

8 October 2014

Memo To: Mayor and Councillors
Memo From: Administration Advisers
**Subject: COUNCIL – 9 OCTOBER 2014
LATE ITEMS**

1. Mayor's Report

Document A1125116

A report titled Mayor's Report is attached to be considered as a major late item at this meeting. This report was listed as item 6 on the public agenda for the Council meeting on 9 October 2014 to ensure elected members were aware that it would be presented to this meeting.

Section 46A(1)-(6) of the Local Government Official Information and Meetings Act 1987 and Standing Order 2.15.8 require that agendas are distributed with the associated reports. As this report was not distributed with the agenda for this meeting, it must be treated as a major late item to be considered at this meeting.

In accordance with section 46A(7) of the Local Government Official Information and Meetings Act 1987 and Standing Order 3.7.5, a procedural resolution is required before a major item that is not on the agenda for the meeting may be dealt with.

In accordance with section 46A(7)(b)(i) the reason why the item was not on the agenda is because it came to hand after the agenda had been distributed.

In accordance with section 46A(7)(b)(ii) the reason why discussion of this item cannot be delayed until a subsequent meeting is because a resolution on the matter is required before the next scheduled meeting of Council to enable funding to be provided to support Gigatown.

Recommendation

THAT the item regarding the Mayor's Report be considered at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable funding to be provided to support Gigatown.

2. Next Steps – CBD Parking

Document A1238771

A report titled Next Steps – CBD Parking is attached to be considered as a major late item at this meeting.

In accordance with section 46A(7) of the Local Government Official Information and Meetings Act 1987 and Standing Order 3.7.5, a procedural resolution is required before a major item that is not on the agenda for the meeting may be dealt with.

In accordance with section 46A(7)(b)(i) the reason why the item was not on the agenda is because it came to hand after the agenda had been distributed.

In accordance with section 46A(7)(b)(ii) the reason why discussion of this item cannot be delayed until a subsequent meeting is because a resolution on the matter is required before the next scheduled meeting of the Council to enable the next steps to be taken at the end of the current trial of free parking.

Recommendation

THAT the item regarding Next Steps – CBD Parking be considered at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable the next steps to be taken at the end of the current trial of free parking.

3. Regional Transport Committee – 3 October 2014

Document A1257624

The minutes of the Regional Transport Committee held on 3 October 2014 are attached to be considered as a major late item at this meeting.

In accordance with section 46A(7) of the Local Government Official Information and Meetings Act 1987 and Standing Order 3.7.5, a procedural resolution is required before a major item that is not on the agenda for the meeting may be dealt with.

In accordance with section 46A(7)(b)(i) the reason why the item was not on the agenda is because the Regional Transport Committee meeting was held after the agenda for this Council meeting had been distributed.

In accordance with section 46A(7)(b)(ii) the reason why discussion of this item cannot be delayed until a subsequent meeting is because a resolution on the matter is required before the next scheduled meeting of Council to enable the Regional Land Transport Plan to be adopted.

Recommendation

THAT the item regarding Regional Transport Committee – 3 October 2014 be considered at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable the Regional Land Transport Plan to be adopted.

4. Port Nelson Ltd – Appointment of Directors #2

Document A1257665

A public excluded report titled Port Nelson Ltd – Appointment of Directors #2 is to be considered as a major late item at this meeting.

In accordance with section 46A(7) of the Local Government Official Information and Meetings Act 1987 and Standing Order 3.7.5, a procedural resolution is required before a major item that is not on the agenda for the meeting may be dealt with.

In accordance with section 46A(7)(b)(i) the reason why the item was not on the agenda is because it came to hand after the agenda had been distributed.

In accordance with section 46A(7)(b)(ii) the reason why discussion of this item cannot be delayed until a subsequent meeting is because a resolution on the matter is required before the next scheduled meeting of Council to enable the appointment of a director to the board of Port Nelson Ltd.

Recommendation

THAT the public excluded item regarding Port Nelson Ltd – Appointment of Directors #2 be considered at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable the appointment of a director to the board of Port Nelson Ltd.

PUBLIC EXCLUDED BUSINESS

5. Exclusion of the Public

Recommendation

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered	Reason for passing this resolution in relation to the matter	Particular interests protected (where applicable)
Port Nelson Ltd – Appointment of Directors #2	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(a) To protect the privacy of natural persons • Section 7(2)(h) To carry out commercial activities

Mayor's Report

1. Purpose of Report

- 1.1 To update Council on a number of matters and make subsequent decisions.

2. Recommendation

THAT the Mayor's Report (A1252116) be received;

AND THAT Council approves a sum of up to \$20,000 from the Special Economic Projects Fund to support Gigatown events and promotions.

3. Discussion

Gigatown Celebration and Next Steps Event

- 3.1 On Friday 19 September 2014 a celebration was held at the Gigatown headquarters. The Gigatown party was to celebrate Nelson's success in making the Gigatown final, to thank volunteers, supporters, sponsors, mentors, strategists and friends, to galvanise support for the final round and to think about 'where to from here'.
- 3.2 In particular Her Worship the Mayor would like to acknowledge the initiative and voluntary contribution of Councillor Copeland and her husband Huup Waagen in organising a very successful event at very short notice.
- 3.3 Her Worship the Mayor contributed up to \$500 towards the refreshments for the celebration, from the Mayor's discretionary fund.

New Zealand Institute of Architects Urban Design Day

- 3.4 On Saturday 18 October New Zealand Institute of Architects local branch is holding their Biannual Urban Design Day. This event spreads its invitations to local Architects, Urban Designers, Landscape Architects, Artists, Council staff, and Urban Design Panel Members. People attending are split into teams and assigned an urban design task which is revealed on the day. This year's site and task is the same for all teams and will be '*...smaller and more urban than last years and hopefully equally topical. We propose a design task that looks at how small sites*

and small projects can act as a catalyst for more significant urban change’.

- 3.5 Her Worship the Mayor fully supports this initiative as the people attending are also those that are involved in shaping our city. Their energy and passion directed to spaces within the Centre City can provide us with valuable insights, ideas and conversations on the future of the city.
- 3.6 For these reasons Her Worship the Mayor will be providing her support to the day by providing required printing services through Council and approximately \$400 from the Mayor’s discretionary fund for catering on the day.
- 3.7 Unfortunately Her Worship the Mayor will be away at this time but Councillor Rainey will attend as Council’s Urban Design Champion.
- 3.8 It is also understood, that as has been the case in previous years, there will be an opportunity for Councillors and Council staff to view the outcomes at a later date.

4. Decision

Special Economic Projects Fund to Support Gigatown

- 4.1 Nelson has successfully made it into the final round of the Gigatown competition, with the opportunity to win a Gigabit internet connection into the city. If the city was to win this connection, it would have significant and wide reaching benefits including economic development, job creation, education, health delivery and entertainment advancement.
- 4.2 The independent GigatownNelson team have been working tirelessly to promote our city within the bounds of the competition, but need some assistance if our city is to win the overall prize.
- 4.3 Her Worship the Mayor would like to recommend that Council approves assistance of up to \$20,000 from the Special Economic Projects Fund. This will fund incentives to engage our sister cities, communications staff assistance, and resource to promote the city through using the Gigatown concept. Backing this project will also require the Council Communications team to coordinate.

5. Conclusion

- 5.1 That Council notes the updates in this report.

Rachel Reese
Mayor of Nelson

Attachments

None.

Next Steps – CBD Parking

1. Purpose of Report

- 1.1 To consider the next steps in any changes to parking in the Nelson Central Business District (CBD).

2. Delegations

- 2.1 This matter falls within the delegations of the Planning & Regulatory Committee. However, at its meeting on 26 June 2014, the Committee requested Council consider the issue. This report comes direct to Council on the basis of a continuation of that matter.

