

Featherston Street Co-Design Workshop 3

On Thursday 15 June, we held our third and final co-design workshop on the Featherston Street cycleway and safety improvements at the Conference and Function Centre in Palmerston North.

The session was focused on gathering feedback on two proposed cycleway options (a one-way cycleway and two-way cycleway on the north side) for the full length of Featherston Street between Botanical Road and Vogel Street, which forms part of the Waka Kotahi (NZ Transport Agency) Streets for People and Transport Choices Programmes. Feedback gathered from all three workshops will be used to help inform Council’s Elected Members on what cycleway design proceeds to detailed design and construction (Council meeting scheduled for 28 June 2023).

We discussed locations for five new pedestrian crossings along the length of Featherston Street, based on feedback from the first co-design session. We also spoke about placemaking ideas and locations (placemaking shapes public spaces by harnessing the ideas, resources and assets of the people who use them). Waka Kotahi provided an update on its plans to raise the intersection at Rangitikei Street (SH3)/Featherston Street.

Our work on this project will also include testing some elements of the design later this year prior to construction starting in early 2024.

More than 50 people with an interest in the project attended the session.

This included both big and small retailers, schools, residents, cycling advocates, people with disabilities, Waka Kotahi representatives, 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 and Council senior planner Keegan Aplin-Thane.



Reminder of timeframes:

- Co-design process (*March-June 2023, now complete*)
- Elected members decision on preferred cycleway option (*28 June 2023*)
- Trial some design elements (*mid-late 2023*)
- Council approval processes (*November-December 2023*)
- Construction (*early-2024*)

Waka Kotahi is proceeding with plans to raise the Rangitikei Street intersection

Glen Connolly, Waka Kotahi Senior Road Safety Engineer, updated us on their plans to raise the Featherston Street/Rangitikei Street (State Highway 3) intersection.

The improvements aim to reduce the severity of serious injury crashes by reducing vehicle speeds through the intersection. They are considering two different design options and will keep us updated on which one proceeds. One option includes raising the entire intersection, while the other option includes installing raised platforms or speed bumps on each pedestrian crossing.

Next steps for Rangitikei Street intersection:

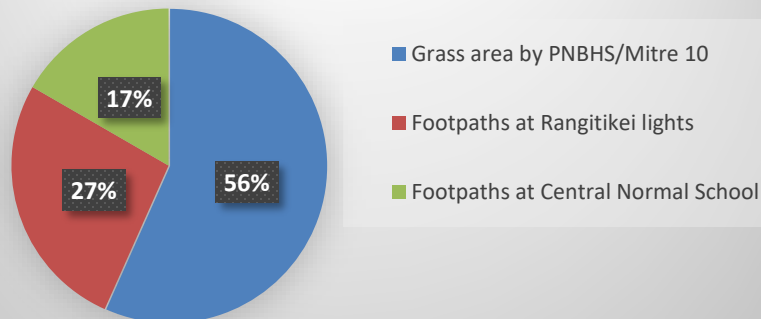
- Design work on raised intersection ongoing
- Options will be considered, and Waka Kotahi will engage with public and businesses
- Any feedback on the Rangitikei Street intersection, you can contact glenn.connolly@nzta.govt.nz

Placemaking between Aroha to North Street

Our Senior Planner Keegan Aplin-Thane outlined our plans to include some placemaking elements along Featherston Street between from Central Normal School to Palmerston North Boys' High School (PNBHS). This forms part of the requirements for the 'Streets for People' project funding.

Placemaking helps to foster a sense of identity, connection, and belonging. It makes use of underutilised space along streets to enhance the area for pedestrians – using things such as art, play elements, wayfinding tools, signage or celebrating heritage. We asked you to suggest some potential locations for placemaking along Featherston Street, as well as some ideas for what we could include.

Your suggested locations for placemaking on Featherston Street



You suggested these types of placemaking elements:

