



PAPAIOEA
PALMERSTON
NORTH
CITY

PALMERSTON NORTH CITY COUNCIL

AGENDA

EXTRAORDINARY COUNCIL

1PM, WEDNESDAY 27 SEPTEMBER 2023

COUNCIL CHAMBER, FIRST FLOOR
CIVIC ADMINISTRATION BUILDING
32 THE SQUARE, PALMERSTON NORTH

MEMBERS

Grant Smith (Mayor)	
Debi Marshall-Lobb (Deputy Mayor)	
Mark Arnott	Leonie Hapeta
Brent Barrett	Lorna Johnson
Rachel Bowen	Billy Meehan
Vaughan Dennison	Orphée Mickalad
Lew Findlay (QSM)	Karen Naylor
Roly Fitzgerald	William Wood
Patrick Handcock	Kaydee Zabelin
(ONZM)	

AGENDA ITEMS, IF NOT ATTACHED, CAN BE VIEWED AT

pncc.govt.nz | Civic Administration Building, 32 The Square
City Library | Ashhurst Community Library | Linton Library

Waid Crockett

Chief Executive | PALMERSTON NORTH CITY COUNCIL

Te Marae o Hine | 32 The Square
Private Bag 11034 | Palmerston North 4442 | New Zealand
pncc.govt.nz

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PALMERSTON
NORTH
CITY

EXTRAORDINARY COUNCIL MEETING

27 September 2023

MEETING NOTICE

Pursuant to Clause 22 of Schedule 7 of the Local Government Act 2002, I hereby requisition an extraordinary meeting of the Council to be held at 1.00pm on Wednesday, 27 September 2023 in the Council Chamber, first floor, Civic Administration Building, 32 The Square, Palmerston North, to consider the business stated below.



MAYOR

ORDER OF BUSINESS

1. **Karakia Timatanga**

2. **Apologies**

3. **Notification of Additional Items**

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson's explanation that specified item(s), which do not

appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed.

Any additions in accordance with Section 46A(7) must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

Any additions in accordance with Section 46A(7A) may be received or referred to a subsequent meeting for further discussion. No resolution, decision or recommendation can be made in respect of a minor item.

4. Declarations of Interest (if any)

Members are reminded of their duty to give a general notice of any interest of items to be considered on this agenda and the need to declare these interests.

5. Public Comment

To receive comments from members of the public on matters specified on this Agenda or, if time permits, on other Committee matters.

(NOTE: If the Committee wishes to consider or discuss any issue raised that is not specified on the Agenda, other than to receive the comment made or refer it to the Chief Executive, then a resolution will need to be made.)

REPORTS

6. Featherston Street Cycleway Update

Page 7

Memorandum, presented by Bryce Hosking, Acting Group Manager - Transport and Development, and Michael Bridge, Service Manager - Active Transport.

7. Karakia Whakamutunga

8. Exclusion of Public

To be moved:

"That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.

Also that the persons listed below be permitted to remain after the public has been excluded for the reasons stated.

[Add Third Parties], because of their knowledge and ability to assist the meeting in speaking to their report/s [or other matters as specified] and answering questions, noting that such person/s will be present at the meeting only for the items that relate to their respective report/s [or matters as specified].

MEMORANDUM

TO: Council

MEETING DATE: 27 September 2023

TITLE: Featherston Street Cycleway Update

PRESENTED BY: Bryce Hosking, Acting Group Manager - Transport and Development, and Michael Bridge, Service Manager - Active Transport

APPROVED BY: Chris Dyhrberg, Chief Infrastructure Officer

RECOMMENDATIONS TO COUNCIL

1. That Council endorse the detailed design for the Featherston Street cycleway (including pedestrian crossings) project (Attachment 1) and support these being submitted to Waka Kotahi for design approval.
 2. That Council note the public feedback that was received from the trials that were undertaken for various elements of the Featherston Street Cycleway project.
-

1. ISSUE

- 1.1 The report titled 'Featherston Street Cycleway Update' was presented to Council on 28 June 2023, presenting options for implementing a separated cycleway on Featherston Street. Subsequently Council resolved:
 1. *That Council endorse the preferred cycleway option to be implemented on Featherston Street to be Option 1: a separated uni-directional cycleway on each side of the road.*
 2. *That Council note that with either option, the design of pedestrian crossings will be worked on alongside the cycleway development. Final locations for pedestrian crossings will be part of detailed design, that will be presented to Council for approval later this year.*
 3. *That Council note that several trials are proposed to be undertaken for various elements of the overall project. Public feedback from these trials will be brought back to Council for consideration alongside the final design and tender award.*
- 1.2 The detailed designs have been progressed and now need to be endorsed by Council prior to being submitted to Waka Kotahi for approval as a per the funding arrangement.

- 1.3 This report seeks endorsement of the detailed design and presents the public feedback from the trials that were undertaken on Featherston Street.

2. BACKGROUND

- 2.1 The report titled 'Featherston Street Cycleway Update' was presented to Council on 28 June 2023, presenting options for implementing a separated cycleway on Featherston Street.
- 2.2 A workshop was held on 13 September 2023 which presented the work in progress detailed designs for initial Council feedback.

3. DETAILED DESIGN

- 3.1 The detailed designs for the various elements of Featherston Street have been progressed and now need to be endorsed by Council prior to being submitted to Waka Kotahi on 29 September 2023. These are attached as Attachment 1.
- 3.2 For context, the detailed designs being submitted to Waka Kotahi on 29 September 2023 will show more construction-level detail, taking the design from where it is now, to showing 3D elevations and gradients. The layout and 2D format presented in this report is not planned to change substantially.
- 3.3 A Safe System Audit was conducted for the cycleway design. These audits are a standard requirement for Waka Kotahi funded infrastructure projects. The audit aims to identify gaps in overall safety for all road users including vehicles, motorcycles and active modes. The Featherston Street audit conducted by an independent consultant made overall comments on minor design changes, however no major flaws were identified. The audit also includes a Safe System Assessment which assigns a probability and severity score for a variety of crash types including, but not limited to head-on crashes, intersection crashes and cyclist and pedestrian crashes. From a Road Safety perspective, the proposed design is significantly safer than the existing scenario. This is due to the fact that the highest overall crash risk on the corridor is associated with cyclists, which this design aims to address.
- 3.4 In addition to the attached, some points of note are below.

Cycleway Separators

- 3.5 The cycleway separators are designed to allow resource recovery vehicles to straddle the barrier and operate within the cycleway, along with Emergency Service vehicles in an emergency (see figure 1).

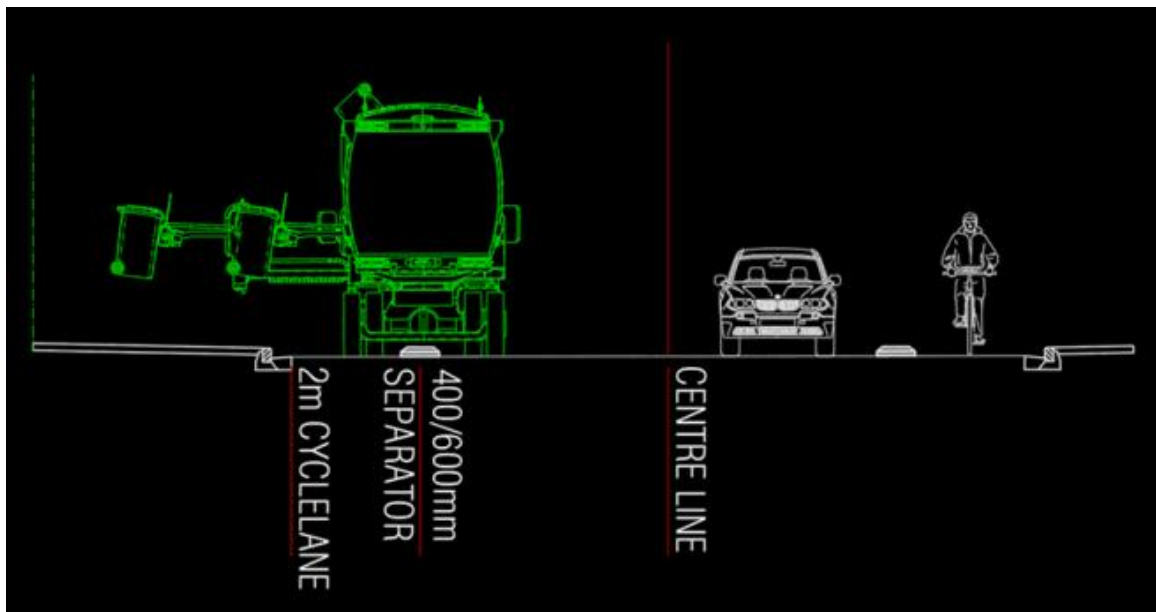


Figure 1: Cycleway Separators

- 3.6 Whilst this is not an optimum solution, it is acceptable from a road safety and operational perspective. This solution has been successfully utilised in other centres around Aotearoa.

Placemaking

- 3.7 Work is ongoing with placemaking in the Streets for People section of Featherston Street, between Aroha and North.
- 3.8 Officers continue to work with a variety of people from the local community, developing small improvements in the streetscape that will make a big difference.

State Highway Intersection

- 3.9 Waka Kotahi's plans for improvements to the Rangitikei/Featherston intersection are ongoing, however, they have expressed a preference to create a raised table intersection.
- 3.10 Design options are being investigated by Waka Kotahi at present.

Local Business Parking

- 3.11 Officers continue to work with the local businesses to find the best on-street parking balance. A summary of the parking changes in the design are attached as Attachment 2.

4. PUBLIC FEEDBACK FROM THE TRIALS

4.1 The trials undertaken can be split into three categories:

- Left-hand-turn lanes and signal phasing.
- Bus stops; and
- Vehicle crossing clearways.

4.2 Attachment 3 contains an overview of the public feedback to these trials, as well as the verbatim comments. Details of the public feedback and a summary of the trials and key observations from these are noted below.

Left-Hand-Turn Lane and Signal Phasing

4.3 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).

4.4 We also trialled changes to the signal phases to match the future use of the cycleway.

4.5 The maximum speed was reduced to 30km/h through the area during the trial.

4.6 Travelling east to west during the trial took an average 3.25 signal phases to get from Ngata Street through the intersection, compared with 2.8 signal phases outside of the trial.

4.7 Travelling west to east during the trial took an average 2.9 signal phases to get from Taonui Street through the intersection, compared with 2.2 signal phases outside of the trial.

4.8 Waka Kotahi consider that the effect on the operation of the intersection during the trial was 'less than minor'.

Bus Stops

4.9 We trialled in-lane bus stops, where buses temporarily stop in the live traffic lane for boarding and alighting.

4.10 Some drivers moved safely around the stationary bus rather than wait when there was no on-coming traffic (this will not always be possible with the new layout).

4.11 Buses on Featherston Street stop for an average of between 1 and 15 seconds.

4.12 We trialled having the bus stationary for between 15 and 60 seconds.

4.13 During the trial, an average of 4 cars queued behind the stationary bus.

Vehicle Crossing Clearways

- 4.14 We are trialling vehicle crossing clearways at the entrance to McDonalds, Mitre10 and at the Ngata Street intersection.
- 4.15 So far, the treatments appear to operate effectively, and we are not aware of any resulting crashes.
- 4.16 Officers will continue to assess how the treatments operate and, at a future point, consider options for any changes.

5. NEXT STEPS

- 5.1 Submit the current detailed designs to Waka Kotahi by 29 September 2023 to ensure the funding deadline is met.
- 5.2 Continue to work through the final details of the design and to complete the construction designs in conjunction with commencing the procurement process for a delivery contractor.
- 5.3 Council to award a tender for the construction of the project.

