

Bridge to Better

Street design collaboration



Presenters:

Jeanette Ward – Technical Director

Alan Gray – Principal Landscape Architect



Background

- Te Ara o Whakat
- of Nelson



<https://shape.nelson.govt>

\$36 million infrastructure funding announcement 'game-changer for Nelson'

Skara Bohny · 13:02, Oct 13 2022



NELSON CITY COUNCIL/SUPPLIED

The funding will go towards critical infrastructure like pipes and roading upgrades to support about 1000 new homes in Nelson's centre.

Nelson will be getting a \$36 million slice of a \$192m Government fund, which outgoing mayor Rachel Reese says is a "game-changer" for the city.

Streets for people

Great places

Linked up laneways

People at play



Liveable Centre



Smart Development

a smart economy

in a resilient environment

Bridge to Better – Transportation Group 2024

Currently



Public Life Survey



Children At Play (City Centre Wide)

Registrations of children at play:

Summer	Less than 0.05%
Winter	Less than 3%



Staying Activities

Limited to Bridge St West outdoor cafe patronage

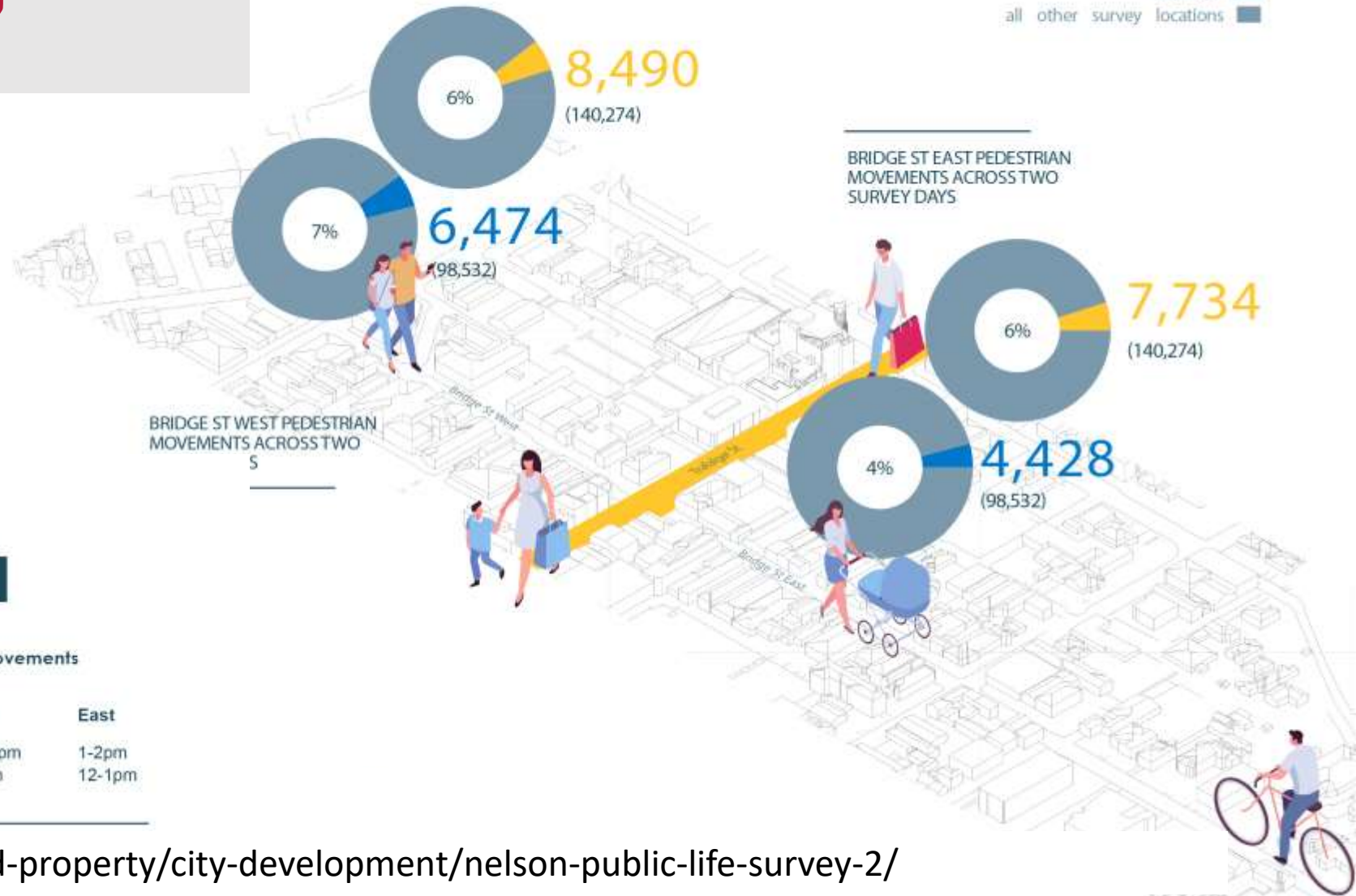
	Summer	Winter
Weekday	16	25
Saturday	7	12



