

Featherston St Co-Design workshop 1.

On 22 March 2023 we held our first co-design session for Featherston St. The co-design is primarily focused on the area between North St to Aroha St (Boys High' to Central Normal) which forms part of the Waka Kotahi funded 'Streets for People' programme. Our work on this project will include a cycleway, pedestrian improvements and we will consider any other concerns raised by our community. The work involves trialling different options this year and completing installation before June 2024.

Either side of this project area we have separate funding from the Transport Choices programme by Waka Kotahi which will see cycleway and pedestrian improvements either side of this area.

This first co-design session follows significant stakeholder and community engagement in late 2022.

Following the 3-4 co-design sessions, we will test certain elements of the design, before seeking public feedback again.

The final design will be signed off by safety auditors, Waka Kotahi and Council.

Just under 100 people attended the session, which ran from 6-9pm. Attendance included representatives of both the big and small businesses within the scope, Boys' High, the hospital, residents, cycling advocates, people with disabilities, Waka Kotahi, council elected members and staff and technical consultants.

The session was facilitated by Council's Communications Manager Olivia Wix and Senior Planner Keegan Aplin-Thane.



The beginning of the session focused on important information regarding the project and wider transport plan for Palmy.

At the beginning of the session, we went through housekeeping and some ways we can all look after each other as we work through the co-design process to ensure everyone feels comfortable taking part.



Looking out for each other

- We treat each other respectfully
- We have 2 - way conversations - both listening and speaking
- We keep it brief, so that everybody has a chance to be heard
- We'll critique a problem or opportunity, not the individual or user group
- We'll document our workshops together
- We'll use the Parking Bay for topics that might be out of scope, need more info, or relevant for a future session

Chief Planning Officer, David Murphy, then spent some time talking about our city's long-term transport plan including the movement of freight, vehicles, pedestrians and people on bikes. He also spoke about housing zone changes in the city, and especially the proposed changes about medium density housing, of which a significant part of Featherston St is proposed.

Urban Cycle Masterplan



*This map shows what the network of cycleways will look like in time. You can read more in our Urban Cycle Network Masterplan

[urban-cycle-network-masterplan-2019.pdf \(pncc.govt.nz\)](#)

Olivia then gave background to the Waka Kotahi funding we have received and the scope of the project for the co-design.

The opportunity we have



Waka Kotahi is funding the accelerated delivery of Palmerston North's strategic walking and cycling network through:

- Streets for People – aiming to make it easier and faster to create more people friendly streets in our towns and cities
- Transport Choices – aiming to rapidly relocate existing space to walking and cycling



Streets for People



Transport Choices

Climate Emergency Response Fund Programme

You can read about the Streets for People programme here: [Streets for People programme 2021–2024 | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

You can read about the Transport Choices programme here: [About the programme | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

Olivia then explained how the co-design process will work.

The Collaborative Design Process

- Collaborative Design allows users to be involved in shaping the way the project is created and delivered
- We'll be working with this group over the coming months to help shape a design
- The trial will be monitored and assessed for effectiveness, able to be modified before a permanent solution is installed