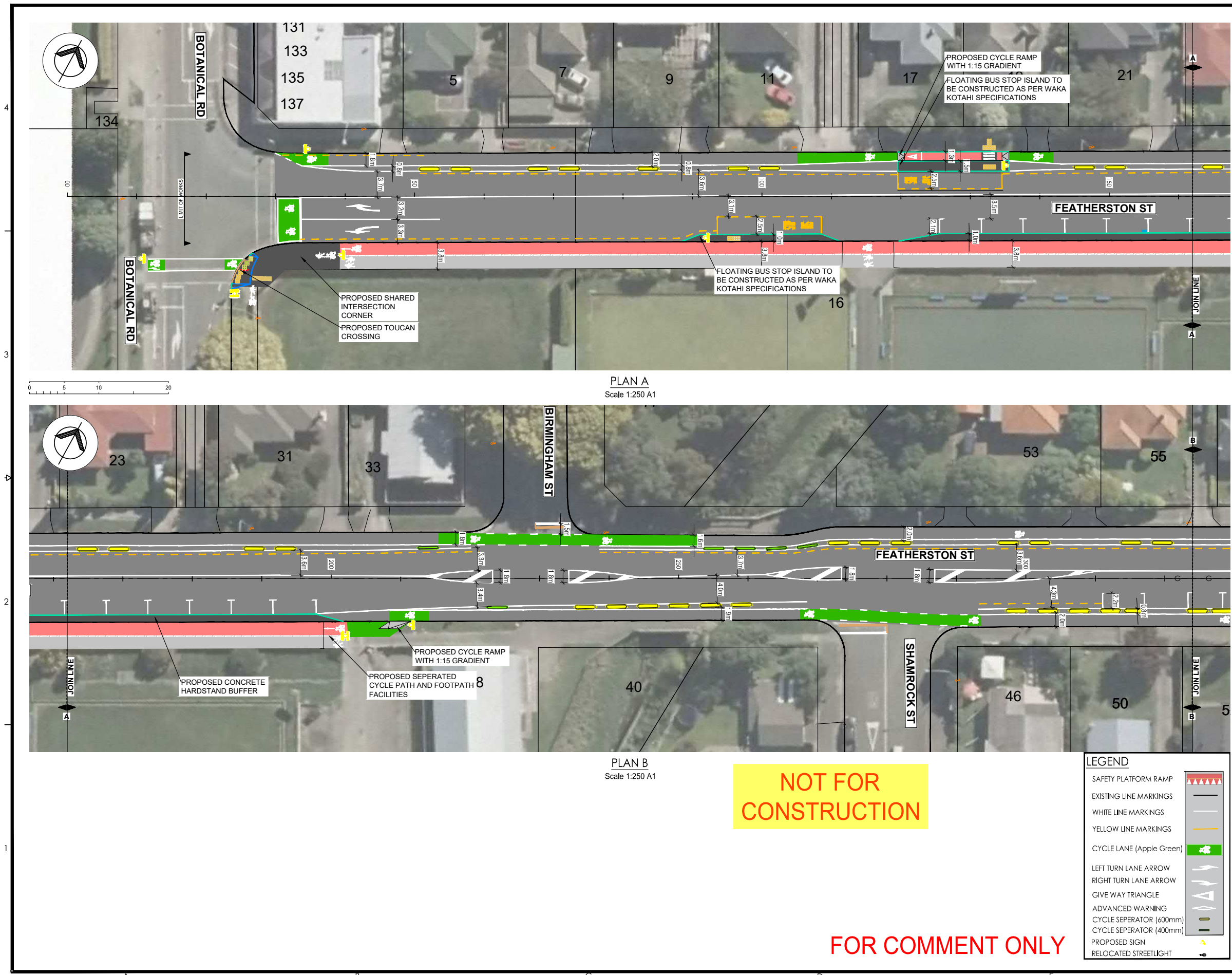
6. COMPLIANCE AND ADMINISTRATION

Does the Council have delegated authority to decide?	Yes
Are the decisions significant?	No
If they are significant do, they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these actions?	Yes
Are the recommendations inconsistent with any of Council's policies or plans?	No
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Prioritise active transport programmes that deliver on the Council goals, the purpose of this plan and the Government Policy Statement on Transport.	
Contribution to strategic direction and to social, economic,	Waka Kotahi's 'Transport Choices' and 'Streets for People' programmes aim to create liveable cities through mode shift and creation of low carbon transport choices. Our project aims to improve environmental and social wellbeing, reduce

environmental, and cultural well-being	transport carbon emissions, and provide safe, connected and networked active transport choices for our community.
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ATTACHMENTS

1. Detailed Design [↓](#) 
2. Featherston Street business parking [↓](#) 
3. Trial Engagement Summary [↓](#) 



- NOTES:
1. All road marking and signage to be in accordance with TCDM standards and supplemented by MOTSAM Part 1 and 2 where necessary.
 2. Warning and directional facilities to be set out and installed in accordance with RTS14 guidelines.
 3. New and existing storm water sump grates to be cycle friendly.
 4. A streetlighting review and design is to be undertaken to ensure the position and luminance requirements are met.
 5. Cycle separators are 3m long with 1.5m gap.

REV	AMENDMENTS	INITIAL	DATE
A	50% DESIGN	DG	24.08.23



PROGRAMME	PROJECT
JOB TITLE	FEATHERSTON STREET CYCLEWAY DETAILED DESIGN

DRAWING TITLE	ROAD LAYOUT SHEET ONE OF ELEVEN
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	NAME	SIGNED	DATE
DESIGNED	PM		24.08.23
DES. REVIEW	GB		24.08.23
DRAWN	KL		24.08.23
DRW. CHECK	DG/PM		24.08.23

APPROVED FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

HAMISH FEATONBY - GROUP MAN. - TRANSPORT & DEV

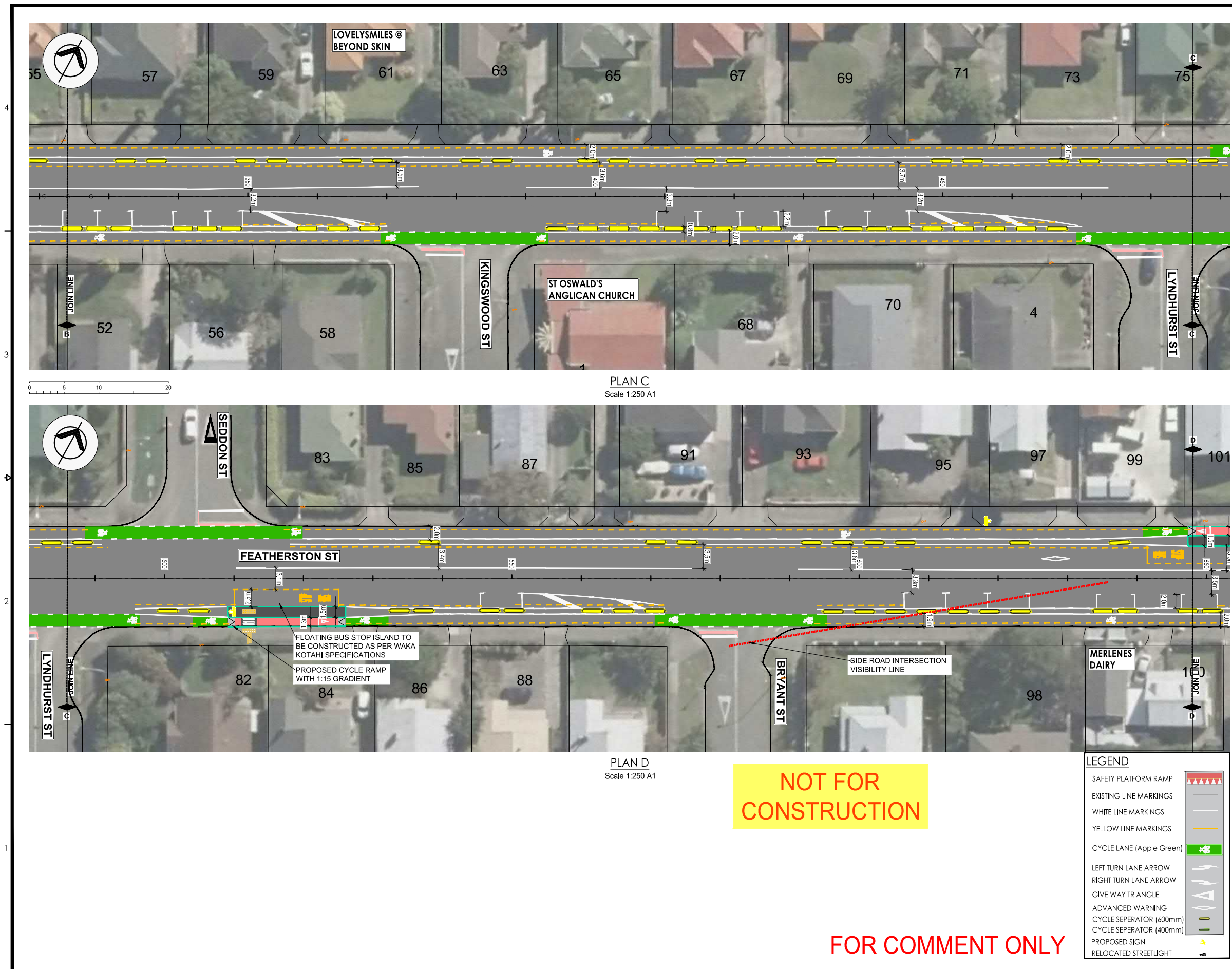
STUART CARTWRIGHT - CHIEF ENGINEER - APPROVED

SCALES	A1 1:250	A3 1:500
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PNCC No. 6365

CONSULTANT No. 5-P1569.DD

DATE	DRAWING No.	REVISION
24.08.23	C30	A



- NOTES:
1. All road marking and signage to be in accordance with TCDM standards and supplemented by MOTSAM Part 1 and 2 where necessary.
 2. Warning and directional facilities to be set out and installed in accordance with RTS14 guidelines.
 3. New and existing storm water sump grates to be cycle friendly.
 4. A streetlighting review and design is to be undertaken to ensure the position and luminance requirements are met.
 5. Cycle separators are 3m long with 1.5m gap.

