



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

**Thursday 31 March 2016
Commencing at 9.00am
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ian Barker, Luke Acland, Ruth Copeland, Matt Lawrey (Deputy Chairperson), Gaile Noonan and Tim Skinner

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Orders:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

1. Apologies

Nil

2. Confirmation of Order of Business**3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

4.1 Pip Rene

Pip Rene, Coordinator, to speak about a proposal to relocate the larger stalls from the Farmers Market to a new location.

5. Confirmation of Minutes

5.1 25 February 2016

7 - 14

Document number M1725

Recommendation

THAT the minutes of the meeting of the Works and Infrastructure Committee, held on 25 February 2016, be confirmed as a true and correct record.

**6. Status Report - Works and Infrastructure
Committee - 31 March 2016****15 - 19**

Document number R5652

Recommendation

THAT the Status Report Works and Infrastructure Committee 31 March 2016 (R5652) and its attachment (A1150321) be received.

7. Chairperson's Report

TRANSPORT AND ROADING

8. Asset Management Planning Update for Transport Asset Management Plans 2018 - 2028 20 - 25

Document number R5426

Recommendation

THAT the report Asset Management Planning Update for Transport Asset Management Plans 2018 - 2028 (R5426) and its attachment (A1496710) be received;

AND THAT the items raised within report R5426 be noted for consideration when developing the Asset Management Plans 2018-2028.

9. Waimea Road Issues and Opportunities 26 - 41

Document number R4960

Recommendation

THAT the report Waimea Road Issues and Opportunities (R4960) and its attachments (A1522595 and A1436204) be received;

AND THAT the opportunities identified in report R4960 be confirmed and incorporated into future work programmes for Waimea Road.

WATER, WASTEWATER, STORMWATER

10. Infrastructure Fees and Charges 42 - 46

Document number R4752

Recommendation

THAT the report Infrastructure Fees and Charges (R4752) and its attachment (A1510346) be received;

AND THAT the proposed charges as per attachment (A1510346) be approved effective 1 July 2016.

PUBLIC EXCLUDED BUSINESS

11. 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:

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure Committee Meeting - Public Excluded Minutes - 25 February 2016	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)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
2	Status Report - Works and Infrastructure Committee - 31 March 2016	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)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
3	Toi Toi Grove - Transport Connection	Section 48(1)(a) The public conduct of this matter would be likely to result in	The withholding of the information is necessary: <ul style="list-style-type: none">• Section 7(2)(i) To enable the local authority to carry on,

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
		disclosure of information for which good reason exists under section 7	without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

12. Re-admittance of the public

Recommendation

THAT the public be re-admitted to the meeting.

Note:

- **Youth Councillors Fynn Sawyer and Hayley Goldthorpe will be in attendance at this meeting.**

Minutes of a meeting of the Works and Infrastructure Committee

**Held in the Council Chamber, Civic House, 110 Trafalgar Street,
Nelson**

On Thursday 25 February 2016, commencing at 9.00am

Present: Councillor E Davy (Chairperson), Her Worship the Mayor R Reese, Councillors I Barker, L Acland, R Copeland, M Lawrey (Deputy Chairperson), G Noonan and T Skinner

In Attendance: Councillor B McGurk, Chief Executive (C Hadley), Group Manager Infrastructure (A Louverdis), Manager Communications (P Shattock), Manager Capital Projects (S Davies), Team Leader Engineer (D Light), Administration Adviser (S Burgess), and Nelson Youth Councillors (D Leaper and S McIlroy)

1. Apologies

There were no apologies.

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

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

4. Public Forum

4.1 Day's Track Group

Kelly Atkinson of Day's Track Group gave a PowerPoint presentation (A1512126). Ms Atkinson spoke about the background of the Day's Track slip, the current temporary infrastructure, the health and safety risk of the slip, and the frustrations that residents had faced. She advised the Group sought Council's attention and support for the remediation and restoration of Day's Track and associated infrastructure.

