



Upper Trafalgar St, before and after it became a pedestrian mall.

City Centre Streets for People

A community feedback survey on ways to improve pedestrian safety, experience, spending and activity in Nelson's City Centre.



**NELSON
CITY CENTRE
PROJECT**

Introduction

What do you think Nelson's City Centre could look like in the future?

We want your feedback and ideas on how to make it a place bustling with activity, where everyone can move about freely and safely, with space to recreate, rest a while and enjoy what Nelson has to offer.

COVID-19 has changed the way we live, work and interact with one another. The way we think about our public spaces, and how we use them may also have changed. Nelson City Council is seeking your feedback as we re-evaluate our city centre to determine if it's still meeting our community's needs, or if it's time for a rethink.

Council has identified the city centre as one of its top four priorities in the Long Term Plan and identified a safe walkable Nelson as one of its six key moves to create a successful, people-focused regional heart in the City Centre Programme.

Investment in better streets and places delivers quantifiable commercial returns. Businesses, residents, developers and visitors all benefit from investment in the public realm and walkability.

With these objectives in mind, Council is looking at how we can further develop a thriving, vibrant, forward-thinking city centre that welcomes and encourages more pedestrian activity now and in the years to come.

To do this, we need your help. We've put together three semi-permanent options to increase the amenity and walkability of our city centre in Trafalgar, Bridge and Hardy Streets, areas we know carry the highest number of pedestrians. The beauty of these options is that they can be constructed quickly, are reversible and adaptable and minimise construction effects on business. There is also a fourth option – to keep the existing streetscape as it is.

To help us make a change, Council has applied for a grant from the Innovating Streets for People fund, aimed at helping councils create more people-friendly spaces.

Please take the time to review the information provided below, and think about how you want our city centre to look in the future.



1
Destination
Nelson



2
Walkable
Nelson



3
Blue Green
Heart



4
Smart
Development



5
Liveable
Centre



6
Clever
Business

Participant information

Nelson City Council, in accordance with section 82 of the Local Government Act 2002(LGA), seeks public feedback to gauge the level of support for semi-permanent tactical responses to increase pedestrian amenity, safety and activity in the city centre.

Feedback can be made using the following methods:

1. Filling out this online survey: shape.nelson.govt.nz/city-centre-streets-for-people.
2. Phoning the Customer Service Centre on 03 546 0200 to verbally provide your feedback on the categories in this form.
3. Posting or delivering a completed paper copy of this survey.

If these methods are not appropriate for your needs, please contact the Council's Customer Service Centre on 03 546 0200.

Feedback can also be provided on what considerations you think Council should make in implementing any of the options. Further information is available on the City Development webpage: nelson.govt.nz/building-and-property/city-development.

You have until 5pm on 26 June 2020 to submit your feedback.

After the feedback has been collated, a report will go to Council for consideration in July.

What are the options?

Council has developed three possible options for how to increase the amenity, safety and walkability of our city centre, by making more space for pedestrians. All of these options are semi-permanent and can be constructed using a range of removable and adaptable kit including raised wooden platforms, planter boxes, seating furniture and street markings. They can be used as a trial of how we might want to use public space into the future, similar to how we approached the pedestrian mall trials for Upper Trafalgar Street.

Council has temporarily reduced the speed limit within the city centre from 50km/hr to 30km/hr – it is proposed that this measure will remain in place for all of the options discussed below.

As our highest pedestrian areas, the options being considered for footpath widening focus on Trafalgar Street and the southern (sunny) sides of Bridge and Hardy Streets.

Trafalgar Street, between Halifax and Hardy Streets, provides 134 angle car parks. Hardy Street provides 25 parallel parks on the southern side and Bridge Street provides 36 parallel parks on the southern side. The options will reduce the number of carparks outside businesses. The exact number will be determined by any final design, considering your feedback, and the need to address any concerns about access, deliveries and other needs.

Options 1 to 3 involve partial or full reallocation of selected parking spaces and/or lanes closest to the kerb edge to create a larger area for people to walk, and in the case of option 3 to walk and cycle.

Options 1 to 2 can be easily removed and adapted if needed. The footpath can be made wider using decking and planters. In contrast, the measures in option 3 could also be tactical and reversible or they could be more permanent. If a more permanent solution is desired, this may require further public consultation before it can be implemented.

Option 4 is to leave the existing footpaths and car parking the way they currently are.

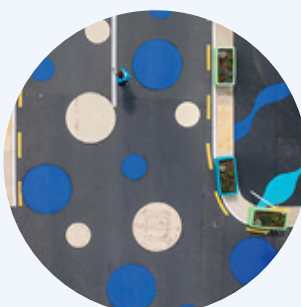
These four options are described in more detail on the following pages. All the proposed options require further exploration through more detailed design once Council has received public feedback. Your feedback will help shape the final design. Council is conscious of the need to provide for all levels of accessibility as well as service delivery, queuing, outdoor dining and pick up zones.



