

# This is an important project in our city's future

- Govt Policy Statement on Land Transport
- Emission Reduction Plan
- Regional Land Transport Plan
- Palmerston North Intergrated Transport Initiative
- Goal 4 – 30% Reduction in CO2 emissions
- Transport Plan
- Transport Asset Management Plan
- Strategic Networks
- Urban Cycle Masterplan



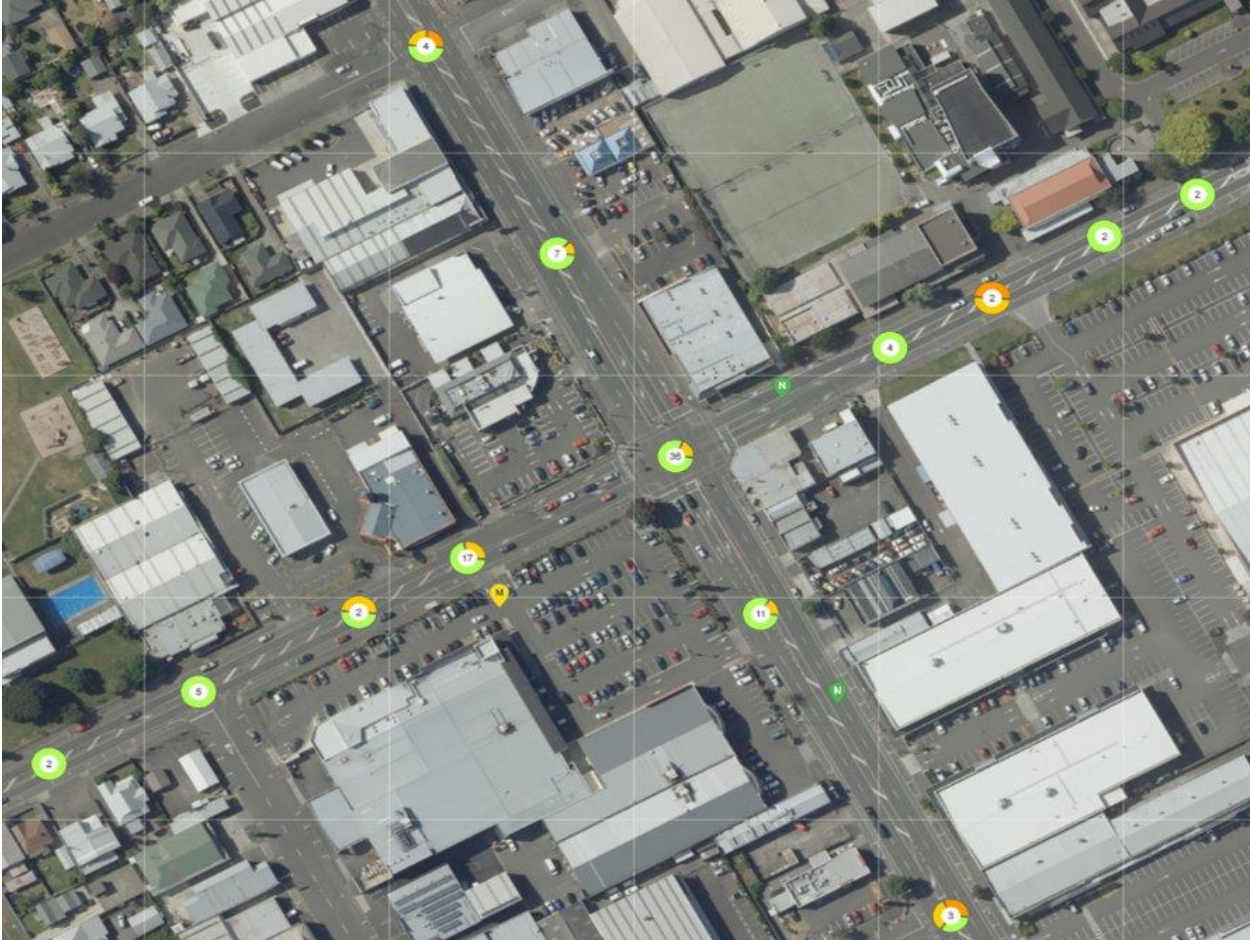
Fig 1: Urban Cycle Network



Fig 2: Proposed medium density around Featherston St



# Featherston St is one of the most dangerous streets in our city



- **434 recorded crashes** on Featherston Street in the previous 10 years (2013-2022)
- **Two fatal crashes** – in 2014 and 2017
- **28 cycle** crashes and **19 pedestrian** crashes
- Pedestrians and cyclists make up **30%** of death and serious injury crashes (despite only being involved in 11% of all crashes)
- **Featherston St/Rangitikei St** intersection identified as the most dangerous intersection in city through PNITI
- Common crash themes for cyclists – parked car door opened on cyclists, vehicles turn in/out of driveways/side roads and vehicles pulling into cycle lanes



