

Featherston Street Cycleway and Summerhill Drive Cycleway

Councillor Briefing – 13 September 2023

Agenda

Featherston Street Cycleway

- Background
- Designs
- Stakeholder engagement, monitoring and evaluation

Summerhill Drive Cycleway

- Background
- Designs



Featherston Street Cycleway



- Aroha to North – 90% funded through Waka Kotahi Streets for People
- Botanical to North and North to Ruahine – 100% funded through Waka Kotahi Transport Choices
- Ruahine to Vogel – design only funded through Transport Choices
- Funding ends June 2024



Streets for People

This section between Central Normal School and Palmerston North Boys High School is 90% funded by Waka Kotahi through its Streets for People programme, with Council funding the remaining 10%.

We will look at testing some options for your feedback, before the changes become permanent.

This will be installed by the end of June 2024.

Transport Choices

These sections are 100% funded by Waka Kotahi through its Transport Choices programme.

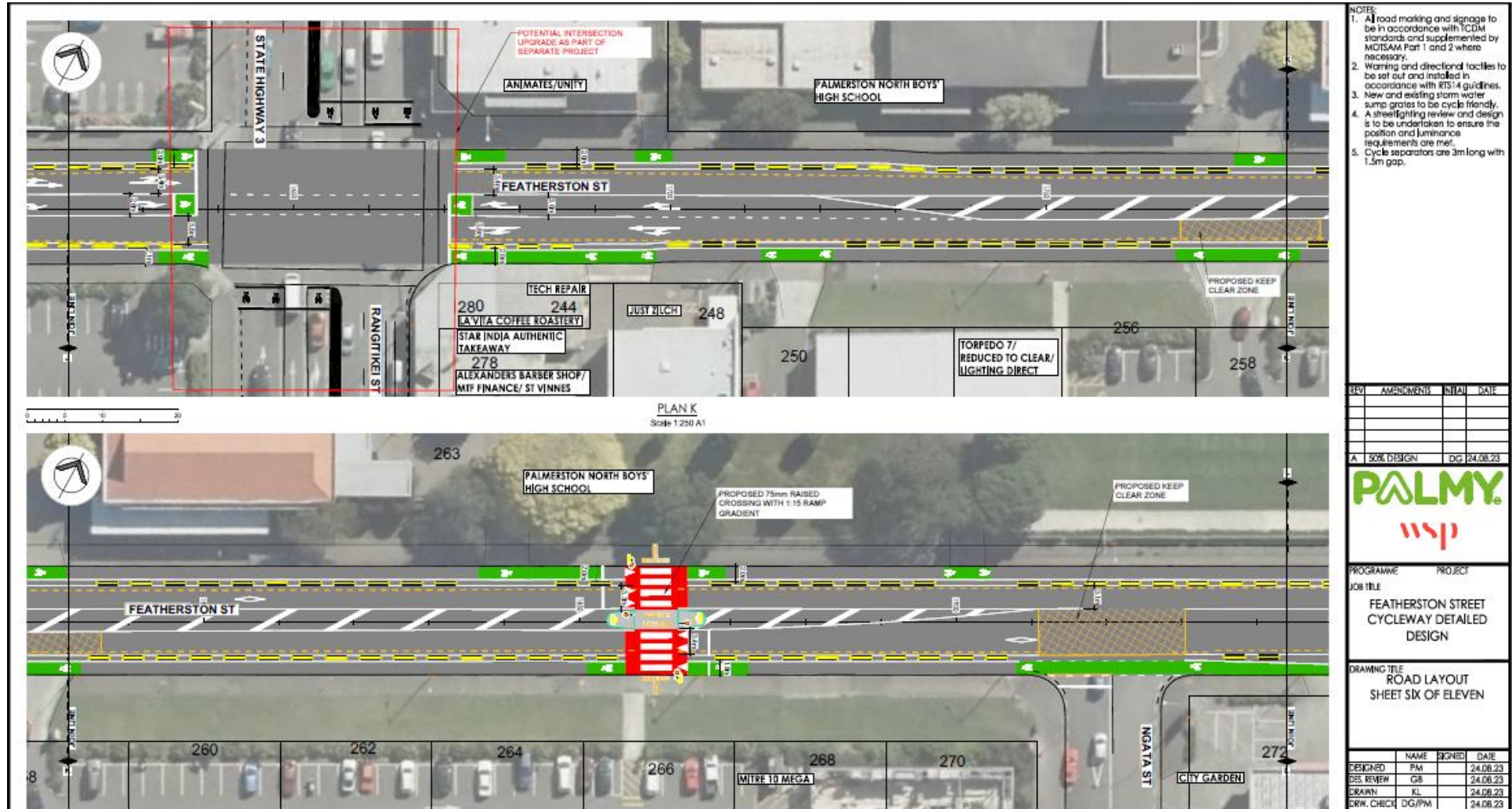
This programme sees us focus on cycling improvements that can be implemented quickly.