Shona Nelson spoke about the options in the related officer's report on the agenda for the meeting. She raised concerns that the proposed gravel track would be unsafe, could require a higher level of maintenance and did not match the rest of Day's Track. Ms Nelson advised that Day's Track Group was in support of Option 3 in the report, a concrete track, and highlighted the relatively minor difference in cost between the gravel and concrete options.

In response to a question, Ms Atkinson advised the Group was aware of the Tahunanui slump zone, but still felt a concrete walkway would be safer for the diverse range of users of Day's Track.

Attachments

- 1 A1512126 - Presentation from Days Track Group

4.2 Colin Ratcliffe

Mr Ratcliffe raised concerns about the proposed recycling wheelie bins. He suggested there would be residents who would have difficulty using these due to limited space, steep driveways, or living in upstairs apartments. Mr Ratcliffe also suggested the collection of wheelie bins would take much longer than the current collection system and therefore cost more to operate. He added that people may abuse the intent of the bins by putting non-recyclable material in them.

5. Confirmation of Minutes

5.1 26 November 2015

Document number M1622, agenda pages 9 - 17 refer.

Resolved WI/2016/001

THAT the minutes of the meeting of the Works and Infrastructure Committee, held on 26 November 2015, be confirmed as a true and correct record.

Skinner/Noonan

Carried

6. Status Report - Works and Infrastructure Committee - 25 February 2016

Document number R5517, agenda pages 18 - 21 refer.

In response to questions, Group Manager Infrastructure, Alec Louverdis, provided further detail about Fiddle Lane and the Policy of Licenses for Footpath and Outdoor Dining.

Resolved WI/2016/003

THAT the Status Report Works and Infrastructure Committee 25 February 2016 (R5517) and its attachment (A1150321) be received.

Davy/Lawrey

Carried

7. Chairperson's Report

There was no Chairperson's Report.

8. Terms of Reference - Main Road Stoke Speed Limit Change - Public feedback

Document number R5201, agenda pages 22 - 25 refer.

Asset Engineer - Transport, Chris Pawson, presented the report

Resolved WI/2016/004

THAT the report Terms of Reference - Main Road Stoke Speed Limit Change - Public feedback (R5201) and its attachment (A1472228) be received;

AND THAT the Terms of Reference in attachment 1 (A1472228) be adopted.

Lawrey/Skinner

Carried

9. Days Track Resolution

Document number R4701, agenda pages 26 - 32 refer.

Team Leader Engineer, David Light, and Manager Capital Projects, Shane Davies, presented the report.

In response to questions, Mr Light advised officers were not concerned that minor flooding would wash away the gravel track, as the design would incorporate features for stormwater and drainage. He advised the gravel track was the most appropriate option given the section of Day's Track was in the Tahunanui Slump zone, which meant that a concrete structure would be likely to crack.

In response to a question, Mr Davies assured councillors that the Day's Track project had been prioritised appropriately in terms of health and safety risks.

During discussion, it was noted that whichever method of reinstatement was used for Day's Track, Council would not be able to construct a track

that would necessarily withstand extreme rainfall/slip events in future. Group Manager Infrastructure, Alec Louverdis, reiterated that the same risks would apply to both types of track construction in a significant weather event.

In response to questions, Mr Louverdis advised that the movement of the Tahunanui slump was a known issue. He also advised it was possible, with no adverse weather or other complications, that the Day's Track project could be completed by December 2016.

Resolved WI/2016/005

THAT the report Days Track Resolution (R4701) and its attachments (A1431387 and A1432782) be received.

Lawrey/Barker

Carried

Councillor Lawrey, seconded by Councillor Noonan, moved the recommendation to Council in the officer report.

THAT remediation of Days Track with a gravel track at an estimated cost of \$430,000 be approved, noting this will require additional funding of \$265,000 to be included in the Annual Plan 2016/17.

Councillors Skinner, seconded by Councillor Copeland, moved an amendment:

THAT remediation of Days Track with a concrete track at an estimated cost of \$500,000 be approved, noting this will require additional funding of \$335,000 to be included in the Annual Plan 2016/17.

