

## Featherston Street Co-Design Workshop 2

On Wednesday 3 May, we held our second co-design workshop about the Featherston Street safety improvements at the Conference and Function Centre, Palmerston North.

The session was focused on gathering feedback on three proposed cycleway options for the area between North Street to Aroha St (PNBHS to Central Normal School), which forms part of the Waka Kotahi (NZ Transport Agency) 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 testing elements of the design mid-late 2023.

Following the third co-design session, we will test and adapt elements of the design on the street to see how they perform in real time. The final design will be safety audited and signed off by Waka Kotahi and Council.

### **More than 70 people with an interest in the project attended the session.**

This included representatives of both big and small retailers, schools, 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, who was supported by WSP Senior Project Manager Dhruv Grover.



### **Reminder of timeframes:**

- Co-Design Process (March – June 2023)
- Multi Criteria Analysis (MCA) Process to find preferred option (between co-design 2 and co-design 3)

- Trial some design elements (mid-late 2023)
- Consult with the community on detailed design (August – September 2023) ➤
- Council approval processes (December 2023)
- Construction (January – June 2023)

## Waka Kotahi updated us on plans to raise the Rangitikei Street intersection

Glen Connolly, Waka Kotahi Senior Road Safety Engineer, presented safety improvement plans for the intersection of Featherston Street and Rangitikei Street (State Highway 3). The improvements would aim to reduce death and serious injury crashes at the intersections by reducing vehicle speeds through the intersection.

Two initial concepts that were being investigated were:

- To raise the entire intersection (an example shown below of the intersection of Church Street and Linton Street, Palmerston North).



- To install raised platforms on each approach to the intersection (an example shown below of the intersection of Gordonton Road and Thomas Road, Hamilton).





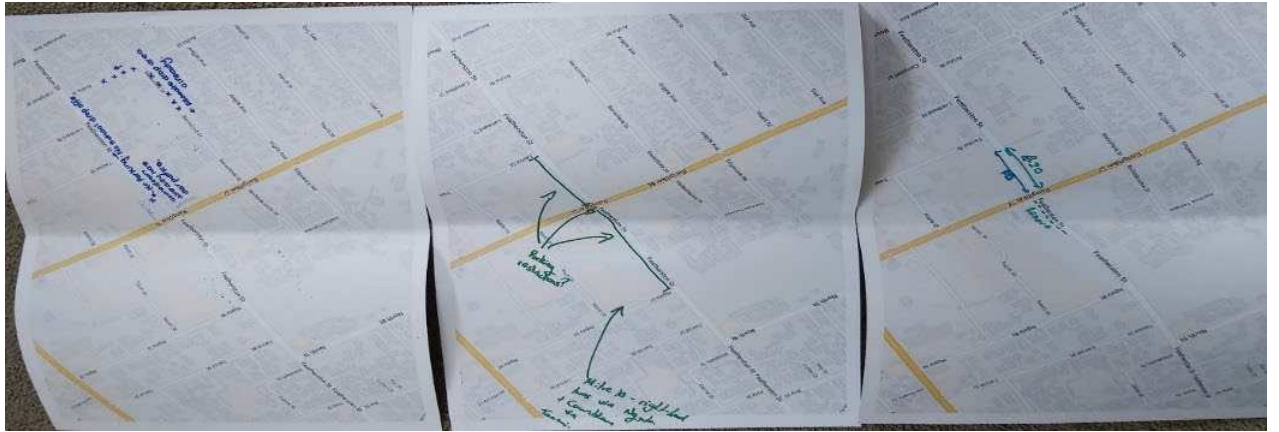
Side	Block	7am – 8am	8am-9am	9am-10am	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm	6pm-7pm	7pm-8pm
North	Roy St - North St	0	7	7	7	7	7	7	13	40	0	7	27	27
	North St - Rangitikei St	4	7	46	39	32	32	46	25	25	46	32	21	21
	Rangitikei St - Aroha St	19	48	52	59	44	56	56	85	81	33	26	19	41
	Aroha St - Annandale Ave	14	14	43	71	29	14	14	29	29	0	0	100	29
	Annandale Ave - Nikau St	0	0	0	0	0	0	17	0	0	17	33	0	50
	Nikau St - Wood St	0	0	0	0	0	33	33	33	33	0	0	100	0
South	Roy St - North St	0	0	0	0	14	0	0	14	57	14	0	0	0
	Elizabeth St - Carroll St	0	0	0	0	0	0	0	0	0	0	0	0	0
	Carroll St - Ngata St	0	0	40	80	80	100	100	60	60	20	20	0	0
	Ngata St - Rangitikei St	0	0	0	40	27	33	33	20	27	60	53	33	7
	Rangitikei St - Taonui St	71	86	86	86	86	86	86	57	29	29	29	0	14
	Taonui St - Lombard St	33	17	50	100	83	50	83	83	100	50	50	50	33
	Lombard St - Campbell St	0	0	100	100	100	100	75	100	100	100	75	75	75
	Campbell St – Bourke St	0	13	100	100	33	33	67	33	67	33	33	100	100

