



**Notice of the ordinary meeting of the
Hearings Panel - Other
*Rōpū Rongonga – Aha atu anō***

Date:	Friday 25 September 2020
Time:	9.00 a.m.
Location:	Council Chamber, Civic House 110 Trafalgar Street Nelson

Agenda

Rārangi take

Chair	Cr Brian McGurk
Members	Cr Rohan O'Neill-Stevens Cr Mel Courtney

**Pat Dougherty
Chief Executive**

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Hearings Panel – Other

Functions:

To conduct hearings and/or determine under delegated authority applications relating to the Dog Control Act 1996, all matters relating to Temporary Road Closures pursuant to Schedule 10 Clause 11(e) of the Local Government Act 1974, matters relating to naming features within the city, and any other matters required for determination by Council under legislation as determined by Council.

Membership:

All elected members aside from the Mayor, in rotation. Each Hearings Panel-Other will be made up of three members.

The Group Manager Environmental Management may appoint one or more Independent Commissioners to either assist the Hearings Panel - Other or to hear and determine any particular application, such as when Council or a Council-Controlled Organisation or Council-Controlled Trading Organisation is (or could be perceived to be) an interested party, other than applications made for temporary road closure under Schedule 10 Clause 11(e) of the Local Government Act 1974.

Powers to Decide:

The power to appoint a panel to hear and determine with any other consent authority any application requiring a joint hearing

The power to hear and recommend appropriate actions from hearings of designations and heritage orders

The power to hear, consider and attempt to resolve contested road stopping procedures

The power to consider and determine applications for temporary road closures made under Schedule 10 Clause 11(e) of the Local Government Act 1974

The power to hear and determine all matters arising from the administration of the Building Act 1991, and the Building Act 2004

The power to hear and determine objections to the classification of dogs, and all other procedural matters for which a right of objection and hearing is provided for under the Dog Control Act, 1996

The power to name all features within the city requiring naming including roads, streets, service lanes, plazas, parking areas, parks, reserves, gardens and all public facilities or infrastructure, aside from those impacted by the Naming Rights and Sponsorship Policy for Community Services Facilities

The power to provide advice to applicants on appropriate names for private roads, rights of way or other legal forms of private access to property

The power to make changes to the schedules to the Parking and Vehicle Control Bylaw that do not require public consultation

The power to hear submissions and recommendations on proposed changes to the schedules to the Parking and Vehicle Control Bylaw requiring public consultation

The power to administer the administering body functions under section 48 of the Reserves Act 1977 on proposed rights of way and other easements on reserves vested in Council

1. Apologies

Nil

2. Confirmation of Order of Business**3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum**5. Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules****5 - 38**

Document number R19258

Recommendation

That the Hearings Panel - Other

- 1. Receives the report *Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules (R19258) and its attachments (A2461924, A2455192, A2460051, A2460010, A2338098, A2425607); and***
- 2. Approves amendments detailed in report *R19258 to Schedules 4, 5 and 8 of the Parking and Vehicle Control Bylaw (2011), No 207 to cater for Inner City Covered Bicycle stands and hubs:***
 - *Montgomery Square; and***
 - *Trafalgar Street.***
- 3. Approves an amendment as detailed in report *R19258 to Schedule 8 of the Parking and Vehicle Control Bylaw (2011), No 207 to***

***facilitate higher parking turnover on the north
eastern periphery of Montgomery Square.***

Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

1. Purpose of Report

- 1.1 To approve proposed alterations to Schedules of the Parking and Vehicle Control Bylaw (2011), No 207, to give effect to installation of bike racks in Montgomery Square and Trafalgar Street.

2. Recommendation

That the Hearings Panel - Other

- 1. Receives the report Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules (R19258) and its attachments (A2461924, A2455192, A2460051, A2460010, A2338098, A2425607); and***
- 2. Approves amendments detailed in report R19258 to Schedules 4, 5 and 8 of the Parking and Vehicle Control Bylaw (2011), No 207 to cater for Inner City Covered Bicycle stands and hubs:***
 - Montgomery Square; and***
 - Trafalgar Street.***
- 3. Approves an amendment as detailed in report R19258 to Schedule 8 of the Parking and Vehicle Control Bylaw (2011), No 207 to facilitate higher parking turnover on the north eastern periphery of Montgomery Square.***

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

3. Background

- 3.1 The Parking and Vehicle Control Bylaw 2011 allows for the Council by resolution, to add, amend or delete specifications contained within the Schedules. The Council has delegated this power to the Hearings Panel - Other. To ensure that the Bylaw is enforceable it is important to ensure that the Schedules are clear, easily understood by the public and updated on a regular basis. The Bylaw Schedules were last updated in August 2020.
- 3.2 Alterations and additions are proposed to Schedules 4 (Special Parking Areas), 5 (Paid Parking Space areas) and Schedule 8 (Time Limited Parking Areas) of the Bylaw as detailed in section 7 and 8 of the report.
- 3.3 The proposed changes are shown in Attachment 1A and 1B are for indicative purposes only by plans attached to this report. The purpose of these plans is to assist the panel to easily and quickly understand the nature of the changes proposed. These plans will not form part of the final bylaw. The actual changes as they will be incorporated into the final Schedules of the Bylaw, and with the level of detail required for enforcement purposes, are set out in the schedule of changes appended as Attachment 2.

4. Background

Inner City Covered Bicycle stands and hubs affecting Schedules 4 (Special Parking Areas), 5 (Paid Parking Space Areas) and Schedule 8 (Time Limited Parking Areas)

- 4.1 It is accepted nationally that the unavailability of secure bicycle parking facilities in city centres is one of the barriers to cycling in New Zealand. Providing secured, covered bicycle stands and dedicated parking for larger cargo bikes will assist in reducing these barriers.
- 4.2 The 2018-28 Long Term Plan (LTP) has two of its four priorities - Infrastructure and City Centre Development - that aim to, in the case of:
 - 4.2.1 Infrastructure - provide safe networks for smart transport options;
 - 4.2.2 City Centre Development - provide a CBD that is attractive to businesses, residents and visitors.
- 4.3 The Regional Land Transport Plan 2018-28 specifically proposed allocation of capital spend in years 2 and 3 of the Plan to support infrastructural improvements that would raise the level of service for active modes of transport and to align with the Government Policy Statement (GPS) on land transport. The present GPS focuses on mode neutrality and reducing greenhouse gas and other emissions. These two goals highlight the Government's revised directive towards investing in public and active modes of transport.