3. Recommendation

THAT the report Next Steps – CBD Parking (A1238771) and its attachments (A1255514) and (A1255864) be received;

AND THAT Council offer the first hour as free parking in all areas within the CBD, noting that motorists will need to display a ticket, whether paying for parking or enjoying free parking;

AND THAT Council extend the hours of operation of the bylaw as set out in Schedule 12 of the Parking & Vehicle Control Bylaw 2011 to 8.00am to 5.00pm Weekdays (no change to Saturdays);

AND THAT Council increase the fee for parking to \$1.50 per hour in any pay and display or metered area, as set out in Schedule 11 of the Parking & Vehicle Control Bylaw 2011;

AND THAT Council promote long term commuter parking on Paru Paru Road and at the Trafalgar Centre with the Maitai Walkway providing a link to the CBD;

AND THAT Council set aside 26 spaces at the western end of Wakatu Square (in the area previously used by Council fleet vehicles) for motorists displaying carpooling permits, as set

out in Schedule 4 of the Parking & Vehicle Control Bylaw 2011;

AND THAT Council confirm the actions outlined in the Next Steps- CBD Parking report are to be trialled for the period 20 October 2014 to 6 April 2015, as an interim measure, as part of determining the most appropriate/any permanent changes;

AND THAT Council develop a long term solution to car parking in the CBD which includes investigating the modernisation of car parking infrastructure; the location and volume of public car parks; alternative parking periods; options for "pay for as long as you stay"; and parking and transport incentives to encourage longer stays by shoppers in the CBD, with a target reporting timeframe back to Council of March 2015.

4. Background

- 4.1 This report builds on two prior reports to Council – *Parking in Nelson CBD – Winter Incentives (A1207119)* considered on 26 June 2014, and *Winter Free Parking Trial in Nelson CBD (A1237290)* considered on 28 August 2014. These are available on google drive.
- 4.2 At its meeting on 26 June 2014, Council resolved to trial free parking in the Nelson CBD for the applicable time limits in all areas, excluding the centre bays of Wakatu Square.
- 4.3 On 28 August 2014, Council extended the trial from 30 September to 19 October 2014. The extension was to allow time for analysis of the relevant data and for this to be reported back to Council to enable the next steps to be determined.

5. Discussion

Nelson CBD

Retail Drivers

- 5.1 The Parking in Nelson CBD – Winter Incentives report of 26 June 2014 identified the impetus for the free parking initiative was to provide an incentive for shoppers to visit the Nelson CBD during the winter period. That report focused on parking incentives such as parking enforcement, free parking, potential introduction of "pay as you leave" technology and the use of NBus.
- 5.2 Incentives for attracting shoppers, with the ultimate aim of increasing retail spend, is a complex business that involves amongst other matters, achieving a high quality built form; having strong non retail employment;

other incentives to visit the CBD (e.g. events) and the right economic drivers to encourage investment.

- 5.3 Parking is but one lever to incentivise and support shoppers. Ease of access around the CBD and to parking spaces is critical and the following sections cover these matters.

Ease of Access within the CBD

- 5.4 The Nelson CBD is served by a roading network based on the principle of a ring road surrounding the inner CBD¹ which manages traffic wishing to move from one side of the City to the other. It also carries the bulk of the traffic coming into the City seeking to park – all the parking squares are accessible from the ring road. The land use planning assumed a significant number of motorists would park their cars in these squares, and then walk around the City.
- 5.5 This approach is part of what has made Nelson accessible for pedestrians. The arterial traffic has been moved out of the heart of the CBD and motorists on Trafalgar Street understand pedestrians feel they have priority to cross the street in a number of places. Some would suggest this has improved the amenity of the inner city.
- 5.6 This base proposition is interesting. At peak times of the year, it can be frustrating for motorists to move up Trafalgar Street, as residents and tourists cross the street at leisure. Alternatively, some towns/cities have taken actions to slow traffic on the basis that 'traffic like molasses' prompts motorists and passengers to notice retail offerings and induces impulse purchasing. The Heart of Nelson strategy had a series of connectivity and activity objectives, which sought to create a central city that is easy to walk to, compact and easy to walk around; to facilitate cross-city vehicle traffic but to discourage the amount of through traffic in the City Centre; and to achieve an engaging, activity filled central city, with activities that encourage people into the central city and to spend more time once there². Much of Council's investment in the CBD over the last few decades has supported these objectives.
- 5.7 Charging for parking is a means of increasing turnover levels for car parks making them available to others. Enforcement is also a component of enabling car parks to be accessible to shoppers.

'Free Parking'

- 5.8 'Free parking' has an attractive ring to it as a shopper. It is, however, an illusion. Someone is paying to recognise the value of the land. In a mall situation, retailers pay a higher rental to recognise a range of hard and soft infrastructure provided by the mall operator. This will include parking.

¹ Map of inner city showing ring road provided as Attachment 1.

² Heart of Nelson, Part 1, page 5

- 5.9 Developers in Nelson's CBD do not need to provide car parks. This is provided for in the Nelson Resource Management Plan. It has allowed the CBD to remain relatively tight, making the central city compact and easy to walk around. Provision of publicly owned land for parking is one of the reasons for the inner city rates differential.
- 5.10 Council (on behalf of the community) holds the investment in land used for car parks. It currently realises return on this investment through charging for parking and receiving revenue.
- 5.11 The inner city differential, and parking revenue, and general rates together provide funding for CBD enhancement activities. These are funded on the basis of the a vibrant CBD being critical to a successful city.
- 5.12 In considering any action which reduces any part of the revenue stream, Council needs to be sure that it is using a lever effectively. A reduction in revenue will either need to be funded by an increase in general rates, or a reduction made to service levels.
- 5.13 Council may wish to consider advice on the economic impact of changing the revenue arrangements, i.e. from those who use the service (motorists) to any other group. That advice has not been sought at this stage, but should be sought before making any permanent change.

Available Data

- 5.14 Included in Attachment Two is an analysis of the following data:
 - (a) Marketview – Paymark electronic transactions.
 - (b) Pedestrian counts 2014.
 - (c) Number of tickets issued.
 - (d) Parking demand.
 - (e) Parking survey of retailers and central city operators.
 - (f) Parking survey of central city workers and visitors.
 - (g) Impact on revenue.
 - (h) NBus patronage and free ticket promotion.
 - (i) Nelson Parking Strategy 2014 – 2024.

Parking Study

- 5.15 Council commissioned a review of parking requirements from Abley Consultants. The Planning and Regulatory Committee considered this on 18 September 2014 in a report *Nelson Parking Strategy 2014–2024* (A1246489). This Parking Strategy is relevant in that it aims to provide

for an accessible and sustainable City and considers parking's role in relation to these matters. The report suggests a range of parking actions including for the Nelson CBD.

Nbus vouchers

- 5.16 Two return tickets to the Nelson CBD were provided to every household in Nelson for travel between 9.00am and 3.00pm. The promotion ended on 30 September 2014. 4,144 tickets have been redeemed, at a cost of \$11,213.04 (excl GST).

Analysis to date

- 5.17 There have been issues with free parking. Car parks are filling earlier in the day than previously. Feedback from enforcement staff is that some motorists have been confused about what the actual offer is: they have heard "two hours' free parking" and don't hear the remainder – that time restrictions still apply. The continuing charge for the central area of Wakatu Square (even with clear signage that payment for parking is required in this area) has confused some. There is also feedback the meters' inability to take credit cards is frustrating.
- 5.18 Officers and the business group³ acknowledge that City workers who normally park outside the CBD are using the free parking for long periods, in particular in parking squares. This observation is backed up through the results of the Parking Survey where 22% of central city workers said they had changed where they park during the free parking period to park closer to work. This has had a negative impact on some retailers. If this was to continue during the summer season, it could cause serious displacement.
- 5.19 Revenue levels from parking fees has dropped significantly and revenue for activities such as public space works, public transport and other items e.g. hanging baskets will need to be found elsewhere, or budgets adjusted accordingly.
- 5.20 The feedback from retailers however, is that the trial has shifted perceptions of doing business in Nelson CBD. The perception is that motorists have relaxed, and business people have appreciated that shoppers are not focused on returning to their cars for fear of getting a ticket.

6. Potential Way Forward

- 6.1 It is clear that the Nelson community is looking for innovation from Council in its approach to parking. Reverting to the status quo (i.e. arrangements before the winter trial) would potentially not be welcomed

³ The business group referred to is a small group of business people, including retailers, developers and landlords, who lobbied Council in the first instance for initiatives to address their concerns around the vitality of the CBD, and parking's contribution to this.

by the community and may result in negative perceptions of Nelson's CBD.

