

ATTACHMENT 3 - PMP's for Tahunanui and Stoke (A2838510)

TAHUNANUI PARKING MANAGEMENT PLAN

1.0 INTRODUCTION

The Tahunanui Parking Management Plan (PMP) aims to give effect to the objectives of the Nelson Parking Strategy, providing location-specific recommendations to improve how parking is managed in Tahunanui. The PMP considers:

- reviews the current interventions used and the effectiveness of these;
- considers future transport and land use changes; and
- seeks to address some of the key issues and concerns raised through engagement.

The PMP provides a list of recommendations for changing parking in Tahunanui over the short, medium and long term.

1.1 SCOPE

The scope of the Tahunanui PMP covers public on-street parking spaces within the town's central area shown in Figure 1 below. There is currently no public off-street parking in the town centre.



Figure 1: Scope of Tahunanui parking management study area

1.1.1 Engagement

NCC sought community feedback on parking in Tahunanui via the Shape Nelson online platform as well as a drop-in session held at Tahunanui on 29th October 2020. Questionnaires seeking feedback on parking were also dropped off to local businesses in the area. Nineteen online submissions were received and 14 people attended the drop-in session. The following key issues raised about parking in Tahunanui were:



- Concerns about the proposed loss of parking outside local businesses on SH6 due to the Nelson Future Access project
- High demand for parking on Beach Road some evenings due to demand from football training/games and nearby restaurants
- High demand for parking near the beach over the summer
- Concerns about loss of parking on Muritai Street to provide separated cycleway
- Large trucks parking overnight on Beach Road
- Village feel has been eroded by traffic and fast food

2.0 CURRENT PARKING PATTERNS

2.1 SUPPLY

Within the surveyed area in the Tahunanui town centre (refer to Figure 1) there are 307 on-street public car parking spaces, with 133 of these spaces located on Beach Road.

Most of the on-street parking in Tahunanui is unrestricted, however there are a few areas of short and medium term restrictions in areas of high demand such as parts of Tahunanui Drive, Beach Road and Muritai Street. In the morning peak, a clearway operates from 7:30am to 8:30am on the northbound side of Tahunanui Drive, between Muritai Street and Beach Road. There are currently no public mobility parking spaces provided in the town centre. Parking is currently provided free of charge in Tahunanui.

2.2 DEMAND

Parking surveys were undertaken in May 2021 using vehicle-mounted cameras. The survey was conducted at 30 minute intervals from 9am to 5pm on a Thursday, and from 9am to 2:30pm on a Saturday. Video footage from the surveys was analysed to determine parking occupancy and duration of stay.

2.2.1 Parking occupancy

Parking occupancy surveys determine the proportion of parking spaces occupied at a given time. The figures below show the weekday and Saturday parking occupancy peaks; occurring on Thursday at 12:30pm (Figure 2), and on Saturday at 11:30am (Figure 3). Note that as the surveys were undertaken every 30 minutes it is possible that the occupancy was slightly higher than the figures presented, as some vehicles may have arrived and departed between survey periods meaning they would not be counted.





Figure 2: Tahunanui parking occupancy - 12:30pm on a weekday

On a weekday, the area with the highest parking demand was recorded on Waikare Street (89%) between 10am and 11am. Parking occupancy on Muritai Street was just above 65% at midday. Across the study area as a whole the average weekday peak parking demand was 53%, occurring at 12:30pm. Note that while the recorded parking demand on Beach Road was relatively low, at certain times of the week the parking resource is under pressure due to demands from local restaurants, sports training and matches at Tahunanui Recreation Reserve. Seasonal peak demands from visitors to the beach also generate very high demands over summer.



Figure 3: Tahunanui parking occupancy – 11:30am on Saturday

On the weekend, the recorded parking occupancy across the study area in Tahunanui was relatively low. The average Saturday peak parking demand was 31%, occurring at 11:30am. The highest occupancy was 63%, recorded on Muritai Street at 11:30pm.

Note that while the parking surveys undertaken in May show significant residual capacity is available within the town centre study area, demands during the evenings and the seasonal summer peaks are higher than the occupancy levels reported in the data.

2.2.2 Duration of stay

Duration of stay provides an estimate of the length of time a vehicle occupies a parking space. The figures below show duration of stay at Tahunanui Drive and Beach Road on a weekday and Saturday. Note that as the surveys were undertaken every 30 minutes it is possible that some vehicles were not recorded.

