

OPEN

MINUTE ITEM

ATTACHMENTS

Ordinary meeting of the
Works and Infrastructure Committee

Thursday 29 June 2017
Commencing at 9.00am
Council Chamber

Civic House

110 Trafalgar Street, Nelson

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Tahunanui Cycle Network

Strategic Goals

Transport –RLTP, Out & About Policy and AMP LoS

25% walk and cycle to work by 2018

18.3% in 2013 census, 20% 2016 Residents Survey.

Nelson 2060

Goal Six ‘Provide more opportunities for cycling and walking as an alternative to vehicle travel’

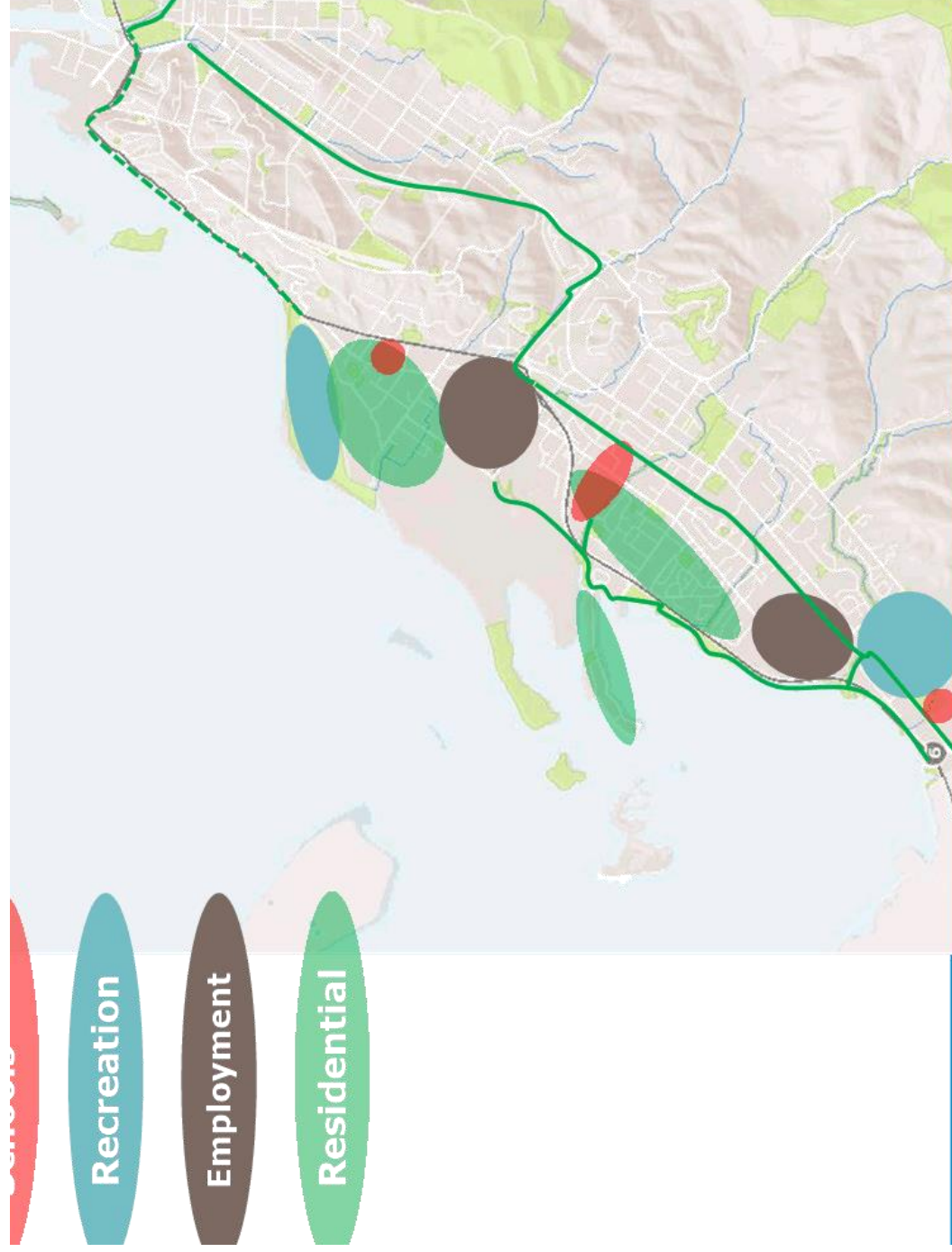
Parks and Facilities AMP

‘Parks and Reserves provide vital opportunities for improved fitness and health through recreational activities’









