



EXTRAORDINARY MEETING of Council AGENDA

Time: 9:00 am
Date: Wednesday, 9 August 2023
Venue: Waiata House, 27 Lincoln Road,
Masterton

MEMBERSHIP

Mayor Gary Caffell (Chairperson)

Councillor Bex Johnson
Councillor Craig Bowyer
Councillor Brent Goodwin
Councillor David Holmes

Councillor Tom Hullena
Councillor Stella Lennox
Councillor Tim Nelson
Councillor Marama Tuuta

RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS COUNCIL POLICY
UNTIL ADOPTED

Values

1. **Public interest:** members will serve the best interests of the people within the Masterton district and discharge their duties conscientiously, to the best of their ability.
2. **Public trust:** members, in order to foster community confidence and trust in their Council, will work together constructively and uphold the values of honesty, integrity, accountability and transparency.
3. **Ethical behaviour:** members will not place themselves in situations where their honesty and integrity may be questioned, will not behave improperly and will avoid the appearance of any such behaviour.
4. **Objectivity:** members will make decisions on merit; including appointments, awarding contracts, and recommending individuals for rewards or benefits.
5. **Respect for others:** will treat people, including other members, with respect and courtesy, regardless of their ethnicity, age, religion, gender, sexual orientation, or disability. Members will respect the impartiality and integrity of Council staff.
6. **Duty to uphold the law:** members will comply with all legislative requirements applying to their role, abide by this Code, and act in accordance with the trust placed in them by the public.
7. **Equitable contribution:** members will take all reasonable steps to ensure they fulfil the duties and responsibilities of office, including attending meetings and workshops, preparing for meetings, attending civic events, and participating in relevant training seminars.
8. **Leadership:** members will actively promote and support these principles and ensure they are reflected in the way in which MDC operates, including a regular review and assessment of MDC's collective performance.

These values complement, and work in conjunction with, the principles of section 14 of the LGA 2002; the governance principles of section 39 of the LGA 2002; and our MDC governance principles:

Whakamana Tangata	Respecting the mandate of each member, and ensuring the integrity of the committee as a whole by acknowledging the principle of collective responsibility and decision-making.
Manaakitanga	Recognising and embracing the mana of others.
Rangatiratanga	Demonstrating effective leadership with integrity, humility, honesty and transparency.
Whanaungatanga	Building and sustaining effective and efficient relationships.
Kotahitanga	Working collectively.

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The Chairperson will open the meeting with the karakia

Karakia timatanga

Kia tau ngā manaakitanga a te mea ngaro
ki runga ki tēnā, ki tēnā o tātou

Kia mahea te hua mākihikihi

kia toi te kupu, toi te mana, toi te aroha, toi te Reo
Māori

kia tūturu, ka whakamaua kia tīna! Tīna!

Hui e, Tāiki e!

Let the strength and life force of our
ancestors

Be with each and everyone of us

Freeing our path from obstruction

So that our words spiritual, power, love and
language are upheld

Permanently fixed established and
understood

Forward together

At the appropriate time, the following karakia will be read to close the meeting

Karakia whakamutunga

Kua mutu ā mātou mahi

Mō tēnei wā

Manaakitia mai mātou katoa

Ō mātou hoa

Ō mātou whānau

Āio ki te Aorangi

Our work has finished

For the time being

Protect us all

Our friends

Our family

Peace to the universe

1 CONFLICTS OF INTEREST

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

2 APOLOGIES

The Chair invites notice from members of:

- leave of absence for future meetings of Masterton District Council
- apologies, including apologies for lateness and early departure from the meeting where leave of absence has not previously been granted.

3 ITEMS NOT ON THE AGENDA

The Chairperson will give notice of items not on the agenda as follows:

Matters requiring urgent attention as determined by resolution of the Council

- The reason why the item is not on the agenda; and
- The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor matters relating to the general business of Council

No resolution, decision or recommendation may be made in respect of the item except to refer it to a subsequent meeting of Masterton District Council for further discussion.

4 CONFIRMATION OF COUNCIL MINUTES

4.1 MINUTES OF EXTRAORDINARY COUNCIL MEETING HELD ON 2 AUGUST 2023

File Number:

Author: Harriet Kennedy, Governance Advisor

Authoriser: Karen Yates, Interim Chief Executive

RECOMMENDATION

That the Minutes of Extraordinary Council Meeting held on 2 August 2023 be received and confirmed as a true and correct record of that meeting.

ATTACHMENTS

- 1. Minutes of Extraordinary Council Meeting held on 2 August 2023**



MINUTES

**Extraordinary Council Meeting
Hearing**

**Transport Choices Cycleway Project
Wednesday, 2 August 2023**

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**MINUTES OF MASTERTON DISTRICT COUNCIL
EXTRAORDINARY COUNCIL MEETING
HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON
ON WEDNESDAY, 2 AUGUST 2023 AT 1:00 PM**

PRESENT: Mayor G Caffell (Chair), Councillors B Johnson, C Bowyer, B Goodwin, D Holmes, T Hullena, S Lennox, T Nelson and M Tuuta

IN ATTENDANCE: Iwi representative Ra Smith (from 3.00pm), Interim Chief Executive, Acting Manager Strategy and Governance, Manager Communications and Engagement, Manager Community Facilities and Activities, Manager Regulatory Services, Roading Manager, Project Delivery and Assets Manager, Senior Policy Advisor, Senior Communications Advisor, Governance Advisor.

1 CONFLICTS OF INTEREST

No conflicts of interest were declared.