- 6.2 Retailing is a dynamic sector. The challenges are constant: new retail and business destinations emerging, on-line shopping; competition for the discretionary dollar is endless.
- 6.3 In considering this report, Council needs to be mindful that while it has many levers available, it must create solutions and not further problems. As it is difficult to isolate which levers have the most positive impact, and which may have unintended negative consequences, it is proposed any further change to parking be adopted for a trial period throughout summer, i.e. until Easter 2015, which occurs early in April. This recognises that Nelson has greater demand for parking spaces through the summer months, as tourists come to the region. Any response from Council should be adjusted accordingly.
- 6.4 It is also proposed that an investigation be undertaken for a long term solution to car parking in the CBD – aimed to be completed and reported back by March 2015. The target date approach is taken to recognise the demands on elected members' time in the first half of 2015 in relation to the LTP process.
- 6.5 Council needs to be mindful that whatever lever is used now may be so enjoyed, the community will expect its continuance. Adopting trial periods allows Nelson residents to understand that Council endeavours to fully understand the impact of changes. Understanding the potential impacts of any decisions is critical. A summer trial period is a means of determining what options may work in the longer term.
- 6.6 Council also needs to consider what other actions should be taken to support a vibrant, attractive CBD. Parking is but one factor within a suite of factors to entice people into an area, and to encourage them to stay longer.

First hour free parking – all areas

- 6.7 Offering the first hour as free parking is simple to communicate and the intention is clear. A software change could be made to pay and display machines on the basis of one hour's free parking, at any time during the day.
- 6.8 Tickets could be printed from pay & display machines for P60 areas, without any coins being required. Ticketing machines in other areas (P120, parking squares) would offer two options: free parking – for which a ticket would be issued without payment; or pay for parking in excess of 60 minutes. A ticket for up to three hours could be issued, with only \$2 being inserted. *(Note that it could take up to 12 weeks to action changes through text-to-park.)*
- 6.9 It is more difficult on single bay meters (lollipops) as they will not be able to offer a free hour, then a subsequent charge. They should be stickered as 'free until the time limit'. Lollipops do not – and can not –

issue a ticket. However, this only really impacts 126 P120 meters, and enforcement would be adjusted accordingly.

- 6.10 The first risk, however, is that motorists would not hear the need to secure a ticket, interpreting the message 'first hour free' to mean – no ticket necessary if they do not intend to stay for more than 60 minutes. Failing to display a ticket incurs an infringement of \$40 for *Failing to Display a Parking Permit*. Secondly, there would be a risk in the Squares that those seeking all day parking would consider the cost of parking effectively reduced, and continue to park in the Squares, paying \$2 for every three hours' parking.
- 6.11 The hours covered by the Parking & Vehicle Control Bylaw are 9.00am to 5.00pm Monday-Friday, and 9.00am to 2.00pm Saturday. If Council was to require parking payment from 8.00am as occurs in some other cities, this would reduce the risk of long term parkers using parks intended for short-medium term parking. Conversely, offering the first hour parking free would counter criticism that there was no need to use parking enforcement to allocate a scarce resource at a time when there are plenty of parks.
- 6.12 Those over 65 can apply for a seniors parking pass (annual cost of \$20) which provides for an hour's parking for free. This pass cannot be used on short term parks, nor on Trafalgar Street. Total time restriction for an area cannot be exceeded. One hour free parking to all would override this privilege.
- 6.13 The impact on revenue to Council could be substantial. The bulk of parking revenue comes from parking up to two hours. During the summer months, this is an average of \$106k per month (compared with \$82k for the winter months).
- 6.14 One option is to consider increasing the charge for the second hour. The parking study suggests that Nelson's current rates are realistic when compared to other NZ centres; however further analysis shows Palmerston North at \$1.50 per hour, and New Plymouth and Napier both at \$2.00 per hour. The rationale for providing 60 minutes free, only to increase the charge for further minutes would need to be considered. If the average stay is around 90 minutes, then the revenue recovered would be around half of that raised using current rates, if there was no change in behaviour.

First hour free parking – reduced areas

- 6.15 Council could choose to make the first hour or some other time period free parking in a range of areas – e.g. Trafalgar Street only, all on street car parks or alternatively only within the parking squares.
- 6.16 Free parking in Trafalgar Street is simple to communicate; it provides 'ease of access' to those retailers not fronting to parking squares, and it is easy to enforce the time restriction. Motorists wanting all day parking would not see this as a viable alternative. It would provide an additional 140 parks free to shoppers to provide ease of access to major retailers.

However, the concern is that this might encourage motorists to trawl up and down Trafalgar Street, looking for a free park, leading to congestion and potential safety concerns with pedestrians.

- 6.17 All on-street parking could be provided free for the first hour. Adding Bridge and Hardy Streets, and the small number of one hour parks in other areas would add around another 200 parks. Providing these parks free would reduce approximately 40% of Nelson's car parks; this would see an estimated reduction of around \$43,000 per month, or \$250,000 for the six month period. (Total estimated revenue for the period approx \$650,000.)

Technology solutions

- 6.18 The installation of technology to allow for payment as you leave – as at Nelson airport – is seen by some as the best answer. However, the capital investment required and time to implement is significant. There is a 14 week lead time for the equipment, up to another six weeks' for installation and programming. Total investment required could be up to \$1 Million for Buxton and Montgomery Squares when all costs are taken into account. Operating costs would also increase. The potential for equipment malfunction means there must be an on-call resource.
- 6.19 This may be an appropriate response long term, but there are many factors to consider. There are a number of businesses with frontages to the Squares who would be negatively affected. Council would need further work on costs to be undertaken, and the work would need to be programmed.
- 6.20 Officers do not recommend this investment, at this time but do recommend an investigation be undertaken of these matters and reported back to Council.
- 6.21 Nelson's pay and display meters are 8 years old. They do not allow for payment by credit card, and payment by 'text to park' work for Spark and Vodafone but not 2 degrees. To meet current requirements for credit card security, Council would need to upgrade its meter stock earlier than was programmed for 2017/18 and 2018/19. This would require an investment of approximately \$940,000. This may be an appropriate investment once Council has established its desired, permanent changes to the parking arrangements. At this stage, it would seem precipitate. Data from other centres shows that <5% of transactions were by credit cards, making the return on investment very low. It would be cheaper for Council to work with retailers to provide change – and to ask them to promote that – than it would be to upgrade the meters at this time.

Car pooling spaces

- 6.22 Council currently operates a car pooling scheme, where motorists can apply for a car pooling permit (detailing car registration) and then if they share with another person and park in a car pooling space, two separate permits must be displayed. They can only park in specified areas (Haven Road near ANZAC Park, Harley Street off Bridge Street and Kerr Street

near Smiths City). Other motorists can use those spaces after 10am if not occupied by car pooling. There are currently 26 such spaces.

- 6.23 To truly encourage car pooling, Council would need to find car parking spaces within the CBD to make it more attractive and convenient. These spaces should be inside the ring road.
- 6.24 With the removal of Council's vehicles from the western end of Wakatu Square, there are 26 Spaces adjacent the Hunting & Fishing building which could be converted to car pooling spaces. This area is currently being used by councillors and visitors to Civic House, and alternative arrangements could be made. Whilst 26 parks is not a significant number, it would be a convenient area for a trial. In addition, it may be sufficient with more people choosing active methods of travel during the spring/summer period. Promoting this space for carpooling is recommended, and could be implemented at very little cost, immediately. In addition, promoting the Paru Paru Road and the Trafalgar Centre parks for commuter car parking during the summer period may assist in getting commuters to park away from the CBD.

Parking Enforcement

- 6.25 The total number of tickets issued has remained similar pre and post free parking.
- 6.26 Changes to the parking system can incentivise people to use parks in a manner not intended. Providing one hour free parking in a two hour area is effectively a 50% discount. Some in the sector consider that P120 is effectively an all day park; some motorists are willing to incur the inconvenience of moving their vehicles regularly (and risk being ticketed) to have the convenience of parking close to their destination. Whether realised or not, all users of the CBD need assurance that enforcement will be resourced sufficiently to ensure good turnover of parks.
- 6.27 The earlier report to Council highlighted the bylaw's provision that vehicles could not move from one space to another *within* a parking square. If Council proceeds with the recommendations in this report, there is a risk that enforcement of this provision will generate criticism. The business group recognises the importance of ensuring turnover of parks, particularly in the summer season.