Those in support of the amendment believed that a concrete path would be safer for the wide range of users of Day's Track, and was not significantly more expensive than the gravel track option.

The amendment was put and lost; the meeting returned to the motion.

Recommendation to Council WI/2016/006

THAT remediation of Days Track with a gravel track at an estimated cost of \$430,000 be approved, noting this will require additional funding of \$265,000 to be included in the Annual Plan 2016/17.

Lawrey/Noonan

Carried

10. Asset Management Planning Updates for Utilities Asset Management Plans 2018-2028

Document number R5301, agenda pages 33 - 40 refer.

Senior Asset Engineer – Utilities, Phil Ruffell, presented the report.

In response to a question, Mr Ruffell advised that Treasury would consider assessing impacts of flooding hazards on Council's infrastructure network this financial year.

It was pointed out that some councils worldwide had started to categorise waterways as assets in order to recognise their value.

Resolved WI/2016/007

THAT the report Asset Management Planning Updates for Utilities Asset Management Plans 2018-2028 (R5301) and its attachment (A1484408) be received and updates noted.

Davy/Skinner

Carried

11. Asset Management Planning Updates for Solid Waste Asset Management Plan 2018-2028

Document number R5276, agenda pages 41 - 45 refer.

Senior Asset Engineer – Solid Waste, Johan Thiart, presented the report.

Resolved WI/2016/008

THAT the report Asset Management Planning Updates for Solid Waste Asset Management Plan 2018-2028 (R5276) and its attachment (A1485311) be received and updates noted.

Davy/Lawrey

Carried

Attendance: The meeting adjourned for morning tea from 10.24am to 10.37am.

12. Recycling bin feedback

Document number R5300, agenda pages 46 - 49 refer.

Group Manager Infrastructure, Alec Louverdis, presented the report.

A suggestion was made that a scheme could be established for residents who wished to swap bins with others wanting to downgrade/upsized. Mr Louverdis said this would be given further thought to assess its viability.

In response to questions, Mr Louverdis advised there would not be a large increase in operating costs for the new bin collection system. He

said the default bin for those who had not indicated a preference for bin size would be 240L.

Resolved WI/2016/009

THAT the report Recycling bin feedback (R5300) be received;

AND THAT prior to implementation of the new collection methodology, that a choice between a 240 litre and 120 litre bin be offered to Nelson residents and that this be ascertained as part of the pre roll-out communications;

AND THAT once issued with a bin, should any change be sought to the bin issued, a \$80.50 fee (incl GST) to cover administration and transport cost be charged.

Davy/Noonan

Carried

13. Earthquake Update Report #7

Document number R5218, agenda pages 50 - 57 refer.

Group Manager Infrastructure, Alec Louverdis, presented the report.

In response to questions, Mr Louverdis advised the high cost to replace chimneys at Isel House was because of their heritage status.

In response to a question, Mr Louverdis advised that it could be possible to work with the Refinery tenant to strengthen the building prior to December 2017 if this was an option.

Resolved WI/2016/010

THAT the report Earthquake Update Report #7 (R5218) and its attachments (A1498625, A1498652, A1498808) be received;

AND THAT approval is given to proceed with the earthquake strengthening of Isel House Chimneys to above 34%NBS, funded from the 2015/16 earthquake remediation budget;

AND THAT approval is given to proceed with the earthquake strengthening of the Refinery Building to above 34%NBS, funded from the earthquake remediation budget in 2016/17 once the existing lease expires in December 2017.

Davy/Lawrey

Carried

14. Exclusion of the Public

Resolved WI/2016/011

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:

Davy/Noonan

Carried

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure Committee Meeting Minutes - Public Excluded - 26 November 2015	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)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). • Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.
2	Status Report - Works and Infrastructure Committee - 25 February 2016	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)(b)(i) To protect information where the making available of the information would disclose a trade secret • Section 7(2)(b)(ii) To protect information

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
			where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
3	Moana Landowner Negotiations	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)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

The meeting went into public excluded session at 11.04am and resumed in public session at 11.26am.