REV	AMENDMENTS	INITIAL	DATE
B	50% DESIGN	DG	09.23
A	50% DESIGN	DG	24.08.23



PROGRAMME	PROJECT
JOB TITLE	FEATHERSTON STREET CYCLEWAY DETAILED DESIGN

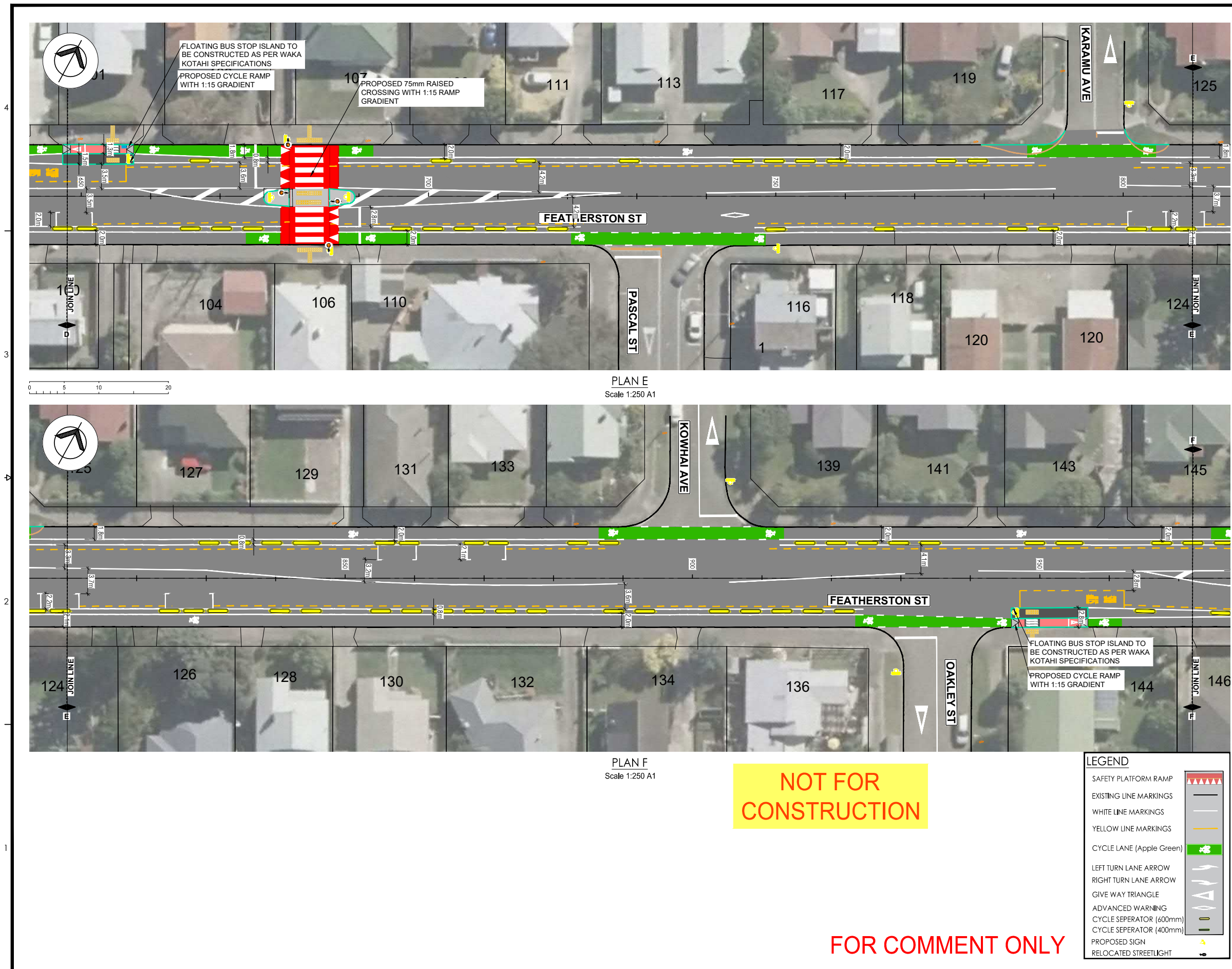
DRAWING TITLE	ROAD LAYOUT SHEET TWO OF ELEVEN
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DESIGNED	PM		09.23
DES. REVIEW	GB		09.23
DRAWN	KL		09.23
DRW. CHECK	DG/PM		09.23

APPROVED FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

HAMISH FEATONBY - GROUP MAN. - TRANSPORT & DEV
STUART CARTWRIGHT - CHIEF ENGINEER - APPROVED

SCALES	A1 1:250	A3 1:500
PNCC No.	6365	
CONSULTANT No.	5-P1569.DD	
DATE	DRAWING No.	REVISION
22.09.23	C31	B



- NOTES:
1. All road marking and signage to be in accordance with TCDM standards and supplemented by MOTSAM Part 1 and 2 where necessary.
 2. Warning and directional facilities to be set out and installed in accordance with RTS14 guidelines.
 3. New and existing storm water sump grates to be cycle friendly.
 4. A streetlighting review and design is to be undertaken to ensure the position and luminance requirements are met.
 5. Cycle separators are 3m long with 1.5m gap.

REV	AMENDMENTS	INITIAL	DATE
A	50% DESIGN	DG	24.08.23



PROGRAMME	PROJECT
JOB TITLE	FEATHERSTON STREET CYCLEWAY DETAILED DESIGN

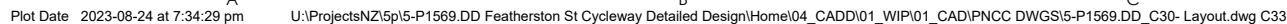
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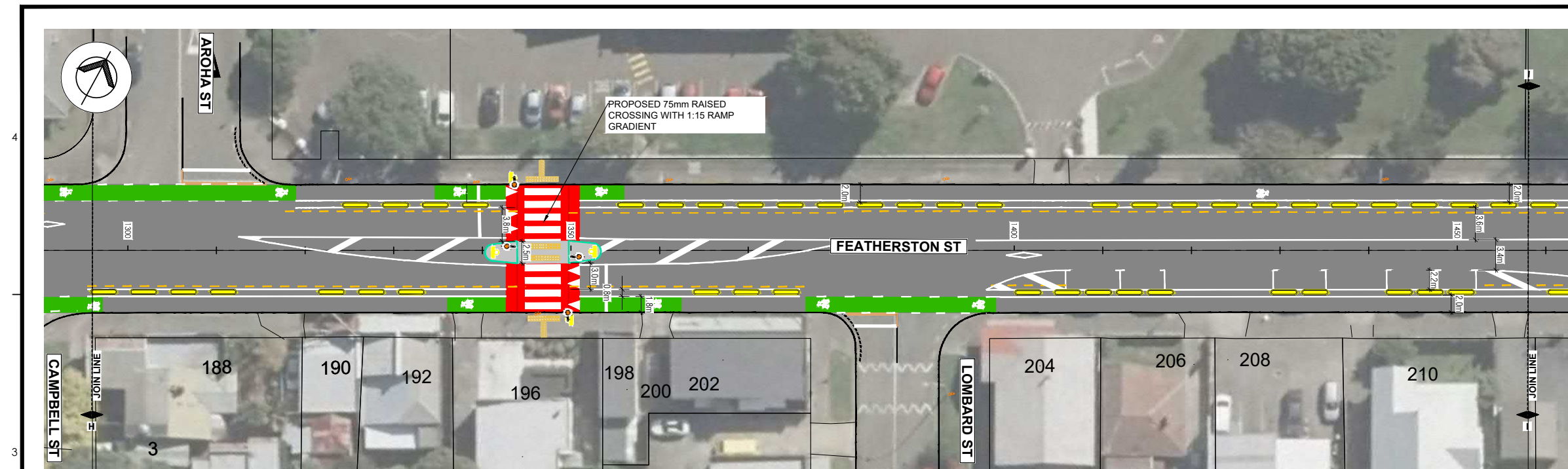
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DESIGNED	PM		24.08.23
DES. REVIEW	GB		24.08.23
DRAWN	KL		24.08.23
DRW. CHECK	DG/PM		24.08.23

APPROVED	
FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

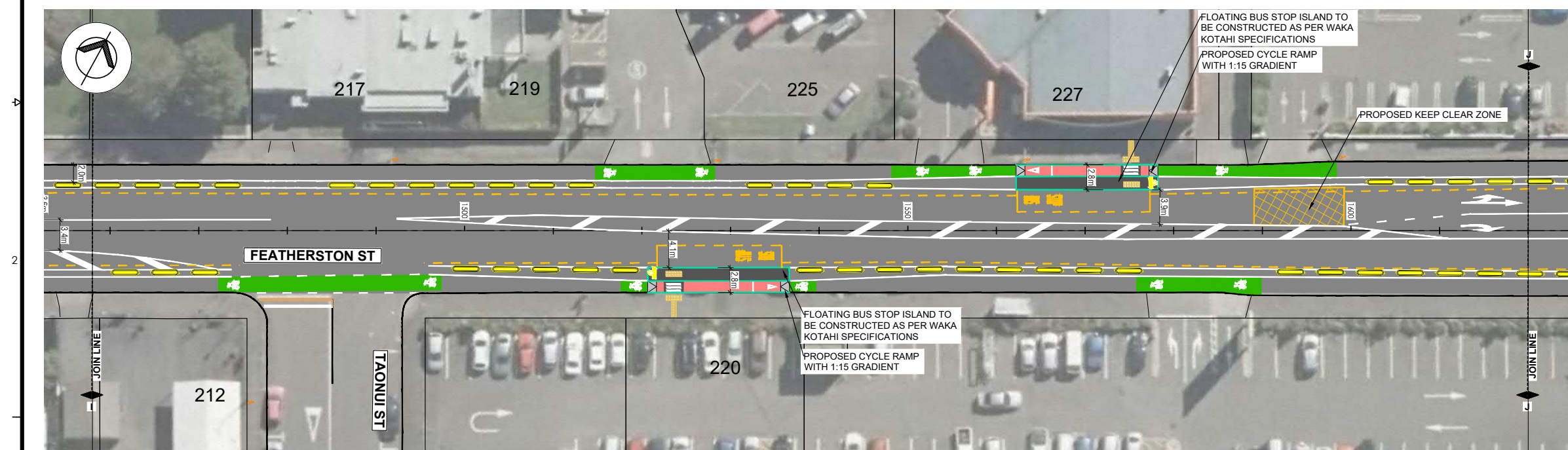
HAMISH FEATONBY - GROUP MAN. - TRANSPORT & DEV
STUART CARTWRIGHT - CHIEF ENGINEER - APPROVED

SCALES	A1 1:250	A3 1:500
PNCC No.	6365	
CONSULTANT No.	5-P1569.DD	
DATE	DRAWING No.	REVISION
24.08.23	C32	A





PLAN I
Scale 1:250 A1



PLAN J
Scale 1:250 A1

NOT FOR
CONSTRUCTION

FOR COMMENT ONLY

- NOTES:**
1. All road marking and signage to be in accordance with TCDM standards and supplemented by MOTSA Part 1 and 2 where necessary.
 2. Warning and directional **tactiles** to be set out and **installed** in accordance with RTS14 guidelines.
 3. New and existing storm water sump grates to be **cycle friendly**.
 4. A streetlighting review and design is to be undertaken to ensure the position and luminance requirements are met.
 5. Cycle separators are 3m long with 1.5m gap.