Options/Issues

- 6.28 The matter must be considered in the light of the purpose of local government. Ensuring that Nelson's CBD remains a vibrant, attractive destination for all who use it is of importance to all ratepayers. Council is endeavouring to find ways to support this.
- 6.29 This report has not considered returning to the status quo (implementing the Parking & Vehicle Control Bylaw as it was pre 1 July 2014). It does not consider continuing the free parking to the maximum time available as provided from 1 July 2014 over the winter period. It does assume

that any 'first hour free' offer could apply to the central bay area of Wakatu Square, which would enhance consistency across the City.

6.30 This report proposes a further trial over the summer to the parking system, as a way of ensuring the most effective solution for householders and businesses is achieved for the long term.

6.31 The changes recommended are:

- Offering the first hour as free parking in all areas within the CBD for a trial period from 20 October 2014 to 6 April 2015.
- Extending the hours of the parking bylaw to an 8.00am start Monday-Friday (this is a change to the schedules appended to the bylaw, and can be done by Council resolution), particularly for an interim, trial period.
- Increasing parking fees to \$1.50 per hour (the charge prescribed by resolution of Council).
- Providing 26 spaces beside Hunting & Fishing at the western end of Wakatu Square for motorists displaying carpooling permits (this can be done by Council resolution).
- Promoting long term commuter car parking on Paru Paru Road and at the Trafalgar Centre during this period.
- Setting aside the provision of the Senior Parking Pass scheme, as the benefits under this scheme would be provided to all motorists.
- Developing a long term solution to car parking in the CBD through an investigation of a number of matters including: modernising car parking infrastructure; the location and volume of public car parks; alternative parking periods; options for "pay for as long as you stay"; and parking and transport incentives to encourage longer stays by shoppers in the CBD.

6.32 If these changes were subsequently to become permanent, Council should consider undertaking a special consultative process to change the hours of the bylaw (the bylaw allows for council to make some changes by resolution, but it is unclear whether the times of operation of the bylaw is one of these). Legal advice is that on the basis of this being an interim measure, in the nature of collecting more information, consultation is not necessary at this time. In addition, and noting the support from the community, the risk of challenge should be low. It may be an instance where Council should be aware of the risks, the minimal impact and consequence (only time expired tickets between 9 and 10, as opposed to after 10), and determine to proceed anyway.

6.33 The private sector offers car parks for lease, an option many workers in the CBD utilise. Short term, casual parking is not provided in any major way. Council is seeking to adjust its approach to parking in order to

ensure greatest benefit to Nelson (by retaining a vibrant, active CBD) is achieved.

Financials

- 6.34 At this time, any loss in revenue to Council would need to be covered by general rates. A report will be presented to the Governance Committee in November on the revenue loss as a result of the free parking over the winter period.
- 6.35 The following figures should be read as estimates/approximations; the impact of changes and lag times in collection mean accuracy cannot be 100% at this time. The figures in attachment 2 show that for the three months July-Sep 2013, Council received income of \$211,500. For the same period in 2014, Council received \$18,500, ie a reduction in revenue of \$192,500.
- 6.36 Abley Consulting estimated that Council received revenue during the quiet half of the year of \$82,000 average per month, ie approximately \$246,000. They estimated an average of \$106,000 per month in the summer months. On the basis that the average length of stay is 90 minutes, and based on an increased fee of \$1.50 per hour, revenue could drop by half, ie \$318,000, for the six month period proposed in this report. This is an unbudgeted loss, which would need to be covered by general rates.
- 6.37 Therefore, it could be calculated that a full year drop could equate to as much as \$292,500 less in the period July-Sep; \$320,000 less for the period Oct-March, giving a nine month reduction of \$612,500. This is approximately 50% of a full year revenue, or equates to approximately 1% of rates.
- 6.38 If changes to the parking regime were to be made permanently, Council would need to consider how to fund this, or which budgets could be adjusted.

7. Assessment of Significance against the Council's Significance Policy

- 7.1 On the basis that this is a short-term response, this is not a significant decision as set out in Council's Significance Policy.

8. Alignment with relevant Council Policy

- 8.1 The Long Term Plan 2012/22 provided for 'Free Tuesday' parking in winter months. The Annual Plan 2014/15 provided \$100,000 towards any shortfall in revenue for strategies to support the CBD through winter months. Consideration will need to be given to the implications of reduced revenue.
- 8.2 The Nelson Resource Management Plan (Chapter 8 – Innter City Zone) seeks to ensure the City Centre is vibrant, attractive and viable. It is a

significant community resource, so a broader view may be considered appropriate.

- 8.3 The Transport AMP seeks to balance the demand from a range of different users/modes over the long term. The recommendations in this report are not inconsistent with that.
- 8.4 Offering the first hour as free parking does not upset the role of the ring road and the parking squares which are accessible from the ring road. No area of parking becomes more attractive than any other area. This option supports the sense of priority pedestrians have in walking through town. The provision of car pooling spaces aligns with Nelson 2060's aims.

9. Consultation

- 9.1 No specific consultation is proposed over and above that already undertaken as this is for a trial period only.

10. Inclusion of Māori in the decision making process

- 10.1 Maori have not contributed specifically to this report.

11. Conclusion

- 11.1 Promoting a vibrant CBD is an important role of Council and parking is one lever available to support the retail sector of our economy. It is important that visitors perceive Nelson to offer a welcoming and enjoyable shopping experience and parking plays a part in that. As it is difficult to achieve the right balance on this issue, given the many factors impacting visitor perceptions and behaviour, it is suggested that the following recommendations be implemented as a trial only:

- Offering the first hour as free parking in all areas within the CBD (noting that motorists will need to display a ticket, whether paying for parking or enjoying free parking) for a trial period from 20 October 2014 to 6 April 2015
- Extending the hours of operation of the parking bylaw to an 8.00am start Monday-Friday
- Increasing the fee to \$1.50 per hour in any pay and display or metered area
- Providing 26 spaces beside Hunting & Fishing at the western end of Wakatu Square for motorists displaying carpooling permits).
- Promoting long term commuter car parking on Paru Paru Road and at the Trafalgar Centre during this period.

- And to develop a long term solution to car parking in the CBD through an investigation of a number of matters including: modernising car parking infrastructure; the location and volume of public car parks; alternative parking periods; options for “pay for as long as you stay”; and parking and transport incentives to encourage longer stays by shoppers in the CBD.

Clare Hadley
Chief Executive

Attachments

Attachment 1: Map of CBD and ring road ([A1255514](#))

Attachment 2: Analysis of Available Data ([A1255864](#))



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 3.0 New Zealand License. Nelson City Council data must not be sold without prior written consent. For more information please contact us. Cadastral information derived from the Land Information New Zealand. CROWN COPYRIGHT RESERVED.

CBD RING ROAD

NRMP Road Hierarchy

- ARTERIAL (Red line)
- COLLECTOR (Green line)
- PRINCIPAL (Blue line)
- CBD RING ROUTE (Thick blue line)

Off Street Car Parks (Yellow hatched area)

Scale 1:3,500

October 2014

0 50 100 150 200 m

N

Nelson City Council
te kaunihera o whakatū

ANALYSIS OF AVAILABLE DATA

1. Marketview – Paymark Electronic Transactions

- 1.1 Marketview has collected Paymark electronic transactions for July and August 2014. At the time of writing this report the data for the September period had not been collated and consequently a final report from Marketview was not available. As soon as the final report is available it will be provided to Council. The following provides a summary of the July and August data.
- 1.2 Graphic One sets out the change in retail spending in Nelson CBD and other centres in New Zealand comparing May/June 2014 and July/August 2014 with the same periods in 2013.