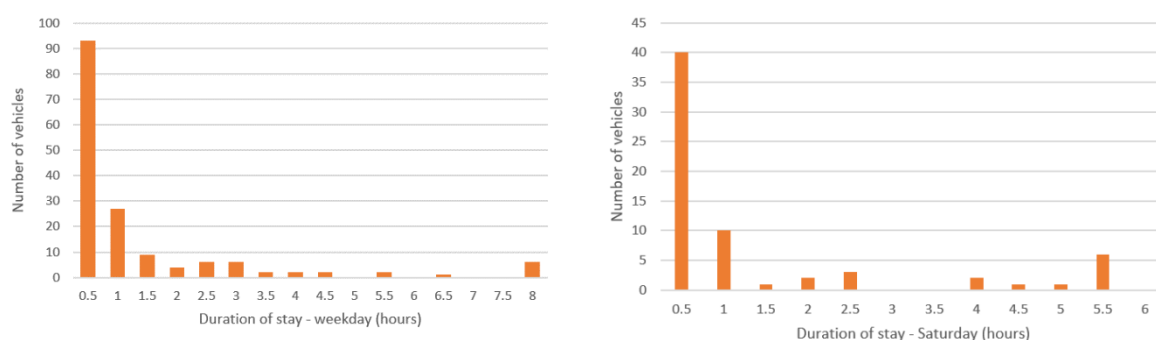


Figure 4: Duration of stay on Tahunanui Drive (weekday and Saturday)

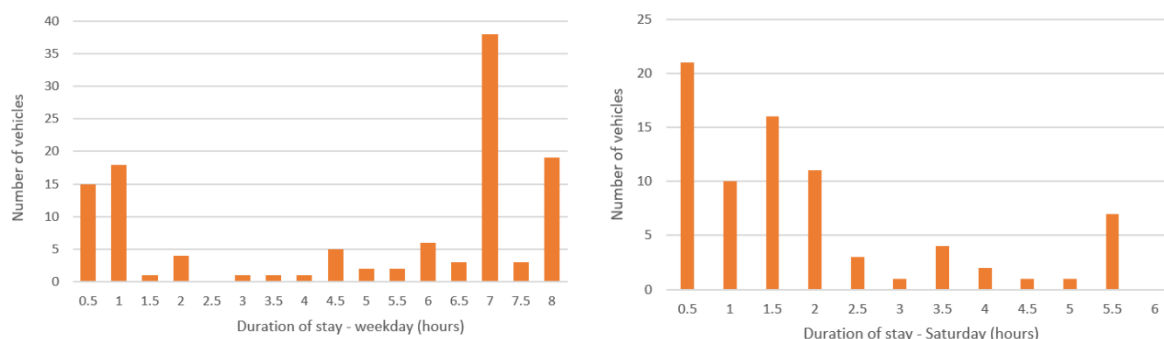


Figure 5: Duration of stay on Beach Road (weekday and Saturday)

The duration of stay data highlights that on Tahunanui Drive, 58% of vehicles stay for less than 30 minutes, while a total of 75% of vehicles stayed for less than one hour. On Saturday, 61% stayed for less than 30 minutes, while 76% stayed for less than an hour. This confirms that a combination of short and medium time restrictions (such as P10 and P60/ P90) will encourage turnover at key locations and meet most customers' and business needs.

For Beach Road, just 13% of vehicles were recorded staying for less than 30 minutes, while 28% stayed for less than one hour. By contrast, 58% of vehicles stayed for six hours or more, although no restrictions are in place on the street (with the exception of some short-term parking in front of Catch 22 café). On Saturday, 27% of vehicles stayed for less than 30 minutes, and 75% stayed for less than two hours. The data for Beach Road highlights that some commuters/staff are parking in the town centre given the surrounding land use is mostly commercial.

While the evidence suggests there is no pressure on parking in the town centre, peak demands in Summer and sporting activities at Tahunanui Recreational reserve do result in high seasonal and evening demands. Changes to parking on Tahunanui Drive as a result of the Nelson Future Access Project and future growth in the area will contribute to additional parking demand on Beach Road. Providing some additional short-term parking as well as



mobility parking spaces at the northern end of Beach Road will improve customer access to businesses along Beach Road and Tahunanui Drive.

3.0 CONTEXT OF PARKING IN TAHUNANUI

Tahunanui straddles State Highway 6 (Tahunanui Drive), which provides one of the two main road corridors linking Nelson and Richmond, as well as functioning as the key freight corridor to Nelson Port. Changes to land use and growth in the wider region will place increasing pressure on this link through Tahunanui. Growth in the population of Tahunanui is also forecast, increasing from 6000 people¹ in 2018 to around 6300 by 2028. Without access to quality transport choices, congestion and parking demand in the area will continue to increase. This section summarises some of the local transport challenges, and the key changes to land use and transport in and around Tahunanui.

3.1 CHALLENGES

Tahunanui town centre has a number of key challenges that will influence how parking is managed in the town centre.

State Highway 6 severs the town centre – SH6 is strategically important for the region, carrying high levels of traffic and freight to key destinations including the Central City and Nelson Port, as well as supporting interregional journeys. The corridor is managed by Waka Kotahi, and the wider regional needs of moving people and goods efficiently and reducing congestion may be prioritised ahead of the access and parking needs of local businesses on the corridor. The high volume of traffic and heavy vehicles on SH6 can also be intimidating and it can be difficult for some road users to cross the road.

