



**Nelson City Council**  
Te Kaunihera o **Whakatū**

**Notice of the Ordinary meeting of**

## **Hearing Panel**

### ***Te Rōpū Rongonga***

Date:	Friday 16 June 2023
Time:	9.00a.m.
Location:	Council Chamber Floor 2A, Civic House 110 Trafalgar Street, Nelson

## **Agenda**

### ***Rārangi take***

**Chairperson**

Councillor Rohan O'Neill-Stevens

**Members**

Cr Trudie Brand

Cr Rachel Sanson

**Quorum 2**

**Nigel Philpott**  
**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. For enquiries call (03) 5460436.

## **Hearing Panel**

### 1. 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.

### 2. Membership:

- All elected members aside from the Mayor, in rotation. Each Hearing Panel will be made up of three members.
- The Chair of each Panel will be an elected member who has previously completed the 'Making Good Decisions' course.
- Each Hearings Panel will include no more than one elected member in their first triennium of Council
- The Group Manager Environmental Management may appoint one or more Independent Commissioners to either assist the Hearing Panel 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.

### 3. 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
- 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.



## **Karakia and Mihi Timatanga**

### **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**

4.1 Public Forum - Following Feedback on the Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedule Report

The following people have requested to speak to their feedback: Due to the number of requests, the chair has advised that each presenter will have 3 minutes to speak.

Kay Price

Dana Hanson

Robin Westrupp

Chris Kennedy

Nelson McEwan

Mary O'Brien

Tim Miller and Anne Miller

Kim Hall

Karl Hadfield

Andy Wells

Ray Weston

## **5. Confirmation of Minutes**

5.1 18 May 2023 **7 - 8**

Document number M20155

Recommendation

### ***That the Hearing Panel***

- 1. Confirms the minutes of the meeting of the Hearing Panel, held on 18 May 2023, as a true and correct record.***

**6. Road naming Toi Toi Grove Limited **9 - 16****

Document number R27715

Recommendation

### ***That the Hearing Panel***

- 1. Receives the report Road naming Toi Toi Grove Limited (R27715) and its attachment (1737134922-159598); and***
- 2. Approves the name "Golden Elm Rise" for the road shown on the subdivision plan in Attachment 1 (1737134922-159598) of Report (R27715).***

**7. Temporary Road Closure - Te Ramaroa Light Festival 2023 **17 - 24****

Document number R27732

Recommendation

### ***That the Hearing Panel***

- 1. Receives the report Temporary Road Closure - Te Ramaroa Light Festival 2023 (R27732) and its Attachments (340448201-4951 and 1355221503-2959); and***
- 2. Approves the temporary road closure as per report (R27732) Section 4 and its Attachment (340448201-4951) for Te Ramaroa Light Festival 2023 between Friday 30 June and Tuesday 4 July 2023.***

**8. Parking and Vehicle Control Bylaw (2011), No 207  
Amendments to Schedule**

**25 - 126**

Document number R27717

Recommendation

***That the Hearing Panel***

- 1. Receives the report *Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedule (R27717) and its Attachments (1355221503-11131, 1355221503-10911, 1355221503-10695, 1355221503-10909, 1355221503-10759, 1355221503-10753, 1355221503-10690, 1355221503-10754, 1355221503-10755); and***
- 2. Approves the revised Stoke interchange location (near the Turf Hotel) as detailed in Attachment (1355221503-10754) of report R27717; and**
- 3. Approves bus stops and associated parking restrictions as detailed in report R27717; and**
- 4. Approves the corresponding changes for approved bus stops, and associated parking restrictions detailed in Attachment 2 (1355221503-10911), to the following Schedules of the Parking and Vehicle Control (2011), No 207 bylaw;**
  - Schedule 4**
  - Schedule 5**
  - Schedule 8**
  - Schedule 9**

**Karakia Whakamutanga**

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**Minutes of a meeting of the  
Hearing Panel  
*Te Rōpū Rongonga***

**Held in the Council Chamber, Floor 2A, Civic House, 110 Trafalgar Street, Nelson on Thursday 18 May 2023, commencing at 1.00p.m.**

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Present: Councillors T Brand (Chair), M Courtney and P Rainey.

In Attendance: Chief Executive (N Philpott), Acting Manager Parks and Facilities, Paul Harrington, Acting Team Leader Parks and Facilities, Carol Stewart, Team Leader Governance (R Byrne) and Senior Governance Adviser (H Wagener)

Apologies : Nil

**Karakia and Mihi Timatanga**

**1. Apologies**

Nil

**2. Confirmation of Order of Business**

There was no change to the order of business.

**3. Interests**

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

**4. Public Forum**

There was no public forum.

**5. Confirmation of Minutes**

5.1 24 March 2023

Document number M20062, agenda pages 6 - 7 refer.

Resolved HEA/2023/004

***That the Hearing Panel***

1. ***Confirms the minutes of the meeting of the Hearing Panel, held on 24 March 2023, as a true and correct record.***

Rainey/Courtney

Carried

## 6. **Naming of a new park in Bayview - Tirohanga Whānui Park**

Acting Manager Parks and Facilities, Paul Harrington and Acting Team Leader Parks and Facilities, Carol Stewart and spoke to the recommendation and answered questions.

Document number R27589, agenda pages 8 - 16 refer.