2 APOLOGIES

There were no apologies

3 ITEMS NOT ON THE AGENDA

There were no late items

4 REPORTS FOR INFORMATION

4.1 TRANSPORT CHOICES CYCLEWAY PROJECT (LANSDOWNE AND KURIPUNI) - EASTSIDE LINK CYCLEWAY - HEARING

The report providing Council with the submissions on the Transport Choices Cycleway Project (Lansdowne and Kuripuni) Consultation was presented by the Senior Policy Manager.

Council heard from the following submitters:

Name
Aaron Slight
Chanel Court (Barbara Playle/Tania Scott)
Kirsty McCarthy
Cycling Action Network (Patrick Morgan)
Travel Fresh (Richard Kirton and Celia Wade-Brown)
Marilyn Bouzaid
Maureen Morris
Kathleen Short
Liz and Dave Tubman
Tina Paewhenua

The meeting adjourned at 2.30pm

The meeting reconvened at 3.05pm

All members were present when the meeting reconvened.

The following submitters were heard when the meeting reconvened:

Name
Netball Wairarapa (Scott Cottier)
Michelle Waddell

RESOLUTION 2023/58

Moved by Mayor G Caffell

Seconded by Councillor C Bowyer

That Council:

1. **receives** the full set of submissions on the Transport Choices Cycleway Project (Lansdowne and Kuripuni) (Attachment 1);
 - (a) **notes** that 187 submissions were received;
 - (b) **notes** of these submissions 12 were heard.
2. **notes** that an Extraordinary Council meeting has been scheduled for 9 August 2023 at 9.00am for Council to deliberate on the proposed route to progress to final design.

CARRIED

The Meeting closed at 3.26pm.

The minutes of this meeting were confirmed at the Extraordinary Meeting of the Masterton District Council held on 9 August 2023.

.....
CHAIRPERSON

5 REPORTS FOR DECISION

5.1 TRANSPORT CHOICES CYCLEWAY PROJECT (LANSDOWNE AND KURIPUNI) - EASTSIDE LINK CYCLEWAY: DELIBERATIONS

File Number:

Author: Laura McLean, Project Manager

Authoriser: Karen Yates, Interim Chief Executive

PURPOSE

The purpose of this report is to provide Council with a summary of submitters' feedback on the Transport Choices Cycleway Project (Lansdowne and Kuripuni) Consultation, now proposed as the Eastside Link Cycleway Project. It also provides additional supporting information for Council to take into consideration when deliberating on submissions received and seeks Council agreement to a proposed route to progress to final design.

RECOMMENDATIONS

That Council:

- a. **Notes** that Council were provided with a full set of submissions on the Transport Choices Cycleway Project (Lansdowne and Kuripuni) Consultation with the Hearings Agenda (2 August 2023);
- b. **Notes** the community feedback received in response to the Transport Choices Cycleway Project (Lansdowne and Kuripuni) Consultation;
- c. **Directs** officers to:
 1. Advance the preferred route as set out in the consultation to final design stage (Recommended Option); **[OR]**
 2. Advance the preferred route with design amendments – off-road shared path outside Chanel Court Motel and Colombo Road shops **[OR]**
 3. Advance the alternative route 2 as set out in the consultation to the final design stage;
- d. **Notes** that Council will consider the final design for approval in September 2023.

CONTEXT

“Transport Choices” is a programme of work by Waka Kotahi to promote alternatives to motor vehicle use, in part to achieve road safety improvements, but also to move towards a reduction in emissions from light vehicles. The programme was established in response to the national [Emissions Reduction Plan \(ERP\)](#). Through this programme Central Government funding is available for councils to help develop cycle networks and shared active transport spaces.

A Masterton District Council (Council) project has been selected as part of this programme of work. The purpose of the project is to provide a safe, appealing cycleway linking schools, recreational trails, and businesses on the eastern side of Masterton.

To deliver this, the project will provide cycle facilities on the eastern side of Masterton using Colombo Road, Herbert and Dixon Street (on the proposed route). It will be the first separately demarcated cycleway¹ on Council roads. The planned cycleway will form part of the wider cycle network identified in the Masterton Cycling Strategy and provide connections to Chanel College, Lakeview School, Te Kura Kaupapa Māori o Wairarapa, Mākoura College, and the Kuripuni shopping area, as well as the off-road trails through Henley Lake Park. It will also offer part of the route for students from the eastern side to Masterton Primary and Masterton Intermediate.

The route between Lansdowne and Kuripuni was prioritised for construction using multi criteria analysis and ranked very high in the following areas for early construction and application into the government's Transport Choices Programme:

- General accessibility
- School accessibility
- Commuter accessibility
- Connectivity of places of interest
- Resolution of intersection/conflict points
- Temporary disruptions caused by construction
- Traffic safety benefits
- Build time
- Carparking implication.

Community engagement

The overarching approach to consultation and engagement for this project was to primarily focus on affected stakeholders, with opportunities for wider community input.

Ahead of Council considering the options for consultation, face to face or telephone contact was made with businesses and organisations on the proposed route (See Attachment 1). This was to allow them to provide early feedback and also ensure that we had the correct contact details. This early feedback was used to refine the proposed route, particularly the road crossing location on Colombo Road.