Poor place and amenity value – High traffic volumes along SH6 dominate the town centre, degrading the place function of the town centre and severing the neighbourhood. This makes it challenging to create a safe, vibrant and attractive destination, which can impact on the viability of local businesses within the town centre.

Limited variety of goods and services – Many people visit Tahunanui to access the beach, parks and reserves, or the recreational attractions located in Tahunanui Beach Reserve. Many of the local businesses in the town centre serve this market, largely focused on providing food and beverage, and accommodation for visitors. The town centre does also have a small number of professional services providers and convenience stores to serve local residents (e.g. medical facilities, dairy, bakery etc). The lack of a supermarket and limited fresh food suppliers in the town centre means people are unable to purchase essential goods locally and must travel to other nearby centres such as Stoke or the Central City.

Limited alternative transport options – it is difficult for many people in the region to meet their daily travel needs without a car. The bus route serving Tahunanui town centre only operates during the day, and only every two hours on the weekends. Cycling to access local shops in Tahunanui is challenging given the dominance of traffic and heavy vehicles along SH6. While the Muritai Street separated cycle facility provides a good level of service for residents in this area, much of the current cycle network is provided via on road cycle lanes which is not suitable for less confident riders.

3.2 CHANGES TO LAND USE AND GROWTH

The Future Development Strategy (FDS) developed by NCC and TDC in 2019 identifies Tahunanui as a suitable location for residential intensification, given it is one of the City's main activity centres and is located on a main transport corridor. The FDS estimates that more than 300 dwellings could be added to Tahunanui through residential intensification over the next 30 years, with development focusing on Tahunanui Drive and the flatter residential areas to the west of the town centre area. However, parts of Tahunanui are prone to flooding, sea level rise and liquefaction meaning the suitability of development capacity in the area is uncertain.

Changes to parking requirements means new developments are no longer required to provide off-street parking. With increasing land use intensification there will be growing pressure for on-street parking to meet this demand. However, the biggest impact to access and parking in the town centre will stem from forecast growth in the



¹ Tahunanui has been defined by the following Census SA2 units: Nelson Airport, Tahunanui, and Tahuna Hills

Tasman District, such as Richmond and Wakefield. As Nelson is the region's main employment centre, residential growth in these areas will increase commuter demands on SH6 through Tahunanui's town centre.

The Tahunanui Structure Plan was adopted in 2004 to guide the development of the town centre. The Plan identified key actions to address issues with Tahunanui including identity, built form, movement network and open space. However, there has been limited progress on implementing the structure plan. Given the structure plan is nearly 20 years old, it is timely that the future form and function of the town centre is reviewed to align with current best practice and accommodate current and proposed changes to the town centre as well as the shift in government priorities and direction.

3.3 TRANSPORT

Tahunanui Drive (SH6) is the main arterial corridor through Tahunanui town centre, carrying approximately 24,000 vehicles a day. It serves a dual purpose, functioning as a strategically important route for local and interregional traffic and freight journeys, as well as providing parking and access for many local businesses within the town centre. The corridor experiences very high levels of congestion, especially in the morning and evening peak.

Tahunanui town centre is currently served by bus Route 2. The service provides one of two connections between Richmond and Nelson, travelling through Tahunanui via Muritai Street and Tahunanui Drive. The service operates between 7am and 7pm on weekdays at 30-minute intervals during peak times and hourly during the off-peak. Weekend services run approximately every two hours.

NCC and TDC are making significant investments in public transport to improve the level of service of bus routes in the region. For Tahunanui this will include increasing the service frequency on route 2, a new bus route to the airport, and the introduction of a single low fare for journeys anywhere in Nelson and Richmond.

There has been concentrated investment in new cycleways in Tahunanui in recent years, including the construction of separated facilities/ shared paths on Muritai Street, Beach Road and Waikare Street. However, the current provision for commuters cycling between Tahunanui and Central City is via on road cycle lanes on Rocks Road (SH6), which is not suitable for less confident cyclists. Providing safe cycle access to the residential areas to the east of the town centre is challenging given the steep topography.

All streets in Tahunanui provide footpaths on both sides of the road, however there are limited safe crossing points across SH6. Long block lengths and lack of laneway connections result in long walking journeys around the town centre. The steep topography east of the town centre make walking journeys to these areas challenging for some.

Significant changes to transport in Tahunanui are proposed as part of the Nelson Future Access (NFA) project. NFA is a programme of investment developed by Waka Kotahi in conjunction with NCC to address transport deficiencies in Nelson over the next 30 years. The two main corridors that provide access to Nelson (SH6 and Waimea Road) require all road users to share the same space. However, this is increasingly becoming untenable and resulting in poor reliability, safety and amenity. With high levels of growth forecast for the region, the project aims to support the community to transition to more sustainable modes, while enhancing safety and providing more reliable journey times.