REV	AMENDMENTS	INITIAL	DATE
A	50% DESIGN	DG	24.08.23



PROGRAMME	PROJECT
JOB TITLE	
FEATHERSTON STREET CYCLEWAY DETAILED DESIGN	

DRAWING TITLE
ROAD LAYOUT
SHEET FIVE OF ELEVEN

	NAME	SIGNED	DATE
DESIGNED	PM		24.08.23
DES. REVIEW	GB		24.08.23
DRAWN	KL		24.08.23
DRW. CHECK	DG/PM		24.08.23

APPROVED	
FOR TENDER	
DATE	SIGNED

FOR CONSTRUCTION	
DATE	SIGNED

HAMISH FEATONBY - GROUP MAN. - TRANSPORT & DEV

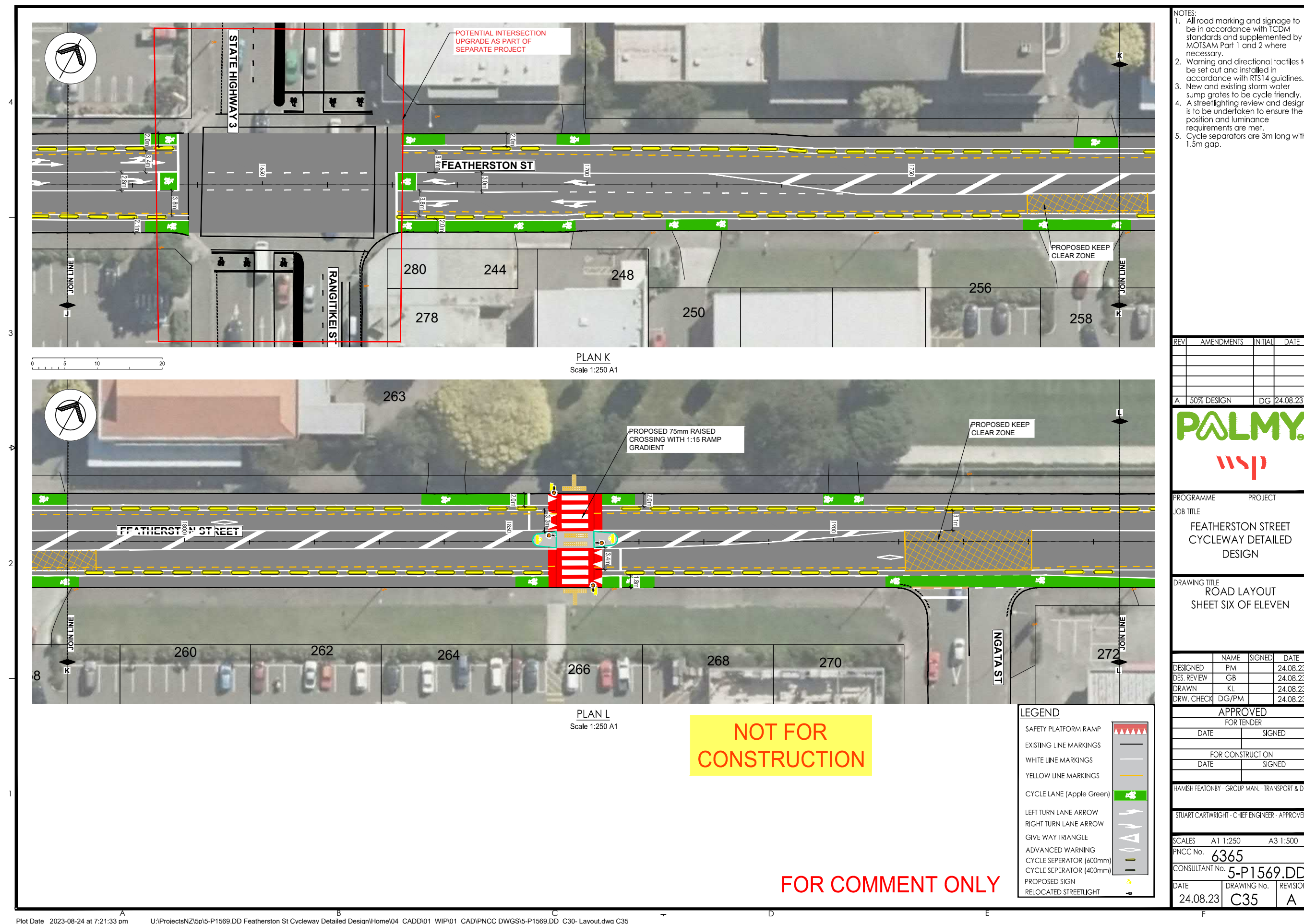
STUART CARTWRIGHT - CHIEF ENGINEER - APPROVED

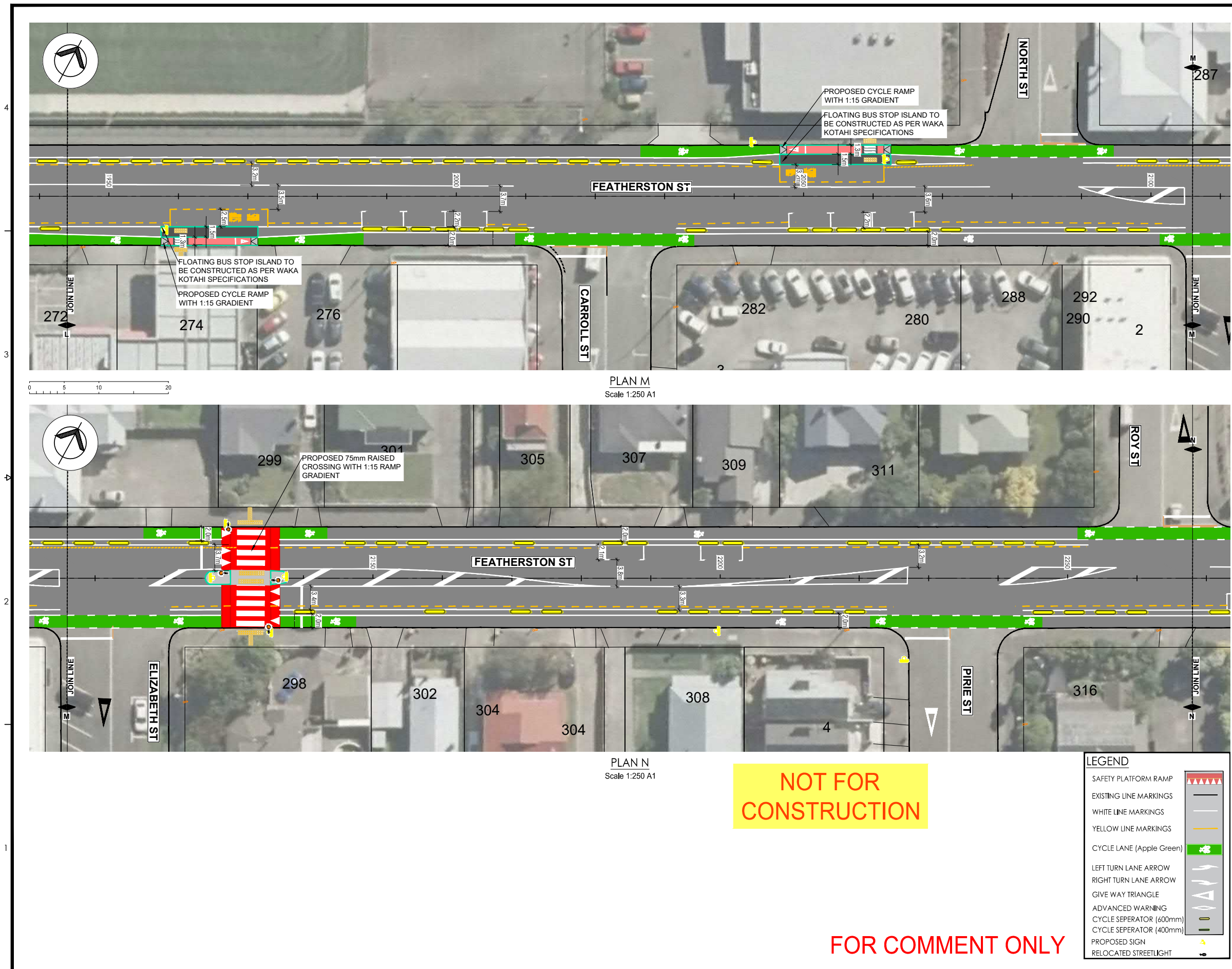
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PNCC No. 6365

CONSULTANT No. 5-P1569-DD

DATE	DRAWING No.	REVISION
24.08.23	C34	A





- NOTES:
1. All road marking and signage to be in accordance with TCDM standards and supplemented by MOTSAM Part 1 and 2 where necessary.
 2. Warning and directional facilities to be set out and installed in accordance with RTS14 guidelines.
 3. New and existing storm water sump grates to be cycle friendly.
 4. A streetlighting review and design is to be undertaken to ensure the position and luminance requirements are met.
 5. Cycle separators are 3m long with 1.5m gap.

REV	AMENDMENTS	INITIAL	DATE
A	50% DESIGN	DG	24.08.23



PROGRAMME	PROJECT
JOB TITLE	FEATHERSTON STREET CYCLEWAY DETAILED DESIGN

DRAWING TITLE
ROAD LAYOUT SHEET SEVEN OF ELEVEN

	NAME	SIGNED	DATE
DESIGNED	PM		24.08.23
DES. REVIEW	GB		24.08.23
DRAWN	KL		24.08.23
DRW. CHECK	DG/PM		24.08.23

APPROVED FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

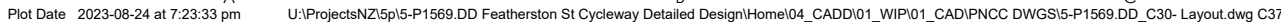
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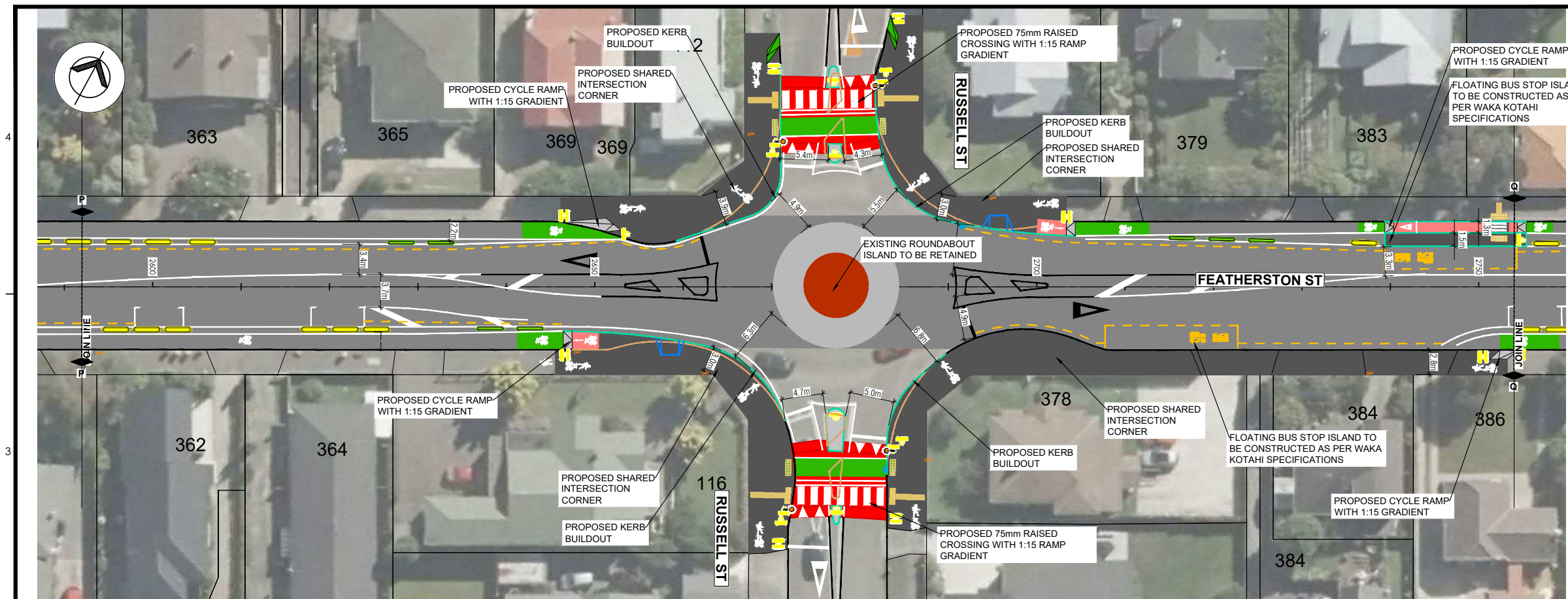
STUART CARTWRIGHT - CHIEF ENGINEER - APPROVED

SCALES	A1 1:250	A3 1:500
PNCC No.	6365	
CONSULTANT No.	5-P1569.DD	
DATE	DRAWING No.	REVISION
24.08.23	C36	A

NOT FOR CONSTRUCTION

FOR COMMENT ONLY





PLAN Q
Scale 1:250 A1

- NOTES:
1. All road marking and signage to be in accordance with TCDM standards and supplemented by MOTSAM Part 1 and 2 where necessary.
 2. Warning and directional facilities to be set out and installed in accordance with RTS14 guidelines.
 3. New and existing storm water sump grates to be cycle friendly.
 4. A streetlighting review and design is to be undertaken to ensure the position and luminance requirements are met.
 5. Cycle separators are 3m long with 1.5m gap.