Resolved HEA/2023/005

### ***That the Hearing Panel***

1. ***Receives the report Naming of a new park in Bayview - Tirohanga Whānui Park (R27589) and its attachments (1789850319-145, 1789850319-289 and 196698121-46544); and***
2. ***Approves that Lot 501 DP 572142 is named Tirohanga Whānui Park; and***
3. ***Thanks the Ngāti Koata Kaumātua Committee for the gift of the name for the new park.***

Rainey/Courtney

Carried

## **Karakia Whakamutanga**

There being no further business the meeting ended at 1.06p.m.

Confirmed as a correct record of proceedings by resolution on (date)

Resolved



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## Road naming Toi Toi Grove Limited

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### 1. Purpose of Report

- 1.1 To approve or decline an application for the name of "Golden Elm Rise" for the new road formed off Toi Toi St.

### 2. Recommendation

*That the Hearing Panel*

1. ***Receives the report Road naming Toi Toi Grove Limited (R27715) and its attachment (1737134922-159598); and***
2. ***Approves the name "Golden Elm Rise" for the road shown on the subdivision plan in Attachment 1 (1737134922-159598) of Report (R27715).***

### 3. Background

- 3.1 Toi Toi Grove Limited is undertaking a staged 141 lot subdivision at the top end of Toi Toi St and Princes Drive. In 2016 the development was approved under the Housing Accords and Special Housing Areas Act 2013. It is proposed this development will create a total of 248 new homes, being a mix of standard fee simple lots, duplex housing and 74 unit titles based on the Comprehensive Housing Development model. Toi Toi Grove Limited wish to continue the Canadian theme found throughout the Toi Toi area e.g. Montreal, Abraham, Quebec, Banff by naming the main road through the subdivision "Golden Elm Rise". The Elm genus of trees originate from the Northern Hemisphere, with specific Elms native to Canada.
- 3.2 Council has the authority to name roads, pursuant to Section 319(j) of the Local Government Act 1974. Council has yet to approve a Naming Policy. Officers use the following 2008 draft Road Naming Policy principles/criteria to assess applications:

## Item 6: Road naming Toi Toi Grove Limited

### **7. Principles/Criteria**

- 7.1 *Names should not be the same as or similar in sound or written form to road names already in use in the Nelson/Tasman region.*
- 7.2 *Names are not to be the same as or similar to that of any living person, if the first name and surname are to be used as the road name; if only the surname is used, this may be acceptable. Written approval must be obtained from the person the street is named for, or from the next of kin or descendants (as appropriate).*
- 7.3 *If the road is on or near a site of significance to iwi, and if an appropriate Māori name can be identified, the Hearings Panel will seek the advice of iwi over the name.*
- 7.4 *Māori names, if not proposed by iwi, will require the approval of iwi.*
- 7.5 *Names should bear some relationship to the locality, and in the case of a multi-street subdivision, present a theme within the overall development; in the case of a staged development, names should continue the theme for earlier stages on the development. Where new roads are created as a result of other than subdivision activities, they should continue the theme for the locality.*
- 7.6 *Names should be reasonably brief; the length of the name is to be related to the length of the road, i.e. short names for short roads, to avoid cartographic problems.*
- 7.7 *Names are not to be in the possessive case, eg. Hector Avenue, not Hector's Avenue. However, the plural may be an appropriate alternative in certain cases, eg Queens Road.*
- 7.8 *The use of more than one word should be avoided, unless it is of historical significance, e.g. Will Watch Way*
- 7.9 *The name should not include hyphenated words.*
- 7.10 *The name should be of straightforward spelling and pronunciation, so as to avoid confusion or misunderstanding.*
- 7.11 *The term (ie. road, street, avenue, terrace, way etc) will be based on a definition of terms, set out in Appendix 2.*

### **4. Evaluation**

- 4.1 There is a Golden Hills Road in Waimea West. "Golden Elm Rise" is considered sufficiently different to the existing name in sound and written form to comply with 7.1 of the 2008 draft Road naming Policy. Criteria 7.2 is met, 7.3 and 7.4 are not relevant to this application. 7.5 is

## Item 6: Road naming Toi Toi Grove Limited

met as "Golden Elm Rise" relates to the Canadian theme. The length of the name is reasonable in relation to the length of the road, therefore 7.6 is met.

- 4.2 Criteria 7.7 is met, "Golden Elm Rise" meets criteria 7.8 by relating back to historic Canadian theme existing within the area. Criteria 7.9 and 7.10 are also complied with. To meet 7.11 the road type needs to comply with the Australian/New Zealand standards as follows:

<b>NEW ZEALAND ROAD TYPES</b>					
<b>Road type</b>	<b>Abbrev</b>	<b>Description</b>	<b>Open ended</b>	<b>Cul-de-sac</b>	<b>Pedestrian only</b>
Alley	Aly	Usually narrow roadway in a city or town	x	x	
Arcade	Arc	Covered walkway with shops along the sides			x
Avenue	Ave	Broad roadway, usually planted on each side with trees	x		
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots	x		
Circle	Cir	Roadway that generally forms a circle, or a short enclosed roadway bounded by a circle	x	x	
Close	Cl	Short enclosed roadway		x	
Court	Crt	Short enclosed roadway, usually surrounded by buildings		x	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare	x		
Drive	Dr	Wide main roadway without many cross-streets	x		
Esplanade	Esp	Level roadway along the seaside, lake, or a river	x		
Glade	Gld	Roadway usually in a valley of trees	x	x	
Green	Grn	Roadway often leading to a grassed public recreation area		x	
Grove	Grv	Roadway that features a group of trees standing together		x	
Highway	Hwy	Main thoroughfare between major destinations	x		
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway	x	x	x
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare	x		
Mall	Mall	Wide walkway, usually with shops along the sides			x