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

- 4.4 In addition to this, Council as part of the 2020/21 Annual Plan identified three focus areas for the triennium, one of these being Creating a Sustainable Transport Culture
- 4.5 To give effect to Council's vision, a project to provide covered stands was included in the Regional Land Transport Plan and the 2018-28 LTP. This project will not only cater for the needs of existing bicycle users but also encourage more people to cycle as a mode of transport in and out of the City Centre. This project will support Council's focus on creating a more sustainable transport culture through mode shift.

5. Proposal

- 5.1 The proposed bike stands consist of two tiers that accommodate 60 bicycles as shown in Attachment 3. The stand and associated parking for cargo bikes and provision of a bicycle repair station requires a space with a length of 22m. It requires a width of 4.3m for safe operation.
- 5.2 Officers have worked closely with the City Development team to ensure the design of the stand is in keeping with the proposed city spatial plan and material palette in place elsewhere such as in Upper Trafalgar Street.

6. Site selection

- 6.1 As part of the selection process officers assessed a number of sites against the following criteria:
- Available space (length and depth) for safe operation
 - Desirability for users – i.e. it needed to be proximal to destinations
 - No relocation of any underground services required
 - Adequate passive surveillance and within range of existing CCTV cameras
 - Crime Prevention through Environmental design (CPTED) considerations
 - Acceptability to businesses with shop frontage potentially impacted by the facility
 - Sunshine for powering of solar lighting
 - Availability of nearby parking to offset any parking loss.
- 6.2 Eight sites were initially investigated. Preliminary engagement was carried out with Uniquely Nelson, directly affected retailers and user groups. From the initial 8 sites, two sites were selected as fitting the criteria, namely within Montgomery Square and Trafalgar Street. Further detail on these two locations is provided in sections 7 and 8.
- 6.3 Following concerns raised by the City Centre Business Task Force Group (CCBTF) a further nine additional sites were evaluated, but not deemed to be suitable for the following reasons:

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

- 6.3.1 A number of locations within Buxton Square – available space was limited and safe operation of the stand was not possible without removal of between 5 and 7 three-hour carparks.
- 6.3.2 Halifax Street – underground services prevented kerb side location and putting the bike stand clear of these services required a phone box relocation, tree removal and removal of 6 existing carparks from within Millers Acre including 2 accessible carparks.
- 6.3.3 Bank Lane Reserve – would require use of the limited green space within the central city, has complexities with underground services and does not meet CPTED criteria.
- 6.3.4 Hardy Street outside Bank Lane reserve - limited space for safe operation, requires tree removal and has complexities with underground services.
- 6.3.5 Trafalgar Street outside Burger King – has complexities with underground services.
- 6.3.6 Trafalgar Street on the existing aprons outside Council and State Cinema – has complexities with underground services.
- 6.3.7 Alma Lane, behind Quest apartments – has complexities with underground services and CPTED concerns.
- 6.4 A map showing the full range of sites considered is appended as Attachment 4. Although the CCBTF remain concerned about the loss of carparks associated with the stands, feedback is that they understood why the proposed sites were selected.
- 6.5 If, at a later date, any alternative viable site is identified elsewhere in the central city, (through the Streets for People Project and city centre spatial plan), it is possible for the Trafalgar Street facility to be dismantled and relocated. There would be some cost to reinstating the carparks on Trafalgar Street.
- 6.6 It is worth noting that there have been concerns raised by the public about the location of the Trafalgar Street stand. It has been suggested that this stand was selected to provide secure bicycle storage for Council staff. This was not a factor in selecting the location as Council staff already have covered bicycle parking available within the old state advances Building. It is intended to replace this when the building is sold. This said Council staff may well use the new bike stands.

7. Montgomery Square

- 7.1 Proposed changes in Montgomery Square include provision for the covered bike stand, the relocation of an accessible carpark, addition of a motorcycle park, converting two carparks on the northern periphery from P180 to P60 time limit. These are shown in Attachment 1.

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

- 7.2 Officers sought feedback from surrounding businesses regarding the installation of the bicycle shelter and hub, and subsequent loss of parking though targeted letter drop (Attachment 5), consultation with Bicycle Nelson Bays, and later engagement with the RTFG.
- 7.3 The proposed bike stand requires relocation of an existing accessible carpark and the loss of 3 three-hour carparks.
- 7.4 Verbal feedback received from retail outlet staff spoken to on the day of the letter drop (12 February) was positive. The following day contact was made with a retailer at the Manna Christian store which was also positive. A subsequent telephone call was received from the manager of Adult Learning Support (which has an office in the Square) which was also supportive.
- 7.5 This bike stand will also go towards addressing a need raised by the Nelson Member of Parliament who has previously petitioned Council requesting additional bike parking be made available in Montgomery Square due to very high demand, particularly on a Saturday when the Nelson market is operating.
- 7.6 The proposal provides an opportunity to add a motorcycle park on the northern edge of the Square in space that would otherwise be unoccupied. The existing motorcycle park on the western edge is unavailable to users when the Saturday Market is in operation.
- 7.7 As part of the engagement with the CCBTF, a request was made to consider time limited parking for two peripheral carparks on the northern edge of Montgomery Square. This request was made to support high turnover of the parks particularly when the Saturday Market is operating. These parks are outside of the Market lease area and officers propose a 60 minute time limit for consistency with Wakatu Square peripheral parking.
- 7.8 A contracted Total Mobility Operator approached Council in August 2020 suggesting the existing accessible carpark behind the MSD building is relocated closer to Trafalgar Street. This location has since been socialised with CCS which administers the parking permit scheme and has met with their approval.
- 7.9 The CCBTF did not voice any objection to the location for this bike stand.

8. Trafalgar Street

- 8.1 Officers sought feedback from surrounding businesses regarding the installation of the bicycle shelter and hub, and subsequent loss of parking though targeted letter drop (Attachment 6), consultation with Bicycle Nelson Bays and later engagement with the CCBTF. This site requires the loss of 7 one-hour carparks
- 8.2 The bike stand will be situated directly in front of Council so no retail frontages are directly affected. The potential buyer of the next building

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

along on Trafalgar Street, the old State Advances building, has been consulted and they were supportive of the proposed location cation. They were supportive of cycling facilities and did not oppose the location of the shelter as it does not impinge on the direct frontage of the building. Other nearby retailers spoken to on the day the letter was delivered were generally supportive of the bike stand.