For Tahunanui, NFA includes the removal of parking on parts of SH6 in front of a number of businesses, provision of priority lanes to improve bus reliability, and construction of traffic signals at a number of intersections to improve safety and access for local traffic and provide safe pedestrian crossing facilities. The project also includes the construction of several pedestrian refuges as well as a five-metre wide shared path on Rocks Road to improve the safety and amenity for pedestrians and cyclists travelling between Tahunanui and the Central City.

4.0 IMPLEMENTATION PLAN

Based on the objectives within the Parking Strategy and the level of parking activity in Tahunanui, it is recommended that no additional public parking spaces are provided in Tahunanui. While there is forecast growth in the surrounding area, increasing parking supply to meeting growing demand further erodes the vibrancy of a town centre and encourages people to drive. Using parking management as well as travel demand management tools to optimise existing parking supply will ensure public parking resources are managed efficiently and equitably and encourage use of sustainable transport modes.



Short, medium and long term recommendations have been developed for changes to parking in Tahunanui town centre, based on the review of the parking data and community feedback received. The changes are provided in Table 1 below. Other changes may also be needed to manage demand and encourage turnover. The triggers for introducing and/or changing parking restrictions or paid parking will follow the general principles provided in Figure 6. Any changes will be informed by data and undertaken in consultation with the community (refer to the Nelson Parking Strategy for more information).

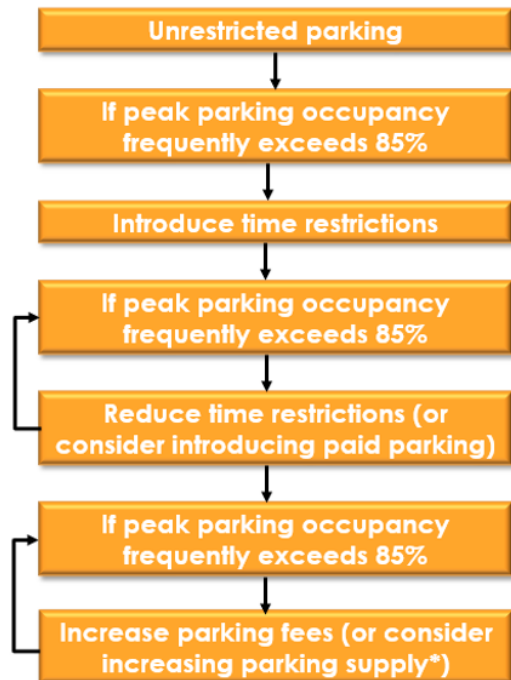


Figure 6: Triggers for changing parking restrictions and pricing



Table 1: Short, medium and long term recommendations for changes to parking in Tahunanui

No.	Short term recommendations (1-2 years)	Benefit	Trigger
1	Provide mobility parking bays on Beach Road	Supports inclusive access for visitors to the town centre	n/a
2	Reduce existing P90 time restrictions on SH6 to P60	Encourages turnover and provides short term customer parking for the most convenient spaces in Tahunanui. Reduced parking on SH6 due to changes arising from the NFA project will increase demand for convenient short term customer parking.	Changes to parking on SH6 due to NFA.
3	Implement parking restrictions in most northern bay of angled parking spaces on Beach Road e.g. P120	Provides convenient medium term parking for customers visiting the centre and minimises use of these parking spaces for long term parking by commuters or staff.	Changes to parking on SH6 due to NFA.
4	Replace all P5 spaces with P10	Provides consistent time restrictions for locations where rapid transaction and high turnover is required.	n/a
5	Increase parking enforcement in Tahunanui	Encourages compliance with restrictions and turnover of parking spaces	n/a
6	Ongoing monitoring of parking occupancy and duration of stay (e.g. every 3-6 months). To include collection of data over Summer peak period to understand changes in seasonal demand.	Assesses demand of parking resources in the town centre and identifies trends that may trigger changes to parking management in the centre.	n/a
	Medium term recommendations (3-5 years)		
7	Update Structure Plan for Tahunanui to enhance amenity and access within the town centre and guide future development and growth.	Guides future direction and identifies opportunities for land use and transport, and gives certainty to residents, businesses and developers.	n/a
9	Enhance the place function of Beach Road through landscaping, urban design and traffic calming	Creates a more attractive destination that will contribute to enhancing the vibrancy and economic activity of the town centre.	Completion of Structure Plan
10	Investigate opportunities to create pedestrian connections through the town centre (between Beach Road and Muritai Street/SH6)	Enhances pedestrian access between Beach Road and SH6 and can contribute to economic activity and vibrancy	Completion of Structure Plan
11	Provide parking wayfinding from SH6 to Beach Road.	Can contribute to reducing vehicle circulation and provides information to visitors to the area.	Changes to parking on SH6 due to NFA.
	Long term recommendations (5-10 years)		



12	Implement time restrictions for other streets within the town centre	Ensures customers retain convenient access to local businesses.	Average parking demand on other streets within town centre exceed 85% at peak times
13	Implement parking meters (with free parking)	Pay and display meters can be used to monitor duration of stay, improve the efficiency of enforcement and minimise long stay parking by staff or commuters.	Following introduction of time restrictions in town centre and average parking demand exceeds 85% at peak times.
14	Introduce paid parking	Increasing demands on parking in the centre may require additional interventions if triggers are met (refer to parking intervention hierarchy within Parking Strategy). Reducing time restrictions further (e.g. to P60) could be considered, however this may not align with customer or business needs.	Only when reducing time restrictions further is no longer appropriate and average parking demand exceeds 85% occupancy across the town centre at peak times.)