15. Re-admittance of the Public

Resolved WI/2016/012

THAT the public be re-admitted to the meeting.

Davy/Skinner

Carried

There being no further business the meeting ended at 11.26am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

**Status Report - Works and Infrastructure Committee -
31 March 2016**

1. Purpose of Report

- 1.1 To provide an update on the status of actions requested and pending.

2. Recommendation

THAT the Status Report Works and Infrastructure Committee 31 March 2016 (R5652) and its attachment (A1150321) be received.

Shailey Burgess
Administration Adviser

Attachments

Attachment 1: A1150321 - Status Report - Works and Infrastructure Committee

<div> <div>Outstanding Actions</div> <div>Status Report - Works and Infrastructure Committee – 31 March 2016</div> </div>				
MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
26 March 2015	Bridge Street Upgrade - Alma Street and Fiddle Lane	<p>Resolved WI/2015/001</p> <p><u>THAT</u> the report Bridge Street Upgrade – Alma Street and Fiddle Lane (A1321138) and its attachments (A1323529, A1257824, A1323532) be received;</p> <p><u>AND THAT</u> approval is given to proceed with the upgrade of Fiddle Lane as per attachment 3 (A1323532) to enhance the aesthetic appearance of the lane.</p> <p><u>AND THAT</u> further discussions be held with building owners about enhancing street frontages on Bridge Street.</p>	Shane Davies	<p>Fiddle Lane - Agreement reached with building owners and documents signed. The owner of the western building needs to undertake some maintenance on the wall. As soon as this maintenance work is completed the cables will be installed. This work is unlikely to be completed this financial year. Once complete, the awnings will follow.</p> <p>Ongoing</p>
05 May 2015	Licences for Street Stalls and Outdoor Dining	<p>Resolved WI/2015/006</p> <p><u>THAT</u> the report Licences for Street Stalls and Outdoor Dining (R4132) and its attachment (A1341408) be received;</p> <p><u>AND THAT</u> an extension of the current street stall and outdoor dining licences for six years be offered to licensees from 1 July 2015 to 30 June 2021;</p> <p><u>AND THAT</u> the policy on Licenses for Street Stalls and Outdoor Dining, including the moratorium on public parking spaces, be reviewed by this Committee;</p> <p><u>AND THAT</u> a formal review of the rents for both street stall occupations and outdoor dining be undertaken.</p>	Alec Louverdis	<p>A councillor workshop has been scheduled for 19 April to review footpath and outdoor dining licenses.</p> <p>Ongoing</p>

<div> <div>Outstanding Actions</div> <div>Status Report - Works and Infrastructure Committee – 31 March 2016</div> </div>				
MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
30 July 2015	Earthquake Prone Buildings #5	<p>Resolved WI/2015/013</p> <p><u>THAT</u> the report Earthquake Prone Buildings #5 (R4128) and its attachments (A1252682, A573853, A573921) be received;</p> <p><u>AND THAT</u> approval be granted to undertake detailed earthquake assessments on Montgomery Superloo, Nelson Haven Sports Complex and the Tahuna Campground – Function Centre, funded from provision provided in the 2015/16 budget, on the basis that these are of the next highest priority;</p> <p><u>AND THAT</u> approval be granted to undertake design and cost estimate for the remedial work to Isel House Chimneys funded from provision provided in the 2015/16 budget;</p> <p><u>AND THAT</u> further assessment considering economical and community factors be completed on the following buildings below 34%NBS to enable the Committee to make informed decision and that this is brought back to a future Works and Infrastructure Committee and/or Commercial Sub-Committee;</p> <ul style="list-style-type: none"> • Refinery building • Plant and Food building • Wood Turners Building 	Alec Louverdis	<p>Detailed earthquake assessments are complete for the Nelson Haven Sports complex and Tahuna campground function centre.</p> <p>Complete</p> <p>Work on the design and costings for remedial works to the Isel House chimneys are complete.</p> <p>Complete</p> <p>Work on the economical/community factors on the Refinery and Woodturners Building are complete.</p> <p>Complete</p> <p>Works on the Plant & Food are yet to commence.</p> <p>Ongoing</p>