Graphic One – Change in Retail Spending

2014 spending compared with the same months in 2013	May/June	July/August	Difference
Nelson CBD	-8.6%	-4.4%	+4.2%
Rest of Nelson	4.8%	6.3%	+1.6%
Richmond	20.2%	17.6%	-2.6%
Marlborough	4.1%	6.4%	+2.3%
New Plymouth	3.2%	1.9%	-1.3%
Napier/Hastings	3.3%	4.6%	+1.3%
New Zealand	5.1%	5.7%	+0.6%

- 1.3 What the data shows is:
- 1.4 Spending in May/June 2014 was 8.6% lower than May/June 2013. Spending in July/August 2014 was 4.4% lower than in July/August 2013.
- 1.5 The overall improvement rate for Nelson CBD, between May/June 2014 and July/August 2014 compared to the same periods in 2013, was higher than other comparable areas.
- 1.6 Areas, other than Nelson CBD, have experienced positive increases between 2013 and 2014 as opposed to Nelson CBD where there has been a decline from 2013.
- 1.7 In both Nelson and Richmond the retail spend in the May/June 2014 period (prior to free parking) was higher than during July/August 2014 (post free parking). In Nelson CBD the value of card spending was \$0.9 million higher and for Richmond \$1.1 million higher i.e. more was spent

overall in the May/June 2014 period in both areas. This is the same trend across all the other Cities.

- 1.8 Spending in Nelson CBD as a proportion of total spend in Nelson/Tasman has decreased. In July and August 2013 30% of total regional spend was in the CBD. In July and August 2014 this share has dropped to 28%. Free parking does not appear to have been enough of an incentive to draw people back into the CBD.

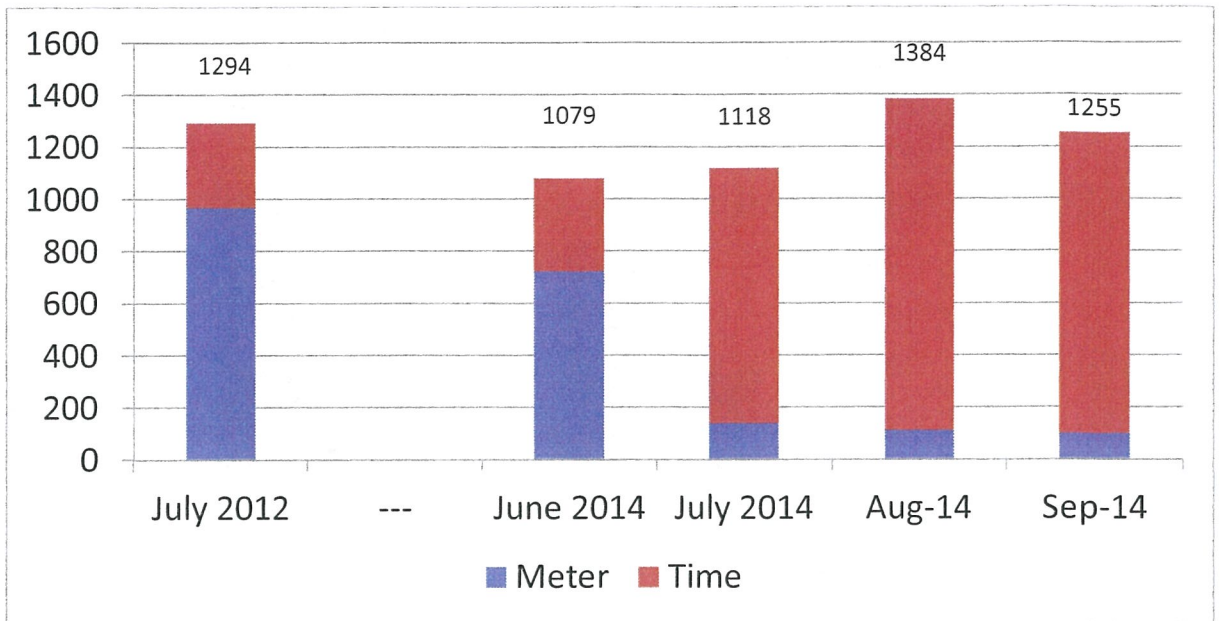
2. Pedestrian Counts - 2014

- 2.1 Pedestrian count surveys were undertaken on Thursday 26 June and Saturday 28 June and again on Thursday 28 August and Saturday 30 August.
- 2.2 There was a 28% increase in pedestrian activity from Thursday 26 June to Thursday 28 August, and a 22% increase between Saturday 28 June and Saturday 30 August.
- 2.3 One of the factors for this increased pedestrian activity will be weather, with August being sunnier than June. [Thursday 26th June was initially fine then heavy fog and overcast until early afternoon. Saturday 28th June was fine but with a cold southerly wind all day. Thursday 28th August was fine but cool and Saturday 30th August was fine and mild.]
- 2.4 That said it is interesting to note that based on the Paymark data the retail spend in June was higher than August (refer to paragraph 1.7 above) despite the fact there was a higher pedestrian count in August.

3. Number of Tickets Issued

- 3.1 Generally the number of tickets issued pre and post free parking is similar although the type of ticket has changed now that parking is time restricted rather than metered.
- 3.2 In July 2014, 1118 tickets were issued compared with 1294 tickets in July 2012. In August 2014, 1384 tickets were issued and in September 2014 there were 1255 tickets issued. This is shown in Graphic Two below:

Graphic Two: Tickets Issued



Note:

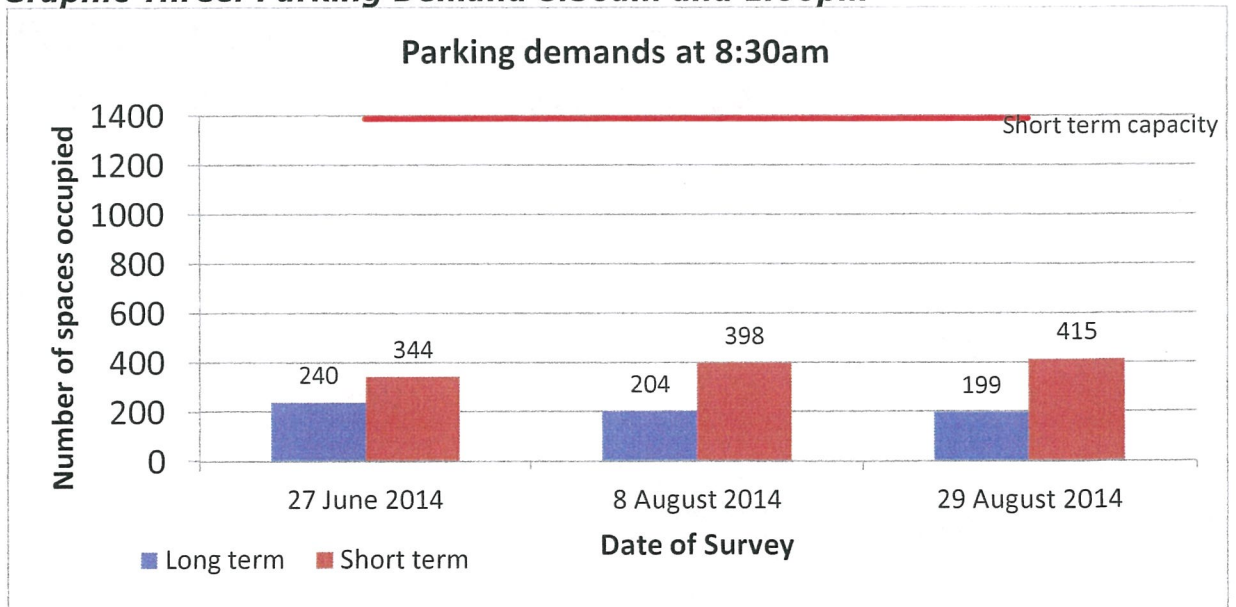
Meter = missing a parking coupon or exceeded coupon's time limit.