## Item 6: Road naming Toi Toi Grove Limited

Mews	Mews	Roadway in a group of houses		x	
<b>Road type</b>	<b>Abbrev</b>	<b>Description</b>	<b>Open ended</b>	<b>Cul-de-sac</b>	<b>Pedestrian only</b>
Parade	Pde	Public roadway or promenade that has good pedestrian facilities along the side	x		
Place	Pl	Short, sometimes narrow, enclosed roadway		x	
Promenade	Prom	Wide flat walkway, usually along the water's edge			x
Quay	Qy	Roadway alongside or projecting into water	x	x	
<b>Rise</b>	<b>Rise</b>	<b>Roadway going to a higher place or position</b>	<b>x</b>	x	
Road	Rd	Open roadway primarily for vehicles	x		
Square	Sq	Roadway which generally forms a square shape, or an area of a roadway bounded by four sides	x	x	
Steps	Stps	Walkway consisting mainly of steps			x
Street	St	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides	x		
Terrace	Tce	Roadway on a hilly area that is mainly flat	x	x	
Track	Trk	Walkway in a natural setting			x
Walk	Walk	Thoroughfare for pedestrians			x
Way	Way	Short enclosed roadway		x	x
Wharf	Whrf	A roadway on a wharf or pier	x	x	x

4.3 The new open-ended road coming off Toi Toi Street winds its way up through the development, therefore the use of the road suffix "Rise" and its descriptor "Roadway going to a higher place or position" is appropriate.

#### 4.4 **Alternative names**

The applicant provided "Caribou Heights" - an iconic Canadian reindeer and "Ontario Drive" - one of the largest and most populated provinces in Canada as alternative names. "Heights" is not an option in the list of New Zealand Road types and therefore is not recommended as an alternative name. "Ontario Drive" meets all road naming criteria. Tasman District officers have been consulted and there is no issue with the use of "Golden Elm Rise" or "Ontario Drive".

**5. Options**

5.1 The Hearing Panel has three options:

5.1.1 To approve the name "Golden Elm Rise"; or

5.1.2 To approve an alternative name from the options provided; or

5.1.3 To decline the proposed names and to ask the applicant to submit alternative names.

5.2 Council officers recommend approving "Golden Elm Rise" as it is consistent with the 2008 draft Road Naming Policy and the Australian/New Zealand standards.

**Author: Bernadette Power, Development and Naming Adviser**

**Authoriser: Mandy Bishop, Group Manager Environmental Management**

**Attachments**

Attachment 1: 1737134922-159598 Plan showing road to be named [↓](#)

<b>Important considerations for decision making</b>
<b>Fit with Purpose of Local Government</b>  The Council has the authority to name roads, pursuant to s 319(j) of the Local Government Act 1974.
<b>Consistency with Community Outcomes and Council Policy</b>  The decision in this report supports the community outcome that our Council provides leadership and fosters partnerships, a regional perspective and community engagement.
<b>Risk</b>  This is a low-risk decision as checks have been carried out to ensure that the proposed road name will not cause confusion to the public or to emergency services, if there are existing or similar names. The name will not cause offence.
<b>Financial impact</b>  No additional resources are required.
<b>Degree of significance and level of engagement</b>  This matter is of low significance because there are no impacts on any private person. Tasman District Council officers have been consulted and there are no issues with the use of "Golden Elm Rise" or "Ontario Drive".
<b>Climate Impact</b>  Not applicable for the naming of a road in an approved subdivision.
<b>Inclusion of Māori in the decision making process</b>  No engagement with Māori has been undertaken in preparing this report.

## **Delegations**

The Hearing Panel has the following delegations to consider

*Areas of Responsibility:*

- *Matters relating to the naming features within the city*

*Powers to decide:*

- *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 (5.19.3).*
- *The power to provide advice to applicants on appropriate names for private roads, right of way or other legal forms of private access to property (5.19.3).*







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## Temporary Road Closure - Te Ramaroa Light Festival 2023

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### 1. Purpose of Report

- 1.1 To approve or decline the temporary road closure application for Te Ramaroa Light Festival 2023 between Friday 30 June 2023 and Tuesday 4 July 2023.

### 2. Recommendation

*That the Hearing Panel*

1. ***Receives the report Temporary Road Closure - Te Ramaroa Light Festival 2023 (R27732) and its Attachments (340448201-4951 and 1355221503-2959); and***
2. ***Approves the temporary road closure as per report (R27732) Section 4 and its Attachment (340448201-4951) for Te Ramaroa Light Festival 2023 between Friday 30 June and Tuesday 4 July 2023.***

### 3. Background

- 3.1 These closures are for events, and thus they fit the requirements of Schedule 10 Clause 11(e) of the Local Government Act 1974. Council approval is required until such time that the delegation has been updated to reflect how or where these can be approved.
- 3.2 It is a requirement that consultation with Waka Kotahi (New Zealand Transport Agency) is undertaken to temporarily close any road under Schedule 10 Clause 11 of the Local Government Act 1974. Nelson City Council (NCC) and Waka Kotahi have an agreement whereby specific consultation is only required if the closure affects the State Highway or their assigned detour routes.