<div> <div>Outstanding Actions</div> <div>Status Report - Works and Infrastructure Committee – 31 March 2016</div> </div>				
MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
26 November 2015	Roading Maintenance Contract Collaboration - Nelson City Council and Tasman District Council	<p>Resolved WI/2015/018</p> <p><u>THAT</u> the report Roothing Maintenance Contract Collaboration - Nelson City Council and Tasman District Council (R4186) be received;</p> <p><u>AND THAT</u> a single tender for the Nelson and Tasman Urban areas is approved in principle;</p> <p><u>AND THAT</u> approval is granted for officers to work with Tasman District Council officers to prepare a business case for collaboration on an urban roading maintenance contract;</p> <p><u>AND THAT</u> the business case be reported back to the Works and Infrastructure Committee noting any benefits or disadvantages.</p>	Alec Louverdis	<p>Officers continue to work with TDC and NZTA to progress the business case. Report scheduled for June.</p> <p>Ongoing</p>
26 November 2015	Intersection Safety Improvements - Main Road Stoke/Elms Street	<p>Resolved WI/2015/020</p> <p><u>THAT</u> the report Intersection Safety Improvements - Main Road Stoke/Elms Street and its attachments (A1463084 and A1452019) be received;</p> <p><u>AND THAT</u> the design and construction of road safety improvements at the intersection of Main Road Stoke and Elms Street be included as a priority in the minor improvements work programme for the 2015/16 financial year;</p> <p><u>AND THAT</u> consultation to seek the community's views on a reduction of speed on Main Road Stoke between Saxton Road and Salisbury Road to 60km/h is undertaken;</p> <p><u>AND THAT</u> a Consultation Feedback Group, chaired by the Works and Infrastructure Committee Chair with two other</p>	Rhys Palmer	<p>An oral feedback meeting took place on 9 March. Further discussions are required with NZTA on matters pertaining to the reduction in speed limit and a report is scheduled for the 10 May W&I Committee.</p> <p>Ongoing</p>

Outstanding Actions

Status Report - Works and Infrastructure Committee - 31 March 2016

MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
		members being Councillors Skinner and Acland (and Councillor Noonan as alternate), be delegated authority to listen to oral feedback from the community on 9 March 2016; <u>AND THAT</u> a terms of reference for the Consultation Feedback Group be brought to the Works and Infrastructure Committee on 25 February 2016.		
25 February 2016	Earthquake Update Report #7	Resolved WI/2016/010 <u>THAT</u> the report Earthquake Update Report #7 (R5218) and its attachments (A1498625, A1498652, A1498808) be received; <u>AND THAT</u> approval is given to proceed with the earthquake strengthening of Isel House Chimneys to above 34%NBS, funded from the 2015/16 earthquake remediation budget; <u>AND THAT</u> approval is given to proceed with the earthquake strengthening of the Refinery Building to above 34%NBS, funded from the earthquake remediation budget in 2016/17 once the existing lease expires in December 2017.	Alec Louverdis	Work on strengthening the Isel House chimneys and Refinery building will now be progressed. Ongoing

Asset Management Planning Update for Transport Asset Management Plans 2018 - 2028

1. Purpose of Report

- 1.1 To inform Council of significant new items that will be considered during development of the Asset Management Plans 2018-2028.

2. Delegations

- 2.1 The Works and Infrastructure Committee has the delegation to review policies and strategies relating to its areas of responsibility, including the provision, operation and maintenance of roads, streets, bridges, cycleways and walkways and public transport (including footpaths, landscaping and ancillary services and facilities, street lighting, and traffic management control).

3. Recommendation

THAT the report Asset Management Planning Update for Transport Asset Management Plans 2018 - 2028 (R5426) and its attachment (A1496710) be received;

AND THAT the items raised within report R5426 be noted for consideration when developing the Asset Management Plans 2018-2028.