Consultation on Council's Transport Choices Cycleway

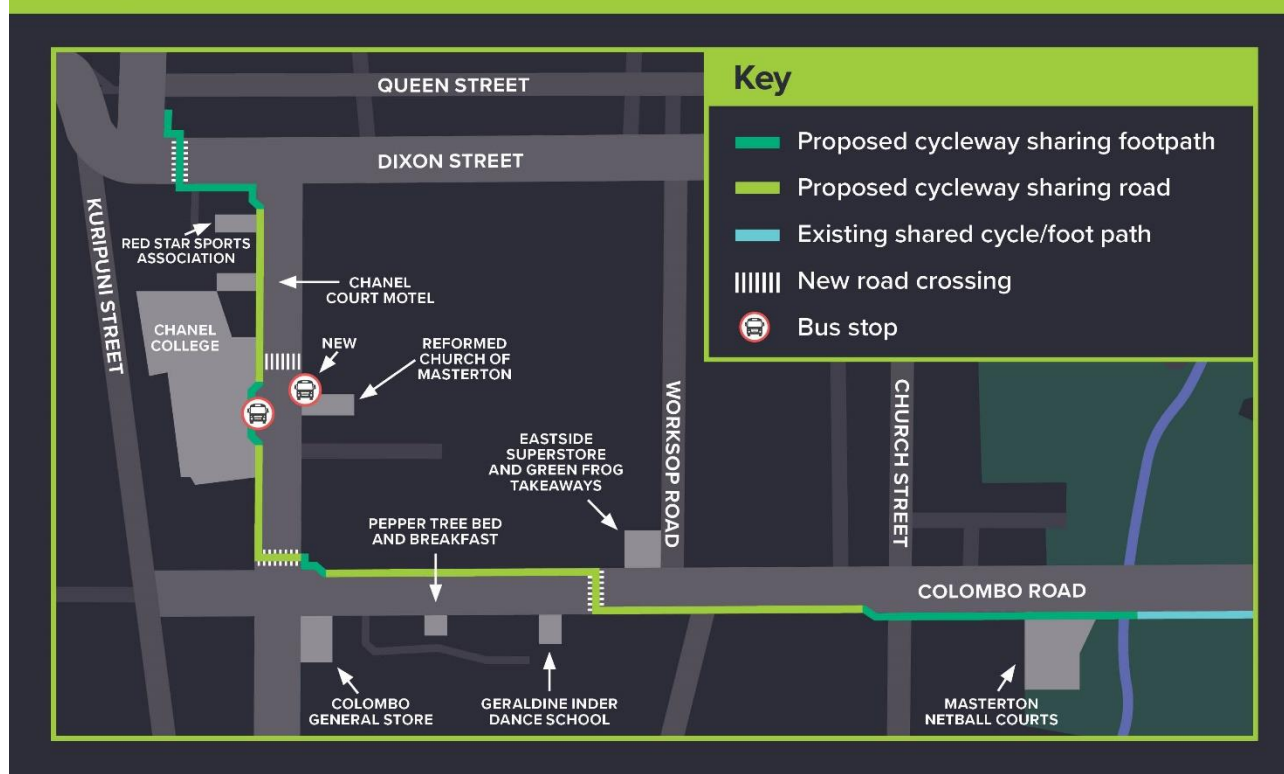
On 17 May Council approved the proposed design for the Transport Choices Cycleway (Lansdowne and Kuripuni) Project for consultation. The route for this design runs from the Masterton Netball Courts, along Colombo Road, up Herbert Street and then on to Dixon Street to link with Kuripuni.

¹ Separated cycleways are facilities exclusively for cycling. They involve some form of physical separation from motor traffic and are generally situated on or adjacent to the roadway, usually within the road reserve. The separation may involve horizontal and/or vertical components (nzta.govt.nz)

The proposed design included:

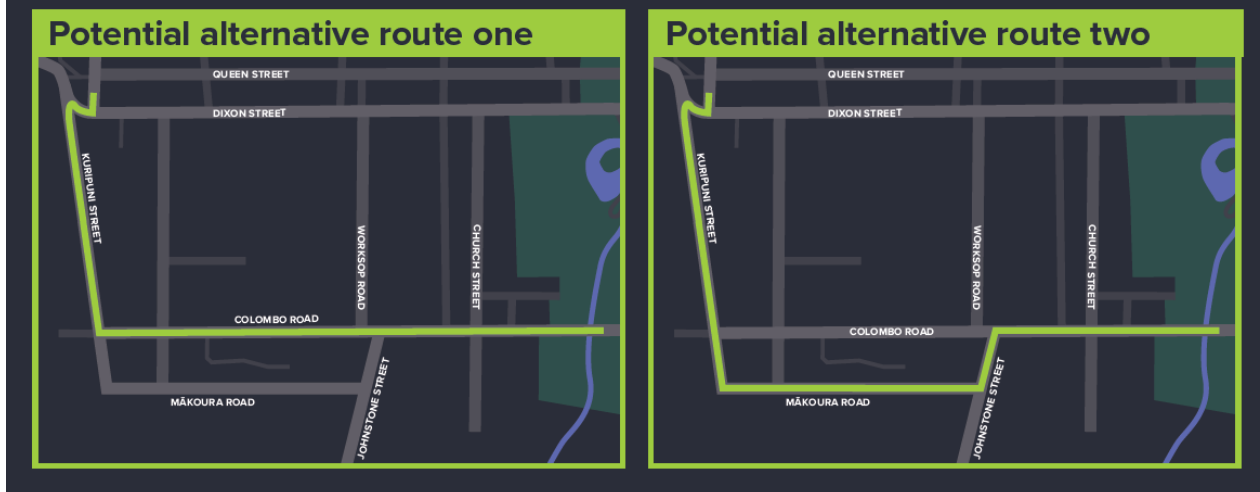
- Dixon Street – Upgrade to existing crossing points, with no changes to the existing traffic lanes. (No change to carparks)
- Herbert Street – Construction of a bi-directional on-road cycleway on the Southern side of the road. (Carparks outside approximately 20 properties removed)
- Colombo Road – Construction of a bi-directional on-road cycleway on the eastern, then western side of the road, tying with the existing shared path at the netball courts and bridge. (Carparks outside approximately 50 properties removed).