# We captured everyone's' key concerns

Since September 2022, we have:

- Spoken to more than **150 businesses and stakeholder groups**
- Surveyed **625 students** at Palmerston North Boys' High School
- Met 35 people at **three drop-in sessions**
- Sent **3500 letters** to residents, homeowners and landowners
- Received about **300 formal submissions**
- Received more than **1000 comments on social media**

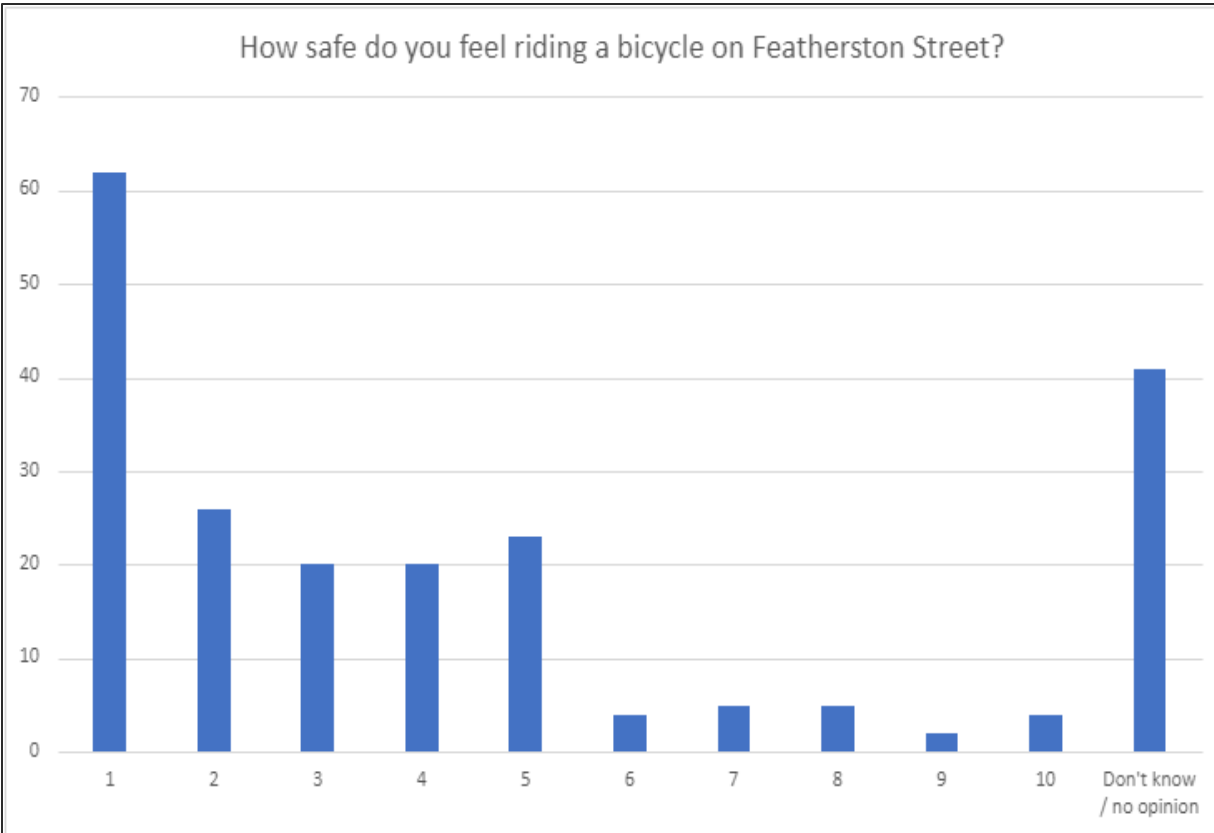


Key themes:

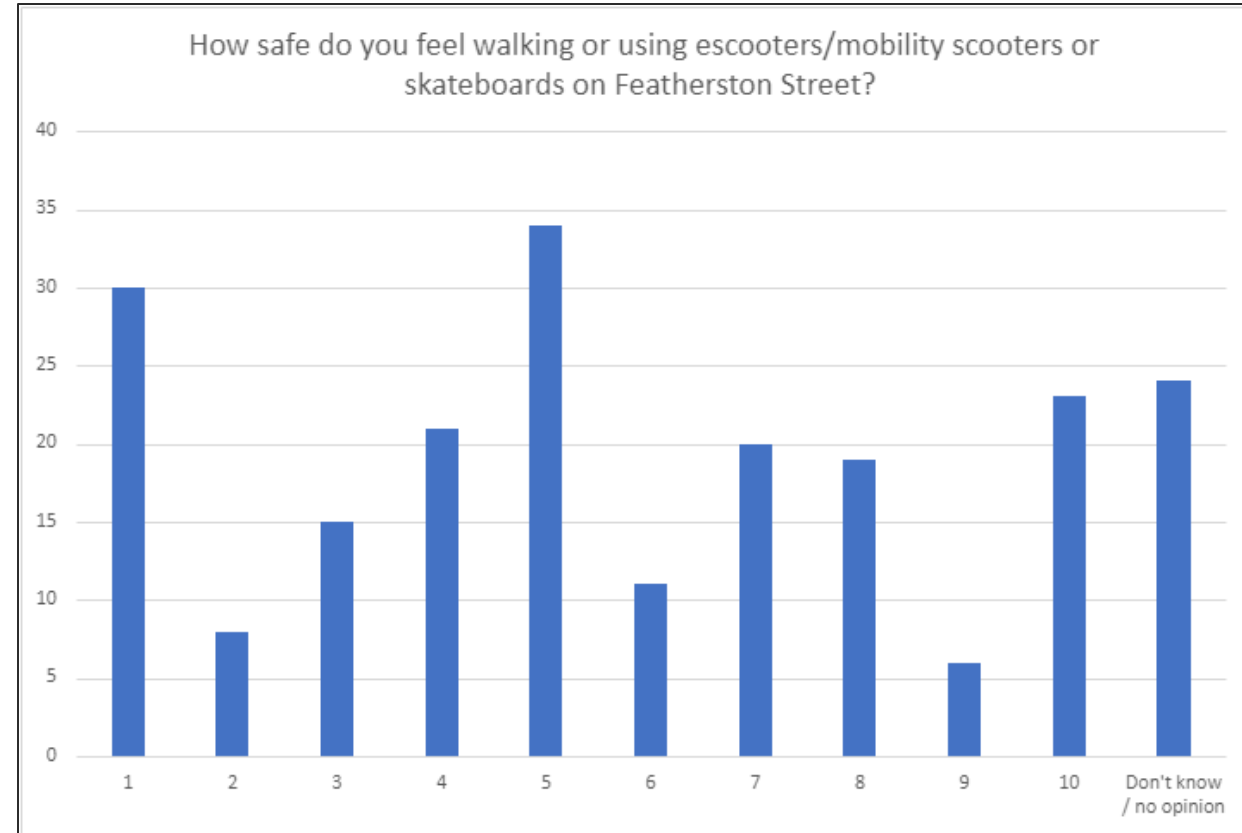
- Parking retention
- Pedestrian safety
- Congestion at intersections
- Right hand turns and impact of congestion at entrances to McDonalds, Countdown and Mitre 10
- Develop a consistent, connected cycleway network
- Median strip good for right turns into side streets

# People are concerned for their safety

How safe do you feel riding a bicycle on Featherston Street?



How safe do you feel walking or using escooters/mobility scooters or skateboards on Featherston Street?



1=less safe, 10=very safe

# Co-design means we have a good grasp of our community's views

- Three sessions (March, May and June)
- Each session was three hours, totaling nine hours of co-design
- All business and major stakeholders on the street and direct surrounds were invited.
- Key stakeholder groups/partners/sector leads were invited
- Everyone who gave feedback via our website was invited
- Co-design involved a wide range of ages (including children), abilities, diverse interests and desires.
- Didn't have a large representation of small businesses or schools, but these have been captured via 1-1 engagement
- Numbers each night ranged between 50-100. Many people attended 2 or 3 sessions.
- Council staff, WSP Engineers, Waka Kotahi teams and Elected members attended the sessions and worked with the participants