Peak Pedestrian Movements

Bridge St:	West	East
Weekday	11-12pm	1-2pm
Saturday	1-2pm	12-1pm

summer 
 winter 
 all other survey locations 

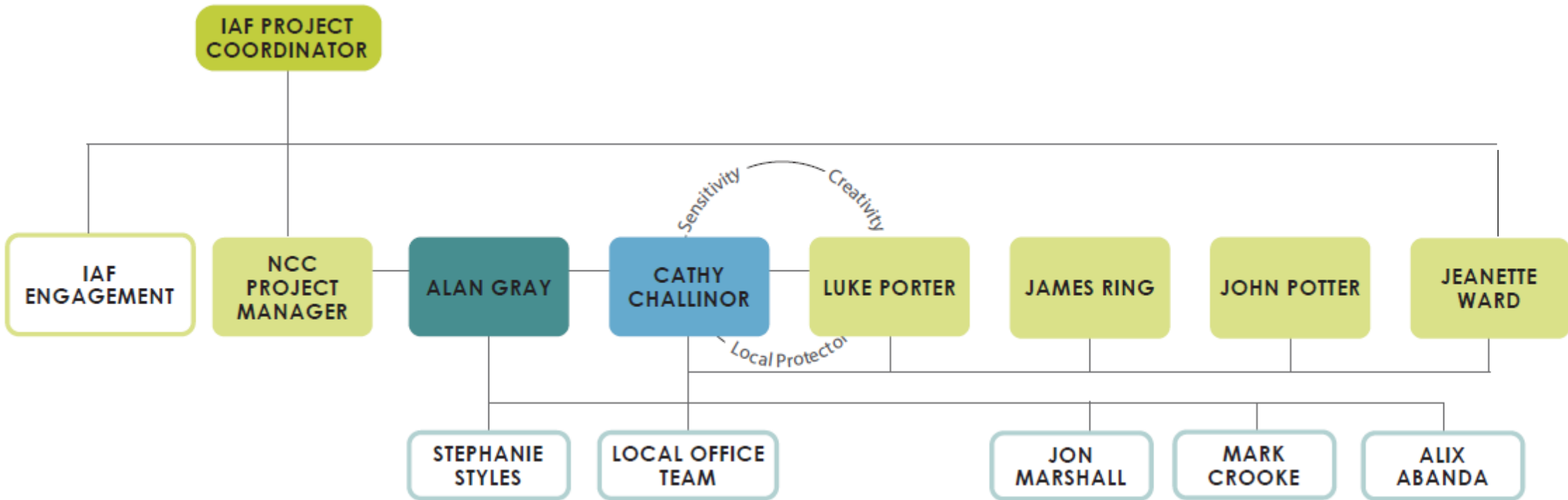


The Project Team

- IAF Programme Manager (with loads of streetscape delivery experience!)
- Urban Designer – Consultant PM
- Iwi Co-design Lead
- Landscape Architects
- Transport Engineers
- Civil & Three Waters Engineers
- Engagement
- Planner
- Quantity surveyors