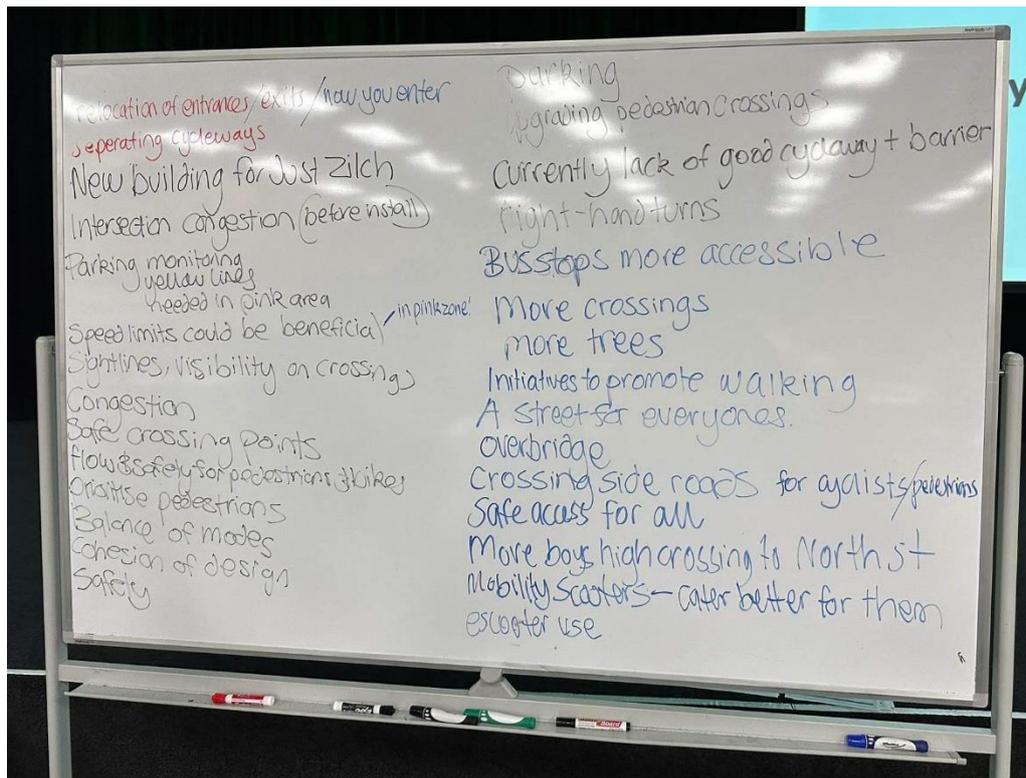


Activity 1

Activity 1 focused on people within their tables explaining why they had come to the co-design session and their aspirations for the street.

These were shared with the room and include the following:





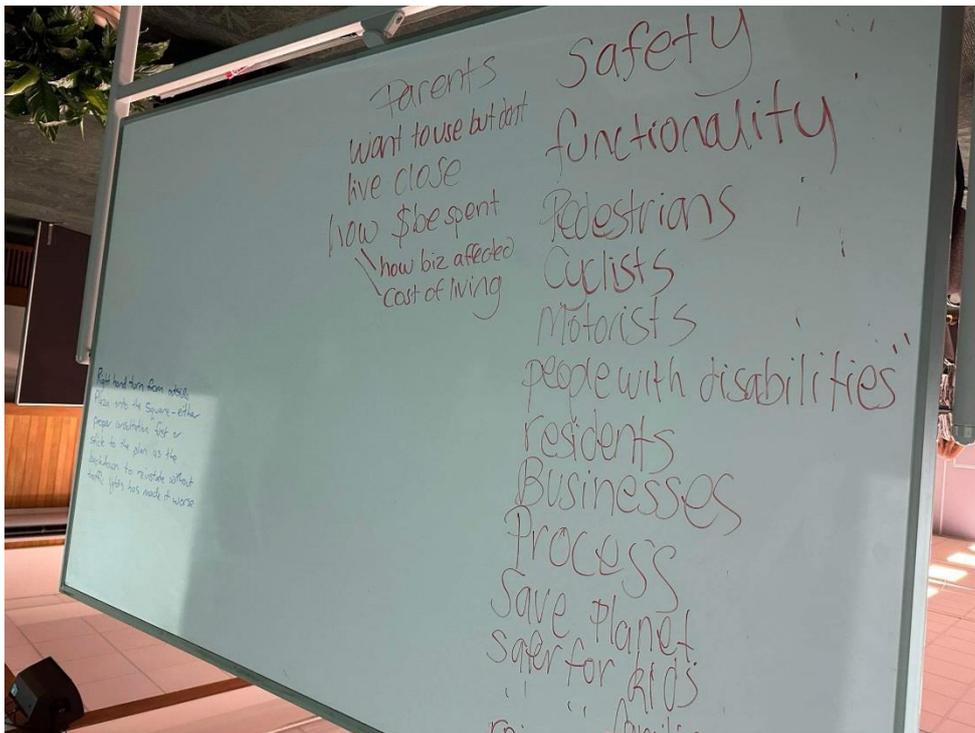
The points on the whiteboard below are summarised here:

*in no particular order

- New building for Just Zilch
- Intersection congestion (before install)
- Parking monitoring / yellow lines / needed in pink area
- Speed limits could be beneficial
- Sightlines, visibility on crossings
- Congestion
- Safe crossing points
- Flow & safety for pedestrians & bikes
- Prioritise pedestrians
- Balance of modes
- Cohesion of design
- Safety
- Parking
- Upgrading of good cycleway and barrier
- Right hand turns
- Bus stops more accessible
- More crossings
- More trees
- Initiatives to promote walking
- A street for everyone

- Overbridge
- Crossing side roads for cyclists/pedestrians
- Safe access for all
- More boys high crossing to North St
- Mobility scooters – cater better for them
- E-scooter use

Why people came/what matters to them.



