

OPEN

MINUTE ITEM

ATTACHMENTS

**Ordinary meeting of the
Nelson City Council**

**Tuesday 11 May 2021,
reconvened Thursday 13 May 2021
Council Chamber**

Civic House

110 Trafalgar Street, Nelson

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Item 4.1: Top of Trafalgar Group - Rental Relief Policy for Outdoor Dining Rents: Attachment 1

Ian Williams - Top of Trafalgar Group
Public Forum - Council - 11 May 2021

Outdoor Dining Rents in Nelson City – Ian Williams 11 May 2021

- Upper Trafalgar Street, Hospitality NZ (Nelson Tasman), UN Board.
- Issues apply equally to the whole city.
- NCC supported hospitality during 2020 via relief on outdoor dining rents and other licence fees.
- Council held off any charges for the 3 months of December, January, and February, with that 3 months being payable on 1 February, subject to council review based on whether business turnover continued to be "significantly reduced".
- Turnover (income) was indeed significantly down over summer, by anything between 30% and 60%.
- 30% downturn in sales typically wipes out any bottom line profit.
- Hospitality as a sector seen no special support from central government.
- Low summer trade puts businesses seriously on the back foot re winter cashflow.
- Some outlets will go under, but need to maintain a healthy hospitality offering for the future.
- It is not a fault of the business itself, but the impact of Covid.
- Concern for health & wellbeing of business owners.
- Operators may have to pull out of their rental agreements completely; impacts city ambience.
- Some outlets have reduced opening hours/days.
- Outdoor dining agreements expire on 30 June 2021.
- Methodology of setting rent levels currently complex.
- Charge single low bond.
- Immediate need for council support in any ways possible, eg. outdoor dining rents, liquor & food licensing fees.
- NCC support of economic sustainability & growth objectives.

A2636923

Office of Hon Nanaia Mahuta

MP for Hauraki-Waikato
Minister of Foreign Affairs
Minister of Local Government
Associate Minister for Māori Development



12 April 2021

Bernie Goldsmith
bgoldy@hotmail.co.nz

Tēnā koe Bernie

Thank you for your email of 3 March 2021 seeking information about Māori wards for your presentation at a public forum at Nelson City Council (the Council).

My officials at the Department of Internal Affairs (the Department) were not able to compile the required information in time for your presentation on 18 March 2021. However, I believe that the information below will still be helpful to you for future reference.

History of Māori wards

Councils have had the option to establish Māori wards since 2002. This option was introduced by the Government of the time to provide for electoral representation of New Zealanders on the Māori electoral roll. The intention was to increase diversity, recognise the Māori-Crown relationship at a local level, and give councils one way to provide opportunities for Māori to contribute to decision-making. Currently, three councils have at least one Māori ward. In 2020, nine other councils resolved to introduce Māori wards at the 2022 local elections.

Recent law change

Previously, the "poll provisions" in the Local Electoral Act 2001 meant it was possible for 5 per cent of electors to demand a mandatory, binding referendum on a council's decision to establish Māori wards. These poll provisions did not apply to councils' decisions on general wards which was unfair. These provisions proved to be a barrier to improving Māori electoral representation in local government. My view is that the poll provisions did not reflect modern Aotearoa. In 2020, I announced that addressing this unfair law would be a priority for me.

In February 2021, the Government passed the Local Electoral (Māori Wards and Māori Constituencies) Amendment Act 2021. This new law makes it easier for local authorities to establish Māori wards for the 2022 local elections by:

- removing the poll provisions so that no more binding polls can be held on council decisions to establish Māori wards; and
- extending the deadline for councils to consider Māori wards to 21 May 2021.

I am now working on a second phase of reforms to create further alignment between the Māori and general wards processes.

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A2657219 - Bernie Goldsmith - Public Forum - Nelson City Council meeting 11 May 2021 (reconvened 13 May 2021)

How Māori wards work

Councils that adopt a Māori ward must undertake a representation review to consider the total number of councillors and what the boundaries for their Māori and general wards will be. Members of the public can submit to the council during this process.