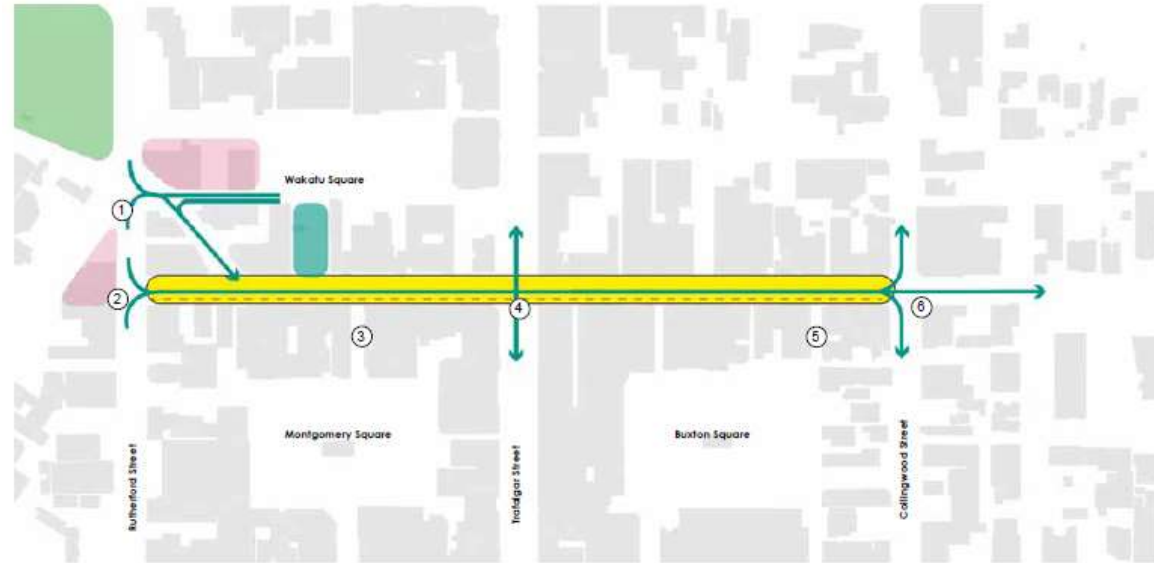
The Project Team



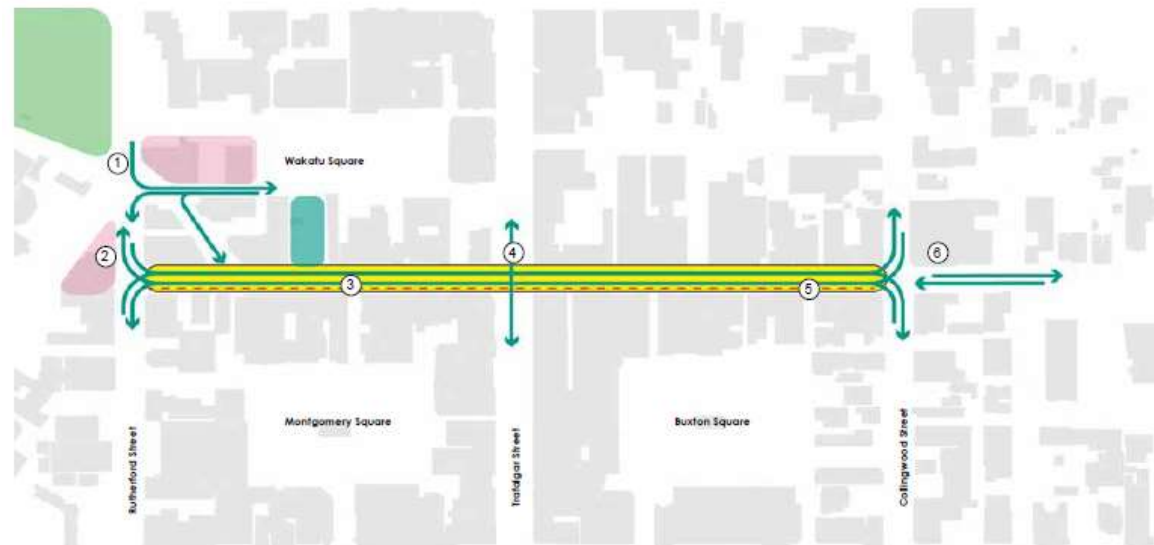
Design Options

- One-way options
- Two-way options
- (All with raingardens)

- Sub options for:
 - Shared space or not
 - Flush or kerbed street
 - Parking provision
 - Cycle provision type (Active Transport Corridor)