REV	AMENDMENTS	INITIAL	DATE
A	50% DESIGN	DG	24.08.23



PROGRAMME	PROJECT
JOB TITLE	FEATHERSTON STREET CYCLEWAY DETAILED DESIGN

DRAWING TITLE
ROAD LAYOUT SHEET NINE OF ELEVEN

	NAME	SIGNED	DATE
DESIGNED	PM		24.08.23
DES. REVIEW	GB		24.08.23
DRAWN	KL		24.08.23
DRW. CHECK	DG/PM		24.08.23

APPROVED	
FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

HAMISH FEATONBY - GROUP MAN. - TRANSPORT & DEV

STUART CARTWRIGHT - CHIEF ENGINEER - APPROVED

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PNCC No. 6365

CONSULTANT No. 5-P1569.DD

DATE	DRAWING No.	REVISION
24.08.23	C38	A

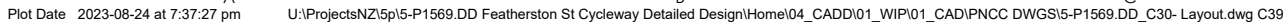


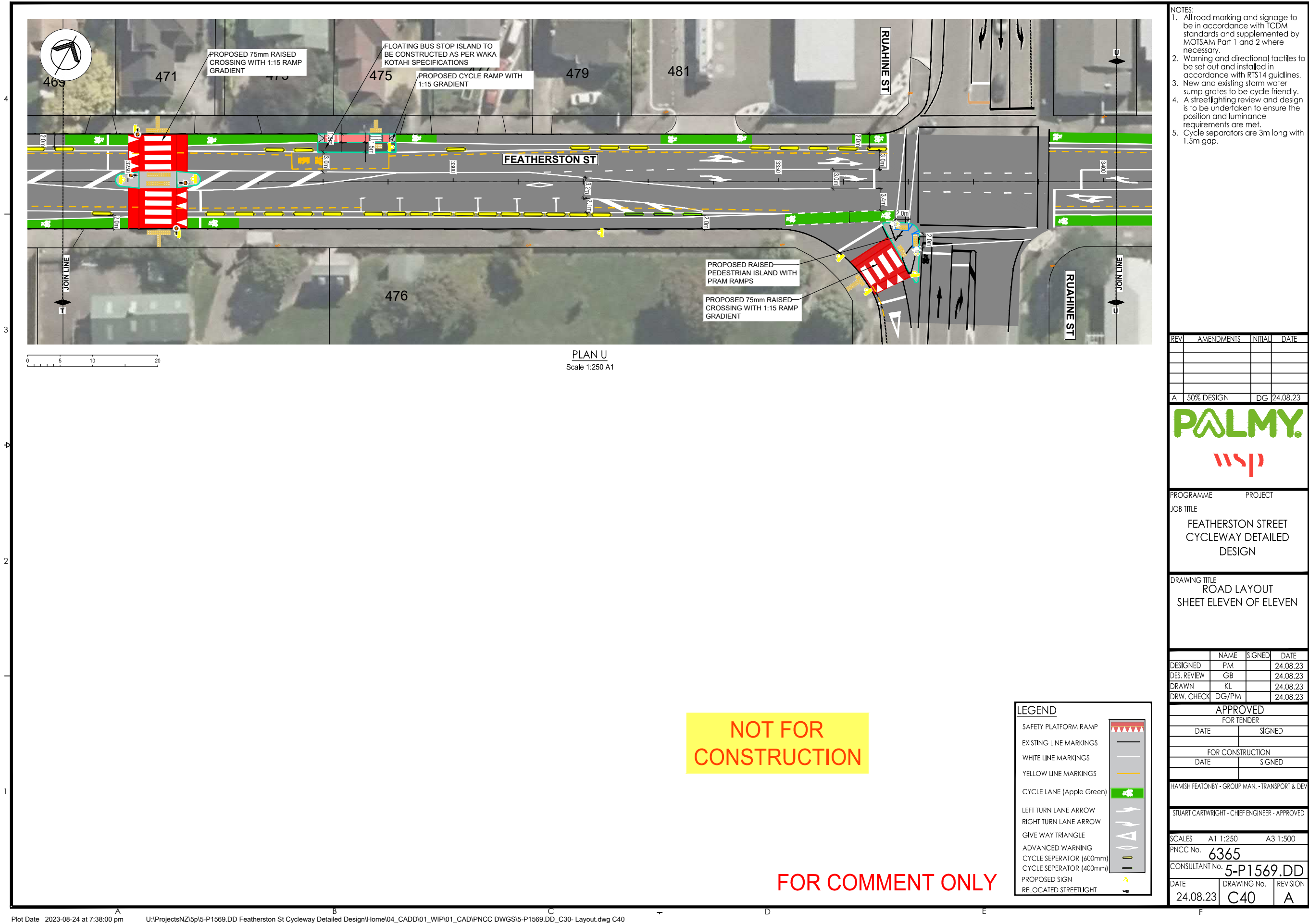
PLAN R
Scale 1:250 A1

NOT FOR
CONSTRUCTION

FOR COMMENT ONLY

LEGEND	
SAFETY PLATFORM RAMP	
EXISTING LINE MARKINGS	
WHITE LINE MARKINGS	
YELLOW LINE MARKINGS	
CYCLE LANE (Apple Green)	
LEFT TURN LANE ARROW	
RIGHT TURN LANE ARROW	
GIVE WAY TRIANGLE	
ADVANCED WARNING	
CYCLE SEPARATOR (600mm)	
CYCLE SEPARATOR (400mm)	
PROPOSED SIGN	
RELOCATED STREETLIGHT	





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 <i>(in bold italics)</i>
Botanical Shopping Centre	3 within 55m (plus 13 car parks on Botanical)	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 Street (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 plus loading zone	Bryant St @ 65m Pascal St @ 100m	On street parking <i>2 car parks at store front plus additional loading zone capacity being arranged</i>

	CURRENT ON STREET PARKING (FEATHERSTON)	FUTURE ON STREET PARKING (FEATHERSTON)	DISTANCE TO NEAREST PARKING ON SIDE STREETS	REQUEST & SOLUTION (in bold italics)
Car yards at 157-161				<i>Parking available in side street</i>
Annie's Fastfood / Kauri Central Medical / Central Pharmacy	5 on-street and 15 private off-street (plus capacity across the road)	0 on-street and 15 private off-street	Bourke St @ 30m (equivalent of 5 car parks within 60m of health centre); Waldegrave St @ 75m	On street parking to meet peak demand <i>Private off-street car capacity of 15 plus parking in Bourke Street</i>
Red Star Dance / Beaver and Bear				<i>Shares private off-street car park plus parking on Campbell St and Aroha St (often operates outside of school times)</i>
Botanical Laundry				Drive through access to remain <i>Shares Bourke St entrance / parking</i>
Piano Services / Anchor Barber Shop / Homebuild / Jewlz Beauty / Razak Sewing	2 on both sides of the pedestrian crossing	0	Lombard St @ 30m Campbell St @ 55m	Loading zone and parking <i>Loading / unloading option being arranged with Piano Services</i>

	CURRENT ON STREET PARKING (FEATHERSTON)	FUTURE ON STREET PARKING (FEATHERSTON)	DISTANCE TO NEAREST PARKING ON SIDE STREETS	REQUEST & SOLUTION (in bold italics)
Central Normal School	16 plus 5 on opposite side of Featherston St	0 on the school side (retain 5 on opposite side of Featherston St)	Immediate school gate access from Aroha St and Beresford St. Argyle St and Lombard St are <200m from the school gates, while Taonui St 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 St and Beresford St. Some time limited on Lombard St (6 x P60)</i>
Ebony Coffee / SFS Financial Solutions / Start Youth / Pool Centre	5	5	Taonui St @ 55m	On street parking <i>Retaining 5 on street car parks, additional to private off street parking; plus time limited options to Lombard St (6 x P60)</i>
Sportsman / Mag & Turbo / JayCar / Office Products Depot				Removal of on-street parking to improve visibility. Retain right hand turn access. <i>Private off-street car park</i>
Rangitikei intersection businesses: Animates / Unity / Tech Repair / Star India / La'Vita /	0 within 60m	0		Animates request loading zone <i>Animates has private off-street car park via Rangitikei Street. Property Managers</i>

	CURRENT ON STREET PARKING (FEATHERSTON)	FUTURE ON STREET PARKING (FEATHERSTON)	DISTANCE TO NEAREST PARKING ON SIDE STREETS	REQUEST & SOLUTION (in bold italics)
Alexander's Barber Shop / MTF Finance / St Vinnies				<i>informed a loading zone cannot fit on Featherston St due to proximity to intersection</i>
Just Zilch	6 within 50m plus parking on opposite side of the street	0	Rangitikei St @ 50m	Parking and access for delivery trucks <i>No additional loading zone proposed. Existing private off-street parking and alternate Rangitikei St parking</i>
Palmerston North Boys' High School	28 within 300m plus 20 on opposite side of Featherston St	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 to use side street drop-off/pick-up locations (also people attending Speirs Centre events)</i>
City Garden				<i>Small private off-street car park. Property has been purchased and use will change.</i>

	CURRENT ON STREET PARKING (FEATHERSTON)	FUTURE ON STREET PARKING (FEATHERSTON)	DISTANCE TO NEAREST PARKING ON SIDE STREETS	REQUEST & SOLUTION (in bold italics)
Trenton Mini Mart	3 within 20m	2 within 100m on same side of Featherston St, plus 3 within 40m on opposite side of Featherston St	North St @ 50m	<i>Private off-street car park</i>
Troy Howard Motors / Suzuki Euro Cars	7	6	Direct access to Carroll St	On street parking <i>3 plus 3 car parks on Featherston St, 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 St	2 on same side of Featherston	Pirie St @ 55m Roy St @ 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>

	CURRENT ON STREET PARKING (FEATHERSTON)	FUTURE ON STREET PARKING (FEATHERSTON)	DISTANCE TO NEAREST PARKING ON SIDE STREETS	REQUEST & SOLUTION <i>(in bold italics)</i>
Whitehead Chiropractic	6 plus capacity on opposite side of Featherston St	4	Mere Mere St @ 35m Durham Crescent @ 50m	On street parking <i>Consideration of time limited parks on Mere Mere St</i>
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>
Bay Audiology				<i>Small private off-street car park plus parking available on Russell Street</i>
Flower Shop	2	2	Albert St @ 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 retained</i>

SIDE STREET PARKING

The following layouts show proposed changes to time limited parking on key side streets affected by the removal of on-street parking on Featherston St:



Annie's Takeaway / Central Pharmacy / Kauri Central Healthcare



Central Normal School / Piano Services / Anchor Barber Shop / Homebuild / Jewlz Beauty / Razak Sewing / Ebony Coffee / SFS Financial Solutions / Start Youth / Pool Centre