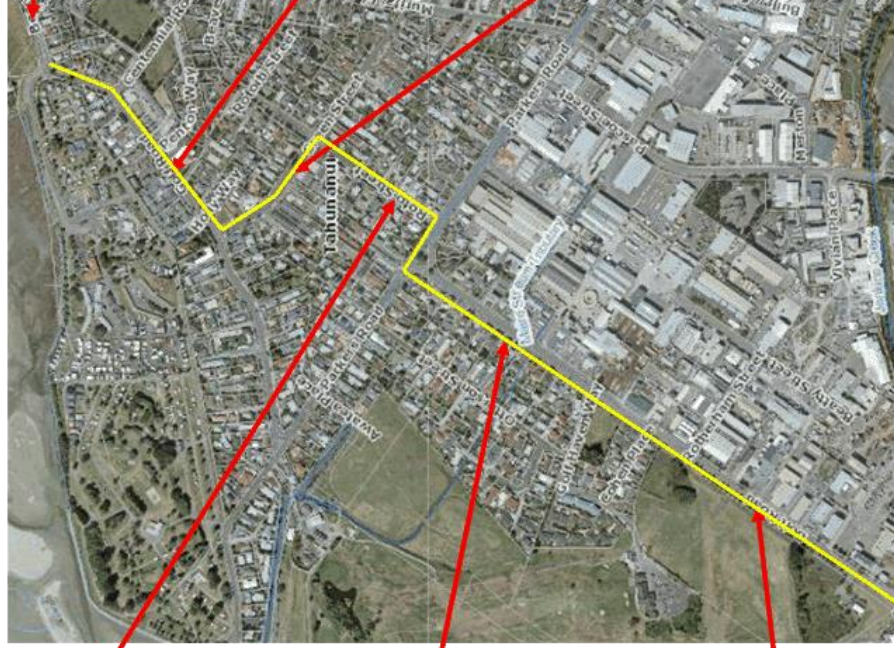
Preferred Route



Roto St – quiet street treatment



Connects to Tahunanui Motor Camp and Beach Rd



Bolt Rd north – 2-way separated cycle path



Golf Rd – 2-way separated cycle path



Bolt Rd south – off-road shared path



Green St – quiet street treatment

Preferred Route

- Existing parking is generally retained, or some alternative parking spaces found (overall loss of approximately 40 spaces, primarily located on northern end of Bolt Rd and Golf Road).

Advantages

- Avoids Pascoe Street and other industrial areas.
- Direct linkage to airport and beach.
- Mostly residential land use.
- Most appealing to Interested But Concerned.
- Links with future proposed coastal cycle route.

Disadvantages

- Doesn't provide connectivity for Tahunanui Hills until 2024-27.
- Doesn't connect directly with Railway Reserve.

Route using SH6 / Tahunanui Drive / Annesbrook Drive



SH6 Tahunanui Drive
near zebra crossing



SH6 Tahunanui Drive at
Parkers Rd



SH6 Annesbrook Drive
near Parkers Rd



SH6 Annesbrook Drive
near Douglas St

Annesbrook Drive

- Provide on-road cycle lanes in each direction, and an off-road shared path to be consistent with the proposed Haven Road and Rocks Rd facilities.

Advantages

- Potential to reduce cyclist crash rate on the road.
- Provides a direct route connection for commuter cyclists. It will appeal to commuters even if other routes are provided.
- Most direct route between Annesbrook and Rocks Rd.
- Suitable for Tahunanui Hills catchment.

Disadvantages

- Significant Loss of Parking on one side – approx. 100 spaces
- Very high traffic volumes & HPMV route.
- High number of intersections and commercial accesses.
- Poor visibility at accesses.
- Doesn't provide connectivity for residents within Tahunanui.