PlaceKit Edge Delineation
(Option 1, 2 and 3)



Small Parklet Places
(Option 2 and 3)



Intersection Graphic Treatments (street)
(Option 1, 2 and 3)



Managed Delivery Zones in 8.5m footpath zone
(Option 3)



Temporary Raised Timber on modular metal frames Footpath Treatments
(Option 1, 2 and 3)

Image: Auckland Council

Materiality

Materials might include non-slip timber decking on a metal frame (similar to the redesign of Auckland's High Street), planter boxes, ground graphics, signage and managed servicing. Quality, robust materials that support safe movement and places for people is seen as key to achieving a successful outcome.

Council seeks your feedback on all of the options and encourages you to fill out the feedback forms under each option description.

How will each option be funded?

For options 1 to 3, some help from Government may come from the New Zealand Transport Agency's Innovating Streets for People fund, which supports projects using "tactical urbanism" techniques such as pilots and pop-ups, or interim treatments that make it safer and easier for people walking and cycling in the city. Up to \$900,000 of funding is being sought by Council from the fund, which can be used if Council decides to go ahead with options 1 to 3. The outcome of this application should be known by mid-June.

In addition, Council receives up to 51% funding assistance rates (FARs) for local transport projects from the New Zealand Transport Agency (NZTA). It is difficult to say how much Government funding versus rates funding will make up each of the options until they are designed and funding applications are decided upon.

What is the impact of each option on rates?

Options 1 to 3 will involve different levels of budget considerations in addition to any Government funding. To give you an idea of likely costs, a range of potential effects on rates has been provided below. The range accounts for different levels of Government funding that might be obtained.

The capital works required for options 1 to 3 could increase rates by the following. Note the difference between 2020/2021 and 2021/2022 costs is based on the assumption that any option would only start construction in the second half of the financial year 2020/2021.

To provide some context, Council's existing transport budget for 2020/2021 is \$15 million, and of that \$1.2 million is allocated for footpath works. A top up of up to \$5 million has been provisionally set aside for implementation of options 1 to 3 should Council decide to proceed after considering public feedback gained from this survey.

| Option | Estimated Cost | Estimated Cost per rating unit 2020/2021 | Estimated Cost per rating unit 2021/2022 |
|--------------|---------------------------|---|---|
| 1 (page 5) | Up to \$3.1 million | \$3 to \$4 | \$8 to \$10 |
| 2 (page 6) | Up to \$4.7 million | \$6 to \$7 | \$13 to \$17 |
| * 3 (page 7) | \$800,000 to \$12 million | \$1 to \$17 | \$2 to \$45 |
| 4 (page 8) | 0 | 0 | 0 |

** The small end of the scale for option 3 provides for tactical treatment similar to Upper Trafalgar Street, while the larger end of the scale would provide for premium paving from shop door to shop door and levelling of the whole area. If Option 3 was preferred, this could be undertaken as a trial similar to Upper Trafalgar Street. If successful there would need to be a further public consultation under Pedestrian Mall provisions which would include conceptual design and costing options.*



Option 1:

6m footpaths (total width) both sides of Trafalgar Street (from Halifax to Hardy Streets) with parallel parking both sides, and 6m footpath (total width) Hardy and Bridge Streets south side only.

This option provides for more pedestrian space but changes permanent angle car parking to parallel parking on both sides of Trafalgar Street, and reduces parallel parking on Hardy and Bridge Streets to one side only. Outdoor dining

and drop off and pick up zones along Hardy and Bridge Streets will need to be accommodated within the design

The images below are graphic representations of the footpaths with the additional width added.



Trafalgar Street Option 1

- West side footpath (pictured) - 6m width
- East side footpath width - 6m width
- Angled parking realigned to parallel (both sides)



Bridge Street Option 1

- South side footpath - 6m width
- Deliveries, loading, food pick-up and mobility parking on North Side of Bridge



Hardy Street Option 1

- South side footpath - 6m width
- Deliveries, loading, food pick-up and mobility parking on North Side of Hardy

Your feedback: option 1

Council is interested in your feedback of which option you prefer and any other considerations you may wish to highlight, such as location of accessible parks, sandwich boards, outdoor dining areas, how to manage construction effects on businesses etc.

Option 2:

8.5m footpaths (total width) both sides of Trafalgar Street (from Halifax to Hardy Streets) with no parking and 6m footpaths (total width) Hardy and Bridge Streets south side only.