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DRAFT STOKE PARKING MANAGEMENT PLAN

1.0 INTRODUCTION

The Stoke Parking Management Plan (PMP) aims to give effect to the objectives of the Nelson Parking Strategy, providing location-specific recommendations to improve how parking is managed in Stoke. The Stoke PMP considers:

- the current parking patterns in the town centre including supply and demand;
- reviews the current interventions used and the effectiveness of these;
- considers future transport and land use changes; and
- seeks to address some of the key issues and concerns raised through public consultation.

The PMP provides a list of recommendations for changing parking over the short, medium and long term.

1.1 SCOPE

The scope of the Stoke Parking Management Plan covers public on-street and off-street parking within the areas shown in Figure 1 below. Note that while the Countdown car park is a private car park, a portion of the land is Council owned and has been included within the parking inventory and data. The Stoke Memorial Hall car park is currently inaccessible to the public, as the hall was closed in 2020 pending earthquake strengthening.



Figure 1: Scope of Stoke parking management study area

1.1.1 Engagement

NCC sought community feedback on parking in Stoke via the Shape Nelson online platform as well as a drop-in session held at Stoke on 28th October. Fourteen online and one written submission was received and three people attended the drop-in session. The following key issues about parking in Stoke were raised:

Strawbridge Square

- Car parking spaces are tight (aisle widths, parking spaces and entrances).
- Two-way traffic on one-way accesses
- Issues with manoeuvring to/from angle parking on Putaitai Street – lots of crashes near Countdown
- Three hour parking restriction is too long – some staff park all day and move vehicles
- Mixed views on enforcement (some felt it was sufficient, others felt more was needed to enforce restrictions)

Other locations / issues

- Parking during large events can be challenging e.g. Saturday rugby games, community centre events
- Some streets too narrow with parking on both sides
- Staff working in Stoke park their vehicles in surrounding residential streets making it challenging for residents and their visitors to park
- Suggestion for residents only parking on some streets
- Encourage non-car modes

2.0 CURRENT PARKING PATTERNS

2.1 SUPPLY

Within the surveyed area in the Stoke activity centre (refer to Figure 1) there are 612 public parking spaces, consisting of 269 on-street spaces and 343 off-street spaces. The main public off-street parking areas within Stoke activity centre are as follows:

- Strawbridge Square (156 spaces)
- Countdown (77 spaces)
- Greenmeadows Community Centre (51 spaces)
- Stoke Memorial (29 spaces)
- Stoke Library (15 spaces)
- Marsden Recreation Grounds (15 spaces)

Much of the parking restrictions in and around Strawbridge Square is time restricted to three hours, although some shorter restrictions and reserved parking (including mobility parking spaces and loading zones) are also designated to increase turnover and provide access for designated users and vehicles. Parking is currently provided free of charge in Stoke.

2.2 DEMAND

Parking surveys were undertaken in May 2021 using vehicle-mounted cameras. The survey was conducted at 30 minute intervals from 9am to 5pm on a Thursday, and from 9am to 2:30pm on a Saturday. Video footage from the surveys was analysed to determine parking occupancy and duration of stay.

2.2.1 Parking occupancy

Parking occupancy surveys determine the proportion of parking spaces occupied at a given time. The figures below show the weekday and Saturday parking occupancy peaks; occurring on Thursday at 12:30pm (Figure 2), and on Saturday at 1:30pm (**Error! Reference source not found.**). Note that as the surveys were undertaken every 30 minutes it is possible that the occupancy was slightly higher than the figures presented, as some vehicles may have arrived and departed between survey periods meaning they would not be counted.

On a weekday, high peak parking occupancies (>80%) were recorded at Strawbridge Square (98%), Greenmeadows community centre (80%), and the central portion of Neale Avenue. While there were also some



streets that recorded high on-street parking occupancies (Main Road Stoke and Lichfield Street) these streets have only a few parking spaces available. Across the study area the average weekday peak parking demand was 68%, occurring at 12:30pm. On the weekend, high peak parking occupancies were recorded at Greenmeadows community centre (100%), Marsden Recreation Grounds car park (120%¹), as well as Bail Street and Songer Street. Across the study area the average Saturday peak parking demand was 57%, occurring at 1:30pm.



¹ Parking occupancy greater than 100% is when more vehicles were recorded than spaces provided meaning some were illegally parked.