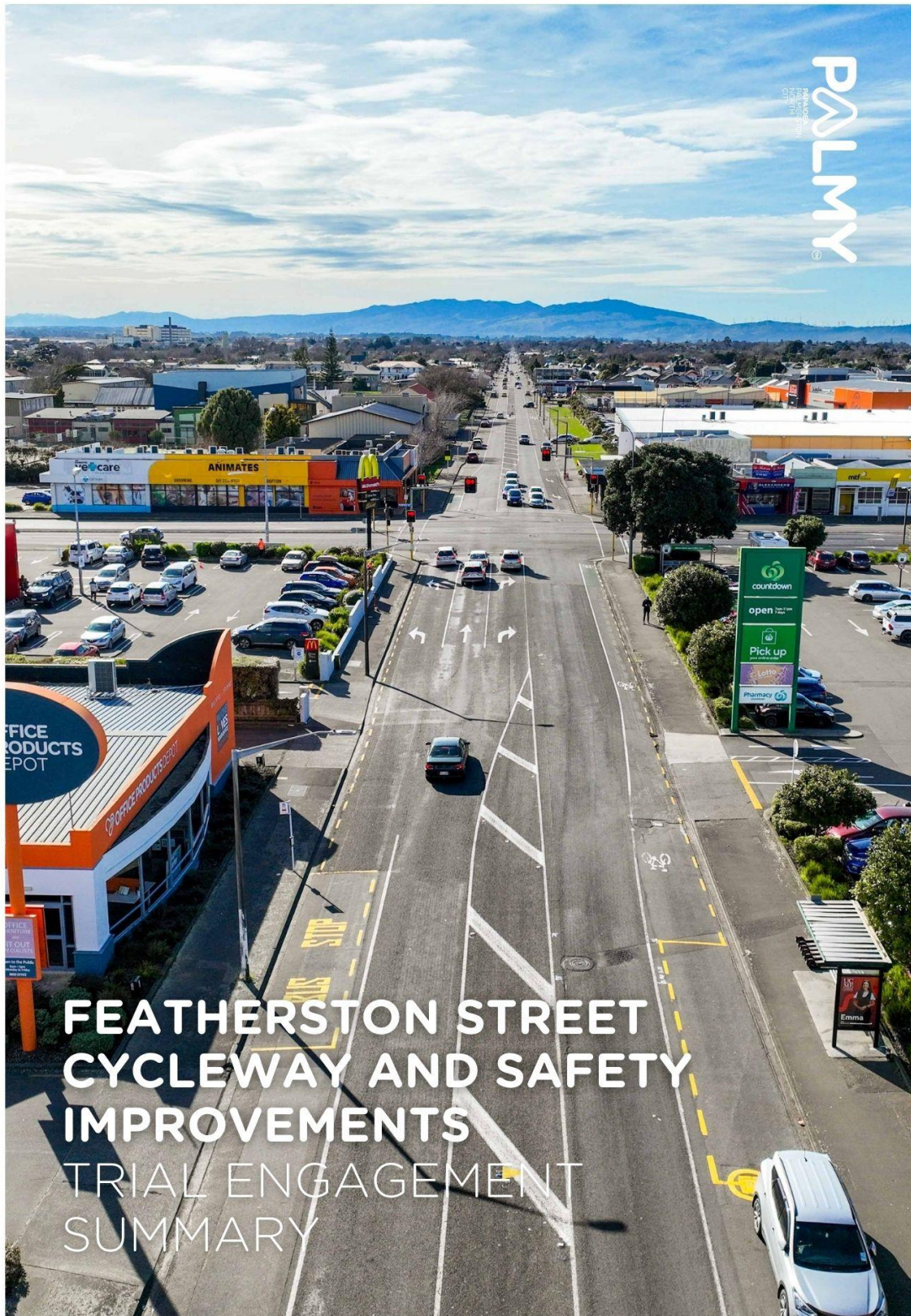
Central Normal School



Whitehead Chiropractic / Mork & Mindy's



Flower Shop



FEATHERSTON STREET CYCLEWAY AND SAFETY IMPROVEMENTS TRIAL ENGAGEMENT SUMMARY

This report summarises our engagement approach and any community feedback in relation to the safety trials on Featherston Street in late-August.

It does not present any findings or data from the monitoring and evaluation aspect of the trial period.

We tested a new road layout on Featherston Street in August

We tested a new road layout as part of our detailed design process to the Featherston Street cycleway project, so we could monitor the effect of specific design elements to see how they would perform before construction takes place in early-2024.

Two key design elements were trialled in late August, while we measured the effect on traffic:

1. Featherston/Rangitikei intersection – signal phase changes and merging two lanes

We monitored the effects on vehicle queueing during trial changes to the signal phasing, as well as the merging of Featherston Street's left-hand and straight-ahead lanes at the intersection with Rangitikei Street. These lane changes are included in the detailed design in response to public support for a separated cycleway that extends through each set of traffic lights on Featherston Street.

See below a sketch of the lane layout between McDonald's and the Rangitikei intersection during the trial period, which ran from Tuesday 22 August until Sunday 27 August.



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2. In-lane bus stops

We trialled in-lane bus stops, where buses temporarily stop in the live traffic lane for boarding and alighting.



Additionally, we trialled vehicle crossing clearways

We are continuing to trial vehicle crossing clearways at the entrances to McDonalds, Mitre10 and at the Ngata Street intersection. These clearways feature yellow cross-hatching markings on the road, indicating to drivers queuing at the intersection to keep the area clear so other motorists can enter and exit the businesses and side street. We will continue to assess how these clearways operate and, at a later time, consider options for any changes.



We informed our stakeholders of the trial period in early-August

In early-August, three weeks before the trial period, we began informing directly affected stakeholders, such as businesses, residents, schools and everyone who had participated in the process so far through feedback submissions or co-design sessions.

We began communicating with the wider community the week before the trials commenced.

We informed our stakeholders and community through the following channels:

- Face-to-face meetings with schools and major businesses
- Emails to stakeholder database
- Letters to 1264 addresses
- Media release
- Social media
 - Facebook post x2
 - Instagram
- Featherston Street project webpage
 - Online survey
- Newspaper advertising
- Radio advertising



Manawatu Guardian advertisement 17 August

We took surveys online and on-site to capture public feedback

Our stakeholders and the community could provide their feedback on the new road layout via an online form on our website. We also had three people surveying road users over two days during the trial period between Aroha to North Streets.

In total, we received 373 survey responses.

These consisted of 133 online surveys via our website and 240 responses recorded by our surveyors on-site.

We asked several questions about why they come to Featherston Street and how often, as well as how they get there and their perception and feedback on the impact of each element that was tested. We received hundreds of comments, many reiterating the sentiment on social media, which we have summarised into key themes and presented below.

It's important to note with transport projects that many people only comment if they perceive the change negatively, so many of the comments expressed critical viewpoints.

The on-site surveys were taken across four hours in the afternoon of Thursday and Friday, 24-25 August.

One question we asked on-site, but removed from the online form, was if they noticed any changes to the duration they waited at the Rangitikei intersection on those particular days. This was to ensure accurate data by preventing people who responded online from commenting on something we couldn't guarantee they had experienced.

We've grouped together and summarised the key or most popular themes in relation to feedback on the trial design elements:

- Keep clear space at Mitre10 works OK, but one at McDonald's promotes dangerous manoeuvres due to visibility issues (particularly for right turning cars out of McDonalds when traffic is waiting at the lights) and the one at Ngata Street is creating additional congestion by motorists on Ngata St pushing out onto Featherston when traffic is backed up from the lights.

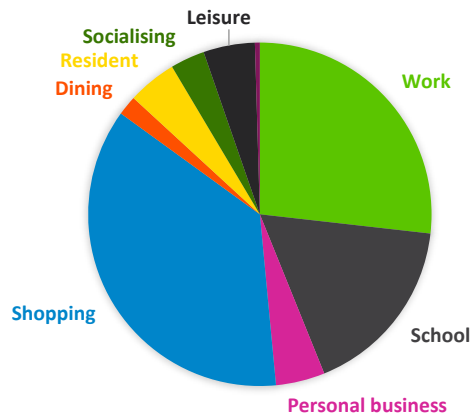


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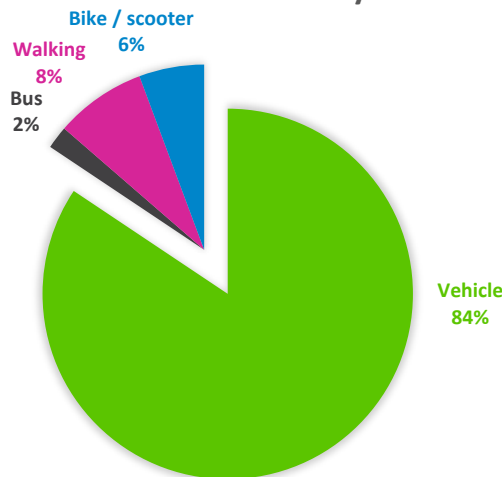
- Many drivers are not complying with the keep clear spaces.
- Many surveyed expressed frustrations over concerns from businesses who asked to maintain right turns into their entrances and how this has been retained over measures to ban right hand turns to improve driver safety near the Rangitikei intersection.
- Many asked us to not merge the left and straight lanes due to the impact on traffic.
- Many reported the merged lanes and change to traffic signals promoted erratic behaviour (e.g. running red lights, or left turning cars not waiting for left arrow to turn green). Several near misses reported, but no crashes.

Data from the public surveys is summarised below:

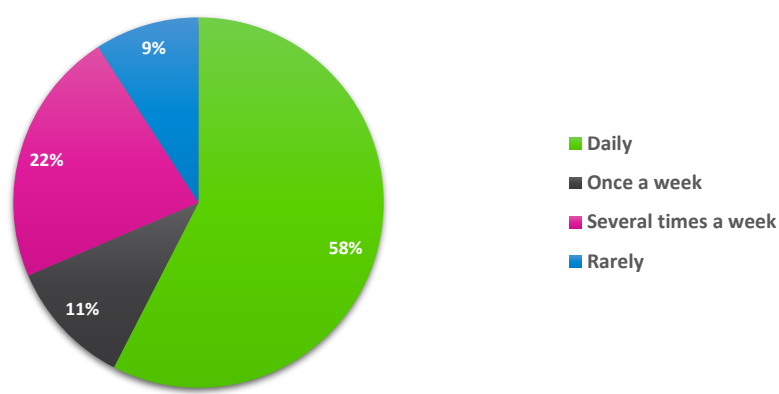
What brings people to Featherston street?



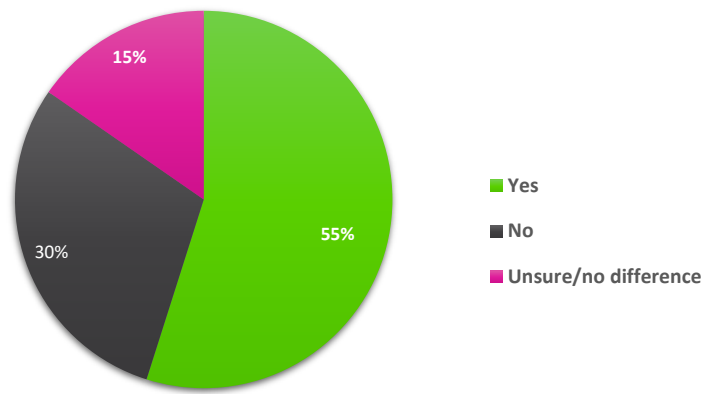
What form of travel do they use?



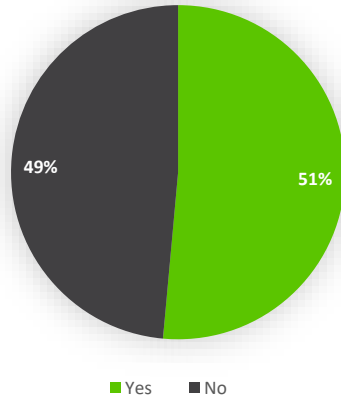
How frequently do people travel on Featherston Street?



Do people think the yellow 'keep clear' spaces are making it safer for vehicles entering and exiting entrances?

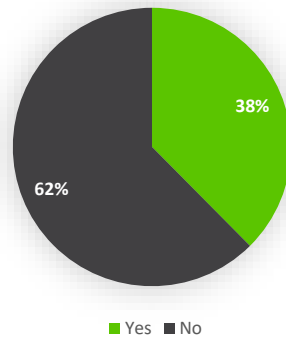


Did people see or experience any concerns with motorists using the 'keep clear' spaces?