Option 2 provides for more pedestrian space but removes all car parking from Trafalgar Street and, as for Option 1, reduces parallel parking on Hardy and Bridge Streets to the southern (sunny) side only. Outdoor dining along Hardy and Bridge Streets will need to be accommodated within the design.

The extra width provides more space for dining, gathering, rest areas and planter boxes and is safer for micro-mobility users. Removal of all parking in Trafalgar Street removes

any parking/pedestrian conflicts that are present with option 1.

By removing all parking in Trafalgar Street there is an opportunity to provide drop off/pick up zones and/or to narrow the width of the traffic lanes as they are currently extra wide to serve angle parking. This would slow traffic speeds in Trafalgar Street.

The images below are graphic representations of the footpaths with the additional width added.



Trafalgar Street Option 2

- West side footpath (pictured) - 8.5m width
- East side footpath - 8.5m width
- On street parking removed (both sides)



Bridge Street Option 2

- South side footpath - 6m width
- Deliveries, loading, food pick-up and mobility parking on North Side of Bridge



Hardy Street Option 2

- South side footpath - 6m width
- Deliveries, loading, food pick-up and mobility parking on North Side of Hardy

Your feedback: option 2

Council is interested in your feedback on which option you prefer and other considerations you may wish to highlight, such as location of accessible parks, sandwich boards, outdoor dining areas, how to manage construction effects on businesses etc.

Option 3:

Close Trafalgar Street to vehicles (from Halifax to Hardy Streets) and 6m footpaths (total width) Hardy and Bridge Streets south side only.

Option 3 provides for Trafalgar Street to be closed to vehicles, permanently or on weekends only – we are interested in your feedback on this.

As for options 1 and 2, this option also reduces parallel parking on Hardy and Bridge Streets to the southern (sunny) side only. Outdoor dining along Hardy and Bridge Streets will need to be accommodated within the design.

Pedestrians could move freely along Trafalgar St between Hardy and Halifax Streets, some or all of the time, depending on the final design. This could be achieved by a combination of measures including road painting, planters and/or wooden footpath extensions similar to the measures taken on Upper Trafalgar Street. Or it could take the form of a more permanent paved and levelled public space.

This option could be initiated as a trial – a chance to try it out and see if we like it, similar to the process Council went through for Upper Trafalgar Street. Alternatively, closing the roads to cars could be restricted to just Saturdays and events, when our main street is busiest. Depending on whether feedback supports this as a temporary or more permanent option, it may require a formal consultation process (in addition to this public feedback process), similar to that undertaken for the Upper Trafalgar Street pedestrian mall. There would also need to be pedestrian treatments at the intersections of Trafalgar, Hardy and Bridge Streets to ensure pedestrian priority as vehicles cross the city.

The images below are graphic representations of the footpaths with the additional width added.



Trafalgar Street Option 3

- Pedestrian Mall on Trafalgar Street from Halifax to Hardy Street (emergency and service access permitted)
- Similar to vehicle closure on Upper Trafalgar Street (pictured)



Bridge Street Option 3

- South side footpath - 6m width
- Deliveries, loading, food pick-up and mobility parking on North Side of Bridge



Hardy Street Option 3

- South side footpath - 6m width
- Deliveries, loading, food pick-up and mobility parking on North Side of Hardy

Your feedback: option 3

Council is interested in your feedback on which option you prefer and other considerations you may wish to highlight. For Option 3, Council would also like to hear if you think closing the road to vehicles should be Saturday and event based, or permanent and whether you think it should be achieved through temporary measures or a full rework of the surface and footpath.

Option 4:

Retain the current configuration of footpaths and car parking in the city centre.

Option 4 retains the current configuration of footpaths and car parking in the city centre. This option makes no improvement to the amenity, safety and walkability of

the city centre. No additional spending is required for this option. It would not qualify for funding from the Government's Innovating Streets for People fund.



Your feedback: option 4

Council is interested in your feedback on which option is preferred and any other considerations you may wish to highlight.

General feedback:

If you have any other comments or feedback you would like considered by Council in making a decision on the options, please use the box below:

Other comments

To finish please fill out the following:

Where do you live? ☐ Nelson ☐ Richmond ☐ Other - please specify _____

Why do you come to Nelson City Centre? Tick as many as applies

- ☐ Own a business
- ☐ Work
- ☐ Shopping
- ☐ Recreation
- ☐ Other – please specify _____

What is the purpose of this feedback?

Nelson City Council will consider the feedback received, including views of those potentially affected and the wider community, on the options before deciding on which option to proceed with, or none at all.

Thank you for your time.

Submit your survey online or by dropping it in the box provided at the Nelson City Council, corner of Halifax and Trafalgar Street / post to Nelson City Council, PO Box 645, Nelson 7040 or phone 03 546 0200 to have it filled out over the phone.