- 8.3 Subsequent correspondence from State Cinema indicated that it preferred not to have the car parks removed as these were often used by cinema patrons after hours (Attachment 7).
- 8.4 Subsequent correspondence from Cephas Property which owns the building at 126 Trafalgar Street also raised concern about the loss of carparks across the City generally (Attachment 8).

9. Options

- 9.1 Officers have considered 17 site location options. The two locations as presented in this report are supported by officers.
- 9.2 The Committee has four options – either approve these two locations, not approve the two locations, or approve either one of the two locations.

Option 1: Adopt changes to Schedules 4, 5 and 8 for bike stands in Montgomery Square and Trafalgar Street	
Advantages	<ul style="list-style-type: none">• Will provide secure bicycle parking facility in the city centre.• Improving the level of service for cyclists• Additional motorcycle parking on Saturday in Montgomery Square• Removes a known barrier to uptake of active travel• Supports retailer request to facilitate some high turnover parking in part of Montgomery Square• Aligns with Government's GPS, Council's priorities and key focus area• Consistent with Council focus on supporting a sustainable transport culture.

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

Risks and Disadvantages	<ul style="list-style-type: none"> • Loss of 2 three-hour car parking spaces in Montgomery Square and 7 one-hour spaces on Trafalgar Street
Option 2: Do not adopt changes to Schedules 4, 5 and 8 for bike stands in Montgomery Square and Trafalgar Street	
Advantages	<ul style="list-style-type: none"> • No net loss of carparks. • No expenditure of budget
Risks and Disadvantages	<ul style="list-style-type: none"> • Failure to provide secure bicycle parking facility in the city centre • No change to current level of service for cyclists • Missed opportunity to relocate accessible parking and motorcycle stand as part of the project. • Ignores retailer request to facilitate some high turnover parking in part of Montgomery Square • Lack of secure bike parking remains a known barrier to uptake of active travel • No alignment with Government's GPS, Council's priorities and key focus area • Inconsistent with Council focus on building a sustainable transport culture.
Option 3: Adopt changes to Schedules 4, 5 and 8 for bike stands in Montgomery Square only	
Advantages	<ul style="list-style-type: none"> • No loss of car parks on Trafalgar Street. • Reduced expenditure of budget • Supports retailer request to facilitate some high turnover parking in part of Montgomery Square • Additional motorcycle parking on Saturday in Montgomery Square
Risks and Disadvantages	<ul style="list-style-type: none"> • Loss of 2 three-hour car parking spaces in Montgomery Square • Failure to provide secure bicycle parking facility in the city centre, namely Trafalgar Street. • No increase to level of service for cyclists in Trafalgar Street

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

	<ul style="list-style-type: none"> • Lack of secure bike parking in part of the Central city remains a known barrier to uptake of active travel • Limited alignment with Government's GPS, Council's priorities and key focus area • Inconsistent with Council focus on building a sustainable transport culture.
Option 4: Adopt changes to Schedules 4, 5 and 8 for bike stands in Trafalgar Street only	
Advantages	<ul style="list-style-type: none"> • No net loss of car parks in Montgomery Square. • Reduced expenditure of budget
Risks and Disadvantages	<ul style="list-style-type: none"> • Loss of 7 one-hour spaces on Trafalgar Street • Missed opportunity to relocate accessible parking and motorcycle stand as part of the project. • Ignores retailer request to facilitate some high turnover parking in part of Montgomery Square • Failure to provide secure bicycle parking facility in the city centre, namely Montgomery Square. • No change to current level of service for cyclists in Montgomery Square. • Lack of secure bike parking remains a known barrier to uptake of active travel • Limited alignment with Government's GPS, Council's priorities and key focus area • Inconsistent with Council focus on building a sustainable transport culture.

10. Next Steps

- 10.1 Building consent has been obtained and resource consent is being sought. If approved by the Committee, the project is ready for construction before the start of summer.

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

- Attachment 1: A2460010 Descriptive locations and changes to schedules [↓](#)
- Attachment 2: A2461924 Schedule for proposed changes [↓](#)
- Attachment 3: A2455192 Bike Shelter description [↓](#)
- Attachment 4: A2460051 Bike hub summary map of sites investigated [↓](#)
- Attachment 5: A2338098 Letter and Location Montgomery Square [↓](#)
- Attachment 6: A2425607 Letter and location Trafalgar Street [↓](#)
- Attachment 7: A2466426 State Cinema correspondence [↓](#)
- Attachment 8: A2466425 [REDACTED] Correspondence [↓](#)

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

Important considerations for decision making
1. Fit with Purpose of Local Government The report recommendations meet current and future needs of communities in contributing to the safe use of the roading and parking network in the City.
2. Consistency with Community Outcomes and Council Policy The content and recommendations of this report are consistent with Council's Community Outcomes – "Our Infrastructure is efficient, cost effective and meets current and future needs". In particular that we have good quality, affordable and effective infrastructure and transport networks. This report is directly aligned to the requirements of the Parking Policy, the Parking and Vehicle Control Bylaw and with Council's strategic direction through the Regional Land Transport Strategy.
3. Risk To ensure that the Bylaw is clear, easily understood by the public and enforceable, it is important to ensure that the Schedules to the Bylaw are updated on a regular basis. Failure to update Schedules to the Bylaw will open enforcement up to challenge.
4. Financial impact Costs are within allocated annual budgets for road maintenance or capital projects.
5. Degree of significance and level of engagement This matter is of medium significance. Nearby businesses that could be affected, have been consulted. User groups have been engaged with and meetings have been held with the wider inner City Retailers Task Force.
6. Climate Impact This proposal support Council's leadership towards reduction in carbon emissions by making alternative modes of travel competitive and attractive when compared to private car travel. Providing a higher level of service for active modes and increasing safety perceptions and amenity of our supporting transport infrastructure can influence travel behaviour that could have a positive effect on climate change and encourage modal shift.
7. Inclusion of Māori in the decision making process No engagement with Māori has been undertaken in preparing this report.