This will be installed by the end of June 2024.

Construction at later date

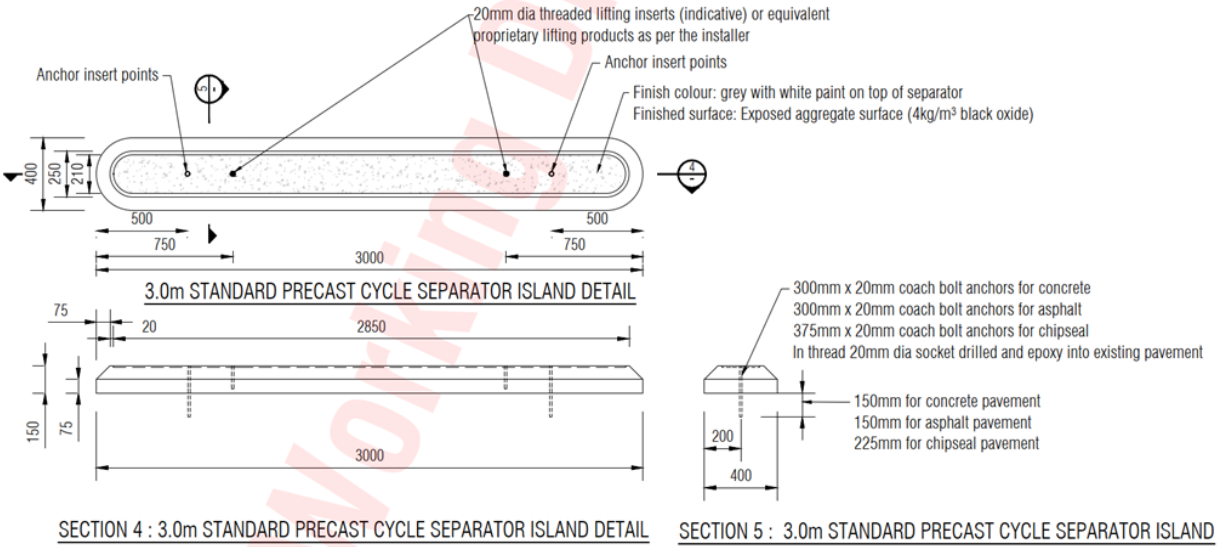
We're designing this stage at the same time as the rest of Featherston Street but construction will occur at a later date and be funded by Council.

Design for Featherston Street Cycleway



Cycleway Separators

Pre-cast concrete separators – **Cost \$1.17m**
– Botanical to Ruahine, installed



Rubber separators – **Cost \$1.21m** –
Botanical to Ruahine, installed



Reseal

Featherston Street pavement reseal
(Botanical to Ruahine)

Resealing the full width of Featherston Street:

- Approximately \$4.4m for AC without Pavement Rehab; estimate life of 20+ years
- Or approximately \$370k-\$970k for simple surface treatment; estimate life of 2-4+yrs

Resealing the cycleway only:

- Approximately \$1.25m for AC without Pavement Rehab; estimate life of 20-30+ years
- Or approximately \$235k-\$375k for a simple surface treatment; estimate life of 4-8+yrs



Stakeholder engagement, monitoring and evaluation

- At the 28 June meeting officers reported on measurements and modelling that informed the concept designs.
- In response to questions raised by Councillors at the time, officers have taken further measurements and carried out trials of a series of design elements.
- Officers are continuing to engage with schools, businesses and community organisations along Featherston Street.