Proposed route for Lansdowne to Kuripuni Cycleway



The consultation also included details on two alternative routes, proposed by Councillors at the 17 May Council meeting. The alternative routes are detailed below:

Potential alternative routes



DISCUSSION

This section includes an overview of the feedback received from submitters as part of the consultation process; provides additional information for Council to consider when deliberating on submissions; and provides advice regarding proposed high-level changes to the Transport Choices project following consideration of the feedback.

Community Consultation

Council consulted on the Transport Choices Cycleway project from 29 May 2023 – 16 June 2023. Council promoted consultation via a press release, social media, the Council website and displays at the Masterton District Library and Customer Service Centre at 161 Queen Street. There were also two opportunities for the public to speak to Councillors and officers:

- Chanel College on Thursday 8 June from 5-7pm; and
- Masterton Netball Courts, Colombo Road on Saturday 10 June from 10am-12 noon.

Given the likely impact on the residents on the potential routes, consultation documents and submission forms were dropped in all mailboxes on the following streets:

- Colombo Road between the Masterton Netball Courts and Kuripuni Street
- Herbert Street (the entire length)
- Kuripuni Street (the entire length)
- Mākoura Road (the entire length)
- Johnstone Street between Colombo Road and Mākoura Road

Visits were made to Te Kura Kaupapa Māori o Wairarapa, Mākoura College and Puawānanga Wairarapa Young Parents. Council officers also attended a meeting of the Lakeview School Board of Trustees.

All businesses on the route were visited, with consultation documents provided for the businesses and customers. Ongoing contact took place with Eastside Superstore, with several follow-up visits to provide additional consultation documents.

Discussions with Netball Wairarapa were held to discuss safety concerns outside the Netball Courts at busy times to inform the next stage of design.

Emails encouraging submissions were sent, and follow-up phone calls, to Chanel College, Masterton Primary School and Masterton Intermediate School.

Contact was made with Fire and Emergency New Zealand and Wellington Free Ambulance to discuss any potential impacts on their operations. To date, none have been identified.

SUBMISSION DEMOGRAPHICS

187 submitters responded to the Transport Choices Cycleways consultation (the submissions are available on the [Masterton District Council website](#)).

The demographics of the submitters are included in the following table.

Category	Number	Percentage
Individuals or Organisations		
Individuals	175	93.58%
Organisations	12	6.42%
Age		
Under 25	11	5.88%
25-34	33	17.65%
35-44	36	19.25%
45-54	27	14.44%
55-64	26	13.90%
65-74	30	16.04%
75+	13	6.95%
No response	11	5.88%
Gender		
Man	81	43.32%
Woman	96	51.34%
Non-binary	0	0.00%
Prefer not to answer	0	0.00%
No response	10	5.35%
Ethnicity – note multiple options allowed for this question		
Māori	53	26.50%
NZ European	107	53.50%
Pākehā	11	5.50%
Pacific Peoples	7	3.50%
Asian	13	6.50%
Other	9	4.50%

Disability		
Lives with impairments	27	14.44%
Does not live with impairments	137	73.26%
No response	23	12.30%

Of the 187 submissions received, 80 submissions were made online, using the online platform (SurveyMonkey). 99 were completed on the physical submission form. Eight provided their submission via email or letter.

While hearings were not originally scheduled for this process, a number of submitters asked to speak to Council regarding their submissions. Hearings were held on 2 August 2023, where 12 submitters presented their submissions.

SUBMISSION RESULTS

What we asked

On the proposed route, encompassing Colombo Road and Herbert Street, we asked the following:

1. What do you think about the proposed cycleway and route?
2. Are there improvements you think could be made to the design of the proposed route?

On the potential alternative routes we asked the following questions:

3. What do you think of these alternative routes?
4. Is there something else we should be considering in the design of a cycleway?

Of the 187 submissions, 127 (67.91%) provided detail on a preferred route. Of the 121 submissions:

- 45 submissions (35.43%) indicated a preference for the Council's proposed route.
- 12 submissions (9.45%) indicated a preference for alternative route 1 (Colombo Road and Kuripuni Street).
- 65 submissions (51.18%) indicated a preference for alternative route 2 (Colombo Road, Johnstone Street, Mākoura Road and Kuripuni Street).
- 5 submissions (3.94%) indicated a preference for a route not set out as part of the consultation (Colombo Road, Johnstone Street, Mākoura Road and Herbert Street).

It should be noted that those that did not signal a preference for a route were generally opposed to the cycleway. In many cases where respondents did select a preferred route but had also indicated that they did not support the cycleway, the route chosen was generally route 2 – which officers believe reflects a desire to protect parking outside businesses on the routes.

8 respondents (4%) felt that the alternative routes would not be used as they diverted cyclists from the main route.

Themes from the Submission Analysis

A summary of the comments that were received in relation to the Transport Choices Cycleways project follows. This qualitative data provides further insights to assist Council with its deliberations.

The vast majority of submitters provided comments either on cycleways, or the proposed and alternative routes. Following officer analysis, these comments have been grouped into themes to support consideration.

The top themes that emerged from the submissions analysis are:

1. Cycleways are not needed.
2. Cycleways would be an asset to the community.
3. Concerns around the impact on businesses through the loss of parking.