#### **4. Te Ramaroa Light Festival 2023**

- 4.1 Council officers received an application on 19 April 2023 from Te Ramaroa Trust to close Trafalgar Square between Trafalgar Square East including the Church Steps and Park Street, between Friday 30 June to Tuesday 4 July 2023, from 5.00 pm to 10.00 pm daily as shown in Attachment 1 (340448201-4951).
- 4.2 Te Ramaroa Light Festival is a biennial event that is a celebration of community, creativity and the wonder of light. It is a free outdoor event featuring numerous light installations throughout Nelson City.
- 4.3 As per clause 11(e) of schedule 10 of the Local Government Act 1974, this proposed road closure will not exceed the aggregate of 31 days for any year.
- 4.4 Consultation with Waka Kotahi has not been undertaken due to this event not having any impact on the State Highway or its detour routes.
- 4.5 Consultation with the Police has been undertaken and they have given their approval for this event.
- 4.6 As per clause 11A of schedule 10 of the Local Government Act 1974, Council placed a notification in the Nelson Mail 20 May 2023 to notify of the applicant's intention to close these roads and inviting feedback by 24 May 2023. The advertisement was also placed on the Council website, an email notification was undertaken, and a hand delivered letter drop by the applicant to directly affected businesses/residents was carried out (Attachment 2). No feedback from the public was received.
- 4.7 No noise consent is required for this event and evidence of public liability insurance has been provided.
- 4.8 Council officers are satisfied that the road closure will not unreasonably impede traffic because alternative routes are available, and the extent and duration is limited. Council officers recommend that this application be approved.
- 4.9 If approved, a minimum of 24 hours' notice will be provided to affected businesses and residences.
- 4.10 In the event that this event gets cancelled due to, for example COVID-19 restrictions, the closures will not proceed, and this will be publicly notified.

#### **5. Options**

- 5.1 Council has two options, either to approve or decline the temporary road closure applications. Officers recommend approving the temporary road closure for this event.

Item 7: Temporary Road Closure - Te Ramaroa Light Festival 2023

**Author: Gillian Dancey, Contracts Supervisor - Roading**

**Authoriser: Alec Louverdis, Group Manager Infrastructure**

**Attachments**

Attachment 1: 340448201-4951 - MAP - Te Ramaroa Light Festival 2023 [↓](#)

Attachment 2: 1355221503-2959 - Road Closure - Letter Drop - Te Ramaroa Light Festival 2023 [↓](#)

<b>Important considerations for decision making</b>
<b>Fit with Purpose of Local Government</b> The following are applicable: <ul style="list-style-type: none"><li>• The Local Government Act 1974, Schedule 10, Temporary Prohibition of Traffic.</li><li>• The Local Government Act 2002, Clause 78, Community Views in Relation to Decisions.</li></ul> This temporary road closure fits with the purpose of local government.
<b>Consistency with Community Outcomes and Council Policy</b> These events contribute to our community outcomes by assisting our community to celebrate their identity and community.
<b>Risk</b> If the temporary road closure is not approved, the event is at risk of not going ahead.
<b>Financial impact</b> There is no financial impact for Council for this road closure.
<b>Degree of significance and level of engagement</b> This matter is of medium significance because of the number of people affected and the short duration of the events. A request for feedback was advertised in Our Nelson and on the Council's website.
<b>Climate Impact</b> This decision will have no impact on the ability of the Council or District to proactively respond to the impacts of climate change now or in the future.
<b>Inclusion of Māori in the decision making process</b> No engagement with Māori has been undertaken in preparing this report.

## **Delegations**

The Hearing Panel has the following delegations to consider temporary road closures:

*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.*











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

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### 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 changes required to existing and new bus stops, no stopping, parking and other associated changes to support the launch of the new eBus service commencing in August 2023.

### 2. Recommendation

*That the Hearing Panel*

1. ***Receives the report Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedule (R27717) and its Attachments (1355221503-11131, 1355221503-10911, 1355221503-10695, 1355221503-10909, 1355221503-10759, 1355221503-10753, 1355221503-10690, 1355221503-10754, 1355221503-10755); and***
2. ***Approves the revised Stoke interchange location (near the Turf Hotel) as detailed in Attachment (1355221503-10754) of report R27717; and***
3. ***Approves bus stops and associated parking restrictions as detailed in report R27717; and***
4. ***Approves the corresponding changes for approved bus stops, and associated parking restrictions detailed in Attachment 2 (1355221503-10911), to the following Schedules of the Parking and Vehicle Control (2011), No 207 bylaw;***

Item 8: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedule

- **Schedule 4**
- **Schedule 5**
- **Schedule 8**
- **Schedule 9**

### **3. Background**

#### **Parking Bylaw Amendments**

- 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 Hearing Panel. To ensure that the Bylaw is enforceable it is important to ensure that the Schedules are updated on a regular basis. The Bylaw Schedules were last updated in March 2023.
- 3.2 Alterations and additions are proposed to Schedules 4, 5, 8 and 9 of the Bylaw as detailed in section 5. For reference, the parking bylaw schedules being altered are:
- 3.2.1 Schedule 4 – Special parking Areas (Bus Stops & Motorcycle Park);
  - 3.2.2 Schedule 5 – Paid Parking Areas;
  - 3.2.3 Schedule 8 – Time Limited Parking Areas;
  - 3.2.4 Schedule 9 – No Stopping.
- 3.3 The proposed alterations and additions are shown for indicative purposes only by plans attached to this report, linked in Attachment 1. 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.

