

Attachment 5 – Summary of Feedback on the Draft Parking Strategy

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[Ndoc 591542420-178](#)

General direction of the Parking Strategy

Submission summary

Support	Support in part, with suggested improvements to it/comments	Oppose
18	26	31

Eighteen submitters supported the strategy. A further 25 submitters supported the general direction, but considered that all or some aspects of it should be altered, and 31 submissions opposed the strategy.

A sample of these comments is provided below:

- The current scoping of the CCPMP [City Centre Parking Management Plan] does not extend far enough into the core city and city fringe. It must include the Medical district around the hospital and the 4 schools within a 10 minute walk from the Hospital. The NMDHB is the biggest employer within Nelson, so how is its employee base (and their need for parking) factored into this plan?
- Covid has taken a lot of independence away from people with a disability and a lot of your Parking Strategy seems to make it worse, or there isn't a solution.
- The city at present is slowly dying, with empty shops & business in most streets (Bridge, Hardy & Trafalgar Street with associated side lanes etc). The proposed parking strategy is promoting attractiveness of the centre through gentrification and hoping to make the CBD a uber cool environment. However, we may have a CBD too large for such a consideration as there is only a certain number of café's restaurants and quirky or specialist retail shops that a community can support.
- The proposal for HNZN to build apartments is laudable but generally these people if working will be jobs all around the Nelson area, including labouring, semi-skilled and skilled jobs in Stoke, Richmond, Tasman area and will have motor vehicles. These motor vehicles will require carparks. HNZN will not have carparks except they will require a space for rubbish removal & service vehicles. Car parking will be at a premium, any free carparks will be heavily used for long term parking. What is to stop this occurring around these proposed HNZN properties?
- Nelson Tasman Climate Forum: We're pleased no increase in Council-controlled parking spaces is planned and would like to see a significant decrease so that cyclists can be better catered for on our streets and roads. We feel that not enough thought has gone into the relationship between cycling (and scootering) and on-street car parking.
- For the central business district of Nelson city to survive, car parking is essential to provide easy access to shops, restaurants, and small businesses.

- The strategy lacks a visionary approach to Buxton and Montgomery Squares - the big elephants in the room.
- The buses need to be operational and being USED before drastic parking changes are made.
- Taking away parking from town is going to kill the CBD.
- Nelson is a town with a high number of retirees who have difficulties in walking. Why are you making it difficult for them to get to their desired shop? An ageing population is incompatible with active transport modes.
- This parking plan will negatively affect business as lack of affordable or available parking will mean Nelson will be overlooked in favour of more car friendly areas.
- Cars are here to stay ... they will just all change to electric over the next 10 years.

Other areas

Submissions summary

Twelve submitters made comments (including multiple comments from individual submitters) about parking in areas which are outside the current scope of the draft Parking Strategy.

Key points are:

- Nelson Marlborough Health recommended that Nelson City Council work with Health New Zealand on a Parking Management Plan as the continued planning for Project Whakatupuranga (the Nelson Hospital campus redevelopment) occurs over the next few years.
- The new hospital would mean the entire NMDHB district (on both sides of Waimea Road) could be redeveloped with transport solutions and parking integrated into the design. This should be orchestrated in conjunction with the PS and the Nelson Future Access Project [NFAP].
- Better parking planning for the high schools along this route (and nearby Hampden St and NIS) should also be part of the design. The city needs a complete re-think of parking, transport planning, and pedestrian thoroughfares along Hampden St and Franklyn St.
- The Parking Strategy should consider parking around schools, including Hampden Street.

Additional suggestions

Submission summary

Twenty five submitters made additional suggestions (and in some cases multiple additional suggestions).

Key points are:

- Implement/create a more streamlined 'parking management tool' to enable people to report obstructive or incorrect parking efficiently – ie when the public park on our (spsl) ranks. Potentially a hotline or direct link to warden on duty.
- Consider the possibility of having taxis and rideshare drivers register with Council as a bylaw to ensure that only licensed operators are utilising the rank parking (this could also help to improve enforcement for the out of towners that swarm in for large events).
- Acknowledge in the Strategy that inner city living without owning a car is completely possible.
- Car parking at schools should be removed. This would make it more attractive for children to get to school under their own steam: one of the reasons people give for ferrying their children to school in a motor vehicle is danger from other motor vehicles (ferrying kids to school).
- Richmond and Nelson need to develop a common traffic strategy.
- Trafalgar Street on a Saturday morning is a terrifying place to be with pedestrians and cars vying for space and is not a place I would want to linger or explore and reflects poorly on the values we want to present. Parking on this block should be very limited in duration for a Saturday, even cutting it to all would provide a much better experience.
- The Strategy should provide details on the number of on-street (and Parking Square) spaces that will be required to cater for the cars owned by occupiers of the proposed Kainga Ora development being facilitated/subsidised by Council, and suggested to comprise over 150 units but with minimum on-site parking; or by occupiers of other social housing to be provided in or close to the CBD.
- All beginner drivers should get educated for the purpose of driving less, like achieving greenhouse gas emission goals and the problems of congestion in Nelson and how to fix them. By adding each new and real educated licensed drivers, within the few upcoming years in Nelson City, we will already be prepared for change.
- Lead by example. If Council wants people to walk, take the bus, bike, scooter make that a condition of employment at Council and for Councillors.
- Trial your ideas for a few months before permanent implementation failures can be reversed at minimal cost. For example, if you want to remove car parks, block them with road cones or straw bales. Ask for people's reactions. See how well the change works. If they do not achieve the stated objectives go back to the drawing board.
- Plan for the future: more electric cars – fewer emissions – the carbon reduction rationale will disappear; and an ageing population – there is a need for more impaired mobility parking near shops and services such as the doctor and pharmacy – not less parking.
- Cycling Action Network: We recommend a well-resourced communications plan to ensure people understand changes to parking policy. We'd like to see an assessment of the effects of the parking policy on low income people, to ensure equity goals are met. We'd like to see consideration of pick up and drop off parking areas and rules for Uber-type services. You may find this helpful:

<https://wellington.govt.nz/your-council/plans-policiesand-bylaws/policies/parking-policy>

- Remove car sales yards from within the central city and city fringe. Why is such valuable land taken up by an industry that could be located outside the city centre and still be viable and profitable? Such land could be much better used for housing intensification and car parks.
- The problem is the big vehicles people want to drive these days. They generate a safety issue when backing out of the angle park because the driver cannot see the road she/he is backing into.

Potential partnership

Submission summary

Tony Bowater, of Bowater Toyota, has expressed interest in partnering with the Council on:

- Installation of EV charging units
- A ride sharing scheme or subscription model usage for mobility.

Details

We may be able to partner as a business and property owner strategically positioned within the CBD. Recently we have installed 2 DC EV charge units on our site which are intended to be made available to public via a facility such as Chargenet. Additional to this we have ordered a third unit which we will set up at our Mag and Turbo site 20 Vanguard Street.

We are also very interested to see how we can partner in a ride sharing scheme or subscription model usage for mobility. Toyota are developing strategies within Hydrogen power along with BEV and have a significant range of Hybrid vehicles including an expanding PHEV offering. Toyota have recently announced with government, partnerships within the Auckland region trialling a ride share solution utilising their Hydrogen power Toyota Mirai. I feel our locations across the region position us well to trial many different mobility services, and are very keen to be involved in helping our community realise better solutions.

If you feel there is an opportunity to explore a partnership I would be very keen to explore this with you.

Consultation process

Submissions summary

Ten different comments were made on the consultation process, and expresses a positive and negative views on how well this has been carried out.

Comments

- Nelson City Business Group and Achilles Properties Group: Business owners and operators have been sidelined and isolated during the pre-consultation on the Spatial Plan and Parking Strategy.

- Pre-engagement was extensive but the feedback from businesses is not well-represented in the reporting on that process.
- Participating in the Council's feedback session (held in the council chamber) has opened my eyes to the vision while allowing me to see how closed minded the core are. The council cannot move ahead productively if it is fought by its own stakeholders. We will tear the city apart with negativity.
- Many property owners and business owners in the CBD who are affected by this Parking Strategy have given up on making submissions. However, I invite Council to do a survey of all business and property owners in the CBD – to find out their view as to parking in the City Centre.
- It is awesome that the council is willing to listen to the younger opinions of my classmates and I. It gives a wider range of views and lets younger people have a voice.
- The staging of the changes will need to be made in conjunction with the CBD business community and the various interested parties. Consultation does not mean NCC/NZTA make decisions and tell the users (motoring public) what the result is and how it is going to operate. Consultation means: "the act of exchanging information and opinions about something in order to reach a better understanding of it or to make a decision, or a meeting for this purpose".
- Planning for significant change to a CBD such as removing car parks should be thoroughly researched and opinions of all citizens weighed objectively. If a fiat accompli is pushed through without genuine consultation people walk and do necessarily return with disastrous impacts on the vitality of a CBD. A CBD needs to have a good balance between cars and pedestrians, removing too many carparks would limit the amount of people in the CBD resulting in a closure of many businesses. Even if public transport options are subsidised and encouraged, most people will not want to walk.
- Do some proper consultation – and you will arrive at a more realistic city vision.
- I am providing feedback but with a heavy heart, for I fear it will fall down a crack. The outcomes are pre-ordained and like so many I feel we are being told what will happen.
- I was involved in some of the shape.nelson focus group meetings and I think the council staff have done a very good job in consulting with the public and working to build consensus. Sometimes under difficult conditions with some stropky people involved.