1. *Cycleways are not needed*

Approximately 24% of respondents stated that the cycleway was 'not needed'. The reasons given for this largely fall into the following categories:

- It is not safe – those with safety concerns largely focussed on how busy Colombo Road, Herbert Street and the roads proposed are (22% of all respondents), concerns about cars coming out of driveways onto the cycleway (4% of all respondents) and general concerns about safety (12% of all respondents)
- There are not enough cyclists to justify this (14% of all respondents)
- It is a waste of money (12% of all respondents) / not a priority / money could be spent on something else (5% of respondents).

Those who responded that a cycleway was not needed often highlighted that the existing road was already wide enough and that changes were not required, particularly given the number of people currently seen cycling and the cost to deliver and maintain the facilities.

In response to these comments, officers advise that the proposed design has undergone regular safety reviews both independently and by Waka Kotahi. A separated bi-directional cycleway, as is proposed for some of the route, offers good protection on a busy road for cyclists of all ages and abilities in a protected space from vehicles. The busy nature of Colombo Road increases the benefit of the cycleway. Cyclists (like all road users) will always pose a risk for traffic coming out of driveways, but by being on the road there is a better line of sight for motorists. With good design, education and signage the risks posed by cyclists coming from the opposite direction should be managed.

Where necessary, the cycle lane will be a shared facility with pedestrians. This compromise allows the preservation of parking where necessary and where changes to the existing roading design are not possible (i.e. outside the netball courts).

Evidence from both within New Zealand and overseas show adding cycling infrastructure to urban roads will increase the number of cyclists. The biggest barrier to cycling is perceived safety. Segregated cycleways allow cyclists to feel protected from motor vehicles. The [2021 Waka Kotahi Understanding attitudes and perceptions of cycling and walking report](#) indicated nearly 60 percent of New Zealanders think investing in cycle lanes is important because it gives people more travel

options, and 56 percent say the opening of cycle lanes has encouraged them to cycle more. This increase will likely not be seen immediately but will come slowly and increase as additional cycling infrastructure is built and a network of connected places is created.

Impact on rate payers was signalled as a key concern by those who submitted. All capital costs associated with the design and build of this project are being funded through the Transport Choices programme (as outlined in the consultation material). This is not funding that can be spent elsewhere. It will be invested in this cycleway or on other Transport Choices projects across the country should Council chose to stop the project. Maintenance will be the responsibility of the Masterton District Council. The proposed cycle lanes are wide enough that they will be kept clear of debris through the existing street sweeping programme. Other ongoing maintenance costs will be minimal and are co-funded by the Government (as with other roading assets).

There's a four-dollar benefit for every dollar spent on cycling infrastructure. The benefits come from health improvements, less congestion and safety – reducing the social cost of crashes. Investment in active modes of travel – walking and cycling – bring benefits for everyone².

2. *Cycleways would be an asset to the community*

24% of the respondents noted that building a cycleway would be an asset to the community / would be good for Masterton or that they would use the facility. 10% of total respondents indicated that they would support extending the proposed cycleway and / or building more around Masterton.

In response to these comments, officers advise that there are many benefits of cycling, from improving physical and mental health to the environmental impact of reducing demand for car trips and on cars more generally (for example if households reduce from two cars to one).

The responses to the consultation show that safety is a key concern for kids cycling along Colombo Road. Children like cycling to school. A 2016 AUT University study revealed that 96 percent of school aged children preferred to bike or walk to school, despite the majority of kids travelling by car to school.³ Biking or walking gives kids stronger bones and muscles, reduces anxiety and depression⁴ and appears to improve their self-esteem, independence, and spacial navigation⁵. Further information about perceived safety for children cycling to school will be collected as part of this project.

3. *Concerns around the impact on businesses through the loss of parking*

21% of all respondents shared concerns about the impact that the cycleway would have to businesses, particularly the shops on the corner of Colombo and Worksop Road and Chanel Court

² Chapman, R, Keall M, Howden-Chapman P, Grams M, Witten K, Randal E, et al. (2018), A cost benefit analysis of an active travel intervention with health and carbon emission reduction Benefits' study found the reduction in carbon emissions achieved by investing in active travel means every 1 dollar invested leads to over 10 dollars in benefits.

³ Hinckson, E. (2016) Perceived challenges and facilitators of active travel following implementation of the School Travel-Plan programme in New Zealand children and adolescents. *Journal of Transport and Health*. 3(3): 321-325.

⁴ Ikeda et al (2018) Built environment associates of active school travel in New Zealand children and youth: A systematic meta-analysis using individual participant data, *Journal of Transport and Health* (9) 117-131

⁵ Dr Kirsty Wild, Professor Alistair Woodward (2021), The bicycle as constructive hope': Children, climate and active transport, *Journal of Paediatrics and Child Health*, 57(11), 1785-1788

Motel on Herbert Street. Both of these businesses submitted on this cycleway indicating a preference for the alternative routes that would not go past their business.

Although widely believed to be the opposite, cycling has a positive impact on local shopping areas. Survey research with retailers and shoppers in Auckland, Wellington and Christchurch showed that sustainable transport users (walk, cycle, skateboard) account for 40% of the total spend in shopping areas. They are likely to visit the areas more frequently and spend more time in the area, compared to car drivers.⁶ The study also identified that retailers generally overestimate the importance of on-street parking outside shops. Shoppers value high-quality pedestrian and urban design features in shopping areas more than they value parking and those who drive are willing to walk to the shopping precinct from other locally available parking areas.⁷

If the Council is committed to fostering future cycleway development, it must be ready to make decisions that may be considered difficult, including reducing road space and on-street parking to accommodate these new routes. It is important to acknowledge that these adjustments may result in temporary disruptions to on-street parking. However, rerouting cyclists away from direct routes between destinations (desire lines) would undermine the desired outcomes and hinder the potential increase in cycling participation that can be achieved through these transformative projects. Therefore, it is essential that these types of projects prioritise the allocation of space for cycling infrastructure to unlock the full benefits and accomplish the goals associated with such initiatives.