#### **Nelsons New Bus Service (eBus)**

- 3.4 Council have supported significant funding and improvements to the public transport network as approved through the Regional Public Transport Plan 2021-2031 (RPTP) adopted in 2021 and Council's Long-Term Plan 2021-31. The RPTP is set to deliver a step change in public transport for Nelson, and the wider Nelson Tasman area over the next 10 years. It focuses on delivering a Public Transport (PT) system that builds on the existing services, supports accessibility, and incorporates good urban design, whilst providing more residents with a viable alternative to

## Item 8: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedule

using a private vehicle. This contributes to meeting Council's emission reduction targets.

- 3.5 The RPTP has been prepared as a partnership between Tasman District Council (TDC), Nelson City Council (NCC) and our funding partner Waka Kotahi (New Zealand Transport Agency), with the intent of providing the wider community with an aligned, improved and fully integrated public transport service across the district. This includes the introduction of zero emission buses, increased route coverage, increased bus frequency and reduced fares.
- 3.6 Improved bus stops and facilities are one of the key features of the new service and this report addresses the changes to the bylaw associated with the installation and modification of bus stops along the bus routes. The RPTP identified a significant increase in frequency on all routes, to a 30-minute frequency service, with the formalisation of bus stops on all approved bus routes, specifically on routes 3 and 4. The new routes are shown in Attachment 3.
- 3.7 Current routes 3 and 4 (NBus) operate as 'Hail and Ride' services with limited dedicated bus stops. The formalisation of bus stops will embed the new bus service and provide the location and information needed for new users to access the new bus service.
- 3.8 The establishment of these formal bus stops will provide clear kerbside locations where buses can stop safely, allowing passengers of all abilities to safely board the buses. In addition to this, new timetables and service information will be provided at each stop. In many cases, and particularly on new routes, this will require the removal of on-street parking close to, and at each bus stop.
- 3.9 The changes proposed to the PT network, provided for in this report results in an additional 80 bus stops in the Nelson City area of the network. It also includes 56 new bus stops in the Tasman District, which are being considered and actioned separately by the TDC through their approval process.
- 3.10 The bus stops and associated road layout changes included in this report have been designed to be safe, accessible, convenient, and prominent to make PT an attractive alternative mode of transport. Placement of stops have considered loss of parking, safety, street trees, access, overall bus stop spacings and anticipated user demand.
- 3.11 Best practise bus stop design requires design length of 15m with a 15m lead in and 9m exit taper to allow efficient ingress and egress from the bus stop. This approach has been adopted in most cases, where able.

### **Feedback**

- 3.12 Officers have used several methods to communicate and seek feedback from residents and business owners on the proposed changes. This has

## Item 8: Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedule

included emails, letters, face-to-face meetings, phone calls and Shape Nelson.

- 3.13 A summary of feedback received for each bus stop location, including officer comment has been summarised in Attachment 4. Any feedback received after writing this report will be tabled at the meeting.

### **4. Stoke Interchange**

- 4.1 A new bus interchange somewhere along Main Road Stoke is required to meet the agreed outcomes of the RPTP, specifically to accommodate the new bus route (Route 2) that will service Nayland Road. This Route will increase the opportunity for 57,100 people (up from the current 37,400) to gain access to the new PT service.
- 4.2 The requirement is for a new interchange to be centrally located to provide people with a quick change from Route 1 to Route 2 and to be able to move from the Stoke-On-Demand service to either Route 1 or Route 2.
- 4.3 The location of the new Stoke Interchange has proved to be very controversial within the community, from both local residents and the Stoke business community.
- 4.4 This report does not deal with the new bus route or any other aspect of the new eBus service, and only deals with the location of bus stops, minor road layout changes and a new Stoke interchange. Wherever the new interchange goes, Council has agreed to review any approved location and the effectiveness of the new bus service within 12 months.
- 4.5 The location of this new bus interchange, along with several options, were socialised with Stoke businesses on 5 April 2023 via a drop-in session at Pūtangitangi Greenmeadows Centre. The overwhelming feedback from that session was that businesses were not in favour of any option for an interchange on Main Road Stoke between Songer and Putaitai Streets. They felt the loss of parking outside their businesses would be significantly detrimental to their livelihoods.
- 4.6 Feedback provided by those at that session and other options were considered and analysed by officers including:
- 4.6.1 Diverting route up Saxton Road and then back into Songer;
  - 4.6.2 An interchange near Stoke Hall;
  - 4.6.3 An interchange on Putaitai Street;
  - 4.6.4 An interchange near Bunnings;
  - 4.6.5 An interchange between Songer and Putaitai; and
  - 4.6.6 An interchange on Bail Street.