I hope that some part of the council is working on integrating the different strands of all the changes that have to happen to sustain the quality of life in Nelson. It is hard to comment constructively and understand the whole approach when the work is presented in bits – parking here, urban design there, etc.

Public transport

Submission summary

Thirty three submissions commented on the need for good public transport in order to successfully implement the Parking Strategy.

Key points:

- Don't increase parking fees before a proper bus service is in place. Otherwise, we are at risk of less people coming into the CBD.
- You do not have small buses dropping older people off in the CBD and yet you want people to leave their cars at home.
- Establish Park and Ride to address commuting, which is the main problem. Saxton Car Park is empty in the day. Why not run regular bus service from there 3 times an hour? Observe where people drive to and make a bus service fit for purpose.

Cycling lanes/facilities

Submission summary

Twenty eight submissions linked the Parking Strategy and cycling, with many commenting on the need for a safe cycling environment and good cycling parking facilities in order to successfully implement the Parking Strategy. Six of these submissions raised concerns about the risks to cyclists of car parking activities (particularly angle parking).

Link with the City Centre Spatial Plan

Submissions summary

Three unique comments (from five submitters) discussed the linkage between the Parking Strategy and the Spatial Plan. The Uniquely Nelson Board is would like to meet with the Council to discuss the CBD inner city plan and how that matches up with transport planning. The other submissions sought more information on how many parking spaces would be removed to implement the Spatial Plan.

Comments

- The Uniquely Nelson Board is keen to have a meeting regarding the current status of the CBD inner city plan and how that matches up with the transport plan.
- CBD parking spaces should not be reduced because of the Spatial Plan and transport changes. The numbers estimated to be lost because of the Spatial Plan have not been provided. This plan needs to be developed and the designs completed before true consultation can take place.
- Why doesn't the Strategy give any estimate as to the number of spaces estimated to be lost because of implementation of the Spatial Plan?

Carbon reduction

Submissions summary

Three unique comments discussed the linkage between the Parking Strategy and carbon reduction. The Nelson Transport Strategy Group noted that changing over to electric vehicles is not enough on its own to reduce emissions, and Nelson Marlborough Health supported Council's proposed direction towards a low carbon transport network.

Comments

- The Nelson Transport Strategy Group: **Move towards everyone using EVs does not align with a low emissions economy.** Some may think that in moving from a CO2 emitting fossil fuel powered car to an EV that has no tailpipe emissions is sufficient to reduce carbon emissions. It isn't. Carting 1 or 2 people around in a 2 tonne metal box is the least energy efficient (and space efficient) means of transport even if it has zero direct emissions. We are going to be short on electricity as we decarbonise industry and transport; new generation capacity always comes at some carbon cost; we need to move to not just zero emission modes but the most energy efficient modes. It is much more energy efficient taking 30 people on a bus than 20 cars with 1.5 people in each. Likewise an e-bike uses much less electricity to propel an occupant or 3 than an e-car does. Our climate change commitments demand we heavily prioritise the most energy efficient modes.
- Climate change is one of the biggest challenges of our time and does need to be addressed.
- NMH supports the Council's intention to invest in an improved sustainable transport system that supports mode shift and delivers a low carbon transport network for the future.

Changes to parking requirements for new development, as required by the NPS-UD

Submission summary

The Nelson Transport Strategy Group queried the assumption in the Parking Strategy that removal of off-street parking minimums would result in more demand for on-street parking, because people aren't going to buy into an apartment building if there isn't enough parking available to suit their needs. Continuing to provide a surplus of nearby on-street car parking risks becoming a self-fulfilling prophecy - there is a risk that developers won't provide sufficient off-street parking. The Parking Strategy needs to clearly indicate that long term on-street car parking within the CBD will be significantly restricted and developers should plan their developments accordingly.

Competition with Richmond

Submission summary

Seven of the 10 unique comments (from 10 submissions) about competition with Richmond were concerned that more people would choose to shop in Richmond, due to access to free parking. One submission noted that even if charges come in for parking on council land, most of the parking will always be free, as most of it is owned by the malls.