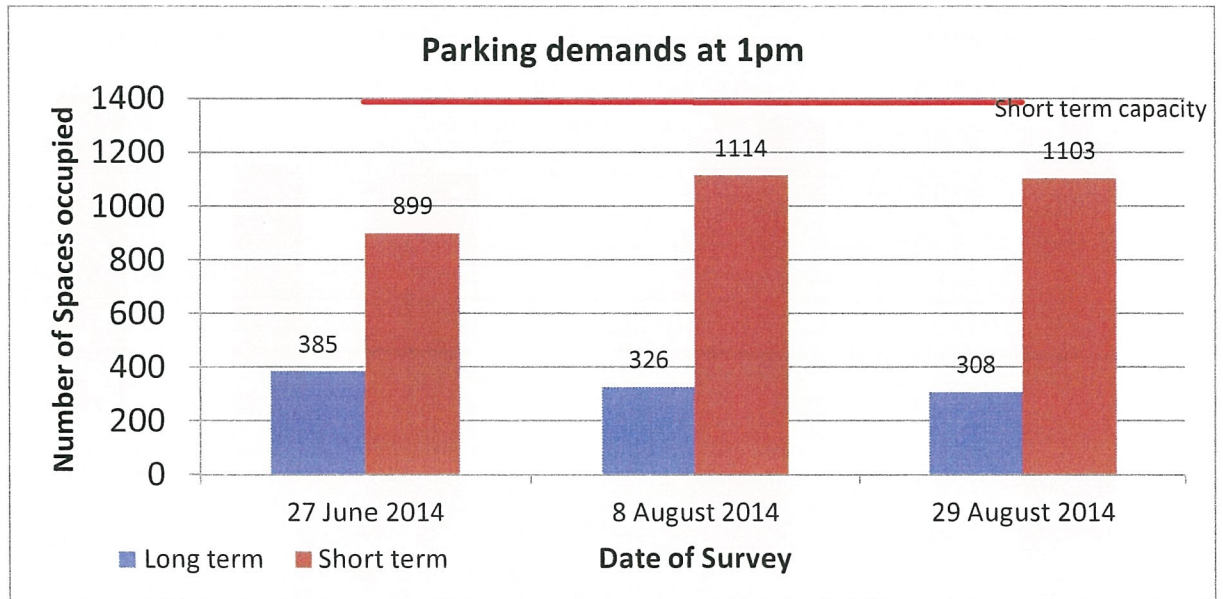
Time = exceeding the time restriction for that park

4. Parking Demand

4.1 The following data was collected and presented to retailers on 2 September.

Graphic Three: Parking Demand 8.30am and 1.00pm

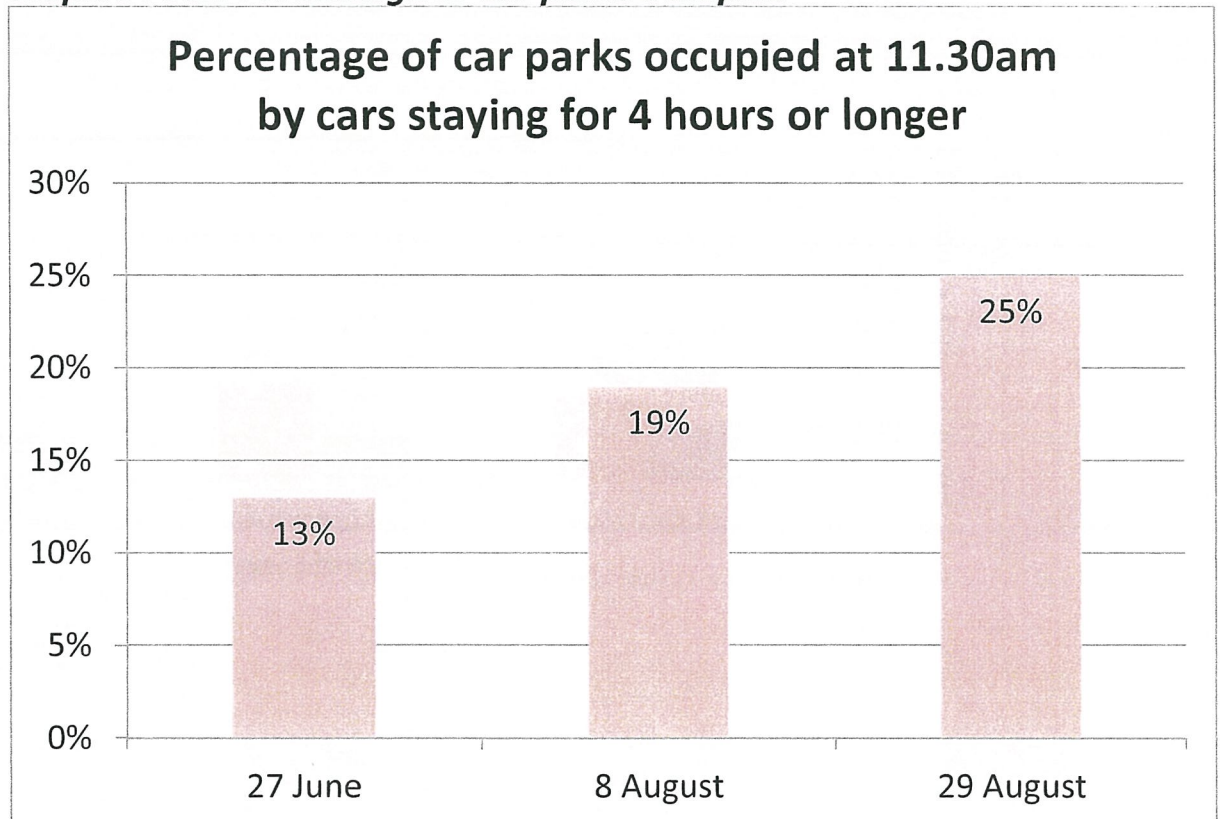




4.2 Occupancy of short term car parks has risen from 65% in June 2014 to 80% in August 2014. Buxton and Montgomery Squares were full or nearly full at mid week lunch times in July/August.

4.3 There has also been an increase in the numbers parking in Buxton Square for longer periods. In June 2014, 13% of spaces at peak time (11.30am) were used by a car in town for 4 hours or more. By late August this had increased to 25% of spaces (NB. Cars may have come and gone throughout the day – it may not be a continuous 4 hours).

Graphic Four: Percentage of car parks occupied



4.4 Data: manual counts of the occupancy of each parking space, every 30 minutes. The counts in Buxton car park also recorded each number plate.

5. Parking Survey of Retailers and Central City Operators

5.1 Compared with July and August last year, this July and August, businesses said:

Graphic Five: Patronage and Turnover

	The number of people visiting their business	Their turnover
Increased a lot	28%	18%
Increased slightly	32%	38%
Was about the same	24%	23%
Decreased slightly	11%	14%
Decreased a lot	5%	6%

5.2 *percentages based on the total, less those who didn't know or it wasn't applicable, i.e. not a business operator.

Data: An online survey sent to Uniquely Nelson's database of 500+ retailers and central city stakeholders on 11 September, closed on 19 September. There were 100 responses, including 52 who operate in retail and hospitality. It is estimated there are about 300 retail/hospitality businesses in the CBD.

5.3 The majority (78%) felt that the parking system in the city centre is a barrier to people visiting the city. 15% disagreed and 7% didn't know.

5.4 When asked what they think is the MAIN issue with parking:

- The risk of getting a fine for staying over time (39%).
- The availability of parking with time limits that are convenient (26%).
- The price (20%).
- The payment system (8%).
- The availability of parking in locations that are convenient (4%).
- Broken parking meter machines (2%).

5.5 When asked what a reasonable grace period is before a car is issued with a ticket:

- No grace period 1%.

- 5 minutes 2%.
- 10 minutes 19%.
- 15 minutes 44%.
- 20 minutes 33%.

5.6 Other comments included:

- There were 11 comments recognising the need to deter workers from using short-term parking and to provide all-day parking for them.
- There were 3 comments from retailers in Wakatu Square who felt disadvantaged by the initiative as people were less likely to park in Wakatu Square.

6. Parking Survey of Central City Workers and Visitors

Data: An online survey sent to Nelson City Council People's Panel database of 1200+ residents on 11 September, closed on 18 September. There were 520 responses in total. Caveats: There were 70 responses from central city workers who usually drive a car to work. This is a small sample of the approximately 7000 people who work in the inner city and the results should be treated with caution. The results are indicative rather than representative. 52% of respondents are residents in Nelson Central, meaning this group is overrepresented compared with Census proportions (41%). Stoke residents are slightly underrepresented, at 26% of the survey population compared with 37% of the total population. The proportion of Tahuna and Nelson North residents is fairly representative. More women (58%) than men responded to the survey. The majority (90%) of respondents are aged 40 or older, meaning there is bias in the results towards the views of older people. Younger people are under-represented.