A councillor representing a Māori ward has the same responsibilities as a councillor representing a general ward. Councillor remuneration is set independently by the Remuneration Authority and paid for out of the council's income.

At the election, if a council has a Māori ward, then:

- voters on the Māori electoral roll will vote for and be represented by candidates contesting a Māori ward rather than candidates contesting a general ward;
- voters on the general electoral roll will continue to vote for candidates contesting general wards; and
- everyone will vote for the mayor, at-large councillors, and local board or community board members.

Māori and non-Māori alike may stand for election to either a Māori or a general ward.

New Zealanders who are of Māori descent have the option to move between the Māori electoral roll and the general electoral roll after each Census. The next Māori electoral option will be in 2024.

Nelson City Council

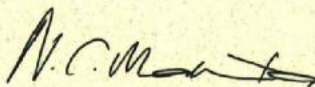
I am advised that, in the Nelson City Council area, the Māori electoral population is 3,320 and the general electoral population is 51,300. This latter figure includes people of Māori descent who have not chosen to be on the Māori electoral roll.

I am advised that as of 2018, approximately 47 per cent of Māori electors nationwide prefer to be on the general electoral roll. I am not aware of similar information for local councils, including Nelson City Council.

As Minister of Local Government, I do not hold information about the demographic information of candidates at previous Nelson City Council elections.

Thank you again for writing.