- Plants and seats by the crossing at Central Normal School
- Seating by PNBHS
- E-scooter parking area on grass by Mitre 10 and PNBHS
- Trees on grassy area near Mitre 10 and PNBHS
- Colourful pedestrian crossing near Central Normal School.
- Getting plants back along the street where appropriate would be great + herb gardens + seating
- Shelter or welcoming waiting space for Just Zilch
- Wayfinding for businesses
- Lighting for separations to illuminate cycleway
- Outside Mitre10 is there space for bike ramps, fun things for kids and adults
- Street art stencils in cycle lane
- Near PNBHS – street art/digital designs/art on fences and windows.
- Drop off zone on Mitre10 grass area for PNBHS
- Make Campbell Street a play area inviting pedestrians from Featherston St
- School art near Central Normal
- Seating near grass area at PNBHS
- Pick up zone and seating near PNBHS
- Wanting school art – get schoolchildren involved
- Seating near Central Normal
- Cycle shaped bike stands near Central Normal
- Painted permanent games on the footpath to encourage interaction and play
- Painted park benches at bus stop along Featherston
- Outer gym equipment outside Torpedo 7 or Mitre10 grass space
- Utilise grass area for pump track, sculpture, interactive, trampolines
- Art on crossings, bike racks, activities for kids near schools
- Activate outside vege shop with seating, vege garden or Just Zilch or Bath
- Art on McDonalds wall/fence that speaks to Palmy Stories (and any other vertical surface)

We've created a group of people that will help us see through any placemaking initiatives.

Let us know if you are willing to be part of the group, or if your organization can supply resources, labour or creative leadership. Email your details to cycleways@pncc.govt.nz and we will be in touch.

We invited feedback on concept plans for two cycleway options along the length of Featherston Street

We explained that after the second co-design session, we made the decision to remove the southern bi-directional option, as it had almost no support. In the second session we asked people to consider user types and which option was best for each user. The one-way and two-way scored most highly, with the one-way leaning slightly higher in this exercise.

The third session was the first time we had presented concept plans for the entire length of Featherston Street – whereas the previous workshops only looked at the section between Central Normal School and PNBHS

We had maps of the design along the full length of the street and asked everyone to give us their thoughts, including how they would adapt their journey for each option. It's important to note that these were concept plans only, and there will be changes as we move through the detailed design process.

One-Way Cycleway	Two-Way Cycleway (North)
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.
	

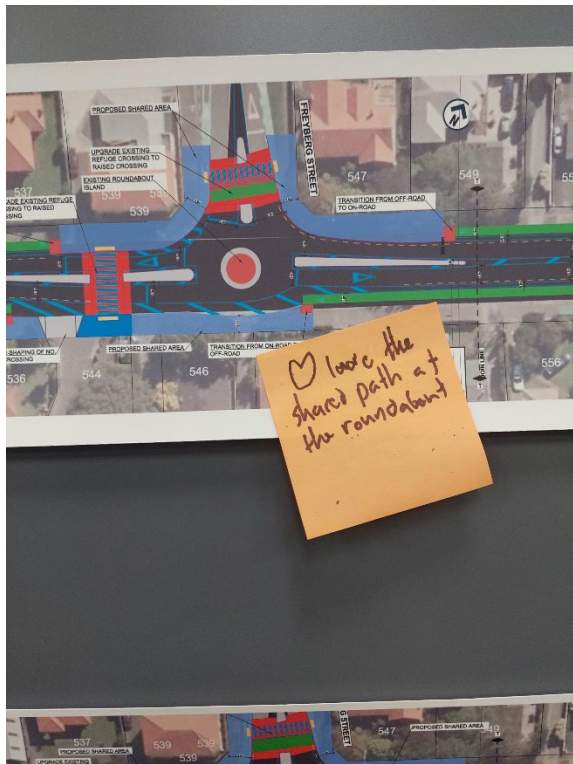
You told us at previous co-design workshops you wanted to see a wider buffer between parking and cycleway, new pedestrian crossings, upgraded bus stops and changes to the flush median to mitigate the loss of on-street parking and to allow enough space for a cycleway. These are some of the elements we have included in the design.

The most common themes you raised during the third workshop were the impact on parking, how the

raised crossings would interact with the cycle lane, refuge spots for pedestrians and access to businesses. People generally liked the two plans and felt like they would consider cycling more often.

Other comments raised during the third workshop on the concept plans for the entire length of Featherston Street included:

- Could build crossing nearer to bus stops and health care
- Go for it, I like it
- Do not like one-way cycleway because of loss of carparks
- Could there be refuge on Featherston, right near Albert Street?
- There should be a pedestrian crossing for Russell Street school access from South of Featherston St
- This option (1 way) will have a negative effect on business because of carparking
- Please put in raised crossings.
- Please do not put in raised crossings. They will impede the main arterial route 24/7 365 days
- Please do not put in raised median barriers on either side of the Rangitikei St. This will impede free and safe movement of traffic, especially the emergency services where seconds matter.
- Don't remove car parks!
- More likely to use this crossing to get my son to dance @ Red Star, if it's more prominent and safer. Also it would slow traffic, making it safer to cross where the dance school is. Very dangerous currently!
- We have five consulting rooms at Kauri Healthcare. Parking in carpark is pretty tight and inaccessible
- I would cycle on Featherston more often
- Those from Kelvin Grove say no safe cycle link to Featherston. Staff would move to parking in side streets
- Kauri has 90 staff, 8 cycle regularly, others drive and park on Featherston
- Prefer this option for increased parking (North 2-way)
- Don't remove car parks! You are anti-residents and businesses who pay rates and your wages.
- Preference is North cycleway to have more car parking for business
- A park for electric scooters would be good. Keep them from blocking pavements
- This would be very hectic with two way. Raise the crossing for Wood St
- Love the shared path at the roundabout
- I would cycle Featherston St more often
- Parking at Troy Howard Motors! NB for operation
- Drop off point for PNBHS
- Move bus stops near Countdown
- I would feel safer and more of my friends would cycle