6.1 Central city workers

6.1.1 There were 70 responses from central city workers who usually drive a car to work. This is a small sample of the approximately 7000 people who work in the inner city. The results are indicative rather than representative.

6.1.2 Where do they usually park?

- 45% usually park in free all-day parking on the city fringe.
- 34% usually park in private car parks.
- 13% usually park in short-term public parking.
- 7% usually park somewhere else, e.g. 3% park in car pool parks.
- No one selected Wakatu Square

6.1.3 22% had changed where they park during the free parking period in July and August, to park closer to work. 53% use their car for work to come and go throughout the day. Two-thirds of the respondents work full-time and third work less than 30 hours a week.

6.2 **Central city shoppers or visitors**

6.2.1 There were 400 respondents who had visited Nelson city during July or August 2014 and 340 travelled by car. Of those 340 that travelled by car:

6.2.2 When asked what had the most influence on their decision to visit the city centre:

- 40% said it was for reasons other than parking.
- 36% said it was the free parking.
- 14% said it was the availability of parking in locations that are convenient.
- 5% said it was because there was less chance of getting a parking fine.
- 5% said it was the availability of parking with time limits that are convenient.

6.2.3 Most people found it easy (64%) or very easy (22%) to find a car park. 12% found it hard and 3% found it very hard.

6.2.4 Compared with last year, 26% said it was harder to find a park, 50% said it was about the same and 19% said it was easier. The remaining 6% didn't know or couldn't remember.

6.2.5 Most people visited the city for an hour or so.

6.2.6 Free parking meant 46% of people stayed in town for longer than they previously would have. Most of the comments were about feeling less rushed, having time to browse or take a coffee break, and not worrying about getting a ticket.

6.2.7 **Grace period, Enforcement, Car Parking Supply and Other Matters**

6.2.8 All respondents (workers and shoppers) were asked what they thought is a reasonable grace period before a car is issued with a ticket. Most people thought 10 or 15 minutes was a reasonable amount of time.

6.2.9 40 people commented that the enforcement is 'over-zealous', don't allow enough of a grace period or give tickets when a rule is breached. There were comments that the anxiety over getting a ticket deters people from visiting or shortens their visits. There were 10 comments supporting enforcement and that it was necessary to ensure workers don't utilise the car parks.

- 6.2.10 In terms of supply, there were about a dozen comments saying there aren't enough car parks or suggesting a parking building is needed and a similar number saying there is enough or too many. However there were another 19 comments saying there is a need for all day parking for workers. Several people commented that long stay parking is impacting on residential areas on the city fringe. About a dozen people commented that workers were using the short-term parking during the free parking promotion.
- 6.2.11 About 30 people supported the free parking initiative and/or wanted it to continue, although it's not clear if they meant just in winter or all year round. Half a dozen people commented it needed to be free to compete with Richmond. There were about 10 comments saying the charges for parking are okay or cheap. Five people suggested the first hour could be free, two people said the first two hours, and one said the first 30 minutes. Several people said the first 10 or 15 minutes should be free to enable quick visits without the hassle of finding coins and going to a meter.
- 6.2.12 There were 7 people who wanted longer time limits and another 8 people who want a system where you can pay as you leave. There were about 12 comments saying it was inconvenient finding change or having to estimate the length of their visit. Several people suggested electronic payment methods.
- 6.2.13 There were 15 comments asking for other forms of transport to be encouraged, including the recognition that parking management has an influence on transport choice. Other suggestions included covered bike racks, free buses and park and ride options. There were 7 comments about making parts of Trafalgar Street pedestrian only.
- 6.2.14 There were 10 comments about it being confusing that Wakatu Square wasn't free.
- 6.2.15 There were 7 comments about parking being harder to find on Saturdays and suggesting the Saturday Market is located somewhere else.
- 6.2.16 There were also 9 comments about the senior parking permit, which currently allows people over 65 to park for one hour for free. There were some suggested changes about when and where they could be used as well as few complaints that they have been devalued by the free parking initiative.

6.3 **Impact on Revenue**

There has been an impact on parking revenue as follows:

- 6.3.1 Between July and September 2013 parking revenue from CBD parking meters was \$211,000.
- 6.3.2 There was virtually no revenue from on street meters between July and September 2014.

6.3.3 Revenue from off street meters was from Wakatu Square only and the amount collected for July-September 2014 was \$18,500. For the same three months in 2013, \$25,112 was collected from the Wakatu Square parking meters.

6.4 **NBus Patronage and Free Ticket Promotion**

6.4.1 In mid-August, vouchers were sent to all households for two free return trips into the city centre on the NBus. The aim was to offer a transport choice to shoppers, along with the free parking initiative. The hours for redeeming the tickets were between 9am and 3pm, in line with Supergold off peak travel hours, which also meant the initiative could be funded out of an existing marketing budget.

6.4.2 NBus patronage in July and August 2014 was higher than the same months in 2013, at 11% and 9% higher respectively. However, NBus patronage is growing and the increases for July and August are similar to those seen in May and June (10% and 12% respectively).

6.4.3 For the six weeks ending 28 September, there have been 4,144 trips made using the free trip tickets, with a total value of \$11,213.04 (excl GST).

6.4.4 The promotion ran until 30 September.

6.5 **Parking Study**

6.5.1 The Council commissioned a review of parking requirements from Abley Consultants. That report identifies that whilst parking in the CBD is under pressure during busy times of the year (e.g. the lead up to Christmas) this has changed relatively little over the last eight years, despite population increases over the same period. This report was presented as part of the *Nelson Parking Strategy 2014 - 2024 (A1246489)* report to the Planning & Regulatory Committee on 18 September 2014.

6.5.2 The report suggests a range of actions for the Nelson CBD, Stoke and Tahunanui. There are nine recommended actions for the CBD including investigating real time information on parking to drivers; more payment options for meters; and investigating options to manage current parking supply including how adequate long term stay parking can be accommodated.

6.5.3 These actions have not been implemented yet but are key recommendations that will assess and affect parking in the CBD. Time should be provided to allow these recommendations to be considered fully.

Minutes of a meeting of the Regional Transport Committee

Held in the Council Chamber, Civic House, Trafalgar Street,
Nelson

On Friday 3 October 2014, commencing at 1.10pm

Present: Councillor E Davy (Chairperson), Her Worship the Mayor (R Reese), Councillor B McGurk, and Lyndon Hammond (NZTA)

In Attendance: Group Manager Infrastructure (A Louverdis), Senior Asset Engineer Transport and Roding (R Palmer), Engineering Adviser (S McAuley), Asset Engineer – Transport (C Pawson), Administration Adviser (G Brown), P Hookham and A James (NZTA)

Apologies: Councillor R Copeland

1. Apologies

Resolved

THAT apologies be received and accepted from Councillor Copeland, and Lyndon Hammond for lateness.

Davy/McGurk

Carried

2. Confirmation of Order of Business

There were no changes to the order of business.

3. Interests

There were no updates to the Interests Register, and no conflicts of interest with agenda items were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes – 17 September 2014

Document number A1250521, agenda pages 4-15 refer.

Resolved

THAT the minutes of the meeting of the Nelson City Council – Regional Transport Committee, held on 17 September 2014, be confirmed as a true and correct record.

McGurk/Her Worship the Mayor

Carried

6. Chairperson's Report

There was no Chairperson's Report.

7. Draft Regional Land Transport Plan 2015-2021

Document number A1249393, agenda pages 16-87 refer.

Senior Asset Engineer – Transport and Roading, Rhys Palmer suggested to the committee that the activities within Tables 4 and 6 of the Regional Land Transport Plan (RLTP) needed to be reprioritised, and it was noted that State Highway (SH) 6 Rai Valley and SH6 Whangamoia realignments needed to be given a higher priority rating.

NZTA Representative, Andrew James advised that on page 47 in Table 2 the Southern Link, investigation, design and planning, the organisation responsible needed to be amended to NZTA.