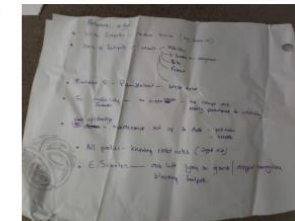
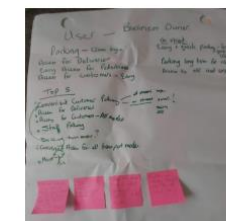
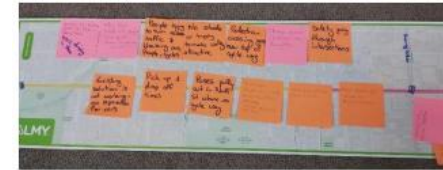
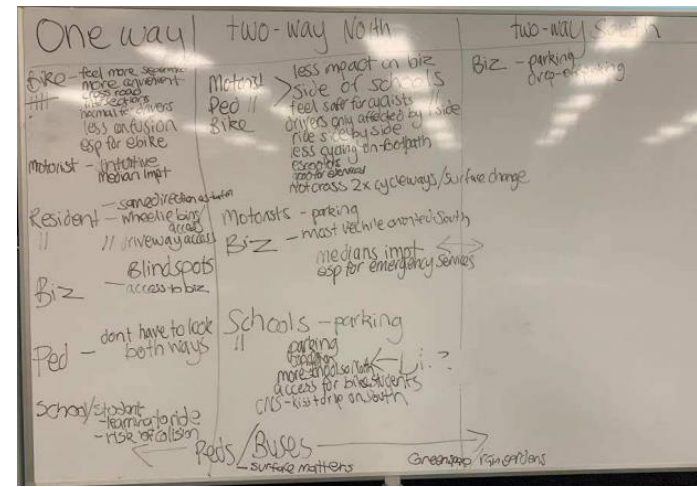




# Co-design was about all users



- While participants attended co-design with their own interest, the activities focused on all users. This meant they all had to put themselves in the shoes of other users for all the activities. These included: pedestrian, someone with a disability, school child, motorist, person on a bike, resident, business owner, truck driver, emergency services.
- Each session had some information, then an activity. Some activities were reported back to the group.

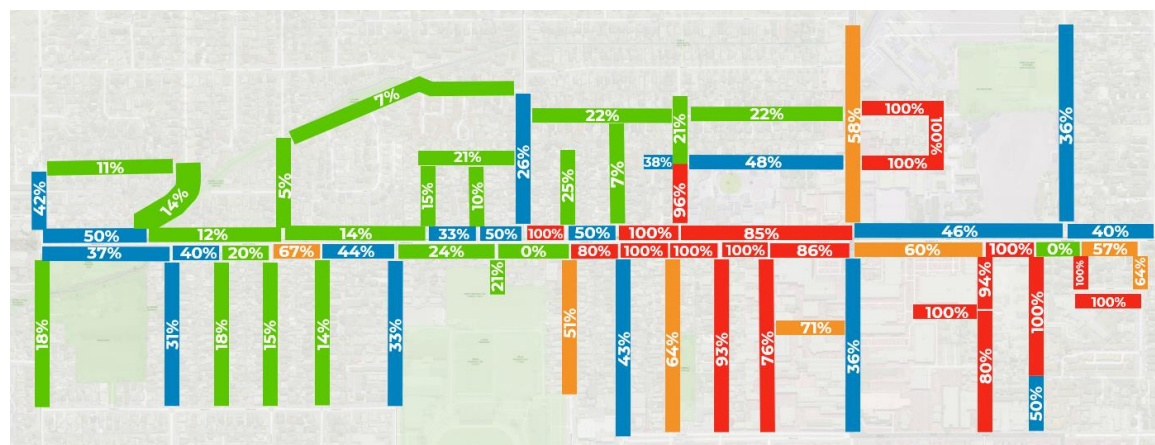


# All options include changes to intersections and reallocation of road space

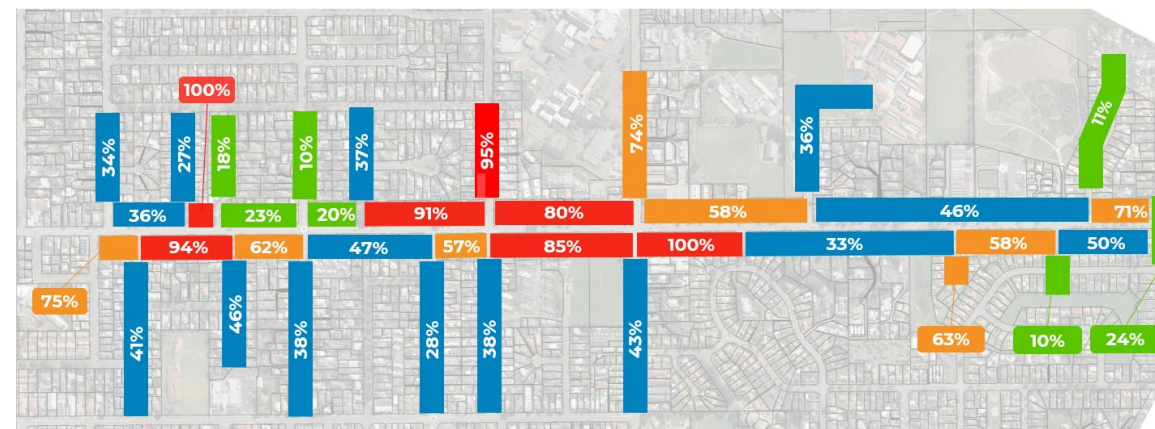
- Waka Kotahi plans to upgrade the Rangitikei/Featherston St intersection at the same time as this construction. To be a raised platform to reduce speeds.
- The reallocation of road space on all options will see a reduction of traffic lanes at the signalised intersections. There will now be a left/straight lane, and a right hand turn.
- Other intersections will also be upgraded as part of design – especially Russell St
- All options see removal of central median along street as a trade off for some on-street parking. Right hand bays included at busiest side street intersections
- Lane width will mean some added congestion on street as people adapt to new changes, and with buses/rubbish trucks needing to stop often (this will help lower speeds)