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to
Schedules

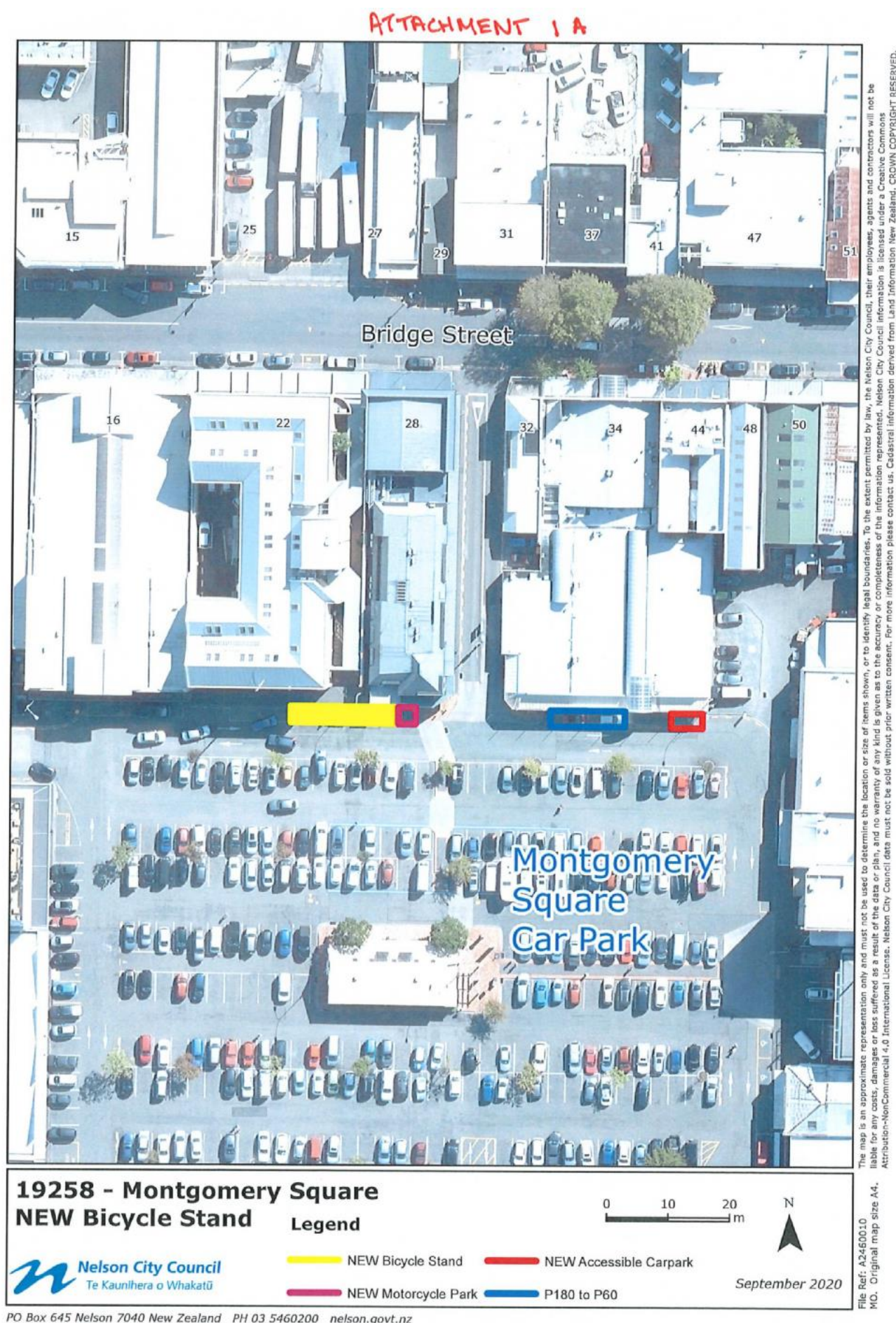
8. Delegations

The Hearings Panel - Other has the following delegations to consider changes to the Parking and vehicle Control Bylaw.

Powers to Decide:

- *The power to make changes to the schedules to the Parking and Vehicle Control Bylaw*

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 1



Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 1

ATTACHMENT 1 8



The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution-NonCommercial 4.0 International License. Nelson City Council data must not be sold without prior written consent. For more information please contact us. Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

19258 - Trafalgar Street
NEW Bicycle Stand



Legend

NEW Bicycle Stand

0 5 10
m



September 2020

File Ref: A2460007
MO. Original map size A4.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 2

Attachment 2

– Schedule of proposed changes

(A2461924)

ID	Street	Start Location	Side	Direction	Start Point	Distance	Type	Status	
5481	Trafalgar Street	Halifax Street intersection.	Right	South	30.0	22.0	Bicycle Park	Pending	
5480	Montgomery Square	Bridge Street entrance at Square junction.	Left	East	7.0	13.0	P60 Metered	Pending	
5479	Montgomery Square	Bridge Street entrance at square junction.	Left	East	27.5	5.3	Mobility Park Metered Carpark - P60	Pending	
5478	Montgomery Square	Bridge Street entrance at square junction.	Right	West	10.0	18.0	Bicycle Park	Pending	
5477	Montgomery Square	Bridge Street entrance at Square junction..	Right	West	7.5	2.5	Motorcycle Park	Pending	

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 3



IMAGE 1: PHOTOMONTAGE FROM THE SOUTHERN EDGE OF NIGHT AND DAY



Attachment 4





Attachment 5

Civic House, 110 Trafalgar Street
PO Box 645, Nelson 7040, New Zealand

8 September 2020

P (03) 546 0341
E Roshan.Babu@ncc.govt.nz
nelson.govt.nz

Dear Resident

PROPOSED BIKE SHELTER IN MONTGOMERY SQUARE CARPARK

Nelson City Council has been looking at ways to encourage more people to use active transport to travel into and around our Smart Little City. To do this, we need to make sure we have the facilities to make it easier for people to do this.

Council has been looking into providing sheltered bike stands in Nelson. Two locations have been identified where people regularly ask for more bike stands. One is in Montgomery Square carpark and another one in Buxton Square carpark.

The proposed bike stand will provide safe, secure and sheltered parking space for 60 bikes. It will be a two tiered stand, so it will only use the space required for 30 bikes.

International studies have shown that shoppers who use active transport (bike or walk) to travel into an area are more likely to stay longer and spend more than people who drive. We believe that these stands will encourage more people to use active transport, which will hopefully have a positive impact on businesses in the area.

As a business located in Montgomery Square, we would like to get your thoughts on the proposed stand, and how it may impact you. Please see the below plan for exact location and proposed design of the bike stand.