Nāku noa



Hon Nanaia Mahuta
Minister of Local Government

Nelson Future Access Project

Council Meeting
Preferred Programme
13 May 2021

 **WAKA KOTAHI**
NZ TRANSPORT
AGENCY

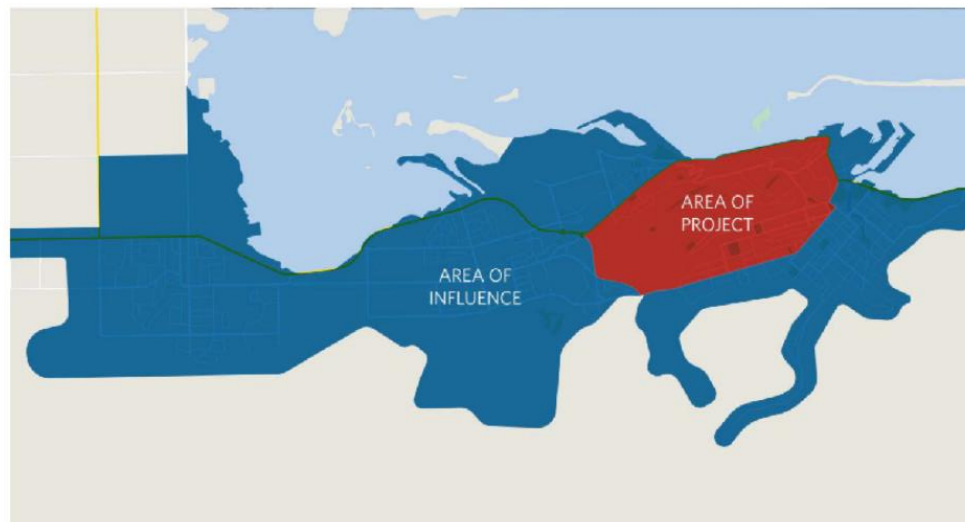
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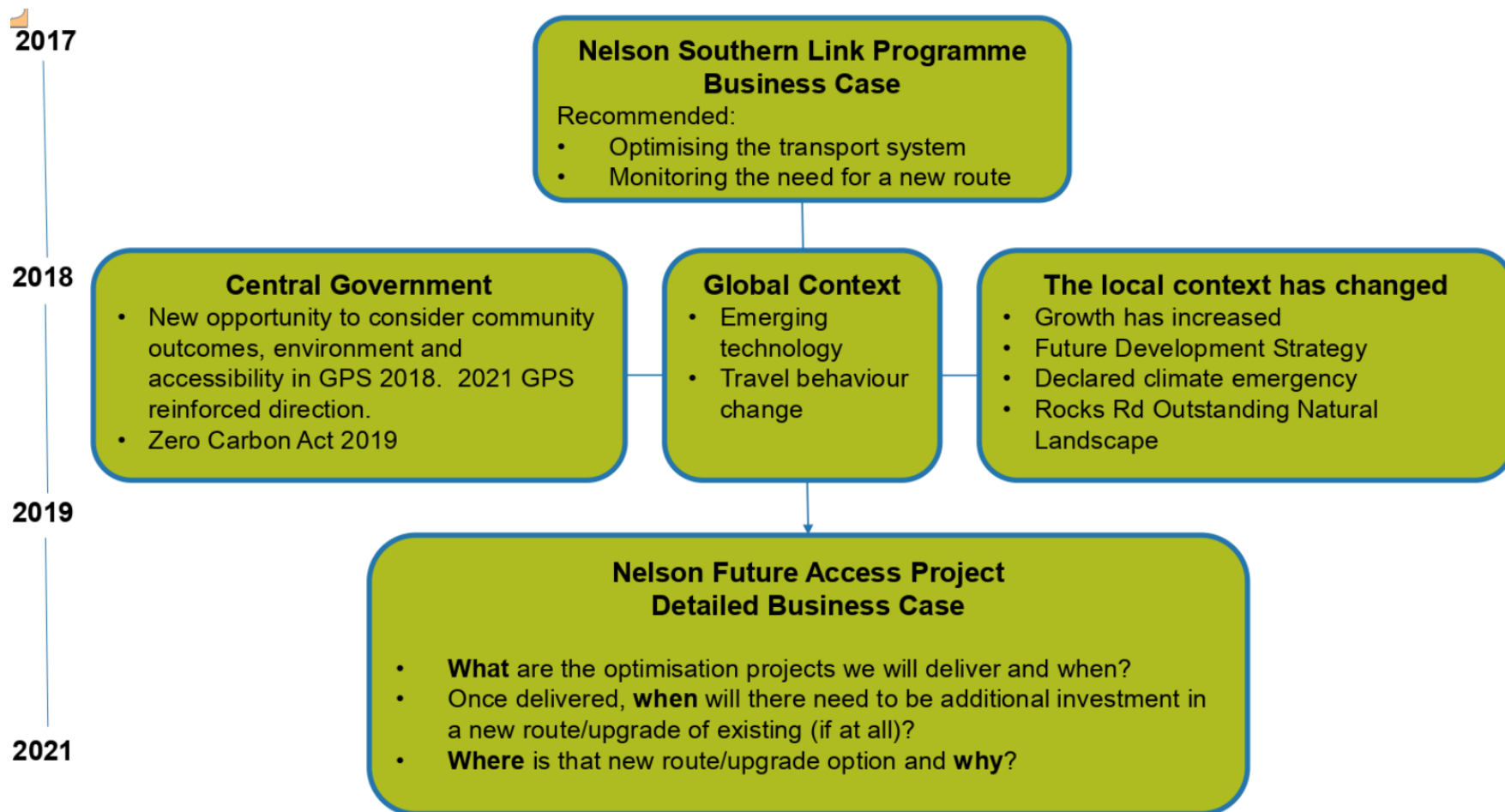
New Zealand Government

Project Area and Focus

In a nutshell, the project will contribute to:

- improving how **people and freight move** around and through Nelson
- making Nelson more **accessible**
- improving the quality of the **urban environment** in the transport corridors
- transport system **safety**
- making the transport system more **resilient**





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What will our transport future look like?