The community have shown real concerns about the impacts to businesses through the loss of car parking. As part of their submission, the Eastside Superstore suggested an alteration to the proposed route, with the path going onto the footpath in the area across from the shopping area on Colombo Road to avoid losing 5-6 carparks. This could be further explored as part of design (Option 2) and will be further discussed with these business owners. The same approach could be used to address the concerns outside the Chanel Court Motel to prevent loss of parking for the trucks that are a core part of their business.

By using the footpath at regular intervals there is a risk that the route becomes unnecessarily complicated, less direct and also introduces additional potential collision points with pedestrians as the footpath space will need to accommodate cyclists travelling in both directions as well as pedestrians (people on foot, un-powered and powered wheelchairs). Widening the footpath in these locations is likely to be cost prohibitive within the existing funding provided. Having cyclists on the footpath can also pose an increased risk of collision with vehicles exiting driveways as there is often limited visibility of footpaths due to fencing and vegetation.

Conversely, there is a risk that if the cycleway is not highly frequented (particularly immediately following construction) cars may choose to park in the cycleway to access businesses regardless of the infrastructure in place.

⁶ Fleming T, Turner S, Tarjomi L. (2013) Reallocation of road space. Wellington, NZ: NZ Transport Agency.

⁷ Ibid

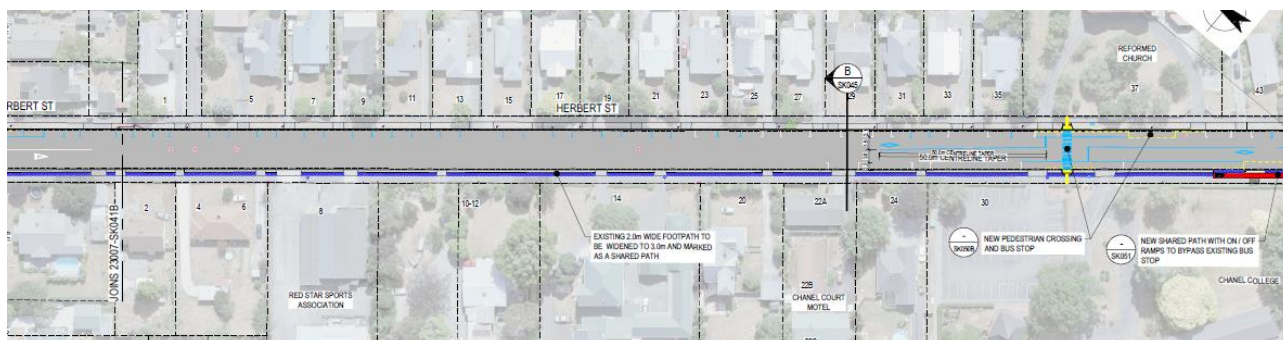


Figure 1 Possible amendment to Herbert Street to avoid parking loss outside of Chanel Court Motel (Option 2)

There were a large number of submissions that provided specific feedback for consideration as part of the detailed design for the route. This included, rubbish collection, enforcement, lighting, use of berms, education, signage, consideration about intersections, crossing points, maintenance and who can use the cycleway and many others. These will be reviewed and incorporated where appropriate into the final design for approval.

ANALYSIS AND ADVICE

Feedback from the consultation showed mixed support for a cycleway (and cycleways more generally). Alternative Route 2 was identified as the preferred route by those who indicated a preference. This was largely due the perception that it would not impact businesses through the loss of parking, that these were quieter streets and also went past additional schools (Mākoura College and Te Kura Kaupapa Māori o Wairarapa) to support more kids cycling to school. It should be noted that feedback from Te Kura Kaupapa Māori o Wairarapa did not support Alternative Route 2, as it would create additional challenges around school pick-up and drop-off times given the close proximity of the two schools and childcare.

Alternative Route 2 provides a longer route for those cycling from Lakeview School/ Masterton Netball Courts, which will likely result in cyclists taking a shortcut along the 850m stretch of Colombo Road to get to Herbert Street – the most direct route to both Chanel College and the Kuripuni Shops.

Given the initial advice that was received from Waka Kotahi, the two alternative routes were not costed. Both alternative routes would extend the cycleway, increasing the scope of the works. There is the potential that the cost of the alternative routes would exceed the funding provided by Waka Kotahi, with the shortfall needed to be funded by Council.

Council officers advise that the impact to parking could be mitigated through simple design changes to the proposed route (going on the footpath to prevent parking loss outside/ across the road) (Option 2)

A number of future cycling routes have been identified across Masterton (see Figure 2 Proposed Masterton Cycle Routes). This includes an addition of part of the Alternative Route 2 along Mākoura Road. Council officers advise that this would be a beneficial addition to the cycling network but should be added at a later date following success of the more direct route, rather than a replacement to it.

A large number of Herbert Street residents provided feedback that Herbert Street was too busy for a cycleway, noting that a high number of trucks use Herbert Street following physical changes to Kuripuni Street that deter trucks from using it as a shortcut. The table below shows the average daily traffic volume data, split by light vehicles and heavy vehicles, for Herbert Street, as well as Kuripuni Street, Colombo Road and Mākoura Road. The readings were taken on all roads between 12:00 Wednesday, 19 July 2023 to 12:00 Wednesday, 26 July 2023.