To provide your feedback, or if you have any concerns or questions, please do not hesitate to contact me, Council Project Manager Roshan Babu (Roshan.Babu@ncc.govt.nz), phone 03 546 0341 or by mail to the address at the top of this letter.

I look forward to hearing from you,

Yours sincerely

Roshan Babu
Engineering Officer

Internal Document ID: A2338098

[illegible]

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 5



Grey Street Wellington - Bike Shelter – Front View



Grey Street Wellington - Bike Shelter – Back View

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules: Attachment 6



Attachment 6

Civic House, 110 Trafalgar Street
PO Box 645, Nelson 7040, New Zealand

8 September 2020

P (03) 546 0341
E Roshan.Babu@ncc.govt.nz
nelson.govt.nz

Dear Resident

BIKE SHELTER IN TRAFALGAR STREET

Nelson City Council has been looking at ways to encourage more people to use active transport to travel into and around our Smart Little City. To do this, we need to make sure we have the facilities to make it easier for people to do this.

Council has been working to provide sheltered bike stands in Nelson. Two locations have been identified where people regularly ask for more bike stands. One is in Montgomery Square carpark and another one in Trafalgar Street in front of Civic House (110 Trafalgar Street).

The bike stand will provide safe, secure and sheltered parking space for 60 bikes. It will be a two tiered stand, so it will only use the space required for 30 bikes. This equates to 7 carparks outside of the Council building.

A contractor has become available to carry out the work in late July and into August. The work is expected to take 06 weeks to complete.

International studies have shown that shoppers who use active transport (bike or walk) to travel into an area are more likely to stay longer and spend more than people who drive. We believe that these stands will encourage more people to use active transport, which will hopefully have a positive impact on businesses in the area.

As a business located in Trafalgar Street, we would like to get your thoughts on this work, and if you have any concerns about any potential impact that it may have on you. Please see the below plan for exact location and design of the bike stand.

To provide your feedback, or if you have any concerns or questions, please do not hesitate to contact me, Council Project Manager Roshan Babu (Roshan.Babu@ncc.govt.nz), phone 03 546 0341 or by mail to the address at the top of this letter.

I look forward to hearing from you,

Yours sincerely

Roshan Babu

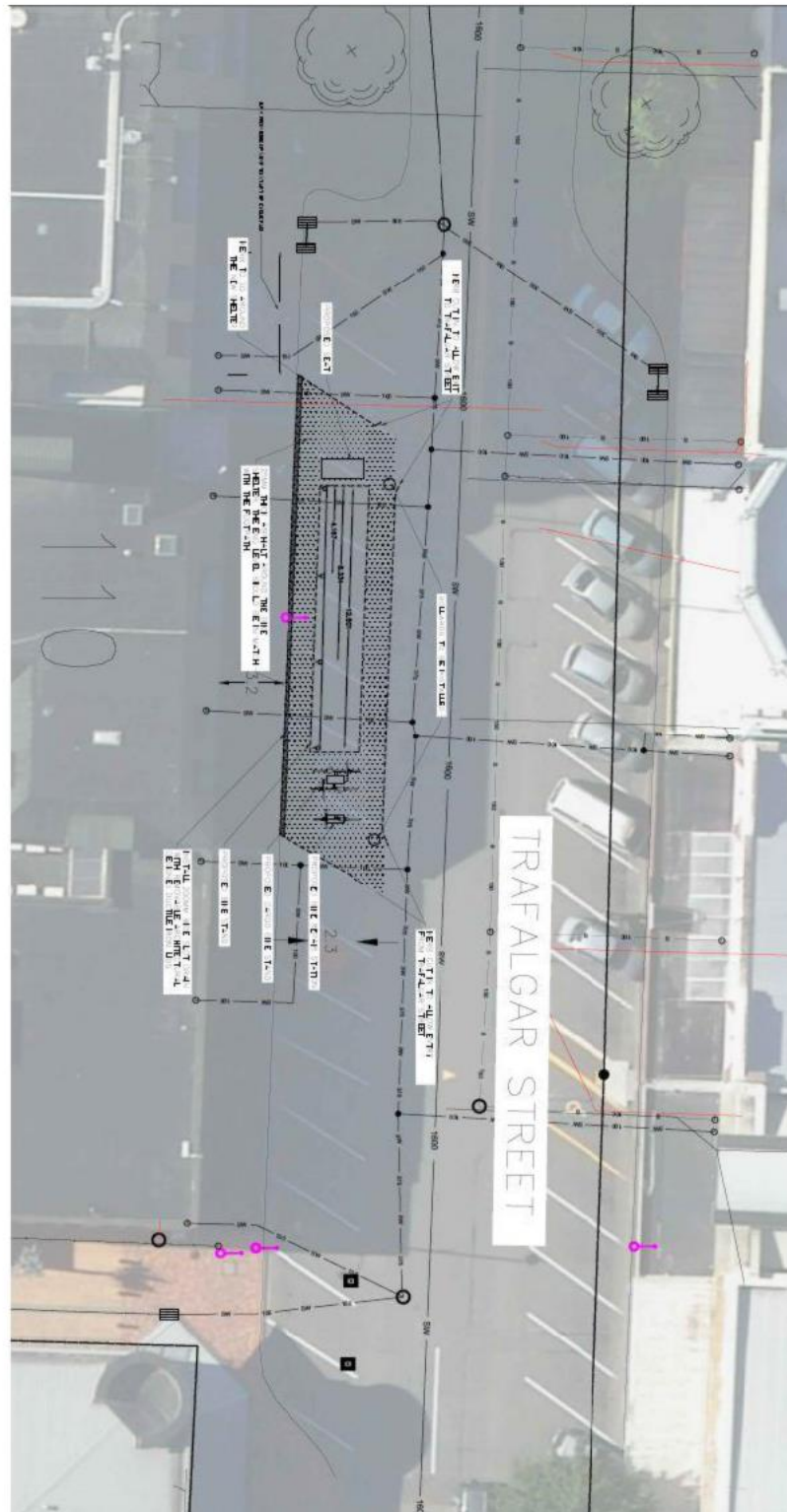
Engineering Officer

Internal Document ID: A2425607

Making Nelson an even better place

 **Nelson City Council**
te kaunihera o whakatū

Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 6



Item 6: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules:
Attachment 6



Grey Street Wellington - Bike Shelter – Front View



Grey Street Wellington - Bike Shelter – Back View

Margaret Parfitt

Subject: FW: Bike racks proposal

Attachment 7

From: Mark <Mark@cinequip.co.nz>
Sent: Thursday, July 23, 2020 7:59 PM
To: Roshan Babu
Cc: Rachel Reese
Subject: Bike racks proposal

Hi Roshan,

We discussed the proposal to install bike racks for 60 bikes in place of 7 car parks at the State Cinemas board meeting today.

