Manawatu
Young Heart, Easy Living

What do you think?

Palmerston North City Council is wanting feedback from the residents of College Street about a plan to include cycle lanes on the roadway between Victoria Avenue and Botanical Road.

The information received will feed into the layout design process. If the establishment of cycle lanes is endorsed by residents of College Street, construction is likely to occur during the 2006-07 financial year.

Why are Cycle Lanes needed?

As part of the investigative process, the principals of West End, College Street Normal and Intermediate Normal schools were approached for their thoughts on the introduction of cycle lanes in College Street.

Whilst the two primary schools have a few older students cycling to school, over 300 Intermediate Normal children cycle to and from school daily. Any move to increase the safety of the College Street roading environment would be welcomed by the schools.

Many parents of intermediate and high school children encourage their children to take responsibility for their own transport, and every child who does cycle means one less car in the traffic flow. Teachers, tertiary students, and business commuters also cycle College Street as it is the only cross town route south of The Square.

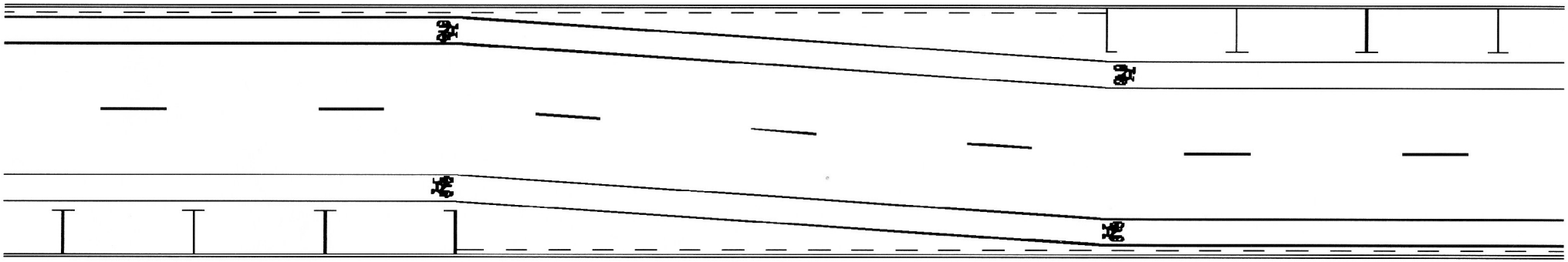
Options being considered include, but are not restricted to, the limited use of parking bays, pick up and drop off points, and alternating parking. It is important to note that while roading developments in Ferguson Street are focused on making the movement of motor vehicles around the city easier [as part of the ring road concept outlined in the Transportation Management Plan], the focus for College Street is on providing a roadway suitable for ALL users, and this includes the provision of a safe environment for cyclists and the slowing down of vehicle movement.

Safety and Benefits

Whilst the overall risk of injury for cyclists has decreased by 20% over the last ten years, children between 5 and 14 years are still the highest at-risk age group. With the lower age of the majority of cyclists on College Street, priority must be given to their safety.

Except for mail delivery, cycling on the footpath is illegal. In practical terms very young, slow pace riders are considered pedestrians. Relative to pedestrians, cyclists moving at higher speeds cannot as easily avoid a car which suddenly pulls out of a driveway. Marking cycle lanes encourages legal riding behaviour.

Narrower traffic pathways with clearly defined lanes are known to encourage better lane and speed discipline amongst motorists. The meandering effect created by having alternating parking on either side of the road will provide an visually appealing environment which unconsciously slows drivers.



[Concept Drawing Only – option for narrower sections of College Street – Not to Scale]

How will this affect Parking?

Generally, to install cycle lanes and maintain on-street parking on both sides of the road, a distance of 13 metres from kerb to kerb is required.

As College Street is narrower than that in some spots [between Batt Street and Botanical Road] some parking will have to be removed. However, if parking is removed from in front of your residence, it will be available on the opposite side of the road, or within an approximate distance of 50m from your house. Your guests may have to cross the road or walk a short distance.