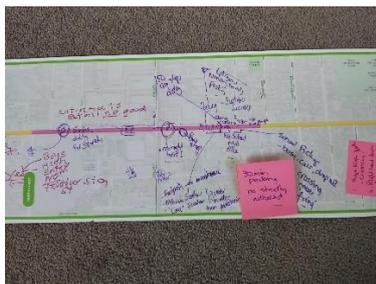
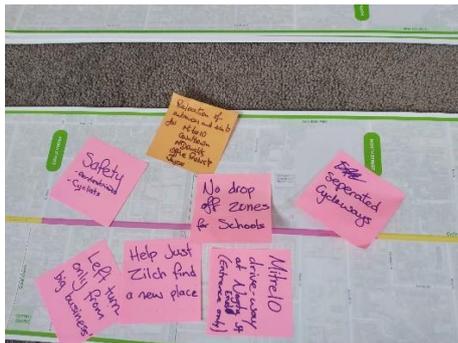
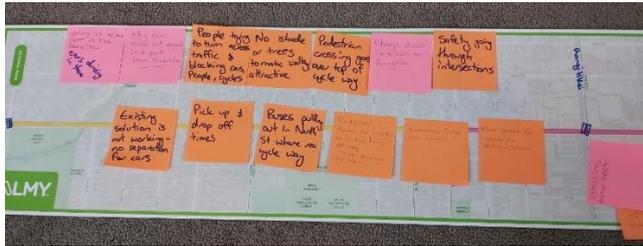
***The points on the whiteboard below and are summarised here:**

- Safety (raised by each group)
- The street functions well
- Pedestrians, cyclists, motorists all catered for
- Designed for people with disabilities
- Supports residents and businesses
- Wanted to see a good process for the project
- Want to save the planet
- A street that is safer for kids and families
- Works for parents
- People want to use the street but don't feel safe at the moment
- Live close to the road
- Interested in how the Waka Kotahi funding is being used and how the project will affect businesses, considering current cost of living pressures.

We then asked participants to use the large maps on their table to highlight what they see as the opportunities for the street.

Please note, we've only included a couple of pictures of maps, but had maps from all 12 tables

These were analysed afterwards and the common themes included:



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***In no particular order**

- People trying to turn across traffic blocking cars, people, cycles
- Pedestrian crossing goes over top of cycleway
- Safety going through intersections
- Existing solution is not working, no separation for cars
- Restricted access for trucks at certain times of day to use early am for trucks
- Pedestrian bridge near schools
- More trees for shade for pedestrians
- More crossings
- Shorten median strip outside PNBHS to 40 metres back from Rangitikei
- Speed Limit – 30/40kph everywhere at all times in all of Palmy
- Reduce noise
- Stormwater urban garden as cycleway barrier
- Restrict right turns
- Proper biking infrastructure (not just paint)

Welly has crossings with flavour

How to put the Palmy stamp on just another road project

Problem – busy driveways (businesses)

Remove right hand turns at McDonalds and Countdown

Consider smaller businesses that have lots of people parking for shorter periods of times

Consider location of bus stops.

Raise the pedestrian crossings at PNBHS and Central Normal

Zebra crossing across side street intersection for disabled people eg. Low vision

Roundabout at Freyberg needs redesigning

Following a short break for kai, Olivia then went through what the project team had identified as the objectives for the project.

Our project objectives

- Reduce deaths and serious injuries, particularly vulnerable road users (i.e. children, people with disabilities, pedestrians, people on bikes)
- Improve people's transport choices in getting to where they live, work, shop and play.
- Walking, cycling and public transport are safe, convenient and genuine transport options
- Support lower speeds outside of schools



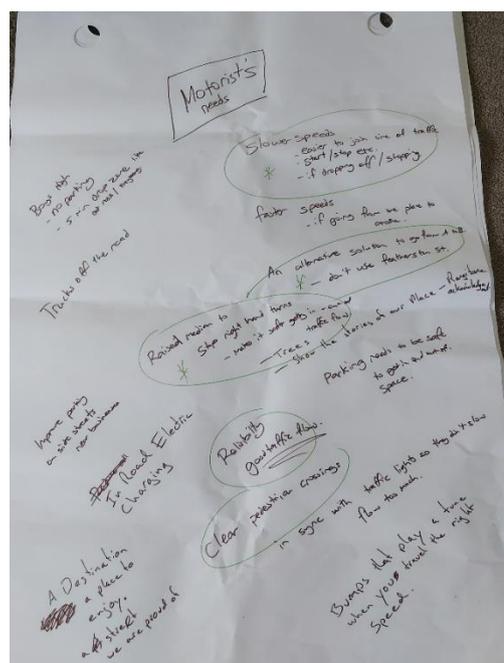
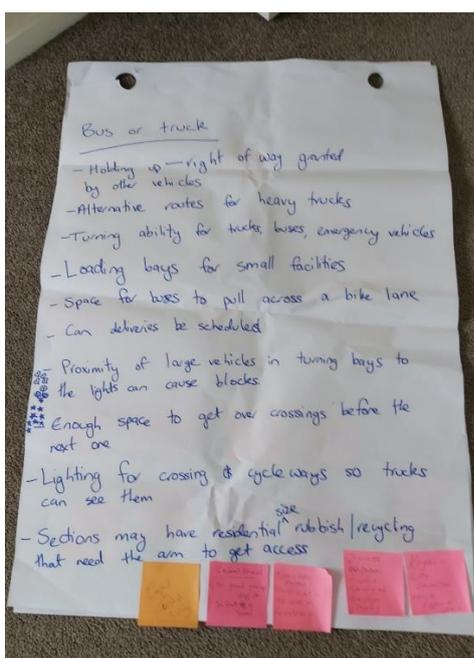
We had the participants tell us what their objectives for the street were first – so we wouldn't influence what people said. The good news is that we can see that everyone is in agreement on what we'd like to see.