4. Background

- 4.1 The Asset Management Plans (AMPs) are one enabler of sound asset management. They describe agreed management practices, asset management strategies, projects, and operational activities required to meet expected levels of service and mitigate risks.
- 4.2 AMPs are key documents in showing how the organisation intends to manage its asset base and includes a long term plan for ensuring levels of service are met in the most cost-effective manner.
- 4.3 Council adopted the Transport Asset Management Plan 2015-2025 on 19 November 2015. This plan is continuously referenced and reviewed to

ensure it makes adequate provision for the ongoing function of core Council assets and also recognises the issues the community may face into the future.

- 4.4 Implementation of the 2015 AMP is underway – scheduled projects have commenced and asset management improvement actions are in progress.
- 4.5 Asset management is a continuous process and, as internal and external factors change, must consider implications on asset management objectives and practices.

5. Discussion

General

- 5.1 This report summarises new significant issues and risks that have arisen since adoption of the 2015-2025 AMP and which are expected to feature in the Asset Management Plan 2018-2028.
- 5.2 Issues that arise from changes in legislation, customer expectations, and environmental factors or are uncovered during planned studies and investigations or ongoing operations are collected and assessed.
- 5.3 Council's Operations, Capital Projects and Asset Management Teams are co-located and frequently discuss issues and share information freely. Cross-council communications are also maintained to ensure all key stakeholders are included in this sharing of knowledge.
- 5.4 Several recent initiatives have strengthened this relationship by driving a common understanding of practices, clarifying responsibilities and formalising aspects of lifecycle asset management activities across the Infrastructure Group.
- 5.5 Operational staff and Asset Managers contribute to asset planning and risk management through frequent asset performance meetings and their contribution to a shared asset improvement register of problems and opportunities. Items are discussed and actions agreed (e.g. recommendations for Annual Plan, for consideration in next AMP, etc).
- 5.6 A process for organisational business cases has also been established and will enable decision making for capital projects. Organisational business cases will support funding requests in the next round of AMPs.
- 5.7 Joint training and development opportunities have also been completed, including review of: the asset management lifecycle (to include asset management planning and AMPs), project management practices, and operational, maintenance vs. renewal activities.
- 5.8 Discussions have also taken place on means to improve use of asset management information systems to enable improvements to overall efficiency and effectiveness.

- 5.9 Additional improvements are planned including an update to the AMP format to drive consistency and ensure content is fit for the audience; a review of the risk management framework against organisational standards; and consideration on how to incorporate the changes raised in the 2015 International Infrastructure Management Manual and the new ISO 55000 standards for asset management.
- 5.10 Attachment 1 is a summary of the significant issues or risks that will need to be considered when preparing the 2018-2028 Transport Asset Management Plan. Issues noted will require further investigation and analysis before detailed implications can be outlined.

6. Alignment with relevant Council policy

- 6.1 Asset Management Plans are intended to support Council's purpose under section 10(1(b)) of the Local Government Act 2002.
- 6.2 Nelson 2060 will continue to be taken into account in the preparation of future plans

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

- 7.1 This is not a significant decision in terms of Council's Significance and Engagement Policy

8. Consultation

- 8.1 No consultation has been undertaken at this stage. Consultation will be via the Long Term Plan 2018-2028.

9. Inclusion of Māori in the decision making process

- 9.1 No consultation has been undertaken with Māori. Consultation will be via the Long Term Plan 2018-2028.

Rhys Palmer
Senior Asset Engineer - Transport and Rooding

Attachments

Attachment 1: A1496710 - Asset Planning Update - 2018 Transport Asset Management Plan

Transport Asset Management Plan (AMP)