Route using Pascoe St and Murtai St



Murtai/Parkers/Pascoe intersection



Jenkins Creek Crossing



The Junction



Pascoe St



Merton Place



Merton Way

Route using Pascoe St and Muritai St

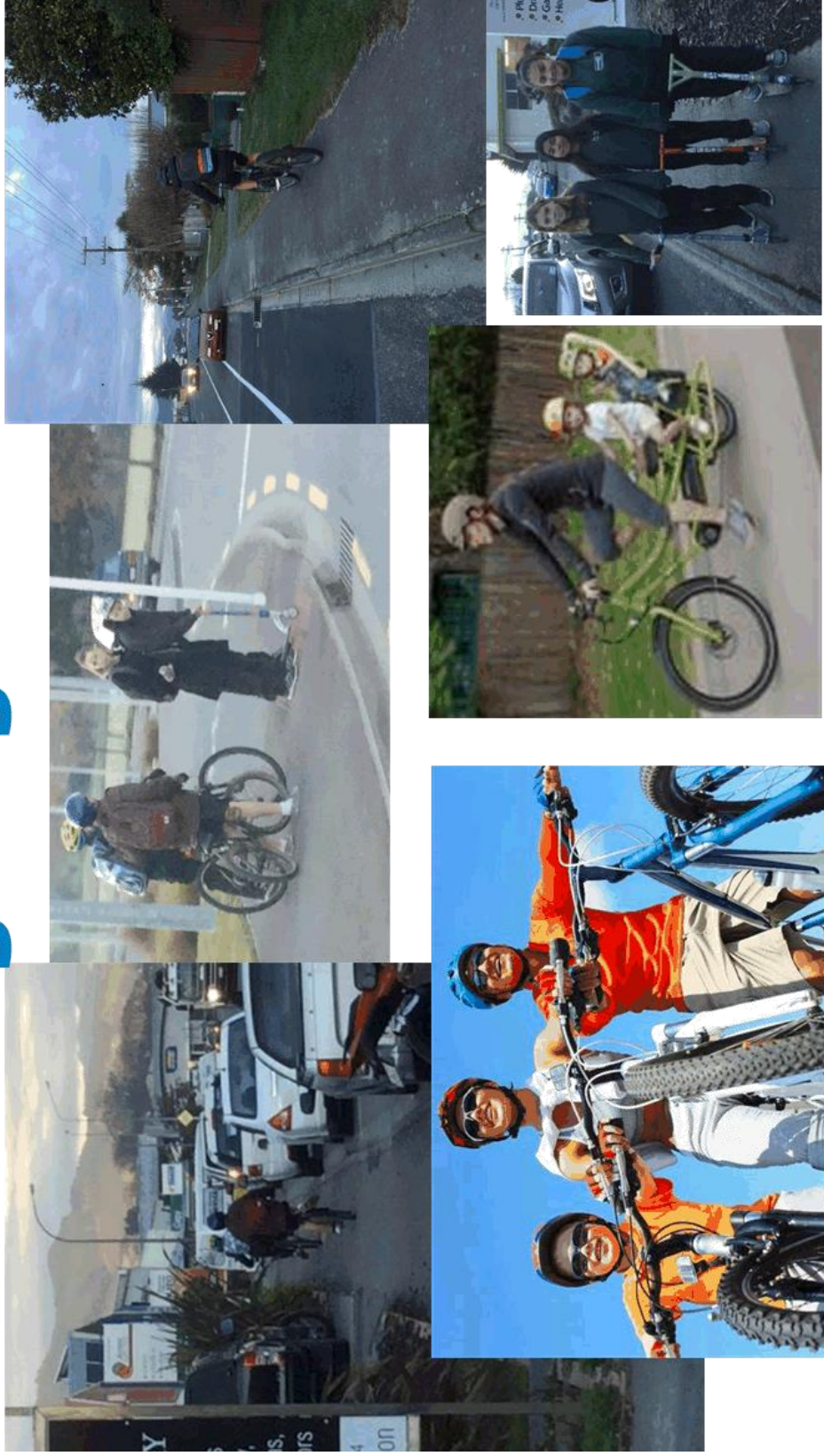
Advantages

- Uses on-road cycle facility along Muritai Street.
- Good connectivity for Stoke Schools and Railway Reserve.
- Provides access into Nelson Junction development.

Disadvantages

- Parking loss on one side of Pascoe St and Merton Place – approx. 50 spaces.
- Need to provide crossing point on Parkers Rd.
- Requires a bridge over Jenkins Creek.
- Requires approval and purchase of private land.
- Doesn't provide connectivity for Tahunanui Hills.
- High truck volumes & HPMV route.
- High number of commercial accesses with poor visibility.
- Interested but Concerned cyclists not attracted to industrial environments – CPTED issues.

Who is going to use it?



 Nelson City Council
te kaunihera o whakatū