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- 4.7 Following the analysis of these options, officers arrived at a preferred location for the bus interchange, that being outside the Blind Low Vision premise (Refer to Attachment 5).
- 4.8 This location would result in the loss of two Gingko trees as well as three carparks. This would be offset by reinstating four carparks on Main Road Stoke outside Countdown. Officers also undertook to replace the loss of the two trees in a suitable location elsewhere in central Stoke.
- 4.9 The primary reason for officers preferring this location was the acknowledgement, in their view, that Strawbridge Square was the commercial hub for Stoke. The Square is a destination location, and officers believed that an interchange at this location would attract additional customers to the area.
- 4.10 Officers socialised the preferred location to businesses surrounding Strawbridge Square on Thursday 11 May and Friday 12 May, through a hand delivered letter and presentation shown in Attachment 6. Discussions with Stoke businesses and user groups showed that 19 of 34 businesses met with were in support of the bus stop being associated with Strawbridge Square. Six businesses were supportive of the proposed location, and seven businesses strongly opposed to the proposed location.
- 4.11 A public meeting was organised by Stoke businesses at the Pūtangitangi Greenmeadows Centre on Monday 22 May 2023. It was attended by around 70 people. Council officers and Councillors were in attendance. The feedback received was that this preferred location was still not supported. The group also did not support officers view that Strawbridge Square was a commercial hub or that it was a destination.
- 4.12 For completeness, a motion was moved at the 22 May 2023 meeting by the facilitator that was supported by those at the meeting:
- That the Nelson City Council should revisit the proposed Bus Interchange outside the Stoke Shops and work with businesses as promised and to look at the retailers plans and work together to future proof Stoke.*
- 4.13 In addition, at the meeting, the owner of The Veggie Guy proposed two alternatives as shown on Attachment 7, accompanied with a list of perceived advantages for these locations. At the meeting, officers undertook to consider these further.
- 4.14 Of the two options presented, officers do not support Option 2 because of its proximity to the entrance to the Plunket offices and carpark. There is potential for this location to create a conflict with the driveway into and out of this carpark.
- 4.15 Officers do think that Option 1 has merit. This location was previously considered by officers, but was not pursued further because:

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- 4.15.1 officers were trying to find a solution that had no net loss of carparks in the area following feedback that had already been received;
  - 4.15.2 five carparks would be lost; and
  - 4.15.3 the proposed all weather bus shelter was planned to be located between the two heritage oak trees and that would have damaged their root systems.
- 4.16 Officers are of the view that the interchange should still ideally be located as close to Strawbridge Square as possible to promote the businesses in the Square and Stoke, and that this is somewhere between Songer and Putaitai Streets. However, the alternative location (Option 1) is a suitable alternative option and on balance is a viable compromise.
- 4.17 The Turf Hotel has been consulted with regarding the loss of the five carparks. They were not overly concerned with either of the interchange locations, nor the loss of the carparks.
- 4.18 To make this Option 1 work though, the bus shelter design will need to be amended and located to avoid any possible damage to the roots of the two heritage oak trees. This could be achieved by way of a slim line bus shelter (Refer to Attachment 8 for a detailed proposed layout).

**Parking Time Restrictions – Stoke Business Hub**

- 4.19 At the 22 May 2023 meeting, proposed changes to time limits along Main Road Stoke between Songer and Putaitai Streets were discussed, to see if they could better meet the needs of the business’s customers.
- 4.20 The current time restrictions include P180 and P10. Officers had proposed making the current P180 limits P60.
- 4.21 The business proposal is shown in Attachment 9. A small group (owners of The Veggie Guy and Squires) also undertook to consult with businesses between Songer and Putaitai on their proposal. Their summary is attached below. Officers support the proposal from the businesses and recommend that these time restrictions be approved.

<b>Store</b>	<b>Details</b>
NZHL	Happy with the proposed option, likes the 60 min parking which would be enough for their clients
Harvest Moon	Part of proposal group
Squires	Part of proposal group
The Veggie Guy	Part of proposal group
Lashes and Brow	Unable to Contact

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Chillies	Thinks this strikes a happy medium and serves our community's needs.
Stoke Massage	Unable to Contact
Wok Thai	Paul agreed this would be a suitable option
Hurst and Taylor	Helen liked this idea, retains options for low mobility. Suggested potential for a 30 min zone next to P2
Stoke Bakery	Margaret also suggested 30 min zone next to P2 but happy to go with proposed plan if that is what works for everyone.
Hong Young	Unable to Contact
Infused	Andrea agreed this would be a suitable option with 10 mins being long enough for someone to stop for a takeaway coffee.
Summit	Tim said that it didn't make any difference to them but wondered if a 30 min to 60 min option would be better for next to P2.
Night & Day	BJ was happy with the proposal and thinks it would work well.

## 5. Discussion

- 5.1 Proposed changes/additions to the Parking and Vehicle Control Bylaw have been summarised per route below. Details of the proposed changes can be found in Attachment 1, in plan format. These appear in the order presented in this report, below. Proposed changes to the Bylaw Schedules are shown in Attachment 2.