## You told us that better parking restrictions are needed

On a map, we asked everyone to highlight the areas they thought we should consider a change to parking time restrictions based on the data presented above.

Many people wanted to see:

- P10 around small businesses, such as dairies/takeaway shops/flower shop
- P60/P120 for big business areas
- P240 or no limits around residential areas (prevents all day parking but allows for visitors)
- Better enforcement and monitoring



## We presented three cycleway options...

We asked for feedback on the three cycleway options from everyone at the workshop.

We asked different tables to brainstorm the pros and cons of each cycleway for different user groups. They jotted down on paper which option suited each user best, and why.

The three options are outlined in detail below – alongside the feedback we received.

One-Way Cycleway	Two-Way Cycleway (North)	Two-way (South)
Cycleway on each side of the road, with bikers travelling in the direction of traffic	Cycleway on north side of the road, with bikers travelling in either direction.	Cycleway on south side of the road, with bikers travelling in either direction.
		

## One-Way Cycleway:



### Features:

- Separated cycleway with traffic separator
- Retains parking on one side of the road but removes flush median
- Raised zebra crossings at CNS and PNBHS
- Combined left turn/through lane at Rangitikei Street (SH3) intersection
- Potential traffic island to restrict right turns between Taonui Street and Ngata Street
- Combination of in-lane and kerb-side bus stops (pair outside Countdown tbc)

## Two-Way Cycleway (northern side):



Features:

- Separated cycleway with traffic separator
- Retains parking on both side of the road in some locations but removes flush median
- Raised zebra crossings at CNS and PNBHS
- Combined left turn/through lane at Rangitikei Street (SH3) intersection
- Potential traffic island to restrict right turns between Taonui Street and Ngata Street
- Combination of in-lane and kerb-side bus stops (pair outside Countdown tbc)

### Two-Way cycleway (southern side):



- Separated cycleway with traffic separator
- Retains parking on both side of the road in some locations but removes flush median
- Raised zebra crossings at CNS and PNBHS
- Combined left turn/through lane at Rangitikei Street (SH3) intersection
- Potential traffic island to restrict right turns between Taonui Street and Ngata Street
- Combination of in-lane and kerb-side bus stops (pair outside Countdown tbc)

**People were able to review these early concept plans between Boys High and Central Normal and provide any thoughts, questions and feedback.**

The most common things raised included:

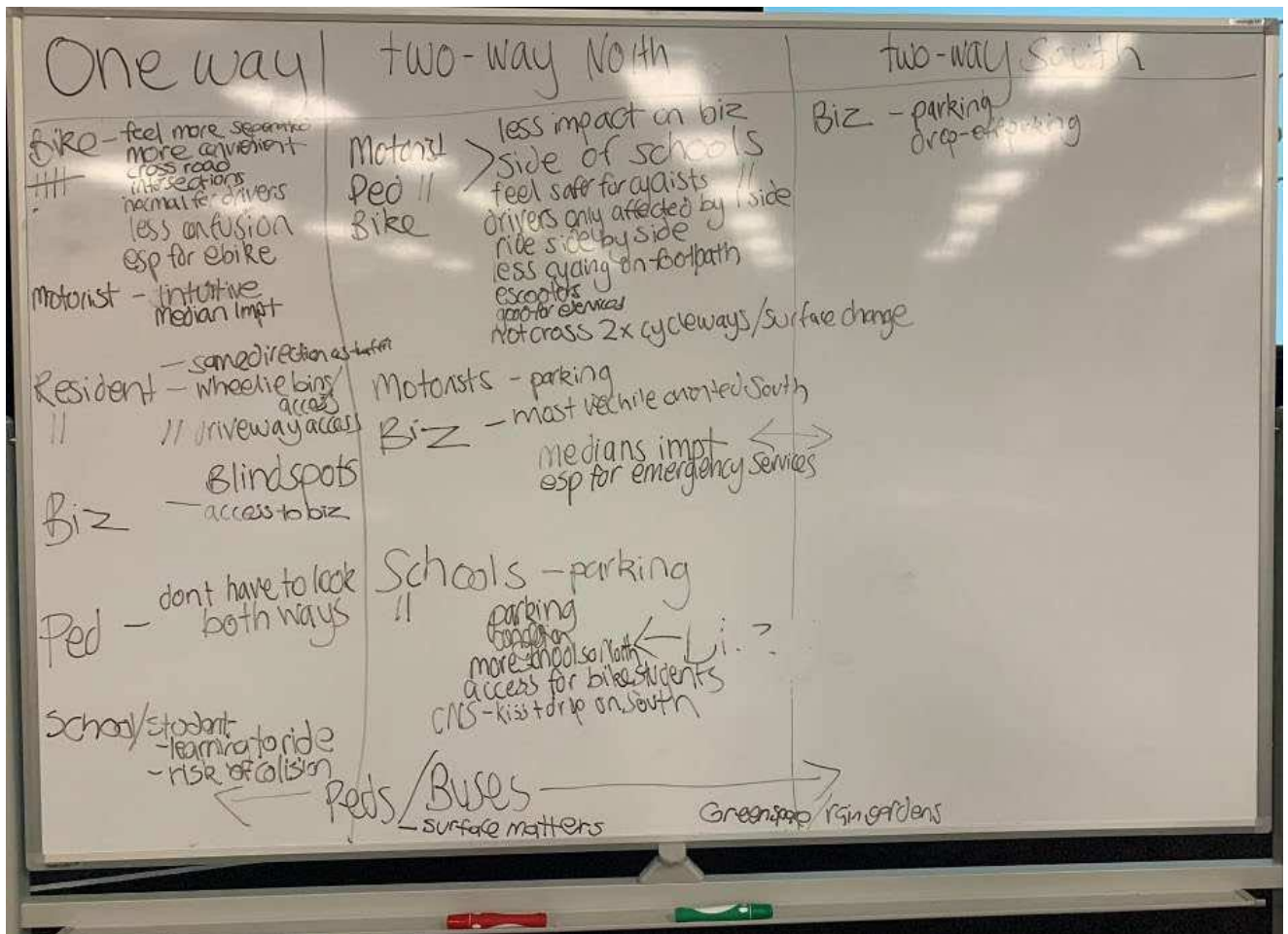
- How many parking spaces are lost in each option?
- What happens to median?
- How do people get across?
- How cycleways interact with pedestrian crossings?
- How right-hand turns will be managed

- Are bidirectional cycleways able to be built on other streets in the city?
- Will we do education on bidirectional options to teach motorists to look both ways? ➤
- Uni-directional cycleways could make it harder to cross the road mid-point
- Parking loss impact is greater for uni-directional option
- Cyclists raised concerns about bidirectional if motorists and other cyclists are going fast.
- Impact of in-lane bus stops to congestion/safety.

**We then asked everyone to consider what option was better for different types of users.**

Those user groups were people on bikes, businesses, residents, motorists, pedestrians and school parents/children/staff.

The below image of the whiteboard shows feedback that was provided from attendees on each of the three options, highlighting the pros/cons of each option for each road user group.





## People voted for their preferred option

At the end of the night we asked people to vote anonymously which cycleway option they preferred. The votes were more supportive of a one-way cycleway on each side of the road.

It's important to note that for this co-design session we didn't have many representatives of small businesses or schools in the room. We don't know whether this would have impacted the outcome.

### NEXT STEPS:

- **Co design workshop 3** – date TBC – we'll be asking for feedback on specific elements of the cycleway, including bus stops, placemaking and trial elements.
- **Preferred option** – goes to a council meeting at the end of June for early concept signoff.
- **Detailed design** – expected to be completed and ready for public feedback in September.