Arguably we are the business most affected by the proposal. We are fully in support of making the central city more pushbike friendly. However we think there is a better option available than what has been proposed.

- 1) The peak demand for cinema attendance is during the evenings (after 5pm) and weekends (outside the school holidays).
- 2) The vast majority of cinema customers travel to the cinema from all over the region by car.
- 3) When the cinema was established in 1992 we had the whole Millers Acre carpark available to handle the peak movie times. Since then the construction of the Information Centre building has reduced parking capacity by approximately 1/3.
- 4) On any evening after 5pm the car parks along Trafalgar St on both side are generally fully occupied by cinema patrons. This does not affect use of the car parks during business hours (except during the school holidays).

Immediately outside NCC offices and the Cinema on both sides of the Trafalgar St between the 5 minute car parks and the intersection with Halifax St is a widened area of footpath currently occupied by a small capacity bike rack on each side.

We submit that this is the most appropriate place to install the proposed 60 bike shelters. It could be divided between the sites ie 30 bikes per side or you could install 60 bike double story shelters on each side thereby increasing the capacity over what is proposed. This would not reduce the number of car parks available but would utilise a part of the footpath which does not impede foot traffic at all and is not highly utilised at present.

We object to the loss of the car parks implied by the current proposal, but we support the principle of making the city centre more pushbike friendly.

I'm happy to discuss our concerns anytime.

Best regards,

Mark

Mark Christensen

*Director
State Cinemas & Cinema Equipment
P O Box 504
Nelson*

*p +64 3 548 3885 extn 6 (cinema office)
p +64 3 545 0744 (home office)
f +64 3 545 0743
m +64 21 489 175
e mark@cinequip.co.nz*

Margaret Parfitt

Subject: FW: City Centre Streets and Bike Stand

A2466425

Attachment 8 Correspondence from [REDACTED] and reply

From: [REDACTED]

Sent: Monday, 21 September 2020 9:47 am

To: Rachel Reese <mayor@ncc.govt.nz>

Cc: Jenny Tyne <Jenny.Tyne@ncc.govt.nz>

Subject: RE: City Centre Streets and Bike Stand

Hi Rachel,

Thank you very much for the email and stopping to speak to me the other day.

Thanks also for acknowledging that there has been insufficient engagement with property owners regarding City Streets for People. For the record I am not against improvements to our streets and appreciate Councils desire and effort to encourage this.

You do not need another long email to read so I will leave it there and look forward to catching up soon.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Rachel Reese [mailto:mayor@ncc.govt.nz]

Sent: Sunday, 20 September 2020 2:17 p.m.

Cc: Jenny Tyne <Jenny.Tyne@ncc.govt.nz>

Subject: RE: City Centre Streets and Bike Stand

Kia ora [REDACTED]

My apologies for the delayed reply to this email. I am uncertain as to whether Pat or other staff have engaged with you on these issues in the interim.

We have received the City Streets for People report and made decisions on how that project will progress. You've asked some very good questions below and I will ask the City Development team to provide responses during the week. It does appear that there was insufficient engagement with property owners through this process. I will ensure this is addressed as we move forward on city development.

Thank you for your acknowledgement of the importance of quality urban spaces and city investment. Thank you for your company's ongoing commitment to our city. We value the relationship we built during the Farmers' proposal and I hope that we can maintain this into the future. I will work with Jenny to find a suitable time for us to catch up for a general discussion in the next month.

On a more pressing issue, the bike stands are now proceeding to a Hearing Panel for a decision this coming week. The last time I communicated with you on this subject I had been given advice that the decision making was fully delegated to staff. This is why I asked that you meet with Pat and not with me. I had no authority to override his decision. I have also now been advised that the stands have required building consent and also require a resource consent. I do not have information on the type of resource consent or if it is a notified consent.

I was made aware of the requirement for a Hearing Panel decision quite recently. I did offer to sit on that Panel but unfortunately the council delegations specifically exclude me from undertaking that task.

In response to your comments and questions

- Council Staff currently park their bikes in the State Advances Building which has been Sold. This new bike stand on Trafalgar is currently being seen by people as Council looking after themselves not the public, regardless if this is the intention or not, this is the perception.

Yes I agree that is a perception.

- It also looks like Council don't see the Cinemas as important to Nelson CBD and another reason why investment in Richmond is easier.

I can assure you that I see the State Cinema of significant importance to the city and I have been in direct communication with Mark Christensen over recent months to discuss the impact of Covid-19 on his business and I was particularly keen on hearing his response to the installation of bike stands. Mark is concerned about the impact on his business. I note these parks are more often full than empty when I leave the office in the evening. I suspect the cars belong to Mark's patrons.

- The loss of 7 carparks will significantly affect the cinema and its concerning that Council believe otherwise. It is also concerning that Council are happy to put Councils Staff wants before for the safety of the public going to the cinemas at night. Cinema customers need more parking at close proximity (not less) especially for safety at night.

I think Mark would be the best person to comment on the impact on his patrons. As I noted above I observe these parks being well utilised in the evening. The viability of the cinema is critical to the city.

- What has the new Owner of the State Advances Building said about the bike stand? Have they been consulted?

I spoke with the owner last week. I understood the consultation was rushed (or she felt rushed in responding). The owner has concerns about the scale of the stand and street scape effects. We had a good discussion about her concerns over the heritage values of this street scape. The façade of State Advances must be retained (and was a primary reason for the purchase) and if able to be seen in a visual context with the State Cinema a good precinct feel can be developed. She had concerns about the bike stand being out of place and detracting from the heritage values of the street. I have encouraged her to contact council staff to express her concerns.

- Can we please find another location, somewhere it doesn't take out carparks and helps businesses not hinders them. Such as the grass area to the north of the Millers Acre carpark. People love to bike to a café on our amazing cycle ways and this bike stand would help River Kitchen not hinder it, like the current location will do to the cinema. This location has plenty of activity nearby with your security concerns.