### Route 1 – Proposed Changes / Additions

Route 1 Proposed Plans: [Route 1 - Proposed Bus Stop Plans](#)

Street	Location	Proposed	Direction
Collingwood Street	Outside Life Pharmacy Prices	New Location	Outbound
Selwyn Place	Opposite McDonalds	New Location	Outbound
Main Road Stoke	<i>Covered elsewhere in this report</i>	New Location	Inbound
Selwyn Place	Outside McDonalds	New Location	Inbound
Collingwood Street	Nelson Family Medicine	Relocation	Inbound

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Collingwood Street	Opposite Fresh Choice	New Location	Inbound
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**Route 2 – Proposed Changes / Additions**

Route 2 Proposed Plans: [Route 2 - Proposed Bus Stop Plans](#)

<b>Street</b>	<b>Location</b>	<b>Proposed</b>	<b>Direction</b>
Annesbrook Drive	Quarantine Road	Remove	N/A
Nayland Road	Opposite Carters	New Location	Outbound
Nayland Road	111 Nayland Road	New Location	Outbound
Nayland Road	Broadgreen Intermediate	New Location	Outbound
Nayland Road	271 Nayland Road	New Location	Outbound
Songer Street	191 Songer Street	New Location	Outbound
Main Road Stoke	<i>Covered elsewhere in this report</i>	New Location	Inbound
Main Road Stoke	Countdown	Remove	Inbound
Songer Street	St Francis of Assisi Catholic Church	New Location	Inbound
Nayland Road	Broadgreen House	New Location	Inbound
Nayland Road	Nayland College	New Location	Inbound
Nayland Road	110 Nayland Road	New Location	Inbound
Nayland Road	Outside Carters	New Location	Inbound

**Route 3 – Proposed Changes / Additions**

Route 3 Proposed Plans: [Route 3 - Proposed Bus Stop Plans](#)

<b>Street</b>	<b>Location</b>	<b>Proposed</b>	<b>Direction</b>
Weka Street	1 Weka Street	New Location	Outbound



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Weka Street	43 Weka Street	New Location	Outbound
Atawhai Crescent	Miyazu Gardens	New Location	Outbound
Atawhai Crescent	Opposite Cemetery	New Location	Outbound
Atawhai Crescent	Opposite Brooklands Rd	Upgrade	Outbound
Dodson Valley Rd	7 Dodson Valley Road	New Location	Outbound
Dodson Valley Rd	67 Dodson Valley Road	New Location <i>(Revised)</i>	Outbound
Werneth Street	Rainbow Drive Intersection	New Location	Outbound
Tresillian Ave	1B Tresillian Ave	New Location	Turns
Tresillian Ave	63 Tresillian Ave	New Location	Inbound
Marybank Road	36 Marybank Road	New Location	Inbound
Marybank Road	2 Marybank Road	New Location	Inbound
Atawhai Cres	686 Atawhai Cres	New Location	Inbound
Werneth Street	Rainbow Drive Intersection	New Location	Inbound
Dodson Valley Rd	66 Dodson Valley Rd	New Location	Inbound
Atawhai Crescent	At 4 Square	Upgrade	Inbound
Atawhai Crescent	306 Atawhai Crescent	Upgrade	Inbound
Atawhai Crescent	At Cemetery	Upgrade	Inbound
Atawhai Drive	Atawhai Drive Opposite Miyazu Gardens	Upgrade	Inbound
Weka Street	42 Weka Street	New Location	Inbound

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<i>Bridge Street Bus Hub</i>			
Vanguard St	Outside New World	New Location	Outbound
St Vincent St	Outside Place Makers	New Location	Outbound
Emano St	5 Emano Street	New Location	Outbound
Emano St	55 Emano Street	New Location	Outbound
Murphy St	At Murphy St Reserve	New Location	Outbound
Jenner Road	56 Jenner Road	New Location	Outbound
Jenner Road	18 Jenner Road	New Location	Outbound
Totara Street	5 Totara Street	New Location	Outbound
Vanguard St	237 Vanguard Street	New Location	Outbound
Motueka St	Tipahi St Intersection	New Location	Outbound
Franklyn St	Opposite Kawai St Intersection	New Location	Inbound
Vanguard St	20 Totara St Int	Modification	Inbound
St Vincent St	196 St Vincent St	New Location	Inbound
Jenner Road	20 Jenner Road	New Location	Inbound
Jenner Road	65 Jenner Road	New Location	Inbound
Murphy St	Murphy Street Reserve	New Location	Inbound
Emano St	54 Emano Street	New Location	Inbound
Emano St	4 Emano Street	New Location	Inbound
St Vincent St	117 St Vincent St	New Location	Inbound
Vanguard St	St Johns Shop	New Location	Inbound

**Route 4 – Proposed Changes / Additions**

Route 4 Proposed Plans: [Route 4 - Proposed Bus Stop Plans](#)

<b>Street</b>	<b>Location</b>	<b>Proposed</b>	<b>Direction</b>
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Nile Street	Outside Te Pukenga (NMIT)	Modification	Outbound
Tasman St	161 Tasman St	New Location	Outbound
Brook St	29 Brook Street	New Location	Outbound
Brook St	101 Brook Street	New Location	Outbound
Brook St	193 Brook Street	New Location	Outbound
Brook St	285 Brook Street	New Location	Outbound
Brook St	442 Brook Street	New Location	Outbound
Brook St	At Campground	New Location	Turnaround
Brook St	442 Brook Street	New Location	Inbound
Brook St	285 Brook Street	New Location	Inbound
Brook St	208 Brook Street	New Location	Inbound
Westbrook Tce	92 Westbrook Tce	New Location	Inbound
Brook St	31 Brook Street	New Location	Inbound
Tasman St	164 Tasman St	New Location	Inbound
<i>Bridge Street Bus Hub</i>			
Washington Rd	67 Washington Rd	New Location	Outbound
Princes Drive	91 Princes Drive	New Location	Outbound
Princes Drive	201 Princes Drive	Modification	Outbound
Moana Ave	108 Moana Ave	New Location	Outbound
Bisley Ave <sup>1</sup>	40 Bisley Ave	New Location	Outbound
Beach Road	54 Beach Road	New Location	Outbound
Golf Road	75 Golf Road	New Location	Outbound
Bolt Road	5/7 Bolt Road	New Location	Outbound

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<sup>1</sup> Removed based on feedback.