Mr James clarified that in Table 4 the Rocks Road walking and cycling project included three projects and that these would be constructed as a package. Mr James clarified that the Whakatu/Quarantine intersection improvements include an upgrade to the roundabout entry lanes which would alleviate traffic pressures from Quarantine Road, and that \$200,000 funding would be received from developers for these projects and an additional lane northbound from the over bridge could be added.

In response to a question, Mr Palmer advised that table 4 included projects of regional significance and these were agreed to with Tasman District Council (TDC).

Attendance: Lyndon Hammond from NZTA joined the meeting at 1.23pm.

Mr James advised that the Whakatu/Quarantine Road projects would cost approximately \$2million each and that he would check the profile, however these projects were covered in the SH Asset Management Plans. He explained that the key point from these tables was whether the projects were allocated by profile or by a different manner and he indicated that currently, it looked like in a different manner.

Mr Palmer explained that the order was proposed at a joint RTC meeting and that it had remained in this order to maintain consistency. However, he indicated that it would not be an issue to change the

format although TDC and Marlborough District Council (MDC) would need to be advised.

There were concerns raised that the community would be advised of the \$16million for the Rocks Road walking and cycling project and would not view this as addressing any safety concerns, it was suggested that a number of submissions would be received due to the increased figure, and that credibility could be lost due to this change. It was discussed that the project was initially estimated at \$6million.

Mr Palmer clarified that \$15million would be used for the Rocks Road walking and cycling project with the balance being utilised for the Tahunanui Cycling Network and the Maitai Bridge. He advised that the Rocks Road Steering Group discussed two viable options from consultation the first being a \$13 million contribution from NZTA and \$2million from NCC or \$19million from NZTA and \$500,000 from NCC. Mr Palmer informed the committee that a figure in the middle was used and that this was just a placeholder.

It was discussed that the cost benefit ratio of the Rocks Road package compared to the realignments in SH6 needed to be considered.

NZTA Representative, Lyndon Hammond agreed that this was part of the process to consider the cost benefit ratios. He indicated that the Rocks Road package had cost \$3million to date on components of the project and due to the fact this was an integrated approach it had a higher profile rating. He said that components of the Rocks Road package dealt with safety issues as well.

There was agreement that the Rocks Road Walking Cycling project be prioritised before the Whakatu Drive northbound capacity improvements, but after the Whakatu Drive/Quarantine Road intersection improvements. Mr James informed the committee that the design for the Whakatu Drive improvements were near completion and that the resource consent was approved.

In response to a question, Mr Palmer said that the Whakatu Drive improvements were part of the regional objectives and that the Rocks Road Cycling and Walking project should not be split into individual projects as this would not deliver the full benefits of the package.

There was general agreement that the SH6 Rai Saddle realignment be the highest priority then SH6 Whakatu Drive/Quarantine intersection improvements followed by the Rocks Road walking and cycling project in Table 4. It was discussed that this was the first cut at assessing these projects and it was indicative based on previous assessments.

Mr Hammond advised the committee that the draft State Highway Asset Management Plan (SHAMP), included an assessment of these projects based on information present at the time, and that the draft Government Policy Statement (GPS) and the Future Investment Fund

would look at what these projects going forward. He said that NZTA would compare these documents to ensure alignment.

In response to a question, Mr Palmer said that consultation would be in November/December for the Regional Land Transport Plan 2015-2021.

There was a discussion regarding the HPMV projects within table 6 and that further information was required in relation to these. Mr Hammond clarified that the four HPMV activities in table 6 needed to be removed.

There were concerns raised around congestion on Parkers Road and it was confirmed that if improvements were not included in the table lists then these suggestions could not be added as they have not been referenced in the local programme or Asset Management Plan. It was reiterated that only the highest priority projects were included in the RLTP tables.

In response to a question, Mr James clarified the SH minor improvements included two intersections at Rai Valley/Collins Whangamoas and the Glen/Clifton Terrace.

It was noted that there was an error in table 6 and that the Maitai Shared Path (Saltwater Creek Bridge) and Tahunanui Cycle Network be removed from the table as they were included in the Walk/Cycle schools package in Table 4.

Mr Palmer advised that the HPMV Upgrades to Maitai Valley Road had two outcomes, one for seismic strengthening of the bridges at the Dam and the other to make the roads compliant for 50MAX vehicles, however funds were primarily for work on the bridge not widening of the roads as this would be extensive. It was noted that a name change for the project should be considered.

In response to a question, NZTA representative Peter Hookham advised that the Enhanced Network Resilience Nelson project needed to remain as this was a study for a business case to reduce road closures.

Mr James informed the committee that if Cable Bay Road became a HPMV road then it would trigger a higher priority, however he said that he had spoken with individuals at the quarry and was advised that there was no increase in tonnage coming from the quarry so there was no reason to consider Cable Bay Road as an HPMV route. Mr Palmer clarified that there was no proposal to make Cable Bay Road a full HPMV route but it was a 50MAX route.

In response to a question, Mr James said that Gentle Annie Saddle was significant for cyclists. However, Cable Bay Road intersection was not a safety issue unless increased tonnage was coming out of Cable Bay Road, if this occurred the intersection would be reviewed. It was

suggested that the quarry did not apply for a resource consent due to the state of the intersection.

There was agreement that the Public Transport Integrated Ticketing should be in the approved activity table as it was currently underway.

Mr Palmer discussed the CBD Traffic Impact of Southern Link, he said that the number assumes \$300,000 with \$100,000 being absorbed with the southern link. Mr Hammond advised that this would be part of the overall assessment of the Future Investment Fund. It was agreed to remove as funding would come from the Future Investment Fund.

In response to a question, Mr James said that the weigh facility upgrade would happen on the existing site out at Hira and that it would be within the pavement.

It was noted that the retaining wall at Snows Hill was on the eastern side of the Girls College and that it needed to be brought forward so it would be included in the next three year term.

There were discussions relating to the Quarantine/Nayland intersection upgrades in table 6 and it was suggested that the roundabout was not coping with current traffic flows. It was noted that Pascoe Street, SH6 and Nayland Road should be considered together. Mr James said that studies had proved that upgrading the SH intersection first before improving local roads was the best way to proceed. Mr James also indicated that these upgrades did not include Pascoe Street.

It was agreed that the Quarantine/Nayland intersection upgrades funding be moved into year two so it could inform the next RLTP.

There were concerns that the Waimea Road/Van Diemen Street Junction improvements were too far ahead. Mr Palmer advised that there was a delay with the investigation for traffic on Waimea Road and the disbenefits of this, he said that local impact needed to be considered.

It was suggested that the "Proposed Funding" column in table 6 be removed.

Mr Palmer spoke to attachment 4 'RLTP Performance Monitoring Data' and explained that this information helped with identifying appropriate targets and that the performance monitoring data could be included as part of the RLTP.

There was a discussion around the risk of having increased targets within the RLTP Performance Monitoring Data and whether information could be reduced down to specifics for example freight. Mr Palmer informed the committee that data was recorded in the asset management system and that indicators were used instead of measures as Council did not currently have a robust data set.

In response to a question, Mr Palmer advised that HPMV's needed a permit and that 2 tubes across the road would provide this information.

Mr Hookham referred to appendix 7 and suggested that information received by NZTA in relation to the policing investment framework could be embedded into appendix 7 to assist with understanding police contribution, and he clarified that this was a requirement. It was agreed that this information would be incorporated into appendix 7 and that these changes would be forwarded to TDC and MDC.

Mr Hookham advised that d) within appendix 8 needed to be amended to say National Land Transport Programme by 1 July 2015 instead of National Long Term Programme by 30 September 2015 and that a further point should be added to say the final version of the RLTP needed to be published by 30 July 2013.

In response to a question, Mr Palmer advised that the RLTP was reviewed every 3 years and that the document itself would have a 6 year lifecycle while the activity tables would be updated in 3 years.

Resolved

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1249393) and its attachments (A1245894, A1244851, A1228159 and A1249001) be received.

Davy/McGurk

Carried

Recommendation to Council

THAT Council approve the draft Regional Land Transport Plan as amended by the Regional Transport Committee on the 3 October 2014;

AND THAT Council approve the upload of the draft Regional Land Transport Plan onto the New Zealand Transport Agency website for moderation by 17 October 2014.

Davy/McGurk

Carried

There being no further business the meeting ended at 2.33pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date