# We did parking surveys

## Botanical Road – North Street



## North Street Road – Vogel Street



- Maps above show weekday survey results for Featherston Street and side streets.
- Red shows high occupancy, green less.
- Surveys involved car driving around a route every hour for 11 or 12 hours (7am-7pm weekday and 8am-8pm weekend)
- Surveys showed the area around the Rangitikei St intersection was highest demand for parking, and again around hospital.
- Southern side of road most popular for parking – likely due to most small businesses being on the southern side.
- Side streets have capacity to pick-up shortfall however time restrictions to increase turnover and changing parking layouts to increase parking supply can be considered during the detailed design phase.



# Parking next steps



- Parking significantly important for most stakeholders, not just small businesses. Outlined in appendixes more.
- Parking to continue to be worked on through detail design. Numbers may change slightly but not a major change
- Will work with business regarding how we could add targeted parking into design, where possible
- There is parking capacity in side streets, which would be utilised more than is the case now
- Time restrictions could be utilised as a tool to help with parking in some areas.

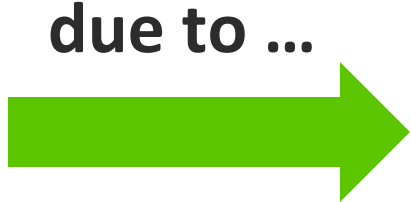
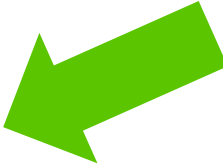
Section	Existing		One-Way Cycleway	Two-Way Cycleway (North)
	Number of On-street Carparks	Peak Occupancy	Number of On-Street Carparks Retained	
Botanical Rd – Rangitikei St (SH3)	192	58	26	50
Rangitikei St (SH3) – Ruahine St	233	95	57	102
Ruahine St – Vogel St	154	70	0	41
<b>Total</b>	<b>579</b>	<b>223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

# We're going to make the street safer for pedestrians too



- Pedestrian safety is the number one priority for all schools on, and close to, Featherston St
- Significant public feedback for improving safety for crossing the street, but also the side streets.
- Map 1 is post its from first co-design session about where crossings should be.
- Map 2 shows possible new raised zebra crossing locations (circled in red), in addition to existing zebra crossings that will be raised.
- Pedestrian improvements are funded out of the waka kotahi programmes and will be designed alongside the cycleway
- Raised crossings gradient will be worked on with emergency services to ensure gradient is right. As Featherston is used by so many different users, the raised crossings won't be as steep as other locations in the city.

# Separators will likely look like this ...





## We'll report back to you on options about right-hand turns by major retailers



Concepts show a 'potential' raised median outside the major retailers between Ngata and Taonui Streets

### **This has been added for consideration due to:**

- Significant public and stakeholder concern
- Crash history in the area
- Potential impact on 'stacking' causing congestion when cycleway is in place as there isn't room for vehicles to move around cars turning right as there is now.



These businesses have raised concerns about the impact this would have on their businesses.

**The cycleway and pedestrian improvements can continue regardless of this factor. You don't need to consider this today.**

# We're working to tight timeframes



Time	Action
28 June	Council confirms cycleway option, and progression of pedestrian crossing work.
End of July	Concept design due to Waka Kotahi
August	Update elected members on the plans for the trials
August - September	Trials and design update to Council.
29 September	Detailed design due to Waka Kotahi.
Mid-September-Mid October	Procurement of separators and any other long lead materials identified in detailed design
Mid-September-Mid October	Procurement of Construction Contractor
Late Oct/early Nov	Award tender
January – April 2024	Construction
January – June 2024	Monitor and evaluate

# Change will be hard for our community, but history tells us they adapt quickly.

