

Nelson city centre neighbourhood accessibility plan

Safer Routes trial project started in January 2004

Objectives

- >> To identify problems and hazards in an area at high risk of road-user casualties.
- >> To help Nelson residents to identify their routes into and around the city.
- >> To work with Police, engineers and the community to find solutions to problems, thereby improving the major routes into and around the city.

Issues and suggested solutions

Controlled intersections

- >> Problem: Vehicles turning onto pedestrian crossings while the pedestrian is crossing. Main examples are the intersections of Hardy and Rutherford streets, and Halifax and Trafalgar streets.
- >> Solution: Pedestrian-only crossing phase/'Barnes dance' (a pedestrian-only phase allowing diagonal movement).

Raised crossing

- >> Problem: Confusion around who has to give way on raised crossings.
- >> Solution: Paint them, differentiate surface and run an education campaign.

Amount of traffic

- >> Problem: Concern for mobility disadvantaged and cyclists.
- >> Solution: Pedestrian-only streets in some parts of city.

Length of pedestrian crossing phases

- >> Problem: Not enough time for people with mobility disadvantages to cross.
- >> Solution: More time, audible and tactile warning systems, smooth out rough and steep drop kerbs.

Fear of crime

- >> Problems: Drunken and disorderly behaviour at night. Racial harassment experienced by locals and visitors. Isolation makes people afraid in some parts of the city.
- >> Solution: Close bars at midnight/leave bars open indefinitely, provide a mix of bars targeted at different age groups in the same location.

Cyclists

- >> Problems: Car angle parking – cyclists can't be seen when vehicles pull out. Parallel parking – car doors opening. Pinch points at narrowed sections of road that have kerb extensions. Lack of secure cycle-parking facilities.
- >> Solutions: Advanced stop boxes. Cycle racks. Better-researched infrastructure suitable for cyclists. Encourage cars to reverse into angle parks.

Location



Engineering implementation



New Maitai River cycleway



Cycle lanes and advanced stop boxes at Trafalgar Street/Halifax Street signals



New covered cycle stands

Educational initiatives



Key outcomes and successes

- >> Lighting upgrade.
- >> Cycle lane and advanced stop boxes at Halifax and Trafalgar Streets.
- >> Cycle path, cycle facilities and cycle storage improvements carried out.
- >> Three new speed tables installed to slow traffic.
- >> Cycle design course for all design engineers.
- >> Educational campaign on shared, slow zones and the use of various facilities within this zone.
- >> Education on the need to look for bikes when opening car doors and reversing cars.
- >> Awareness of pedestrian issues in the CBD was raised in the community and some drivers changed their behaviour to be more considerate of pedestrian safety.
- >> New community contacts were obtained and new relationships with community groups were formed.
- >> The project triggered activities such as the development of accessibility maps showing the disabled car parks.
- >> The project led to the position of 'Community Liaison Adviser, Safe City' being created in the council.
- >> The actions specified in the CBD upgrade were prioritised to address the needs of the community.
- >> The lowest ever crash rate for pedestrians in Nelson City was recorded in 2006, after the education campaign and some engineering changes.