Traffic Count – Selected Streets on Cycleway Routes				
Road	Location of counter	Average Daily Volume		Total Average Daily Volume
		Light Vehicles	Heavy Vehicles	
Colombo Road	140 Colombo Road	3,510	94	3,604
Herbert Steet	51 Herbert Street	2,093	57	2,150
Kuripuni Street	71 Kuripuni Street	958	47	1,005
Mākoura Road	58 Mākoura Road	660	23	683

On 15 June 2023 (report 5.1), Council agreed to reduce the speed limit permanently on Herbert Street from 50km/h to 30 km/h and this change would occur in parallel with any cycleway construction on Herbert Street. Furthermore, it is expected that this will deter the use of Herbert Street as a shortcut, and the implementation of separated cycle infrastructure will have a traffic calming effect by narrowing the road lanes and play a crucial role in ensuring the safety of cyclists by keeping them separated from motor vehicles.

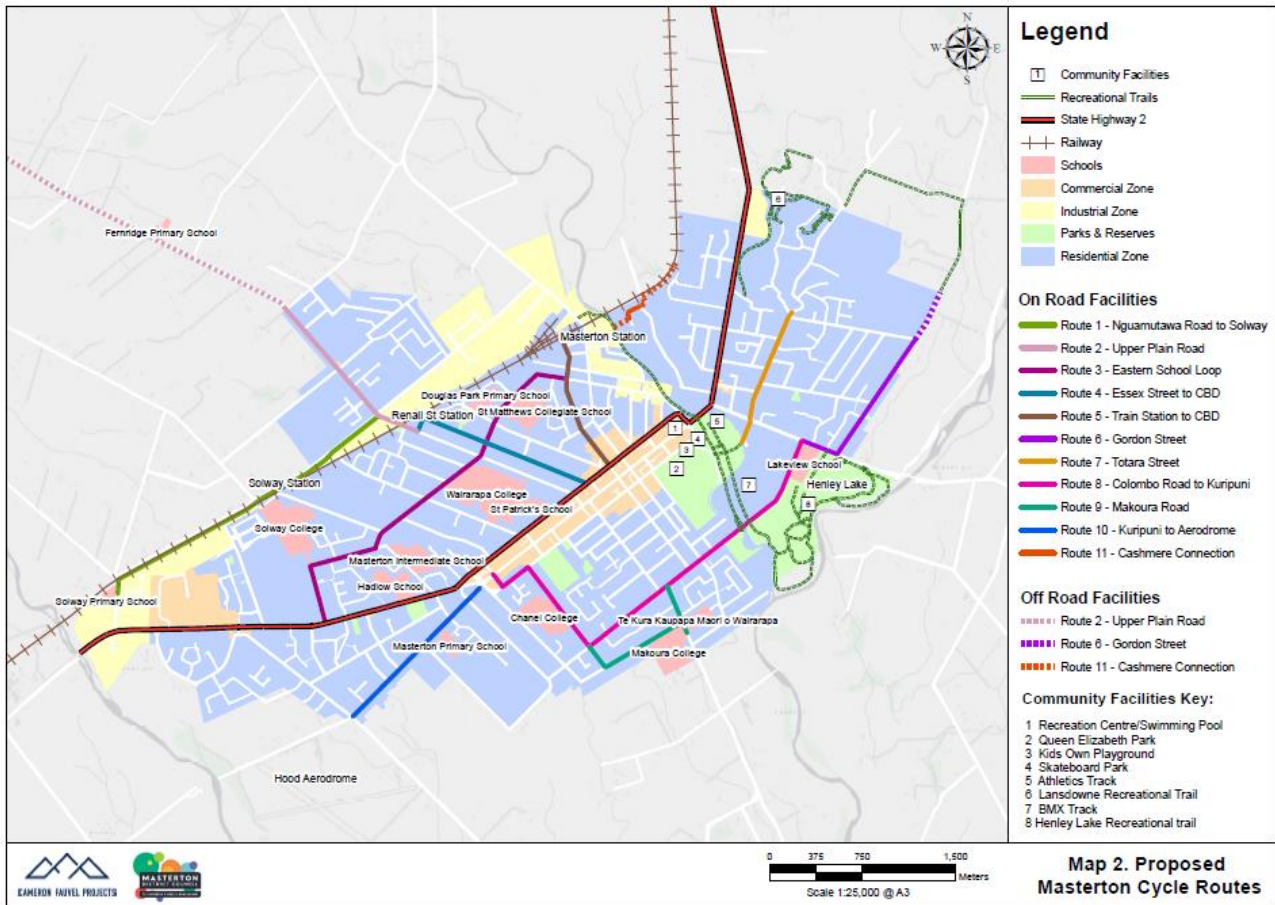


Figure 2 Proposed Masterton Cycle Routes

OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
1 Recommended Option: Council directs officers to advance the preferred route as set out in the consultation to the final design stage	<ul style="list-style-type: none"> - Best opportunity to deliver project outcomes within agreed timeframe and funding. - Provides the most direct route for people cycling from the northern end of Colombo Road to the Kuripuni Shops. - Route goes down Herbert Street directly outside school on what will be a 30km/h speed limit. 	<ul style="list-style-type: none"> - Some submitters may feel their feedback has not been considered