I understand that these sites and others have been investigated but found to be unsuitable. Patrick, it has been suggested to me that your company may be in a position to lease or sell a parcel of land for the bike stand. Please let me know if this is correct. Of course there will be suitability criteria to consider as well. I did note in a recent communication from officers to businesses that a privately owned site was not preferred but I don't know why that is. Officers have not discussed this with me or councillors to the best of my knowledge so that is an officer view.

- Please don't remove carparks for bike-stands, we need to increase both. Nelson has to be convenient to come to.

Understanding this better will be an outcome of the parking study. There is evidence to show that multi-modal transport choice can deliver positive outcomes, including improving city centre business returns. There will be a balance and different locations will have different impacts and opportunities.

Patrick, I encourage you to have your views heard at the Hearing. If you do not have the officer report, time, and place details I can ask Jenny to send them on to you. Thank you again for your commitment to our city and I look forward to catching up in person in the near future.

Ngā mihi

Rachel Reese JP
Mayor of Nelson

Nelson City Council / *Te kaunihera o Whakatū*
03 546 0242
www.nelson.govt.nz

From: Jenny Tyne
Sent: Thursday, 3 September 2020 8:21 a.m.
[REDACTED]
Subject: RE: City Centre Streets and Bike Stand

Kia ora [REDACTED]

Thank you for your follow up email to Mayor Reese which I will ensure is brought to her attention.

Ngā mihi
Jenny

Jenny Tyne
Executive Assistant to the Mayor
Kaiāwhina Tāhūhū o te Koromatua

Nelson City Council / *Te Kaunihera o Whakatū*
Ph 03 546 0242
nelson.govt.nz

From: [REDACTED]
Sent: Wednesday, 2 September 2020 12:18 pm
To: Rachel Reese <mayor@ncc.govt.nz>
Cc: Alan Gray <alan.gray@ncc.govt.nz>; Pat Dougherty <pat.dougherty@ncc.govt.nz>
Subject: RE: City Centre Streets and Bike Stand

Dear Madam Mayor,

Thanks for your email and please forgive my addressing to you in my previous email, this was too informal and I apologise.

I think it's important to state that I am in support of providing more options to get people into the city safely and providing good bike stands is part of that.

However I also believe adding bike stands and bus lanes/parks has been directed to occur with another objective, to remove as many carparks as possible forever. This will reduce the numbers of people coming into the city and the dollars they spend. This strategy in my view is very short sighted for the health of the city and it clearly doesn't take into account the view of the investor/landlord. These signals that Council are sending out are huge red flags for the investor and this should come as a warning to those at Council who aren't familiar with investment and the flow on effect to a thriving city.

An investor needs confidence to spend money and we need money spent in Nelson CBD. Right now why would people invest in a new shop fit out, a new lease, spend money on a building when at any stage others could take away the key to making that investment work, direct customer carparks. Direct carparks are key for driving revenue and in-turn this revenue pays; wages, the investors return, and Councils lifeblood "Rates". Create a lack of confidence which is happening right now and we will see more investment leave town, jobs lost, lifesavings destroyed, more vacant buildings and more pressure on paying rates. We know Council don't need more pressure from the struggling business community complaining about the excessive rates they have to pay.

I do really appreciate Council putting in significant effort to try and reinvigorate the CBD, however removing carparks will destroy businesses which will leave little reason to come to Nelson. We all know that people will spend at places where they can get a carpark outside. Yesterday, my friend and I were classic examples of this, we wanted to eat lunch at a certain restaurant, we drove to restaurant but there was no carpark to be seen near the front door so we did a loop around the block and then found a park outside another restaurant and decided to eat there instead of the original restaurant, the original restaurant missed out on our money. If we didn't find that park (because Council had taken them out) then neither restaurant would have got our money.

We cannot afford to lose any carparks in the city even temporarily. A carpark removed in front of a small business even if temporarily is a huge deal for them, putting more financial pressure on the business and will increasingly influence their thoughts to close their doors permanently. Big loss for the city, the landlord and the small business owner.

Engagement on City Streets for People:

- Please advise me what Property Owners you had direct one on one interviews with? You don't state (neither did Pat or Alan) your concern for the direct impact on Landlords, you only state your concern for retailers.
- Please advise me what Property Owners are represented on this Task Force?
- Are Council following other Regional Cities in NZ where it has been a success to remove large amounts of inner city carparks? If so, what cities and why was it successful for them? If you aren't following other examples, why not?

Bike Stands:

- Council Staff currently park their bikes in the State Advances Building which has been Sold. This new bike stand on Trafalgar is currently being seen by people as Council looking after themselves not the public, regardless if this is the intention or not, this is the perception.
- It also looks like Council don't see the Cinemas as important to Nelson CBD and another reason why investment in Richmond is easier.
- The loss of 7 carparks will significantly affect the cinema and its concerning that Council believe otherwise. It is also concerning that Council are happy to put Councils Staff wants before for the safety of the public going to the cinemas at night. Cinema customers need more parking at close proximity (not less) especially for safety at night.
- What has the new Owner of the State Advances Building said about the bike stand? Have they been consulted?
- Can we please find another location, somewhere it doesn't take out carparks and helps businesses not hinders them. Such as the grass area to the north of the Millers Acre carpark. People love to bike to a café on our amazing cycle ways and this bike stand would help River Kitchen not hinder it, like the current location will do to the cinema. This location has plenty of activity nearby with your security concerns.
- Please don't remove carparks for bike-stands, we need to increase both. Nelson has to be convenient to come to.

We (Landlords and Retailors) are doing what we need to do to protect our investments and seeking what advice is required. As landlords we cannot afford (nor Council either) to have a Rebel Sport situation where a tenant comes to the realisation that its customer carparking is too inconvenient and chooses to move.

Again, I really do appreciate your time and all your efforts (and Staff's) in trying to advance our city. Please forgive me if my views or language comes across offensive in anyway as I appreciate my council and our relationship with it. As Pat said in our meeting, "we just don't see eye to eye on this matter", and this is not a bad thing unless we don't come together.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: Rachel Reese [mailto:mayor@ncc.govt.nz]

Sent: Friday, 14 August 2020 4:01 p.m.