Shared mobility era

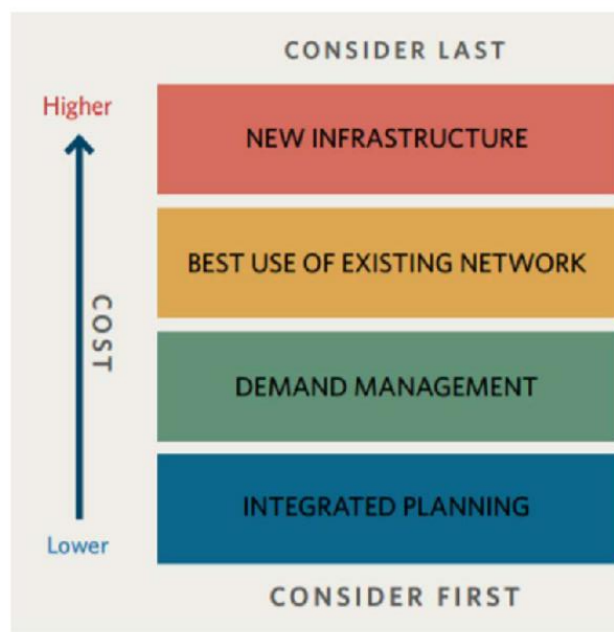


Problems and Evidence



The proposal and how we got there

- Looked at all available options – Long List
- Systematic analysis of existing technical evidence
- New evidence – modelling, NOF, PT review
- Comparison of Packages – Short List
- Iwi, Stakeholder, Community input, and feedback
- Draft Proposal
- Iwi, Stakeholder, Community input, and feedback
- Technical and investment refinement
- Final Proposal



Packages

Packages

- **Short Term** - More Travel Choice – Walk, cycle, minor PT, network optimisation, local area traffic management plus Rocks Rd walk cycle facility - \$150-190M
- **Priority Lanes via peak period clearways** – SH6 and Waimea \$220-\$250M (+Short Term package)
- **Coastal Corridor Widening** 4lanes plus parking / amenity buffer \$500-\$540M (+Short Term package)
- **Inland Route** \$190-\$220M (+Short Term package)



Multi Criteria Analysis

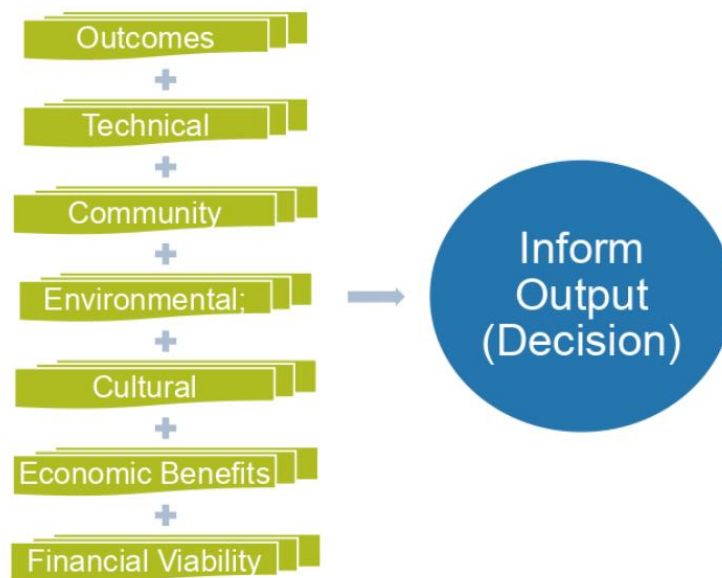
Specialist Score on Project Desired Outcomes

Project Outcomes	Priority Lanes	Coastal Corridor Widening	Inland Route Package
Moving people and freight			
Nelson is more accessible			
Quality urban environments			
Feels safer and is safer			
Resilience			

- Significantly positive compared with status quo
- Moderately positive compared with status quo
- Slightly positive compared with status quo
- No net benefit

Informing the Decision

Evaluate future (30yr) transport options/packages



- Important that community develop and score community criteria



Community Insight

FEEDBACK SUMMARY:

11545 Total online visits

4154 Unique online users

1427 Social PinPoint comments

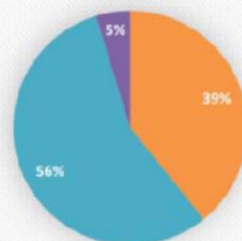
1314 Survey responses (online)

502 Survey responses (paper)

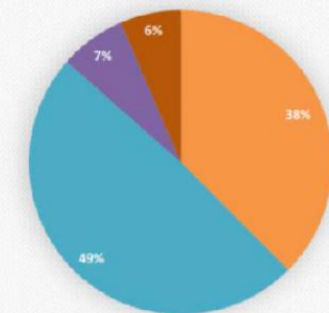
40 Email feedback

345 Attendees at events

Which long term transport package is likely to be the most successful in enabling the vision for Nelson?