Comments

- Nelson City Business Group and Achilles Property Group are opposed to the theory that increasing parking charges will encourage people on to the bus or bicycles. Instead they will drive to Richmond.
- More and more people are going into Richmond due to 3hr free parking and everything is very close.
- The Nelson Transport Strategy Group noted that motor vehicles are not allowed inside the Richmond Mall, yet this is the expectation in Nelson city. If getting cars to park right outside the doors of shops was so critical in Nelson, why are the same shopkeepers worried about people going to the Richmond Mall? Part of what makes Richmond Mall so attractive to parents and the elderly is that there is zero risk of being run over by a motor vehicle in that shopping precinct - not so Nelson city.
- While Richmond may be planning to change its inner street parking terms the plan mentions this as a 3 year plan. Plenty of time to form shopping habits in Richmond.
- Richmond has had a profound effect on the Nelson CBD, with some retail business moving to Richmond. As the population expands in say Stoke, the residents have a chance to go to Nelson or Richmond, they will go to the areas that are perceived to be more attractive, better retail experience, convenient and lower cost. Perception is critical and at present Richmond to many is a winner.
- Increasing parking costs will force residents to shop in Richmond - do you understand how the city is dying commercially?
- If this Strategy is implemented hundreds of Nelson City dwellers will drive to Richmond to shop and do their day to day business (ie banking, legal etc).
- Do not think that you can solve the problem by increasing parking charges ... people will just go to Richmond where parking will always be free ... as most of it is owned by the malls.
- Don't listen to the people threatening about the Richmond Mall. That is not the way for a healthy optimistic discussion.
- It is interesting to see the Parking Strategy mentions the rivalry between Nelson and Richmond (Tasman). The sooner we have one authority with one strategy the better.

Car Parking Building

Submission summary

Ten submissions discussed the option of a car parking building – eight in support, and two in opposition.

Comments

- The Nelson Transport Strategy Group: Car Parking Building Inconsistent with Congestion Reduction and Climate Goals – We agree with your summary that a car parking building is very expensive and would undermine goals of lowering road congestion, increasing liveability of our city and reducing our climate change emissions. As urban design guru Stephen Burgess said when he spoke in the NCC chamber in 2014, what people want is different to what they like. You don't ask people what they want, you ask them what they like. What people like is readily available cheap and convenient access to where they want to go. What people want is to be able to drive on uncongested roads for not more than 10 minutes and park right outside where they want to go - but of course that doesn't work if more than a few do it. You need to drill down to what people really like rather than asking them superficial questions like do you want more car parking.
- Nelson should have a shopping centre development that has additional car parking via a car park structure – this should be investigated as a priority.
- If you want to keep Trafalgar Street free of cars I believe a car park building is the way to go.
- Perhaps it's time to consider a central parking building.
- More space should be allocated to functions other than private vehicle storage. The idea of a parking building has been dismissed too quickly. Rather than increase parking spaces it could be used to free up other space to become market squares. This would encourage high-density housing as the amenity value would be increased. Looking over a square would always be preferable to looking over a car storage facility. Greater intensification would increase walk-by traffic providing more custom for CBD businesses, and reduce journey numbers and times and contribute to emission reduction goals.
- I am an active Commercial Property Agent in Nelson, Richmond and Blenheim. The solution is a well located and well managed council owned parking building offering at graduated prices. My view is that the vibrancy and dynamism created by a range of visitors, workers and residents in the CBD is critical to the future growth of the city, and we should do everything in our power to encourage that growth rather than stifle it. We MUST have more carparks and charging facility if we are going to encourage professional organisations to establish substantial office buildings in the city. A carpark building large enough to solve this problem for the next 30 years would require around 2000 - 3000sqm footprint. we could then remove substantial unsightly ground level carparks, and free up a lot of streetscape and vacant land for planting, landscaping and development.
- We support the rejection of building a parking building in the city, as a poor use of public money which would make congestion, pollution and road safety worse.
- It is inevitable that traffic will increase as the city grows. Plan ahead and purchase land for parking buildings before you run out of spaces. No city in NZ has managed to use public transport over private cars.
- Nelson needs a parking building in the centre of the CBD to meet the needs of current and future car users.
- A parking building is a space friendly option. It's expensive and doesn't give a good return on investment. Well, I don't want to be too blunt but I have a feeling

many of Nelson city's ideas are not exactly cost effective. But at least a decent parking solution would make peoples life's a little easier.

Angle parking and parking layout

Submissions summary

Nine submissions discussed this topic. Four of these submissions requested the status quo – with reasons including older people struggling with parallel parking and less parks being available in Trafalgar Street if it changes to parallel parking. Another submission requested wider and longer parking spaces to accommodate large vehicles.