Examples of types of cycleway separators

We have not selected what type of barrier will be in place yet, but the options below are likely.

We will be trialing separators with waste services and emergency services to ensure they can continue to operate.

Waste services is one of the key factors due to the number of wheelie bins, crates and bags, and as more services like food waste are likely due to Government changes. As Featherston St is also, at this stage, zoned for medium density this means there will be far more bins and crates in the future.



1



2



3



4

Parking – you asked us at previous workshops to provide more detail about the impact of each option

Section	Status Quo		One-Way Cycleway	Two-Way Cycleway (North)
	Number of On-street Carparks	Peak Occupancy	Number of On-Street Carparks Retained	
Botanical Rd – Rangitikei St (SH3)	192	58	26	50
Rangitikei St (SH3) – Ruahine St	233	95	57	102
Ruahine St – Vogel St	154	70	0	41
Total	579	223	83	193

This table shows how many existing parking spaces there are on Featherston Street, as well as how many are in the two options. Peak occupancy refers to the highest number of parking spaces on the street that are occupied at any given time.

You can also see our manual counts for cyclists, pedestrians and E-scooters in the table below. A manual count is someone standing at one spot with a clipboard counting each user as they go past. This survey was undertaken on Tuesday 2 May 2023. As the duration of the count was one day only this provides a snapshot, with more extensive counts planned for later in the year.

Location	Time	Pedestrians	Cyclists	E-Scooters
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206 Featherston Street (near Ebony Coffee)	7am-9am	203	33	7
	3pm-6pm	249	44	12
274 Featherston Street (near North Street)	7am-9am	736	83	6
	3pm-6pm	387	61	20

Once an option is chosen and detail design begins, the project team will be working with stakeholders on the street to determine how the design could be altered to allow for parking options and where they should be located.

The project team will also look at whether there needs to be additional parking restrictions along the street and in side streets to allow for parking. Featherston St does have several side streets which can also provide parking – especially for staff working close to Featherston St.

You provided feedback on the locations of five new pedestrian crossings

Improving pedestrian safety and increasing the number of crossing points along Featherston Street was one of the key themes raised during the public feedback period and earlier co-design workshops.

We invited everyone to give us feedback on the placement of five new proposed pedestrian crossings, which we included at locations that were identified in the earlier co-design workshops.

The image below shows the locations of existing crossings, as well as the proposed new locations. Your comments on each crossing have also been included.



New crossing near Pascal Street:

- Desired line is closer to Pascal St
- Needs wayfinding
- Tick mark

New crossing between Bourke Street/Waldegrave Street:

- Need for access to Waldegrave St and Arena entrance as well as onward to town, suggested to move between Wood St and Nikau St
- Asked for pedestrian connection between Wood St and Waldegrave St
- Why is this crossing so close to existing crossing near Aroha St
- Improve existing crossing near Aroha St for school
- Question around needing the new crossing and existing crossing near Aroha St
- Paint maintenance down Waldegrave St
- Tick mark
- Move crossing to the left of Waldegrave St, between Wood St and Kikau St for the pedestrians coming from Kowhai Ave, Wood St, Nikau St, etc

New crossing near Pirie Street

- Suggested to put an additional one near Roy St, close to Featherston St
- My aunty was killed crossing the road near here. The raised crossings will prevent more accidents.