Olivia then went through the summary of feedback from stakeholders on, or who use the street as well as the public feedback from November/December 2022. You can read the report summarising the engagement here:

<https://www.pncc.govt.nz/files/assets/public/documents/services/transport-amp-roading/featherston-safety-improvement-engagment-report.pdf>

Activity 2

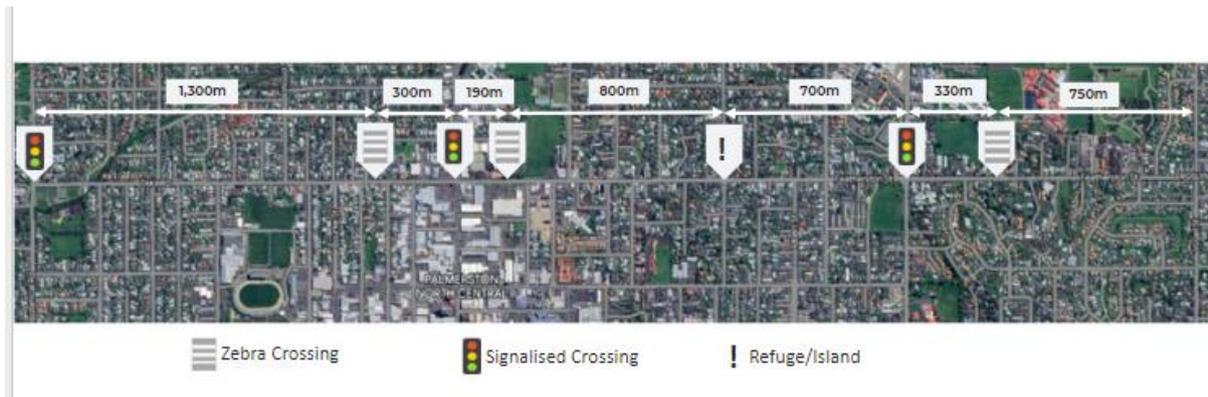
Activity 2 focused on participants putting themselves into the place of key users and what they need/what matters to them. Each table were given a different user and some prompts for them to consider. The user feedback is summarised below and will form part of our future co-design sessions.



Activity 3

The final part of the first session focused on pedestrian safety. Summaries of the comments received during the public feedback were turned into a short video for participants to listen to. You can listen to these here: <https://www.youtube.com/watch?v=ADmgzHsnoyE>

Liv then showed where there are currently pedestrian crossing points currently on the street, which are shown on the map before. There are three crossings at traffic lights at Botanical Rd, Rangitikei St and Ruahine St. There are traditional zebra style pedestrian crossings at Central Normal School, Boys High and by Freyberg/Ross schools. By the Russell St roundabout there are some 'waiting' points.



For activity 3 we asked people to take a post-it and stick on large maps on the room where they thing we need to consider more pedestrian crossing points.

This photograph below shows the post its.

You can zoom in more on this link here:

<https://www.google.com/maps/d/u/0/viewer?mid=1TPbn9p759R7-GoOTCCeMkgYePdgZOPo&ll=40.35387910805626%2C175.59775382258547&z=19>



Wrapping up our first session

We wrapped up by thanking people for coming, and explained that the next session would be held in early May and would focus primarily on the cycleway component. We asked participants to fill out an anonymous feedback form on the first session.

These were analysed after the session and the results from those who filled in the form included :

- Everyone was happy that they had come to the session
- People were keen to get into activities sooner with less talking at the beginning
- People were keen to hear about and see examples of what is possible (These weren't ready for session 1, but we will show these in session 2)
- People were happy to have some pre-reading ahead of the session so we could get into activities sooner.

Want to stay updated?

Each co-design session will be summarised and placed on our website. You are welcome to share. To stay up to date on this project head to www.pncc.govt.nz/featherston or join our email list at cycleways@pncc.govt.nz