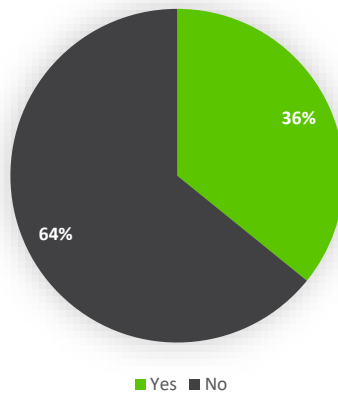
These are the key themes summarised from the public feedback surveys. Font size is indicative of the popularity of each key theme.

Did people notice any changes to the duration they waited at the Rangitikei lights?



It's important to note this question was removed from the online survey, but was included as part of our on-site surveys with 240 road users. This is because we could not guarantee online submitters had experienced the changes at the lights on that day.

Did people find it easier to access businesses, schools and organisations while the layout was in place?





These are the key themes summarised from the public feedback surveys. Font size is indicative of the popularity of each key theme.

Social media summary

Our three social posts on Instagram and Facebook reached **183,900 individual accounts** and received **921 comments or shares**.

General sentiment of the comments expressed was of strong criticism, especially about the impact of merging the left and straight lanes causing congestion, the cycleway component in general and that we hadn't listened to community feedback regarding right-turns at major retailers.

However, it's important to remember that social engagement tends to attract negative opinions when change is proposed, skewing the perception towards a more critical standpoint. Often if people see negative comments on social media, others with opposite views do not comment. It's worth noting there were positive comments. So, while the social media feedback reflects a notable degree of dissent, it may not provide a fair or balanced representation of the broader community's sentiment.

It's also important to note that a thorough engagement process was conducted on this project, and with all transport projects we see large amounts of feedback relating to change.



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Webpage summary

Our project webpage experienced a significant spike in traffic during the trial period – due to the online survey for people to provide feedback on the trials.

See the below summary of our webpage data:

	Views	Users	Average engagement time	Clicks on survey link	
Project page	250	101	0:53	61	This is the project webpage: www.pncc.govt.nz/Featherston
News page	294	111	1:58	16	This is media release on the news section
Survey page	586	227			<ul style="list-style-type: none"> 77% of the traffic came from Facebook, either landing on the project page then directed to the survey page, or directly on the survey page. Of the 133 online forms we received, 95 of them came from Facebook traffic, 38 from other channels. 97% visitors scrolled to the end of page

Elected members observed the new lane layout

We arranged an opportunity for elected members to observe the new road layout during a bike ride hosted by Active Transport Manager Michael Bridge on Thursday 24 August at peak morning time (8.30am).



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This provided a good opportunity to see the new road layout and any traffic impact before their workshop in mid-September, and council meeting later in the year.

Five councillors attended, alongside Chief Planning Officer David Murphy and Waka Kotahi representatives Jena Western and Tom Keedwell.

Next Steps:

The next step is for us to trial the separator with different types of vehicles.

We're also meeting with businesses and other organisations about the changes for them.

In September, Council's elected members will see the designs of the road before it is submitted to Waka Kotahi – NZ Transport Agency for approval.

Featherston/Rangitikei intersection – signal phase changes and merging two lanes

We invited survey participants to share their feedback regarding the perceived duration of their wait at the Featherston/Rangitikei intersection that day, as well as any observations on the ease of accessing businesses, schools, and other organisations.

You can see the full list of the public comment received below:

Extreme congestion in peak time, backed up to Russell st roundabout. Long delays and frustration showing with other drivers.
You need to trial this lane removal and at the same time remove all the parks you are planning on removing and the median strip as well, these will all have huge impact on commuters and businesses.
Having to wait for left turning traffic
I can't even begin to tell you how congested this street is. It's absolutely crazy. In the last week I have taken an additional ten or so minutes daily just to get down that one street! Makes us late to dancing and it's not going to get any better with the proposed changes!!!
I haven't had the opportunity to use them yet.
Too much congestion. Frustrated drivers making poor decisions
Limits parking too much
Should make it no right turn in to McDonald's, that is the most dangerous thing I find and widen the left turn in to Countdown. Have the lefthand and straight through lanes as one is not a good idea at all. Constant issues whenever there is an intersection like this near a school. College and Fitzhebert springs to mind.
Because of the keep clear areas, traffic is backed up further. Those coming across the lanes cannot see what is coming from the left when using the yellow area.
Traffic is worse now that some arguably questionable humans have decided to change the layout without actually using the few brain cells they have left. Clearly they must finish work at midday and not be effected by these proposed changes.
Traffic backed up past Ward St all the way to Rangitikei
Traffic was backed up more and it took longer too get through the lights than ever before. Making it more frustrating.
Traffic light phases should be changed so left turning traffic onto Rangitikei street does not hold up straight through traffic. These light phases should have been changed prior to merging the straight through and left turn lane. Upstairs for thinking. Cara avoiding this intersection will now cause congestion on Grey Street and Tremaine Ave. not impressed.
I suggest you close the Featherston St Countdown entrance as there are 2 other entrances that can easily be used.
This is an absolute disaster. Traffic is backed up way too far. Almost impossible to pull out of side streets onto Featherston street. Never get through the lights on the first phase. Took 4 phases to get through once, previously 2 was the worst I had ever experienced. The idea needs to be scrapped!!
Only one experience at 5 p.m. Rush on Thursday night of the consultation when it was a chaotic jumble of conus and Confused cars that was very dangerous when I was cycling to that meeting

If you're talking about the trial layout it's much more frustrating to get through the lights. Time consuming for parents especially trying to take 2 children to 2 schools on Featherston while trying to get to work on time
No, today I waited 20 minutes to turn right from Featherston st (by countdown / mcdonalds) onto Rangitikei Street. The right turn arrow was red each time and the traffic flow from the other side did not allow any turning traffic to go. It was super frustrating. Not sure this has been thought about. Not fun for a busy person to wait 20 minutes at the same set of lights
It has become a disaster intersection. Access is crippled as it takes many light cycles to get thru the intersection. Access to schools and businesses have become compromised because traffic flow is so poor. I actively avoid the intersection now as I don't have the extra time to sit in traffic. Keep clear boxes are great...easy to understand. No drama there. The ideological cycle-lane stuff is problematic and just wrecks this whole intersection all in the name of a few cycles at morning and afternoon peak times, further congesting Featherston st at peak times. Seems the "cure" only worsens the problem.
don't shut the lane turning left has caused a whole lot of congestion never see any cyclists along there but thousands of cars
This layout is causing longer wait times and frustration which causes worse driving
Because your sign is blocking access for left turning vehicles and the traffic is backing up way further back than it usually does. Please remove it! There should also be no parking from the front of Jaycar through to Rangitikei St
The traffic queues both directions in Featherston Street and Rangitikei St are longer (i am driving through several times each day). Multiple cars doing u turns at the same time, turning in driveways/businesses to u turn. This is happening before the intersection, making both roads more dangerous, just further down the road from the intersection itself. I suspect this is caused by the lack of turning lanes at the lights. If it continues, I will start using alternative routes, as I suspect will others, which will lead to congestion moving to other streets close by/parallel etc.
No left lane congests traffic, making it slower for everyone to pass through
Left light to turn get held up by cars in same lane going straight and vice versa if car at front turning left and green light to go straight is on the but red turning arrow is on so stupid .. super hard to get into maccas from Featherston st - need to change the entrance to maccas
Isn't the whole point to stop people turning right, so why put these in in the first place?
As Above, traffic will be worse
There should be a median strip and make it a left turn entrance. Why not put in a under pass at Palmerston North Boys High. 1800 students could really benefit from the safety provided by it.
Vehicles making half turn and blocking lane for through traffic
The left/straight lane is a NIGHTMARE. When you have people crossing the road everyone is held up, and they're school kids that dawdle. You've absolutely made the situation worse!
A child was nearly hit by a car crossing Rangitikei Street when the car 2 in front of me was turning left. The arrow was red but the car in front of me "tooted" because it was going straight. The car in front then went, despite the red light and missed the PNBHS student by less than 1 or 2 centimetres. He dropped his scooter and jumped backwards away from the car. It was very scary to witness. It has not made any difference to access to businesses
No, this new layout logistically doesn't work. It backs up traffic more than normal, cars turning left at the lights now hold up all other straight traffic. It just adds to the frustrations of trying to navigate Palmerston North in peak traffic hours. Also why are you trying to put a cycle lane in?

Confusion and delays all around.
I drive a van daily transporting special needs students. I come out of Campbell St, turning right onto Featherston St. It has become virtually impossible to do this safely. There is increased traffic flow into Campbell St plus traffic is backed up. I am writing an incident report to work as I have no other option but to come out of Campbell St. I will have to take longer a longer route which means these students will arrive at school late every day. It is my job to get these students to school safely and these changes do not enhance the safe travel of my passengers.
Read above
Is taking longer to get through the intersection as turning traffic are holding the lights up longer, Especially during school periods
Difficulty merging into correct lane for traffic and longer waiting time at lights
The traffic is backing up worse than ever with this stupid idea, the smart and only solution to this is to make it a no right turn out of McDonalds and Countdown with use of an island, you need to stop catering to 2 businesses and cater to the rate paying residents that are all saying the same thing
still congested at busy times
same
More confusion and added congestion. Takes longer to access poonts which stresses people leading to erratic behaviour
It is now harder to drive down Featherston street with the boxes in there. It's only been a day and the line of traffic down the road was so much longer than normal. Too many cars are coming out of the places with these yellow painted lines that it actually causes traffic to bank up and not flow. I can imagine this is only going to get worse when the lanes are condensed. I understand that there are concerns around the safety of the street as it was but after living on the street for 10 years reducing the lanes, adding in a barrier to the cycle way etc are not going to solve the problems, in fact I can see more accidents happening with less road being available for cars.
Had to stop in the middle of my lane after turning left out of countdown to let someone turn right out of mcdonalds this almost caused another vehicle to rear end me this street should have NO exit right from mcdonalds
Needs to be a NO right hand turn exit. Palmerston north is a block city.. Better traffic management is required. This is a prime example of a way we can increase traffic flow on featherston ST. (which is hugely congested)
Having the left turn in the straight through lane holds up the traffic wanting to go straight. I'm finding the traffic is backing up much more even outside peak times since the changes - I drive this twice daily.
Traffic is now terrible
Now their isn't a left turn it's now increased the back flow of traffic. If a pedestrian is crossing the road having the left turned cars has caused issue with vehicles wanting to go forward. Vehicles wanting to go forward now have to wait for left turning vehicles who are waiting for pedestrians crossing. Less traffic is moving forward and turning.
At 9pm tonight it look me 2 sets of lights to get from the McDonalds side of featherston street through to the boys high side. There were only 2 cars in front of me both trying to turn left but the red left turning arrow stayed red meaning no one could get through the light. Seems a bit ridiculous considering there was no traffic, I'd hate to think what it's going to be like during peak traffic. One car ended up running the red light just to get through. Frustrated drivers are only going to add to the problems of general safety,