To: [REDACTED]

Cc: Alan Gray <alan.gray@ncc.govt.nz>; Pat Dougherty <pat.dougherty@ncc.govt.nz>

Subject: City Centre Streets and Bike Stand

Kia ora [REDACTED]

Thank you for your email, and apologies for the slight delay with the response as a number of Council officers have provided me with information to pass onto you. I also understand that you spoke to Pat and Alan on Tuesday, so you may have had some answers then.

Engagement on City Streets for People:

Consultation for the Nelson City Centre Streets for People project has been ongoing since the beginning of June. While Council recognised the limitations to engage in COVID-19 lockdown, there were considerable efforts to reach out to stakeholders and the public.

Given the direct effect on local retailers, staff decided to form a Task Force (representing city centre retail, hospitality and commercial). This group was more active than a focus group, as they reached out to their networks to then provide direct feedback to Council staff. This group has met multiple times over the last few months.

In addition to this group, engagement with the wider business sector and the public included:

- Direct contact through Uniquely Nelson databases
- Online webinars explaining the back ground of the project (during lockdown stages)
- Communication through Council channels (media releases, Our Nelson publication, social media, posters around city centre etc)
- Online website and submissions through Shape Nelson (over 800 submissions received)
- Significant amount of media coverage in Nelson Mail/Stuff and Nelson Weekly
- Direct one on one interviews throughout the city by First Retail (expert economic/retail consultant)
- A series of breakfast events at Mahitahi CoLab with presentations from Council and First Retail (attended by over 100 retailers, hospitality providers, property owners)

Although staff do their best, it is extremely difficult to reach everyone through Council communications. If you could let us know what else we could have done to reach you or your colleagues, then that can be passed onto staff for future reference.

The current timeframe for Council to deliberate and make any decision on the City Centre Streets for People will be via a Council meeting on 9 September 2020.

City Centre Focus Group:

The City Centre focus group was last convened in September 2019. Since then the City Development Team have been in direct contact with individual members of that group.

The Nelson City Centre Streets for People project was a retail-focused project, so targeted engagement was undertaken with city centre businesses, as well as with the general public. I anticipate the City Centre Focus Group will reconvene later this year, with a focus on the proposed Spatial Plan that will influence the ongoing development of the City Centre.

Bike Stands:

Trafalgar Street was selected as a potential site for the bike stands as it met the investigation criteria. This included the location of large carparks nearby to offset the parking loss, underground services not needing to be moved for construction, not blocking store frontages and having the stand in a location that is safe and visible.

The affected parks were also P60 parks, so were short term parking only during the day. Staff conducted occupancy surveys of these parks, and note they are often vacant throughout the day.

With both Millers Acre and Wakatu Carparks nearby, it was thought that this location would not impact the cinema significantly (potentially only 7 carparks in the evenings). In saying that, staff did ask the cinema for their feedback. They were supportive of bike facilities but were concerned about the loss of those 7 spaces.

I'm sorry that you felt that you have not been appropriately engaged with regarding this stand. I have attached the letter that was sent to these businesses outlining the stands requesting their input. Staff wanted to let you know that both local and international studies have shown that people cycling to an area actually stay longer and spend more than people that drive vehicles. They are still working with the City Centre Task Force group on the location of the stands, and will value any input you wish to provide about the possible location of the stands.

We are mindful that now is a particularly difficult time for some businesses as they look to recover from the input of the COVID-19 lockdowns. We value your feedback and appreciate you taking the time to let us know your thoughts. We hope that you will continue to participate in the City Centre Focus group when that reconvenes, as we look to consider how Nelson will change and develop into the future.

Ngā mihi

Rachel Reese
Mayor of Nelson

Nelson City Council / *Te kaunihera o Whakatū*
03 546 0242
www.nelson.govt.nz


Sent: Wednesday, 5 August 2020 11:21 am
To: Rachel Reese <mayor@ncc.govt.nz>
Cc: Alan Gray <alan.gray@ncc.govt.nz>; Pat Dougherty <pat.dougherty@ncc.govt.nz>
Subject: City Centre Streets and Bike Stand

Hi Rachel,

I hope you are well and surviving these trying times.

I'm not sure who to address this email to as I haven't ever advised Council of my dissatisfaction. I apologise if this is not sent via the correct channel.

I would like to advise NCC of my significant disappointment with the lack of communication from NCC on a couple of major items/ideas concerning the CBD in recent times. I'm also advising my disappointment with the ideas themselves.

'City Centre Streets for People' Survey

NCC asked me and many others to join a City Centre Focus Group in 2018. These meetings stopped last year and no communication has occurred since. I would have thought that NCC's idea to pedestrianize Trafalgar or remove almost all the carparks would have been a good topic to discuss with such a focus group before taking any action.

Due to personal circumstances and not actually hearing about it, I was unable to provide comments to NCC's "survey", however I would support Option 4 "do nothing. Should Council actually undertake public consultation on this, be sure I will make my voice heard.

Bike Stand

Now I find out that NCC are just going to plonk a massive bike stand on Trafalgar, taking out some of the busy carparks in the city and not talk to us (NCC's neighbour and affected party) but go to the papers and claim council have consulted with us.

We have significantly invested in Nelson City and continue to pour big dollars into the central area. This lack of communication shows no value for such an investor or even respect for NCC's neighbour.

I really feel sorry right now for the Cinemas who are an integral part of the city and who are going to be hugely affected by this bike stand. Should State Cinema come up against competition in the future in Richmond, the Nelson offer will definitely be a less convenient option for consumers if this bike stand goes ahead.

I also can't understand why a bike stand has to come at the cost of carparks.

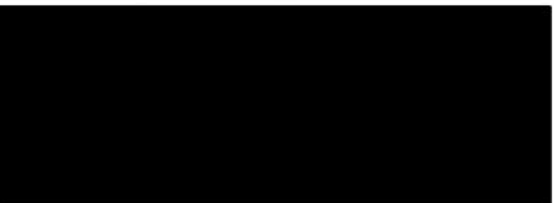
Conclusion

- We cannot lose any dollars spent by consumers in the CBD especially at this moment in time and removing carparks will do this.
- I object to the loss of any car parks implied by the current proposals.
- I object to this bike stand on Trafalgar Street.
- I am happy to speak with an appropriate person/people regarding these concerns and I hope that you can understand why I am feeling disappointed. I understand that we have a chance to speak to Pat regarding car parking via Rob Stevenson, however this will not cover off my specific concerns regarding this bike stand.

Thanks for your time reading this and look forward to hearing from someone.

Regards,





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