Local Business Parking

We are continuing to engage with local businesses to find the best balance:



	CURRENT ON STREET PARKING (FEATHERSTON)	FUTURE ON STREET PARKING (FEATHERSTON)	DISTANCE TO NEAREST PARKING ON SIDE STREETS	REQUEST & SOLUTION (in bold italics; red italics show further investigation underway)
Botanical Shopping Centre	3 within 55m (plus 13 car parks on Botanical Road)	0	Immediate access to 13 car parks on Botanical Road	Loading zone <i>Use existing capacity on Botanical Road</i>
Takaro Sports Club	19	12		On street parking <i>On street parking provided on Featherston (the Club is happy with this outcome)</i>
Woodworker's Guild				<i>Has private off-street carpark</i>
OM Massage Therapy /St Oswalds				<i>Parking available in side street</i>
Merlene's Dairy	2 (plus 7 within 65m, plus capacity across the road)	2	Bryant St @ 65m Pascal St @ 100m	On street parking <i>2 car parks at store front. Further investigation underway for truck deliveries</i>
Caryards at 157-161				<i>Parking available in side street</i>

Local Business Parking



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Annie's Fastfood / Ka uri Central Medical / Central Pharmacy	5 (plus capacity across the road, as well as 15 private off-street car parks)	0 (15 private off-street car parks)	Bourke @ 30m (equivalent of 5 car parks within 60m of health centre); Waldegrave @ 75m	On street parking to meet peak demand Private off-street car park capacity of 15. Design options being considered to see safety effect if pedestrian crossing removed / reduced / replaced with refuge to create more space for on-street parking
Red Star Dance/ Beaver and Bear				Shares private off-street car park & parking on Campbell St and Aroha St. Often operates outside of school times
Botanical Laundry				Drive through access to remain Shares Bourke St entrance / parking
Piano Services / Anchor Barber Shop / Homebuild / Jewlz Beauty / Razak Sewing	2 on both sides of the pedestrian crossing	0	Lombard @ 30m Campbell @ 55m	Loading zone and parking Loading zone solution being investigated for Piano Services. Parking options directly in front are limited due to location of crossing and no space for indented bays

Local Business Parking



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Central Normal School	16 plus 5 on opposite side of Featherston	0 on the school side (retain 5 on opposite side of Featherston)	Immediate school gate access from Aroha St and Beresford St. Argyle St and Lombard St are <200m from the school gates, while Taonui is just over 220m	Keep as much parking as possible. Would like to see additional pick-up/drop-off zones <i>Change some Beresford St parking from P15 to drop off and pick ups. Additional drop off and pick ups on both Aroha and Beresford. Some time limited on Lombard St (6 x P60)</i>
Ebony Coffee / SFS Financial Solutions / Start Youth / Pool Centre	5	5	Taonui @ 55m	On street parking <i>Retaining 5 on street car parks, additional to private off street parking; plus time limited options on Lombard St (6 x p60)</i>
Sportsman / Mag & Turbo / JayCar / Office Products Depot				Removal of on-street parks to improve visibility. Wants to retain right hand access <i>Private off-street car park</i>
Palmerston North Boys' High	28 within 300m plus 20 on opposite side of Featherston	0, except 6 on opposite side of Featherston	Ngata St @ 80m Carroll St @ 190m North St @ 230m	Supports the project and design <i>Changes to off street car parking, potentially swapping Exit and Entrance gates; Trialling 'Keep Clear' box at Ngata St intersection; Parents will need use side street drop-off/pick-up locations (also people attending Speirs Centre events).</i>

Local Business Parking



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Rangitikei intersection businesses: Animates / Unity / Tech Repair / Star India / La'Vita / Alexander's Barber Shop / MTF Finance / St Vinnies	0 within 60m	0		Animates request loading zone <i>Animates has private off-street car park via Rangitikei Street. Property managers informed a loading zone does not fit on Featherston due to close proximity to intersection.</i>
Just Zilch	6 within 50m plus parking on opposite side of the street	0	Rangitikei @ 50m	Parking and access for delivery trucks <i>No additional loading zone proposed. Existing private off-street parking and alternate side street parking will be used.</i>
City Garden				<i>Small private off-street car-park. Property has been purchased and use will change.</i>
Trenton Mini Mart	3 within 20m	2 within 100m on same side of Featherston, plus 3 within 40m on opposite side of Featherston	North @ 50m	<i>Small private off-street car park</i>