Option	Advantages	Disadvantages
<p>2. Alternative Option: Council directs officers to advance the preferred route with changes outside the Chanel Court Motel and Eastside Superstore.</p>	<ul style="list-style-type: none"> - Some submitters may feel that their feedback has been considered. - Provides the most direct route for people cycling from the northern end of Colombo Road to the Kuripuni Shops. - Route goes down Herbert Street directly outside school on what will be a 30km/h speed limit. 	<ul style="list-style-type: none"> - May cause additional confusion for cyclists by complicating the route. - Additional collision points for cyclists and pedestrians and vehicles exiting driveways. - May reduce the overall effectiveness of the cycleways.
<p>3. Alternative Option: Council directs officers to advance the alternative route 2 as set out in the consultation to the final design stage</p>	<ul style="list-style-type: none"> - Some submitters may feel that their feedback has been considered - Provides route to additional two schools. - Less intersections for cyclists to cross. 	<ul style="list-style-type: none"> - Route may not be financially or technically viable and scope may need to reduce. - Rerouting cyclists away from direct routes would undermine the desired outcomes and hinder the potential increase in cycling participation that can be achieved by providing a direct route. - Safe cycleway not offered for direct route that would likely be used by many cyclists - Significant redesign required which may impact ability to deliver within timeframes dictated by funding. Feedback has indicated that Kuripuni street has many back sections without parking.

Option	Advantages	Disadvantages
4. Alternative Option: Council directs officers to stop work on the Transport Choices Project, forfeiting the funding provided by Waka Kotahi	- Some submitters may feel that their feedback was considered	- Loss of funding from Waka Kotahi. - Impact on reputation – not able to deliver.

RECOMMENDED OPTION

Option 1 is recommended.

Of the proposed cycling network (Figure 2 Proposed Masterton Cycle Routes), two priority routes based on the highest scores across multi-criteria analysis were put forward for funding from the Transport Choices Programme.

The Colombo Road/Herbert/ Dixon Street Route was selected due to the connections it made to schools and destinations of interest. Altering this route will limit the success of this infrastructure as it diverts cyclists away from direct routes between destinations (desire lines) and would undermine the desired outcomes and hinder the potential increase in cycling participation that can be achieved through these transformative projects.

People on bikes need to access destinations such as the stores, the church, the dance school etc, and it makes more sense to connect with these destinations than avoid them. Linking Mākoura Road in the future will add access to additional schools and Council support adding to this route following implementation of the proposed route.

From the perspective of supporting safe cycling, Option 1 is the safest, as it limits the number of times cyclists are sharing the path with pedestrians or are on the footpath and at greater risk of collision with vehicles exiting driveways due to a lack of visibility.

SUMMARY OF CONSIDERATIONS

Strategic, Policy and Legislative Implications

This proposal supports the community outcome to provide a safe place in which to live, work and play by assisting pedestrians, cyclists and motor vehicle users to safely move around the Masterton District.

Constructing cycleways for community use also aligns with our Masterton District Climate Action Plan and the Council Cycling Strategy.

Significance, Engagement and Consultation

Under the Council's Significance and Engagement Policy, the decision to construct a cycleway is considered significant as there are residents, businesses, organisations and schools that are affected and/or that will have an interest; level of wider community interest; and the roading network being a strategic asset.

Because of this, consultation took place with affected stakeholders and the wider community. This consultation supports the development of the final design for consideration and approval by Council.

Financial Considerations

The design and construction of this project is fully funded as part of the Waka Kotahi Transport Choices Programme. Council is providing project management, construction oversight and communications and engagement functions.

The full cost of the project cannot be confirmed until a detailed design is developed following confirmation of the selected route. These figures will be provided to Council with the final detailed design for approval in September. Alterations may need to be made to ensure that the project stays within the funding provided through the Transport Choices Programme.

Implications for Māori

Of the 187 submitters to the Transport Choices project consultation 26.50 per cent identified as Māori.

Council contacted Te Kura Kaupapa Māori o Wairarapa as part of the consultation process for the Transport Choices project.

Communications/Engagement Plan

Council decisions on the Transport Choices project will be communicated to submitters and the community.

Environmental/Climate Change Impact and Considerations

The Transport Choices Cycleway (Lansdowne to Kuripuni) Project aligns with the Masterton District Climate Change Action Plan. In particular, the 20-minute town and the goal of increasing the uptake of low-emission, active and public transport options in the Masterton District so that community/suburb hubs are accessible within 10 minutes for all urban residents, and the sub-goal of improved active transport networks to encourage alternative modes of transport. Action 29 is focused on Council investigating active transport networks/cycleways to encourage alternative modes of transport. This includes creating cycle lanes or shared road/footpaths prioritising areas that connect to schools and recreation spaces, including a cycle network connecting Kuripuni/Masterton South Town Centre, Masterton East, Masterton West, and Lansdowne.

NEXT STEPS

If Council agree to proceed to the final design stage, Council will consider the final design in September 2023.

ATTACHMENTS

1. **Contact with Businesses and Organisations on the Proposed Route**  

Attachment 1

Initial contact was made with businesses and organisations on the cycleway route to advise them of the project in its early stages and establish the best means of future engagement.

This included:

- The Colombo General Store (Colombo Road)
- Eastside Superstore (Colombo Road)
- Green Frog Takeaways (Colombo Road)
- Pepper Tree Villa (Colombo Road)
- Colombo Road Netball Courts (Colombo Road)
- Geraldine Inder Dance School (Colombo Road)
- Lakeview School (Colombo Road)
- Reformed Church of Masterton (Herbert Street)
- Chanel Court Motel (Herbert Street)
- Red Star Sports Association (Herbert Street)
- Chanel College (Herbert Street)

Officers will continue to keep in contact with these businesses, schools and other organisations as the project progresses.

