

Locking Street Review

The following pages are a review of what residents have told us. Please look, think, discuss, and we'll get back to you in early February to undertake "co-design".

Opportunities for Locking Street & Locking Terrace

Locking Street has extensive traffic calming/speed reduction measures. We want to hear how you feel about further traffic calming measures.

Issue #1

- "Residents Only" signs are being ignored by non-residents.
- We heard that the existing signs feature three different messages which creates confusion.

Opportunities:

- The location of the signs and the messaging can be improved.
- New signs with clear messaging and in easily seen locations may help with compliance.



- There's potential for the existing sign to remain, however, we could have it spun around facing vehicles approaching from the South.
- The existing 'Shared zone ahead' sign at the Kawai Street end of Locking Street is in an effective location, however, some feedback suggested the messaging could be improved to deter through traffic.

Feedback request:

- Do you agree that signage could be improved? If so, how?



Issue 2. Speeding vehicles.

Opportunities:

- Some feedback suggested more traffic calming such as speed humps and a reduced speed limit.

Feedback request:

- Is the Locking Street speed limit appropriate?
- If not, what limit do you suggest?
- Do you support more traffic calming to reduce travel speeds?

Issue 3.

- There's a lack of space to pass
- Some residents do not have off street parking and rely on on-street parking.
- The upper section near the raised table is heavily parked and that visibility is an issue. Removing parking will mean some residents will have to park further from their house.

Opportunities:

- We know that on-street parking creates 'side friction' (it squeezes the lane width) which contributes to slowing vehicle speeds. So we are hesitant to remove parking from an area where we are promoting slower speeds. We are undertaking parking surveys over the summer

months on Locking Street to establish if there's an opportunity to make changes to the on street parking.

- Some feedback indicated the section of road between #70 and #74 needs changes to provide more space and to improve visibility for vehicles, pedestrians and cyclists. This could be achieved by removing on-street parking.

Feedback request:

- Should there be more or less parking on Locking Street, or is the amount of parking about right?

Issue 4. Road Narrowings

Some of the feedback told us the narrowings:

- reduce the opportunities for vehicles to pass each other
- obstruct pedestrians trying to avoid vehicle traffic
- don't effectively slow travel speeds
- are a danger in themselves because they can be difficult to see

Opportunities:

Retain the narrowings (and the traffic calming/'through traffic deterrent' benefits) and improve them by:

- Improving their visibility with reflectorised markings
- Adding speed bumps inside narrowing kerb-buildouts
- Paving the gardens to form protected 'islands' for pedestrians outside of the path of vehicles



Feedback request:

- Do you think the road narrowings should be retained and emphasised?
- How would you improve the narrowings?

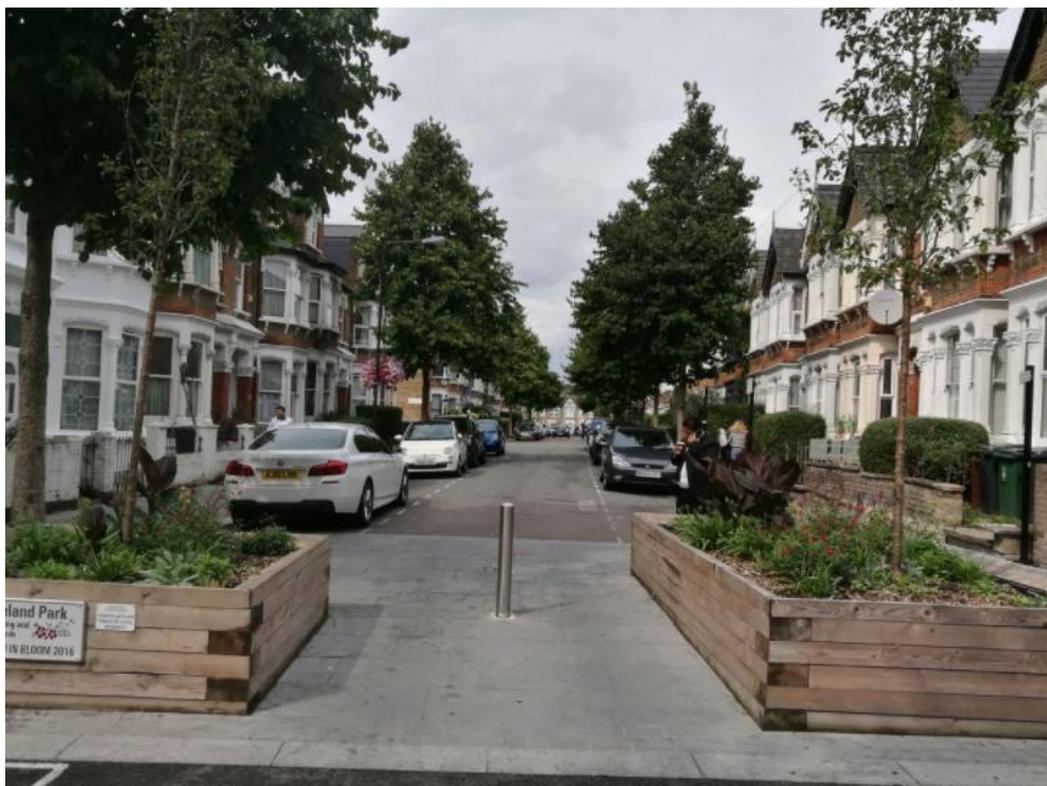
Issue 5. We heard that drivers are not being considerate of other users in the shared zone. You have told us the Shared Zone signage and existing traffic calming measures are not working and that these issues were most evident during peak hours when through traffic uses Locking Street to avoid Waimea Road.

4/11 of the Locking Street resident responses requested the street needs to be permanently closed to through traffic. This could mean it's transformed into a cul-de-sac or possibly is converted to a one-way road.

NCC at this stage does not support this type of major change to Locking Street because:

- Topography and spatial restrictions make it hard to provide a useable turning area. Rubbish trucks, cars with trailers and commercial vehicles would have difficulty accessing Locking Street.
- Access to the hospital becomes a lot harder for local residents
- Local/neighbourhood connectivity and accessibility is impacted
- The angle of driveways restricts many residents access to their properties.

Opportunity: Here's an example of what a closure using a combination of planter boxes and bollards could look like.



Feedback Request:

- Do you support turning Locking Street into a Cul-de-sac?



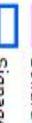
Community Feedback Summary

Locking Street

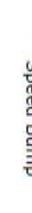


Community Ideas

Bollard



No Stopping Line



Speed Bump



Existing Features

Park Footpaths



Road Edges



Speed Humps and Traffic Islands



Driveway and Right of Way



Scale 1:1,800



December 2020

Rile Ref: A2547234
 KS. Original map size A3.
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