Existing crossing at Russell Street

- Safer in general
- Very dangerous crossing, cars accelerate into you

- Suggested additional crossings between Langston Ave and Albert St and Albert St and Heretaunga St
- Crossings for residents to supermarkets
- Kids from Albert St to Russell St

New crossing near Papaioea Park

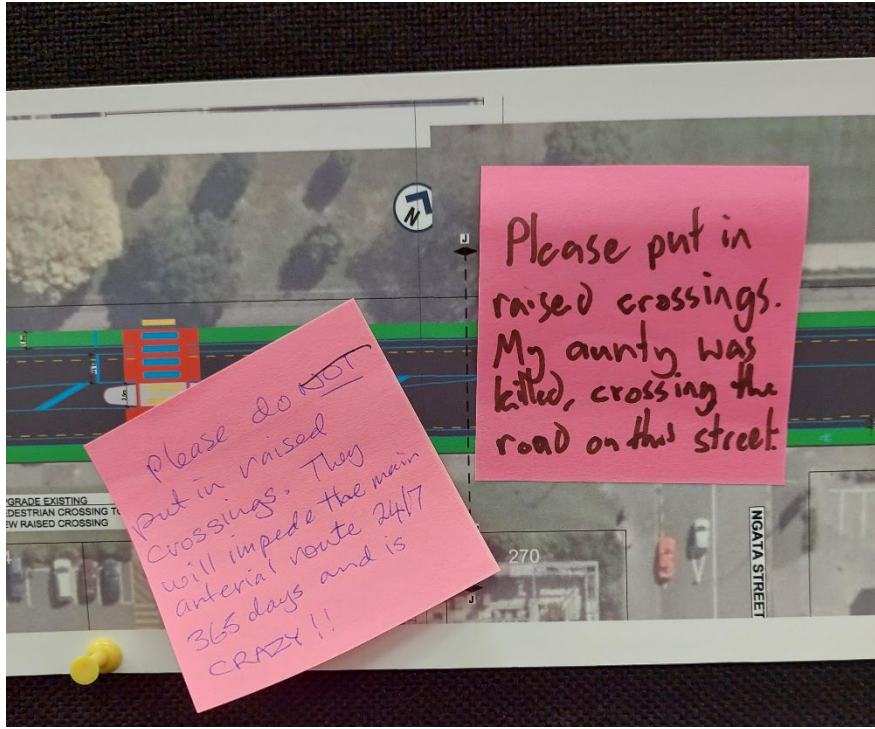
- Suggested to move near Heretaunga St as proposed is too close to intersection and backed up cars will cover crossing
- Move this crossing near Albert St
- Crossed out existing crossing as already have red light crossing here
- Suggested to move crossing to the right of Heretunga St
- Suggested additional crossing to the left of Heretaunga St
- Cars back up at Ruahine St intersection (but they would stop around pedestrian crossing so might be fine)
- Good that it's next to a public toilet. Yay!

Existing crossing near Freyberg Street

- At least raised platform!
- Suggested additional crossing near Kings Crt for kids to Freyberg, Ross, etc.

New crossing near Elliot Street and Tweed Street

- Suggested to duplicate as crossings are sparse – suggested one close to Belfast Pl and one between Tweed St and Vogel St
- Move this across from Kauri Health Care near Vogel St



Please do NOT
put in raised
crossings. They
will impede the main
arterial route 24/7
365 days and is
CRAZY!!

Please put in
raised crossings.
My aunty was
killed, crossing the
road on this street.

We asked for feedback on which elements of the design we should trial before construction

We were asked to include several elements in the design of Featherston Street during the public and stakeholder engagement periods, as well as the earlier two co-design workshops.

We're keen to test some of these elements on the street later this year to see what impact they have before construction starts. We'll use the trials to monitor the effectiveness each element, as well as how road users and the wider public react to them.

These are the elements we suggested at the workshop that we'd consider testing following feedback from stakeholders and the community:

- Merging the left and straight traffic lane and signal phasing at the Rangitikei and Ruahine Street intersections (Featherston Street approaches only)
- Changes to the median strip
- Prevent right turns into some entrances
- Pedestrian crossings
- In-lane bus stop
- Rubbish/recycling collection