Nelson Marlborough Health discussed the benefit of having a variety of angle and parallel mobility car parks to meet different needs.

Three submissions expressed concerns about the impact of angle parking on cyclists' safety.

Comments

- Please don't remove the angle parking in Trafalgar Street.
- Bridge Street parking should be left as it is. Trafalgar Street angle parking should also be retained as it is – it allows for twice the number of cars as would be possible with parallel parking.
- NMH supports the wording in relation to Mobility parking. NMH notes that wording that "Mobility parking spaces are best provided as angled parking bays"; and whilst this is true most of the time, consideration also needs to be given to the width of road to ensure that the parks can be used safely to unload wheelchairs. If this is not possible, then parallel parking spot is still preferred rather than no parking being provided. It is also worthy to note that some people may also have a preference for a parallel park over an angle park so a range of options should be available.
- Imagine the oldies trying to back into the parallel parks envisaged, and the frustrations that go with that from other road users.
- Parking spaces need to have more space between them, and be a bit longer to accommodate large vehicles overhanging them, with tow bars and bike racks, to make it easier to get in and out of your vehicle.
- Nelson is a town with a high number of retirees who have difficulties in walking. Why are you making it difficult for them to get to their desired shop. Imagine the oldies trying to back into the parallel parks envisaged and the frustrations that go with that from other road users. The shoppers are mostly the older folk.
- Nelson Tasman Climate Forum: You have recognised that angle parking represents a danger to cyclists as drivers have to start backing out before they can see what's coming. There is equal danger to cyclists from parallel parking, both from car doors opening and throwing cyclists onto the road, and from cyclists having to avoid concrete encroachments into their trajectory that have been built out into road space from the footpath to allow pedestrians to see past parked cars. The parking strategy has to prepare the public for changes that will improve the cycling experience - at the expense of on-street parking.

- Angle parking is particularly dangerous and should never be used where cyclists are obliged to cycle past such vehicles.
- Angle parking is very unsafe for cyclists. We should have no more angle parking, certainly not in the central city.

Link to the Nelson Future Access Project

Submission summary

Waka Kotahi noted that the outcomes we are jointly seeking through investment in the Nelson Future Access (NFA) project and the Richmond Programme Business Case rely on changes to parking management and increased uptake of sustainable transport.

Comments

Waka Kotahi: As noted, the outcomes we are jointly seeking through investment in the Nelson Future Access (NFA) project and the Richmond Programme Business Case rely on changes to parking management and increased uptake of sustainable transport.

Waka Kotahi supports the guiding principles within the draft strategy, particularly the first one: 'Street space is prioritised to deliver safety and mode shift outcomes.' Waka Kotahi supports how the draft strategy proposes to prioritise parking and manage space on our streets. This aligns with the One Network Framework classifications for urban areas, and is also aligned with the NFA project and Waka Kotahi National Parking Management Guidance.

Link with the Future Development Strategy

Submissions summary

Two submissions discussed the implications of the Future Development Strategy for the Parking Strategy. One noted that intensification is proposed in Tahunanui, which will affect parking demand. The other noted that greenfields development is proposed in the wider region, which will inevitably result in higher car dependency (not less), make the provision of public transport inefficient, and increase demand for car parking, which is not aligned with the proposed direction in the Parking Strategy.

Comments

- If the proposed housing intensification takes place then there will need to be a lot of new businesses being established in Tahunanui to serve the community and the availability of nearby parking will be a key consideration. The Draft Nelson Tasman FDS outlined a proposal of consolidated growth along SH6. A core part of this proposal for consideration was that Tahunanui be targeted as an Urban Growth Area with housing intensification along both the eastern and western sides of Tahunanui Drive (N-26 and N-24) with some 4 to 6 storey buildings and in the Roto Street and surrounding areas (N-102) with up to 3 storey buildings. This will place an entirely different outcome on parking in all of Tahunanui if this intensification of housing takes place as proposed whether it includes adequate carparking or not. These proposals directly affect the outcomes of any parking strategy plan for Tahunanui and SH6 therefore perhaps the current parking plan should be delayed until progress or otherwise on the FDS is confirmed.

- Unfortunately the draft FDS 2022 unfortunately does not support these objectives and needs urgent review to align with the desired outcomes: a wider regional growth strategy of significant urban sprawl will inevitably result in higher car dependency (not less), make the provision of public transport inefficient and costly, prevent urban intensification and quality regeneration and as a result, when combined with the proposed actions of the parking strategy, will result in user frustration, as car parking provision will not align with the requirements/demands of the catchment population. It is the FDS that needs to change, not the Parking Strategy.