Figure 2: Stoke parking occupancy - 12:30pm on a weekday



Figure 3: Stoke parking occupancy – 1:30pm on Saturday

2.2.2 Duration of stay

Duration of stay provides an estimate of the length of time a vehicle occupies a parking space. The figures below show duration of stay at Strawbridge Square and Neale Avenue/Lichfield Street/Putaitai Street on a weekday and Saturday. Note that as the surveys were undertaken every 30 minutes it is possible that some vehicles were not recorded.

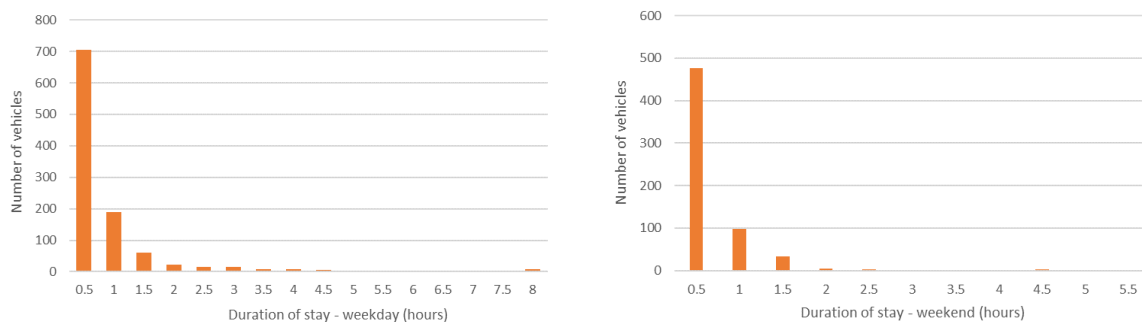


Figure 4: Duration of stay at Strawbridge Square (weekday and Saturday)

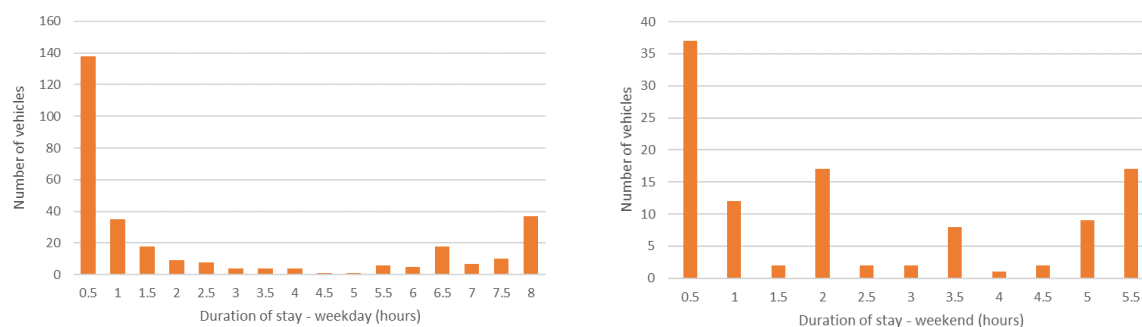


Figure 5: Duration of stay at Neale Ave/Lichfield Street/Putaitai Street (weekday and Saturday)

The duration of stay data highlights that at Strawbridge Square (which serves New World and a variety of other retail and business activities) on a weekday, 67% of vehicles stay for less than 30 minutes, while a total of 85% of vehicles stay for less than one hour. On Saturday, 76% stay for less than 30 minutes, while 92% stay for less than an hour. Seven vehicles were recorded staying for at least eight hours even though a three-hour restriction applies. This highlights that a one or two hour time restriction in Strawbridge Square will meet most customers' needs and make it easier to enforce the restriction.

For Neale Avenue, Lichfield Street and Putaitai Street (combined) 45% of vehicles were recorded staying for less than 30 minutes on a weekday and 57% staying less than 1 hour. Around 12% of vehicles stay more than eight hours, although some sections of these streets are residential and have unrestricted parking. On Saturday, 34% of vehicles stay for less than 30 minutes and 45% stay for less than an hour.

3.0 CONTEXT OF PARKING IN STOKE

Stoke is the fastest growing area within Nelson City. Between 2013 and 2018 the population of Stoke² increased by 11.2%, to 18,672 people. By 2028, the forecast population is estimated to be 21,150, an increase of nearly 2,500 people. Changes to land use and a growing and ageing population will place increasing pressure on the transport network. Without access to quality transport choices, this will lead to increasing congestion and parking demand in the area. This section summarises some of the challenges in terms of transport in Stoke, and the key changes to land use and transport in and around Stoke.

3.1 CHALLENGES

Stoke town centre has a number of key challenges that will influence how parking is managed in the town centre.

Competition with Richmond and Nelson – Stoke is a small activity centre and does not have a large variety of businesses compared with Richmond and Nelson. Richmond town centre is only five kilometres from Stoke and currently does not charge for parking. Nelson is the region's largest City and many people travel there for work and to access key goods and services. Therefore, any significant changes to how parking is managed in Stoke may encourage people to shop in either of the two larger centres instead.