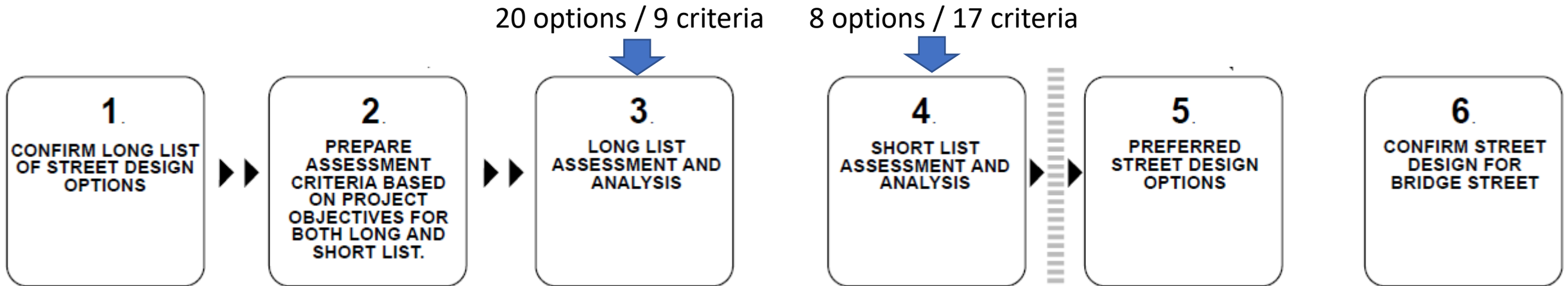


Example showing 1-way conversion with retained/maximise all connections



Example showing 2-way conversion with retained/maximise all connections

Option development and assessment process



	Does not achieve outcomes of criteria with negative impacts and risks that cannot be managed
	Does not achieve outcomes of criteria
	Could be achieved through some design intervention
	Achieves
	Achieves and enhances outcomes

Option assessment process - Long list criteria (9)



L1.1 Support city centre housing intensification in Nelson.



L1.2 Enhance community well-being with pedestrian prioritisation.



L1.3 Filling a critical void in Nelsons active mode network (cycling) to access the city centre.



L1.4 Achieving greener streets.



L1.5 Opportunities to highlight culture, heritage, and public art in the city centre.



L1.6 Contributing to the integration of play in the city centre




L1.7 Enhanced public realm that supports and stimulates business.



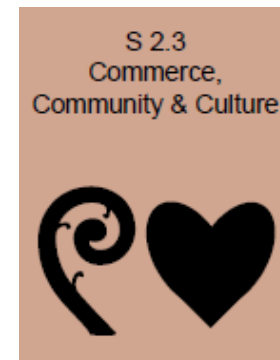
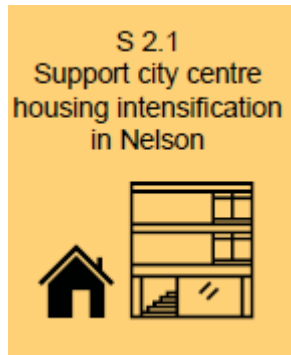
L1.8 Bus PT network considerations that connect people to the city.



L1.9 Vehicles will remain in Bridge Street but in reduced numbers.

 L1.10 Discount (although important for the assessment process, options with no parking deemed as unworkable.

Option assessment process - Short List criteria (17)



e.g. Will the design attract/support continued residential intensification by the development sector.

e.g. Does the design allow vegetation of scale to have positive effects (shade, air quality, beauty and scale)

e.g. Can the design create opportunities for connection and recreation that will encourage people to visit and stay longer.

e.g. Is the street design simple and clear requiring a minimum of signage to function well.

Option assessment process - Decision time!



Flush one-way (contra-flow cycle lane) or two-way street

At Thursday’s meeting councillors debated whether to change the road to one lane, which would have required the loss of about 55 car parks, or keeping it at two lanes with the loss of 38 parking spaces.

The street currently has about 91 parks.

In the report to councillors on Thursday, officers advised that offset parking could be provided at Paru Paru Rd, with options ranging from \$525,000 for 37 car parks, to \$1.3m for 81.

The report said the key difference between the one and two lane options was the “how the traffic (motor vehicles and bicycles) moves along the street and how much space is available for other uses such as landscaping”.

“Both options include a flush (level) street with no kerbs, this allows flexibility to hold events and creates car park spaces that are more accessible for mobility impaired people. A flush street also has more flexibility on where people cross the road.”

Source: Stuff 10 April 2024

Outcome

- Sometimes options can land equal in terms of outcomes sought
- Elected members debating pros and cons can be a healthy process
- Team composition is important to allow thorough consideration of options!

News

Two-way option chosen for transformation of Bridge Street

15 April 2024