Local Business Parking



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Troy Howard Motors / Suzuki Euro Cars	7	6	Direct access to Carroll St	On street parking <i>3 plus 3 car parks on Featherston, either side of Carroll St</i>
Rowan Law / Fish and Game				<i>Parking / entrance on Elizabeth St</i>
Cobbler	2 on same side, plus capacity on opposite side of Featherston	2 on same side of Featherston	Pirie St @ 55m Roy @ 65m	On street parking <i>2 car parks retained in front of business</i>
Yatai Restaurant / Kindercare				<i>Yatai closed, but both businesses have small private off-street carparks and use side streets</i>
Whitehead Chiropractic	6 plus capacity on opposite side of Featherston	4	Mere Mere @ 35m Durham Crescent @ 50m	On street parking <i>Consideration of time limited parks on Mere Mere St</i>

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Mork & Mindy's Takeaway	2	2 within 55m in one direction, plus 4 within 60m in other direction	Durham Cr @ 20m Alan St @ 40m	On street parking by chiropractor <i>Consider three P15s to be provided on Durham Crescent</i>
BayAudiology				<i>Small private off-street car-park plus parking available on Russell Street</i>
Flower Shop	2	2	Albert @ 20m	On street parking <i>Consider P15 option for Albert St</i>
Rixon Chiropractic Clinic				<i>Shares entrance with Heretaunga St</i>
Papaioea Park/Mobil				<i>Clear access remains</i>

Left hand turn lane and signal phasing

- We trialled the merging of the left hand turning and straight-ahead lanes on Featherston Street, on both the east and west approaches to Rangitikei Street (SH3).
- We also trialled changes to the signal phases to match the future use of the cycleway.
- Travelling east to west during the trial: Average queuing during peak periods to get to Ngata St was 5mins and 58secs; followed by an average 3.25 signal phases to get from Ngata St through the intersection.
- Travelling west to east during the trial: Average queuing during peak periods to get to Taonui St was 4mins 48secs; followed by an average 2.9 signal phases to get from Taonui St through the intersection.



Bus stops

- We trialled in-lane bus stops, where buses temporarily stop in the live traffic lane for boarding and alighting.
- Some drivers moved around the stationary bus rather than wait (this won't always be possible with the new layout).
- Buses on Featherston stop for between 1-15 seconds.
- During the trial an average of 4 cars queued behind the stationary bus.



Cycleway separators

- The cycleway separators are designed to allow resource recovery vehicles to straddle the barrier and operate within the cycleway.
- Fire, Police and Ambulance vehicles will be able to straddle the separators in an emergency.



Vehicle crossing clearways

- We are trialling vehicle crossing clearways at the entrance to McDonalds, Mitre10 and at the Ngata St intersection.
- So far the treatments appear to operate effectively, and we're not aware of any resulting crashes.
- Public feedback is so far split and we'll continue to assess how these operate and, at a later time, consider options for any changes.



Placemaking

- Work is ongoing with placemaking in the Streets for People section of Featherston Street, between Aroha and North.
- We're working with a cohort of people from the local community, developing small improvements in the streetscape that will make a big difference.



State Highway Intersection

- Waka Kotahi's plans for improvements to the Rangitikei / Feathertson intersection are ongoing.
- Waka Kotahi's preference is to create a raised table intersection.
- Costings and advise around the design options are currently with Waka Kotahi for review.
- This image shows an example of a raised table intersection in Christchurch.



Summerhill Drive Cycleway

- The new separated cycleway along Summerhill Drive is being 100% funded through Waka Kotahi's Transport Choices programme.
- It runs from Pacific Drive to Tennent Drive, connecting with the Manawatū River Pathway and He Ara Kotahi.
- The cycleway project must be completed by June 2024, when Waka Kotahi funding ends.



Feedback and questions?