Best at solving Nelson's transport issues



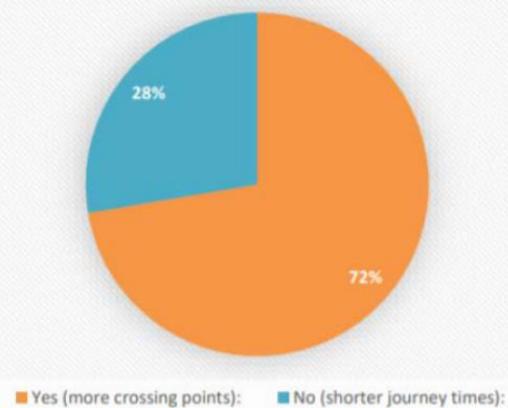


Community Insight

Space for parking vs walking/cycling



Crossing points vs shorter journeys on main arteries



Preferred Programme

Short Term and Other Improvement Package

0-10yrs, some scheduled over an extended period

Rocks Road Walk and Cycle

2-10yrs

Priority Lanes

10-15yrs

Protect Inland Route

Nelson Future Access Project Detailed Business Case

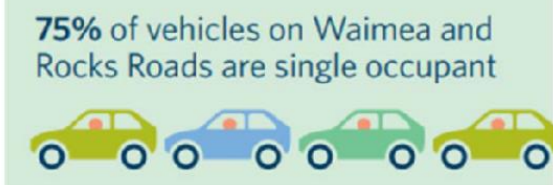
What are the optimisation projects we will deliver and when?

Once delivered, **when** will there need to be additional investment in a new route/upgrade of existing (if at all)?

Where is that new route/upgrade option and **why**?



Preferred Proposal - Short Term and Other Improvements



Preferred Proposal - Short Term and Other Improvements



- Focus on mode shift via active and public transport
- Supports implementation of land use policy (FDS) and continued tension on parking price and supply
- Amenity and safety improvement through traffic calming
- Travel demand management strategies
- Scheduled over an extended period (linking movements between key places first)



Preferred Proposal - Short Term and Other Improvements

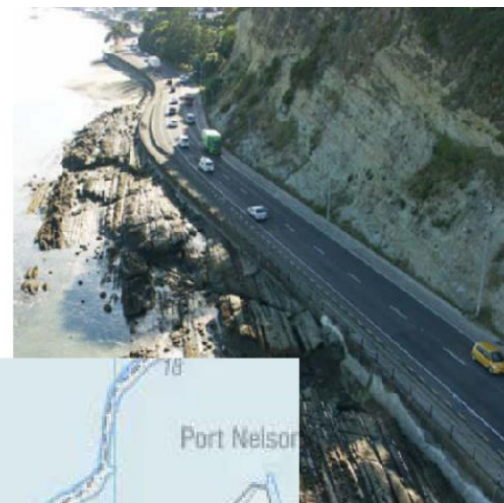


Time frame	Funding	Cost
0-3yrs	Local Road 49% NCC Share	\$5.7 - \$8.6M
	Local Road 51% Waka Kotahi FAR Share	\$6.0 - \$8.9M
	State Highway Waka Kotahi 100%	\$1.3 – \$2.1M
4-10yrs	Local Road 49% NCC Share	\$20.5 - \$31.3M
	Local Road 51% Waka Kotahi FAR Share	\$21.4 – 32.5M
	SH Waka Kotahi 100%	\$1.2 - \$1.7M
11-30yrs	Local Road 49% NCC Share	\$25.2 - \$40.4M
	Local Road 51% Waka Kotahi FAR Share	\$26.3 – \$42.1M
	State Highway Waka Kotahi 100%	\$0.7 – 3.0M

