

Application for proposed Sharrow trial – Nelson, March 2014

Nelson City Council propose to undertake the trial use of the Sharrows symbols on 3 popular cycling street where alternative, separated cycling facilities are not feasible given current budgets, the 3 locations are:

1. Tasman St, The Wood, from Bridge St north to Weka Street,
2. Tasman St/Brook St/Westbrook Tce, between Nile St and Robinson Rd
3. Hardy St, through the Nelson CBD from Domett ST to Rutherford Road.

Insert overall location plan.

1. Tasman St, The Wood

Tasman St is a local residential road through the fringe CBD residential suburb of The Wood. It runs north – south, with Collector roads located one block to the east and to the west. Cycle lanes are provided on Collingwood St, to the west, leading directly into the heart of the CBD.

Insert typical photo here

Table 1: Key Characteristics of Tasman St, north of Bridge St	
Criteria	Criteria Assessment
Road Type	Local residential street
Extent of Trial Site	Length of street from intersection with Bridge ST north to intersection with Weka St

Role in Cycle network.	Recognised as a popular cycle route through the residential area due to links at southern end en route to primary schools. Quiet street which is popular with cyclists of all confidences due to low traffic volumes.
Average Annual Daily Traffic Volume	<i>Insert traffic count data</i>
Key adjacent land uses	Key route to Central Primary School, and St Joseph's Primary School,
Typical Cross section (approx.)	<ul style="list-style-type: none"> - 1.5 m footpath against property boundary - 1.4 m grass berm along kerb and channel - 2.0 m on-street parking lane - 2 x 2.75m traffic lane - 2.0m on street parking lane - 1.4m grass berm along kerb and channel - 1.5m footpath against property boundary
LATM Measures	Road has recently been upgraded with new drainage, kerb and channel. Road width is 9.5m wide, narrowed to 5.2m at kerb buildouts, spaced approximately 60 -80m apart. Buildouts accommodate street trees. Parking embayments provided between buildouts on remainder of street
Crash History – 5 years to February 2014	2 reported cyclist crashes, both involved cyclists at intersections, none mid block.

Cyclist numbers: Formal counts of this street have not been undertaken but observations have indicated in the order of up to 15 cyclists between 8.15am and 9am travelling south with a high proportion of children cycling. The assumption is that these are trips to the schools to the south.

2. Tasman St and Brook St/Westbrook Tce – The Brook

This is a continuation of Tasman St from No 1 above and is part of a larger R funded project for improving Walking and Cycling to school facilities in the overall Brook area. The section of Tasman St between Nile St and Bronte St east will be upgraded with new kerb and channel in 2014/15 which is currently being designed. The road reserve is not wide enough to provide segregated cycle facilities or on road cycle lanes. South of Seymour Ave, Brook St splits either side of the Brook stream into a one way system, the northbound lane (Westbrook Tce) is not wide enough to accommodate on street cycle lanes and retain the parking.

The Brook is a residential area close to Central Primary School and St Joseph's Primary School. Council have been trying to improve the cycling facilities along its length but the corridor is very narrow and we have been unable to gain residents agreement to other cycling facilities. We currently propose "Share with Care" messaging and the use of Sharrows would fit.

Insert typical photo here

Table 1: Key Characteristics of Tasman St, Brook St and Westbrook Tce south of Nile St to Robinson Road	
Criteria	Criteria Assessment
Road Type	Collector Road – residential frontage, one way operation between Seymour Ave and Brook Tce.
Extent of Trial Site	Tasman St south of Nile St continuing into Brook St (southbound), south to Robinson St , and on Westbrook Tce (northbound) between Brook Tce and Seymour Ave.
Role in Cycle network	Identified as part of the local cycle network for recreational, commuter and educational trips, also on route to a number of popular Mountain Bike Trails. Maybe supplemented with other "Share with Care" messaging.
Average Annual Daily Traffic Volume	<i>To be inserted</i>
Key adjacent land uses	Close to routes to Central Primary School and St

	Joseph's School. Residential frontages, with limited off street parking. Little opportunity to remove on street parking.
Typical Cross Section (approx)	Varies: <ul style="list-style-type: none"> • Tasman St: 7.6m carriageway and 2m footpath on east side, 5m grass verge and stream/culvert on west side, • Brook St, one way southbound: 6.7m carriageway with consistent parking, 2m footpath on east side, culvert on west side, • Westbrook Tce, one way north bound: 6m carriageway, parking permitted, culvert on east side.
LATM	No LATM
Crash History - 5 years to Feb 2014	1 reported cyclist crash , at Nile St roundabout.

Cyclist numbers : Whilst an 8 hour weekday count recorded 151 cyclists on Tasman St south of Nile St, observations have shown a significant number of cyclists accessing Tasman St at Manuka St from the Maitai shared pathway. There is also a significant use of the Mountain Bike Trails in the evenings and at weekends which is not captured in this survey.

3. Hardy St , from Domett St to Rutherford St

Hardy St is a key CBD street, with consistent short term parking, frequent pedestrian movements along and across the road. This route is a key location to encourage cross town cycling connecting the residential and recreational biking areas to the east of the City with the Railway Reserve, Great taste Trail and routes to schools and colleges to the west of the CBD.



Figure 1, Hardy St, looking from Rutherford St eastwards towards raised table (under trees)

Table 1: Key Characteristics of Hardy St between Domett St aand Rutherford St	
Criteria	Criteria Assessment
Road Type	Central City CBD Street.
Extent of Trial Site	From Domett St through CBD to Rutherford St.
Role in Cycle network	Identified as part of the cross town and local cycle network. No other cross town route for cyclists within 600m. Popular with confident cyclists due to its direct connection with cyclist routes and destinations.
Average Annual Daily Traffic Volume	<i>To be inserted</i>
Key adjacent land uses	Important CBD route, commercial frontages plus residential, Queens gardens and polytechnic area.
Typical Cross Section (approx)	Varies: <ul style="list-style-type: none">• Domett St to Tasman St, residential, 20m road reserve, 13.6m carriageway, all day parking both sides usually full.• Tasman St to Collingwood St, Queen Gardens frontage and past Polytechnic, 18m road reserve, 11.5m carriageway, fully parked on both sides.• Collingwood St to Rutherford St - through CBD area. Popular short term parking within 11.7m carriageway. 3

	raised tables and 2 zebra crossings provide pedestrian priority.
LATM	Road narrowed to 7.8m at raised crossings
Crash History	6 cyclist crashes, 5 at intersection, 1 mid block involving an opening car door.

Cyclist counts: surveys undertaken in April 2010 recorded 252 cyclists on Hardy St over an 8