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Traffic has been backed up past Russell street today because the gap is so large with the yellow boxes people are taking advantage and turning left from Ngata st and mitre 10 sometimes 4/5 cars before the traffic can flow again. Which is just clogging up Featherston st, you need to sort the window washer guys at rangitekei st lights as they push the pedestrian crossing buttons every set of lights so they get longer to clean but in turn stops people being able to turn which also blocks up the traffic flow.
Traffic was terrible. Worst that usual.
Its too congested and this i find is adding to the congestion, Drivers will put their foot down to get across not seeing oncoming vehicles Some days its a nightmare and so many near misses
Traffic is already bad and this moronic decision makes it 100x times worse for the sake of a couple of people on a bike. Maybe start looking after the people who actually pay to use the road!! Last time I checked cyclists are using it free of charge.
It's too busy the line is too far back take twice as long to get through these traffic lights don't lie to your self and say it doesn't because then your a fucken liar
The only reason that there are not more accidents is the lack of speed. People thankfully slow down - mostly. But there are too many places to turn into and the ONLY way to make this truly safe is to cut out the right turning. Right turning into both McDonald's and Countdown causes issues. Especially when the light goes green and traffic starts flowing straight through. Many drivers will not let others in, or past. They are in too much of a hurry to be courteous. You won't listen. The council is a joke. A dwarf died in the square and the CCTV cameras caught nothing... fail.
Please take a look at your Featherston street cameras between 11.07am and 11.11 today (Sunday 27th august) for a example of what is happening at this intersection. Not enough traffic is being allowed through these lights at a time going down Featherston as they are held up by people that cannot turn left because of the red left hand turning arrow. One person drove through a complete red light (coming from McDonald's) almost causing an accident with multiple cars. Then at the next set of green lights the two cars in front of me went through the red arrow and turned left as they were not prepared to wait another set of lights when they should've got through the light the set before. This is not even close to busy traffic but was shows what happens when drivers get impatient.
Another day another joke of a decision by the council, today the traffic was not only backed up from the intersection all the way past wood street there was also about 15 cars queued on wood street intersection and this is only going to get worse once the introduce cycle lanes for the 10 cyclists a day that might use it. What are you catering to the 10 cyclist rather than the 23000 (as stated in the Manawatu Guardian) motorists that use this intersection everyday. Hopefully you get enough feedback to see how dangerous this road layout change is going to be and come to your senses
Finding it "easy" and "similar to usual" should not be in the same question as these are totally different. I would say yes to similar to usual ... but this is not easy access!
Vehicles blocking the way waiting to cross. Can't view full traffic and the just go through the gap and hope for the best. Nearly been wiped out sitting at the lights cause they can't see cars going the same way as me scooting down the right side to access the right turn at the lights. See a gap.....just gap it 🚗
worse the traffic line is huge and dangerous, no flow

The right turn into Mitre10 and Macdonalds are poorly placed, intrinsically unsafe and also should never allowed in the first place. They need to be taken away for safety and traffic flow. Don't let businesses over rule on a safety matter, people will adapt and still use these businesses if they want to. Their complaints are not valid or of any substance, it's just a refusal to think differently or change for the better.
Drivers ignore the boxes and stop on them still blocking access
Traffic backs up a lot more and takes longer to get through the intersection
Way harder to get in and out of Mitre 10 mega carpark, due to so many cars backed up.
More congestion
More congested
Cutting out a lane is ridiculous & will cause a huge back up of trafice
A lot longer to get anywhere in that street due to traffic backing up from people doing more right turns out of McDonalds, just make it no right turns of of there and Countdown, why doesn't the PNCC listen to its residents, very disappointed that elected members want the right turn to remain, do any of them actually have to use this road during peak hour or at all
This is the stupidest solution to this problem. There should be no right turns into or out of McDonald's. Who is going to police this? All this will do is create more problems
Only traveled wood st towards Rangiteti street and car blocking the way coming out of Macdonalds. Midday so it will be worse at school exit time
It aint broke so don't fix it.
Motorists don't pay much attention to the markings
McDonald's is a nightmare.
There's too much traffic
This whole change is a clusterfuck. Delaying traffic and making it MORE unsafe for kids and parents. It wasnt broken so stop trying to fuck things up more.
This road layout is an awful idea. The keep clear boxes are workable but the closing of left turn lanes is not. Having lived on Featherston Street and in Palmerston North for a long time, it is easy to see what a bad idea this is. Closing lanes on one of the city's busiest streets and intersections massively increases traffic and reduces efficiency, just like it has when shutting a lane on the square intersection. Worse traffic is going to lead to more frustrated drivers making our roads more dangerous. There should be a solution to keep cyclists safe without impeding on the efficiency and safety of drivers who make up, and always will, the majority of this city. If you do not regularly use these roads as the average commuter does and cannot cater to the majority of your city (i.e., drivers vs cyclists) then you should not be making the decisions that affect them
Why merge the left hand lane and straight through lane together? There will be a hold up of traffic, frustrated drivers and more congestion. It's like the person who did this lay out has never driven this road before!
The intersection has been an extra nightmare. With no left turning lane the congestion is worse than ever. Lines of cars wait held up by the car wanting to go left who can't because they are waiting for a pedestrian.
The intersection was fine before, And now it is so congested and dangerous for everyone, If is being altered for people on push bikes, there is one simple rule that they should all abide by is keep left and single file, job done, The other is why for a couple of push bikes per hour, The council is ruining the traffic flow all around PN,
People still blocking the driveways and intersections so its still the same

<p>This is a terrible road layout, cars wanting to turn right onto Rangitikei from Featherston St are skipping the queue by using the flush median to drive up to the lights, I have witnessed several close calls where they almost hit a car waiting to turn into Countdown who is sitting in the first median as well. Turning left into Rangitikei from either side of the road whilst waiting for pedestrians is causing the row of traffic to be absolutely stuck if the front of the queue is turning left.</p> <p>You have not thought of the repercussions to the flow of traffic at all with this design and the level of angst in the traffic due to the hold ups is only going to cause more impatient drivers to do dumb things which will hurt people</p>
<p>There should be no right turns allowed coming out of both Countdown and McDonalds out onto Featherston St, it causes congestion and danger for other vehicles, cyclists, and pedestrians.</p>
<p>traffic build up south bound from mitre10 back towards the hospital seems worse.</p> <p>And with the pedestrian crossing, I think it would be best for all lights at the intersection to remain RED while ALL crossings are green so pedestrians are 100% safe while crossing. There have been near misses with pedestrians because the lights are red long enough to let pedestrians cross safely</p>
<p>The queues of traffic were much longer than usual. had to wait for about 5 or 6 changes of lights to get through.</p>

Vehicle crossing clearways

We invited survey participants to share their feedback regarding the perceived effectiveness of the vehicle crossing clearways in front of McDonald's, Mitre 10 and at Ngata Street.

You can see the full list of the public comment received below:

They were never used correctly on Pioneer highway?
They don't work. If you use Tremaine Ave regularly you will see that, outside the fire station.
Will just create more Traffic Jams and/or will create an endless waiting for vehicles to pull out in front of you in busy times of the day. It will create Road Rage.
They get ignored often
Vehicles with trailers sitting in them waiting to turn into oncoming traffic, blocking through flow of traffic in their lane.
No one pays any attention to them. Yesterday, both keep clears outside Mitre 10 and Ngata Street had cars stopped on them
Cars that are exiting businesses are pulling out on to the keep clear boxes. I saw one car come out of McDonalds and straight out into the right turn on to Rangitikei Lane without slowing and checking to make sure no one was using the median strip/turning lane
People leaving McDonald's now block road traffic because they arnt using it correctly
They are a hazard and will cause more problems.
Not stopping because of frustration trying to get through the lights.
They are not boxes that indicate the inside lane removal, they are posts. I witnessed last week the experiment at 7:50 am last week (not 9:50am) when 4 PNCC Staff where stationed on the corner . The ques where many times as long as they have been (I travel this route 5 mornings a week at peak hour !) Motorists where very agitated by the removal of the left turning and straight ahead lane being combined . The experiment has created a real safety issue, one motorist even doing a u turn outside PNBHS near the Mitre 10 entry. Please just revert to a common sense result and not another plastic planter box embarrassing (for the council) .
Drivers still parking in the middle off the yellow box
Drivers using them to stop on to turn into McDonalds
Drivers sitting in the yellow boxes blocking both lanes of traffic while lights are green prevent the flow of traffic and causing a huge backlog
drivers stopping
still parking on the lines. people pulling out in front of other cars.
The box needs to go the entire width of the road. There will still be traffic using the median strip to head into the right hand turning lane that will potentially cause more accidents.
Drivers stopping in the do not stoo area. cars still able to turn right into traffic coming around lights and out of countdown i have almost hit cars trying to turn right and expecting cars to stop the flow of traffic to let them out of mcdonalds
Pulling out into an open lane of traffic. Most unsure drivers pulling out look extremely uncomfortable pulling out into traffic on such a sharp angle since the road is so narrow.

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Drivers ignoring the paint + using it to stop before turning into the next lane
They have made the road come to stand still
As a rate payer given McDonald's a non stopping area isn't fair and it's too close to the traffic signals.
Drivers from the side streets, meet 10 McDonald's just continue to drive out as if the straight ahead car has to give way to them when the line is starting to move. It is increasing congestion.
It's hard to tell if the car in front is still moving and how much space if any once you enter the box and then can't get out the other side and end up stopped in there
Cars turning in the yellow blocks in front of cyclists biking along.
Drivers are impatient, not stopping they give a quick Give way and they go. And to get across they have to put their foot down so moving faster than normal taking off from the driveways etc
Drivers are fed up with your stupid designs so just park over top of them.
The light was green and we were going through the box some turning into that street by meet 10 thought we had to give way people don't know how to use a box like that usually it's used for emergency places so to have it down Featherston street is stupid
People suck. We all know this. These are terrible ideas. You need to ban right turns off Featherston into McDonalds. Drivers can go around the block - it's not complicated, and enter as a left turn only. It's the ONLY safe option. Left turn into Countdown as well.
Drivers don't use it correctly.
Drivers not stopping and blocking entrances
Drivers pulling out from McDonalds into it creeping out to see if they can turn right
They use it to sit and wait to get across the road
drivers holding up traffic, huge lines down featherston street, hopeless traffic flow, won't be going this way again
Stopping in the keep clear boxes.
They ignore them
Today went past the McDonald's exit twice, first time there were cars parked on the no stop area waiting for the lights to change. Second time a queue waiting to get into McDonald's and the keep clear was clear but that meant the person coming out of McDonald's just barreled on out without checked and nearly got t-boned but a car coming up the the lights.
Not using them correctly
Drivers not stopping
People still parking on them
Traffic congestion
People don't care and are still stopping in front of McDonalds exit, not sure why you thought some yellow lines would prevent this and no amount of "educating" is going to stop people from doing this
Drivers coming out of McDonald's blocking traffic when the lights change

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Righ hand turn into Macdonalds backs up traffic heading south. And the new yellow box today block by cr turning right on to Featherston street bloked car going towards Boy's High. So a accident in the making.
No one stops clear
Mostly ignore them, it seems.
No one ever pays attention to these, even outside emergency services ie. Fire.
They don't use it right. There's too much traffic on the road
Stupid
Drivers do not use it correctly nor stop on it. It does not make it safer
Drivers stop on it
Drives taking dangerous risks pulling into opposite flow of traffic (using the yellow lines to cross the left lane and merge to go right but almost crashing into oncoming cars) particularly outside the mitre 10 entrance turning right down featherston.
Some people are just ignorant, and Don't care.
People are still blocking the areas and the intersection of featherston and carroll streets would benifit from one as the traffic is alway blocking thus intersection aswell
Drivers sitting in the keep clear boxes
Not enough visibility for cars Turing right out of McDonald's. Although the keep clear boxes were clear vehicles had to pull out and sit in them before being able to make the right turn.
drivers not expecting to stop because traffic is flowing but then it does stop and then they are stuck on the yellow keep clear zone and blocking the entrance to McDonald's / mitre10
drivers on Featherston st not keeping yellow lines clear. though to be fair to them they probably could see the traffic moving in front of them, and wouldn't have realised the lights ahead would have changed causing traffic to stop again leaving them stranded on the yellow lines, blocking the way for turning traffic.