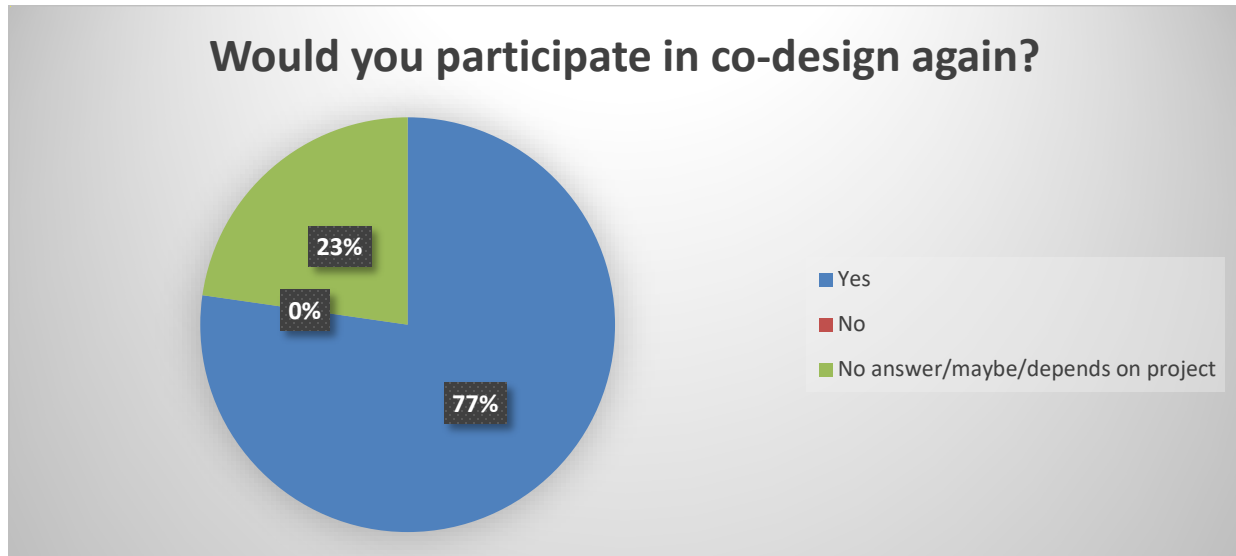
We asked everyone to jot down their thoughts on the above elements, as well as their suggestions for any other elements they'd like to see tested prior to construction.

The most common elements you told us at the workshop to trial:

- Prevent right turns into some businesses (near the Rangitikei intersection to decrease congestion). Noting businesses are extremely concerned about the impact of this.
- In lane bus stops (to assess the impact of vehicles queuing in the traffic lane)
- Raised pedestrian crossings (locations and angle of the bump)
- Types of cycleway separators (to find best one for rubbish and recycling services + emergency services)

You gave us your feedback on the co-design process:

We asked everyone at the third workshop to provide feedback on how they had found the co-design process and whether they would participate if we held co-design for future council projects. We've included your comments below.



Your comments on the co-design process:

- Has been a good process to see the different stages
- Yes, I think it is good to be part of co-design and I would like to participate again
- I am glad I came to these sessions. They have been well run.
- It has been interesting, informative and challenging. The contact has been well organized and full information has been supplied.
- Hard to make every session – make options for written submissions? Some outline of what is going to be discussed ahead of time would be good – also helps to give options for keeping outspoken people back on track. Well run, intensive and informative. Good exercise in co-design. Thanks for the opportunity to contribute.
- Good.
- Great to see a lot of engagement from so many people at the events.
- Thank you
- Good to speak to others attending. Good there was a translation of the Maori prayer. Bad that all still seems orchestrated and a fait accompli – you don't see, tpo be listening but working to a preset 2019 agenda.
- Enjoyed being part of the process and seeing how hard it is to do anything.
- Interesting process. I enjoyed being part of this. Although I support the cycleway, I did feel a vote for not doing it might have been appropriate.
- It wasn't co-design. It was 3 weeks and only the southern bi-directional path deleted.
- Lovely to be included in planning the city.
- Yay! I like the goals of the long-term vision for the city. It's factoring growth, changing

environments (car centric to walk centric) and city design.

- Excited to progress on a more walkable city. It would be nice if there is a bike lane on both sides.
- Yes
- Been well organized. Very difficult to get a consensus for this type of thing. The devil will be in the detail so be very interested to head the preferred option and see final design.
- Worthwhile talking out issues
- Thank you for allowing everyone to participate in the process. Like that there were different options to be involved in the feedback about redesigning Featherston Street and recognizing that it is a space for people and enabling people to use different modes of transport.
- Comprehensive. Gave us clear instruction to discuss. Useful for building knowledge/awareness across the community. Quite fun too.
- Thank you for including us. I'm a resident of Featherston and I work on it too.
- Certainly a better process than consultation.

Next steps?

This was our last co-design workshop, so we'd like to thank everyone for your contributions throughout the process.

Your feedback on our two cycleway options and wider safety improvements will be presented to Council's elected members on 28 June when they choose a preferred option to proceed to detailed design.

Following the council decision, we will send the link to the youtube link and resolution to stakeholders and those who attended co-design.

We'll look to bring the group together again as 'drop in sessions' where you can come and chat to the project team as part of the trials and construction.

If you have any questions in future, feel free to contact the project team by emailing cycleways@pncc.govt.nz