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Bolt Road	117 Bolt Road	New Location	Outbound
Bolt Road	121 Bolt Road	New Location	Inbound
Bolt Road	16 Bolt Road	New Location	Inbound
Golf Road	82 Golf Road	New Location	Inbound
Beach Rd	53 Beach Road	New Location	Inbound
Bisley Ave	Behind The Sands	New Location	Inbound
Bisley Ave	63 Bisley Ave	New Location	Inbound
Moana Ave	145 Moana Ave	New Location	Inbound
Princes Drive	161 Princes Drive	Modification	Inbound
Princes Drive	84 Princes Drive	New Location	Inbound
Washington Rd	66 Washington Road	New Location	Inbound

**Other Bylaw Changes**

Other Changes Proposed Plans: [Other Bus / Parking Changes](#)

<b>Street / Area</b>	<b>Location / Asset</b>	<b>Proposal</b>
Whakatu Carpark	Route 3 – 6 Bus Stops	Remove. Install No Stopping
Jenner Road	26 – 56 Jenner Rd 51 – 71 Jenner Rd	No Stopping to facilitate bus, and emergency services
Main Road Stoke	Putaitai St – Songer St	Change parking time limits to P60, P10 and P2.
Trafalgar Square	Nelson Club Bus Stop	Removal of P120 Paid Parking
Halifax Street	Civic House	Removal of 1 carpark east of Trafalgar Street outside Civic House.

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## 6. Options

- 6.1 There are limited options for the items presented in this report as the changes in schedules 4, 5, 8 and 9 are proposed to enable the launch of eBus and improve safe and efficient traffic movement.
- 6.2 Option 1 is the recommended option. Any changes to the proposed bus stops will need to be re-consulted on and will delay the roll-out of the new bus service.

<b>Option 1: Adopt changes as attached for Schedule 4, 5, 8 and 9 without change. Recommended option.</b>	
Advantages	<ul style="list-style-type: none"><li>eBus can launch successfully on 1 August 2023</li><li>Changes to bus stops are designed to improve safety and efficiency.</li></ul>
Risks and Disadvantages	<ul style="list-style-type: none"><li>Loss of parking in areas.</li></ul>
<b>Option 2: Do not adopt changes as attached for Schedule 4, 5, 8 and 9.</b>	
Advantages	<ul style="list-style-type: none"><li>None.</li></ul>
Risks and Disadvantages	<ul style="list-style-type: none"><li>Failure to approve changes will delay the successful launch of the new eBus service.</li></ul>

## 7. Next Steps

- 7.1 If the proposed changes are approved by the Hearing Panel, Council appointed contractors will be engaged to undertake all works to meet the 1 August 2023 deadline.

**Author:** Matt Bruce, Team Leader Transport and Solid Waste

**Authoriser:** Alec Louverdis, Group Manager Infrastructure

### Attachments

Attachment 1: 1355221503-11131 - Summary of Proposed Changes [↓](#)

Attachment 2: 1355221503-10911 - Proposed Changes to Bylaw Schedules [↓](#)

Attachment 3: 1355221503-10695 - New eBus Routes [↓](#)

Attachment 4: 1355221503-10909 - Feedback (as at 2 June 2023) [↓](#)

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- Attachment 5: 1355221503-10759 - Stoke Interchange Proposal [↓](#)
- Attachment 6: 1355221503-10753 - eBus Presentation for Stoke Interchange [↓](#)
- Attachment 7: 1355221503-10690 - Stoke Business Group Alternative Bus  
Interchange Plan [↓](#)
- Attachment 8: 1355221503-10754 - Stoke Interchange Revised Option 1 Plan  
[↓](#)
- Attachment 9: 1355221503-10755 - Proposed Time Limits on Main Road Stoke  
[↓](#)

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<b>Important considerations for decision making</b>
<b>Fit with Purpose of Local Government</b>  The report recommendation meets current and future needs of communities in contributing to the safe use of the roading and parking network in the city to facilitate the new eBus service.
<b>Consistency with Community Outcomes and Council Policy</b>  The content and recommendations of this report are consistent with Councils 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 and Regional Public Transport Plan.
<b>Risk</b>  To ensure that the new eBus service is successful and to ensure that the Bylaw is enforceable, it is important to ensure that the Schedules are updated as failure to update the Schedules will open enforcement up to challenge.
<b>Financial impact</b>  Costs are within allocated budgets for public transport improvements
<b>Degree of significance and level of engagement</b>  This matter is of low significance. Businesses and residents that could be affected, have been consulted with their views considered.
<b>Climate Impact</b>  The new bus service with the new electric fleet contributes to meeting Council’s emission reduction targets.
<b>Inclusion of Māori in the decision making process</b>  No engagement with Māori has been undertaken in preparing this report.

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Schedule

**Delegations**

The Hearings Panel 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.*

































































































































































