Preferred Proposal

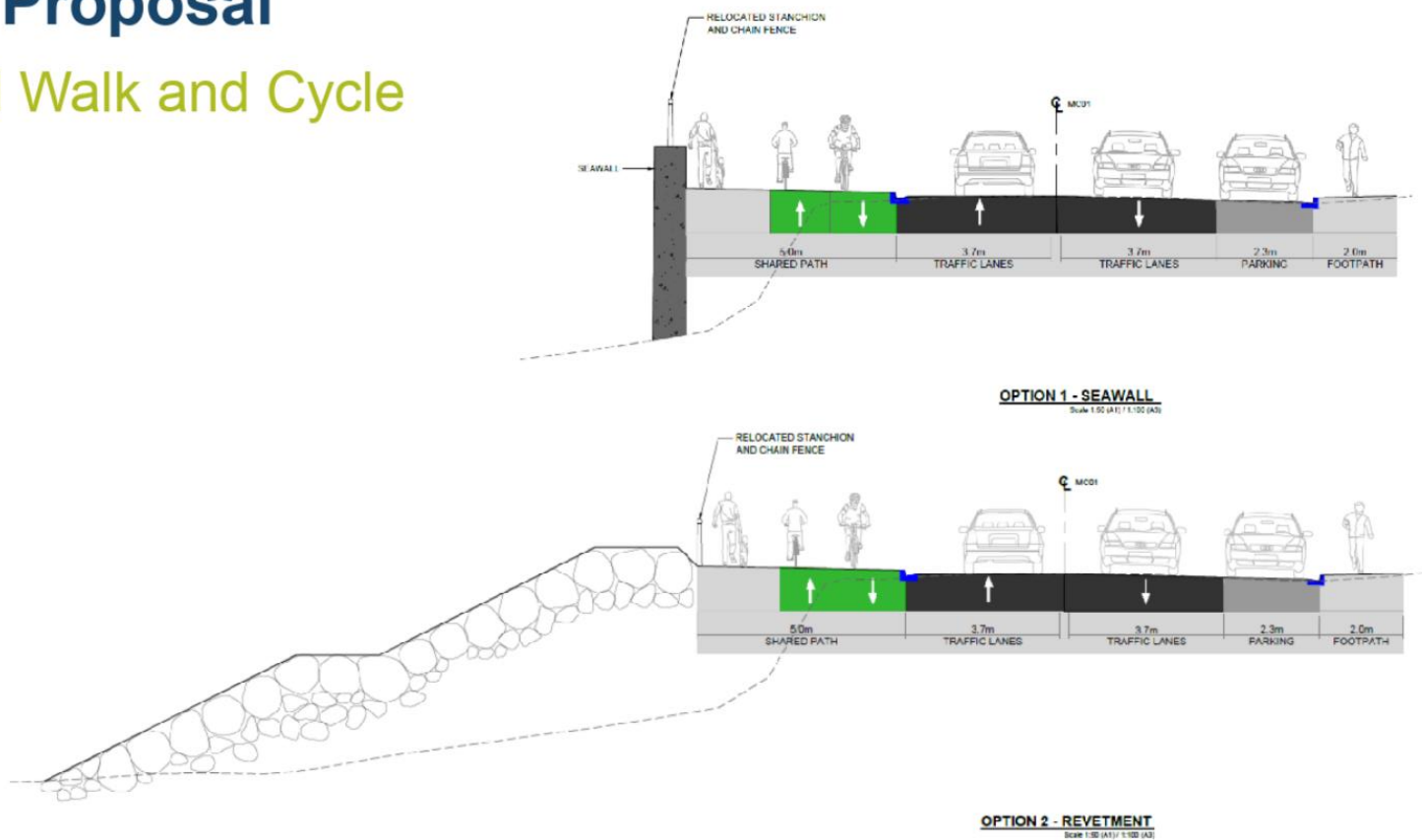
Rocks Road Walk and Cycle

- 5.0m walking and cycling facility
- Enable improved foreshore access
- Constrained through portions of the Outstanding Natural Landscape zone.
- SH6 Priority Lane delivered with Rocks Road Walk and Cycle at Southern End
- Consenting and design next phase start 2021/24 subject to NCC support and NLTP funding
- Cost \$60-70M – Waka Kotahi



Preferred Proposal

Rocks Road Walk and Cycle



Preferred Long Term Proposal

Refined Priority Lanes (10-15yrs)