Limited alternative transport options – it is difficult for many people in the region to meet their daily travel needs without a car. The local bus servicing Stoke offers a very poor level of service and the two other routes operate only between Nelson and Richmond. Similarly, the main cycle corridor servicing Stoke links Richmond to Nelson, largely serving north-south journeys only. For people wanting to access the Stoke town centre from residential areas to the east or west beyond walking distance, there are few safe and viable transport options other than driving.

Older population – parts of Stoke have an older than average population, with the Ngawhatu census area unit having a median age of 53, compared to 43.7 for Nelson. However, with significant new housing development planned for the area the demographics are anticipated to change with younger people and families continuing to move into the area.

Poor amenity and place value – Stoke town centre features a shopping square centred around the Strawbridge carpark, which provides parking for 156 vehicles. This configuration means the centre is dominated by vehicle access and manoeuvring and lacks the place value of other centres nearby. Main Stoke Road to the east of the town centre is a key arterial corridor linking Richmond and Nelson. It has high traffic volumes and severs pedestrian movements between the town centre and the community centre.

3.2 CHANGES TO LAND USE AND GROWTH

The Future Development Strategy (FDS) developed by NCC and TDC in 2019 supports Stoke as a suitable location for residential intensification, given the concentration of key transport routes and proximity to one of Nelson's main activity centres. The FDS estimates that a further 1,300 dwellings could be added to Stoke through residential intensification, focused on the town centre area, Main Road Stoke and Nayland Road. Expansion of development in greenfields areas, such as the Stoke Foothills is also proposed. An estimated 2250 dwellings are

² Stoke has been defined by the following Census SA2 units: Aldinga, Broadgreen-Monaco, Enner Glynn, Maitland, Nayland, Omaio, Saxton and Suffolk.



proposed for the Ngawhatu Valley and Marsden Valley alone. Growth in the area will increase demand for local goods and services, which may add pressure to expansion of the town centre as well as parking demand.

In addition to growth within Stoke, high levels of growth are also forecast for the Tasman District, including Richmond and Wakefield. With the region's main employment area focused on Nelson, residential growth in these areas will increase commuter demands through Stoke's town centre.

There is potential for redevelopment in Strawbridge Square which could be reconfigured on the site and include changes to existing access arrangements. This redevelopment will provide the opportunity to review and improve the layout of parking and access to and from Strawbridge Square.

3.3 TRANSPORT

Main Road Stoke, which carries approximately 16,000 vehicles per day, serves as a main arterial through Stoke town centre providing access to Richmond and Nelson. NCC is proposing to implement traffic calming on Main Stoke Road to reduce speed and improve pedestrian safety.

Stoke is currently served by two main bus routes. Routes 1 and 2 travel on Main South Road providing connections between Richmond and Nelson via Waimea Road and SH6/Rocks Road respectively. These services operate between 7am and 7pm on weekdays, offering a 30 minute frequency during peak times, and a 60 minute frequency during the off-peak. Weekend services run approximately every two hours. A third route (route 7) provides infrequent off-peak local loop services in Stoke, servicing Marsden, Nayland and Saxton on weekdays only. Route 7 had an annual patronage of around 5,700 passengers in 2019, making up just 1% share of the region's total patronage.

NCC and TDC are making significant investments in public transport to improve the level of service of bus routes in the region. For Stoke this will include increasing service frequency on routes 1 and 2 and replacing route 7 with a community on-demand service. A single low fare for anywhere in Nelson and Richmond will be introduced, as well as a bus 'superstop' (incorporating improved cycle parking) and the longer term provision of a bus terminal in Stoke. These and other improvements to bus operations in the region are expected to result in a substantial increase in patronage.

The railway reserve shared path provides a safe, quality walking and cycling route linking Richmond and Nelson. It passes through Stoke, crossing at Songer Street, east of the town centre. NCC is planning to provide a safe connection between the shared path and Stoke town centre and upgrade the Songer Street pedestrian refuge to a signalised crossing. Sections of shared paths are also provided along Orphanage and Poorman's Streams, however there is little provision for safe east-west cycle routes to support access between residential areas and key destinations within Stoke.

4.0 IMPLEMENTATION PLAN

Based on the objectives within the Parking Strategy and the level of parking activity in Stoke, it is recommended that no additional public parking spaces should be provided in Stoke. While there is planned growth in the surrounding area, increasing parking supply to meeting growing demand erodes the vibrancy of a town centre and encourages people to drive. Using parking management as well as travel demand management tools to optimise existing parking supply will ensure public parking resources are managed efficiently and equitably and encourage use of sustainable transport modes.

Increased enforcement will be needed to manage compliance with restrictions and support turnover in the face of continued growth in the area. Increasing commuter parking pressure in the fringe areas are likely to trigger further interventions to manage parking. Introducing or making changes to parking restrictions or paid parking follow the general principles provided in Figure 6, and will be informed by data and undertaken in consultation with the community (refer to the Nelson Parking Strategy for more information).