Waimea Road / Rutherford Street corridor

Beatson to Examiner northbound

Franklyn to Beatson southbound

NCC \$32-39M, Waka Kotahi \$33-40M

State Highway 6

Tahunanui Drive Parkers to Bisley northbound

Days Track to Parkers Southbound

Waka Kotahi \$53-65M









Available for buses and high priority vehicles

Protect Inland Route – Long Term Resilience

Preferred Long Term Proposal

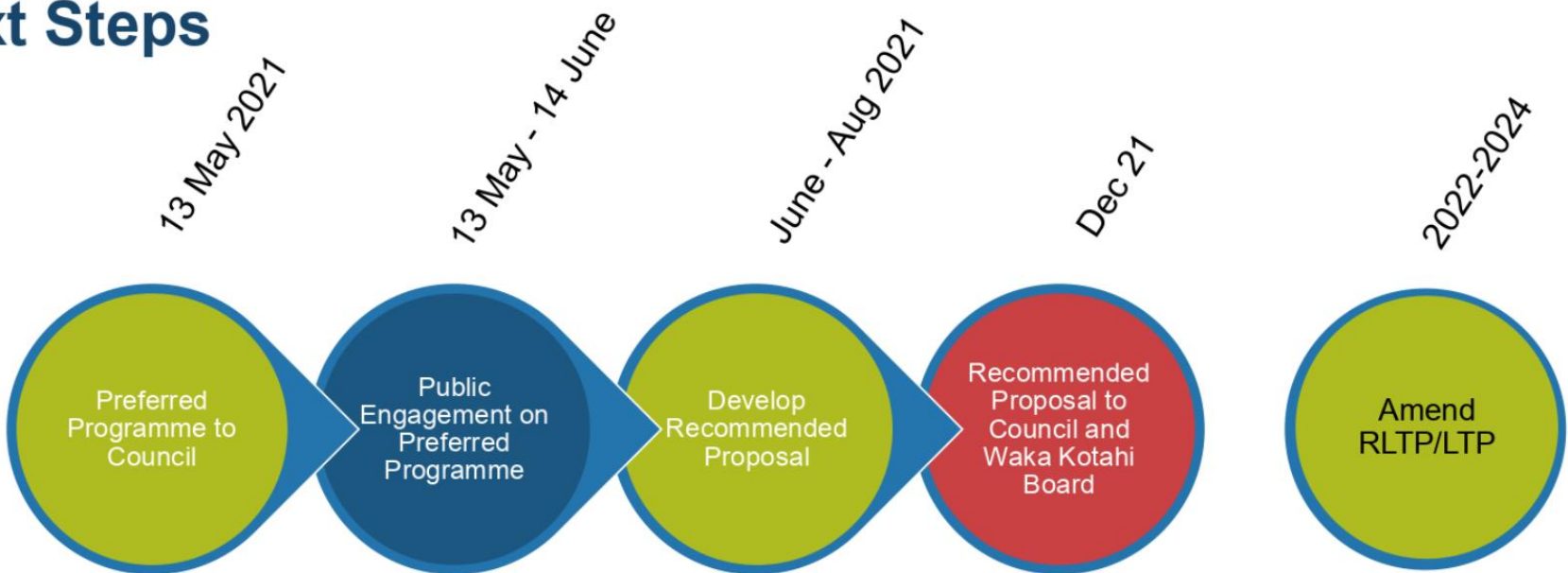
Refined Priority Lanes (10-15yrs)

KEY

-  North bound priority lanes
-  South bound priority Lanes
-  Current State Highway
-  Proposed signalised intersection
-  Proposed signalised crossing for pedestrians and cyclists
-  Existing signalised intersection or proposed to be signalised ahead of priority lanes
-  Existing pedestrian signals proposed to be removed
-  Proposed new walking and cycling underpass



Next Steps





Engagement Approach

Mid May to Mid June

Why

- **Engage** on short-term and other improvements
- **Engage** on Rocks Road Walk and Cycle
- **Inform** on long term Priority Lanes.

How

- Social Pin point
- Open Days/Events
- Key Stakeholder meetings