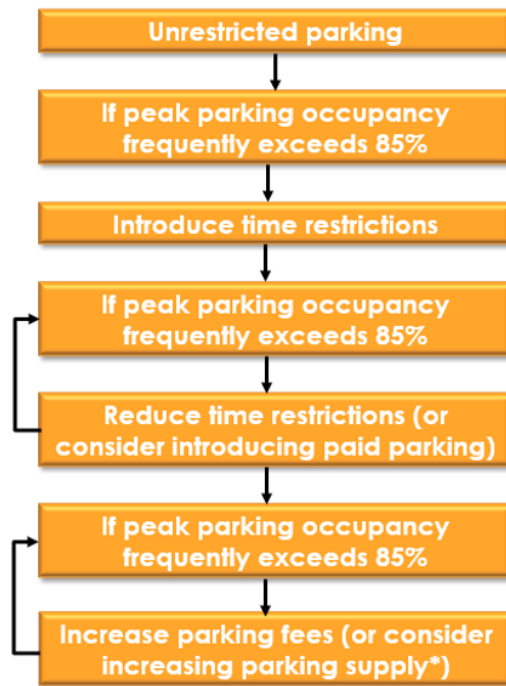


Figure 6: Triggers for changing parking restrictions and pricing

Specific recommendations for changes to parking and access arrangements at Strawbridge Square are provided in Table 1. The timeframe of these changes should be planned to coincide with the redevelopment of part of Strawbridge Sq. General recommendations for changes to parking in Stoke are provided in Table 2 below, based on the review of the parking data and community feedback received.



Table 1: DRAFT Recommendations for specific changes to parking and access in Strawbridge Square

No.	Strawbridge Square Recommendations	Benefit
1	Reduce existing P180 restrictions to P120	Provides sufficient time for customers visiting the centre while increasing turnover of spaces and minimising incidences of commuters/staff using these spaces.
2	Replace all P5 and P15 spaces with P10	Provides consistent time restrictions for locations where rapid transaction and high turnover is required.
3	Introduce taxi/PSV parking in Strawbridge square near New World	Provides convenient access for shoppers who may not have access to a vehicle or are unable to drive.
4	Introduce EV charging spaces in Strawbridge Square and Greenmeadows community centre car parks	Convenient locations for EV charging reduces stress about running out of power and encourages EV users to visit town centre.
5	Introduce motorcycle parking bay in Strawbridge Square	Providing dedicated motorcycle parking reduces the need for these vehicles to park in standard car parking spaces, improving the efficiency of parking resources.
6	Review the need for additional loading zones (e.g. within Strawbridge Square)	Dedicated loading zones improve access and safety for larger vehicles dropping off and picking up goods.
7	Upgrade Strawbridge Square to improve amenity and enhance pedestrian access across entrances	Improves safety and will contribute to improving enhancing economic activity in the centre
8	Review access arrangements to Strawbridge Square and consider implementing turn bans to reduce queuing within the car park.	Improves safety
9	Improve signage/linemarking on one-way accesses to Strawbridge Square	Improves safety by aiming to reduce wrong way traffic flows
10	Improve signage/linemarking on one-way accesses to Strawbridge Square	Contributes to reducing vehicle circulation and provides information to visitors to the area.



Table 2: DRAFT Recommendations for general changes to parking in Stoke

No.	Short term recommendations (1-2 years)	Benefit
1	Replace existing P180 parking spaces to P60 on Main Stoke Road (retain existing P10 parking spaces)	Improves efficiency and increases turnover of premium spaces on this key corridor.
2	Reduce remaining P180 parking spaces to P120 for on-street parking in vicinity of Stoke shopping area	Provides sufficient time for customers visiting the centre while increasing turnover of spaces and minimising incidences of commuters/staff using these spaces
3	Replace all P5 and P15 spaces with P10	Provides consistent time restrictions for locations where rapid transaction and high turnover is required.
4	Increase parking enforcement in Stoke	Encourages compliance with restrictions and turnover of parking spaces
5	Replace angle parking with parallel parking on Putaitai Street	Improves safety for vehicles travelling on Putaitai Street
6	Investigate providing mobility parking bays on Putaitai Street (outside Greypower)	Supports inclusive access for visitors to Greypower
7	Ongoing monitoring of parking occupancy and duration of stay (e.g. every 3-6 months).	Assesses demand of parking resources in the town centre and identifies trends that may trigger changes to parking management in the centre.
Medium term recommendations (3-5 years)		Benefit
8	Consider implementing parking meters (with free parking)	Pay and display meters can be used to monitor duration of stay, improve the efficiency of enforcement and minimise long stay parking by staff or commuters.
Long term recommendations (5-10 years)		Benefit
9	Consider introducing paid parking	Increasing demands on parking in the centre may require additional interventions if triggers are met (refer to parking intervention hierarchy within Parking Strategy). Reducing time restrictions further (e.g. to P60) could be considered, however this may not align with customer or business needs.



CREATING COMMUNITIES

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