Area	Issue/ Risk Definition	Implications for next 1-2 Years	Implications for 2018-2028 AMP
All Activities	LGA Section 17a reviews Review cost-effectiveness of current arrangements for infrastructure, services and regulatory functions. Need to consider options for governance, funding and delivery of services to ensure most cost-effective	Review of all activities to determine need for review and conduct reviews as necessary.	Depends on review - could result in change to governance, funding, or delivery method.
All Activities	Apply business case methodology to support operations and maintenance budgets as required by NZ Transport Agency for next National Land Transport Fund application	No change expected. Used to inform future CAPEX and OPEX priorities.	Strategic Case to be developed for the front section of AMP document. Agreed strategic direction will focus the alignment of the activities recommended through the AMP. Business case approach will promote early engagement with stakeholders and map a clear understanding of the problems, consequences and benefits in the transport activity.
Road Maintenance	Collaboration with Tasman District Council on road maintenance	Business case under development to understand opportunities and risks. If collaboration proceeds it would begin June 2017.	Potential for improved cost effectiveness and asset understanding through knowledge sharing.
Subsidised Transport Activities	Apply the 'One Road Network Classification' (ONRC) to the network and embed into road maintenance contracts and LoS	No change to LoS for 24 months. Work underway to understand gap between current performance and proposed ONRC performance.	The gap between the proposed ONRC LoS and the current LoS will influence the level of future NZ Transport Agency subsidised funding.

Area	Issue/ Risk Definition	Implications for next 1-2 Years	Implications for 2018-2028 AMP
All Activities	Network wide road crash risk mapping undertaken in 2015/16 on the Nelson City Council network by Accident Compensation Corporation to be used to inform road safety priorities.	No change expected. Used to inform future CAPEX and OPEX priorities	Improved understanding of network crash risk will lead to optimised decision making.
Urban Revitalisation	Improvement opportunities maybe identified in the Stoke CBD study.	Priorities will inform non subsidised CAPEX programme in 16/17 and 17/18.	Priorities will inform CAPEX programme. Additional CAPEX possible.
All Activities	Transport problems and issues from forecast growth and population changes in Stoke.	Foothills study to inform future AMP, Regional Land Transport Plan and Nelson Plan.	Priorities will inform CAPEX programme. Additional CAPEX possible.
All Activities	Transport problems and issues from forecast growth and geotechnical and landscape challenges in Atawhai.	Investigation to inform future AMP, Regional Land Transport Plan and Nelson Plan.	Priorities will inform CAPEX programme. Additional CAPEX possible.
Active Travel	East / west cross town link for active modes between Nelson East and the high schools / intermediate has poor LoS.	Strategic and Programme Business Cases to be developed to inform future AMP and Regional Land Transport Plan.	Priorities will inform CAPEX programme. Additional CAPEX possible.
All Activities	Improvement/changes necessary to local road network as a result of any non local road network changes.	No change expected in network. Will need to assess impact on local network as result of Southern Link Investigation and potential changes to the Port access.	Priorities will inform CAPEX programme. Additional CAPEX possible.
All Activities	Lack of capacity at Quarantine Road, Nayland Road and Pascoe Street intersections.	Strategic and Programme Business Cases to be developed to inform future Asset Management Plan and RLTP.	Priorities will inform CAPEX programme. Additional CAPEX possible.

Area	Issue/ Risk Definition	Implications for next 1-2 Years	Implications for 2018-2028 AMP
All Activities	Civil Defence Lifelines / Network Resilience review	Could change operational and maintenance service levels.	Priorities will inform OPEX and CAPEX programme. Additional OPEX and CAPEX possible.
Car parking	Car park pay and display meters renewal programmed for 17/18 and 18/19. Significant OPEX and CAPEX in zones of poor financial return (P60 zones under current first hour free regime).	Prepare business case to inform and investigate options for renewal.	Inform pay and display meter renewal budget. Amendment to parking OPEX and CAPEX possible.
Structures	Structures (bridges and retaining walls) maintenance and renewals not well prioritised. Identified by collaborative working between operation and asset management team.	Develop risk based framework to ensure investment is at the right level and at the right time.	Investment level/priorities will inform OPEX and CAPEX programme.

Waimea Road Issues and Opportunities

1. Purpose of Report

- 1.1 To inform Council of the issues and opportunities for a programme of work through the Waimea Road corridor.

2. Delegations

- 2.1 The Works and Infrastructure Committee has responsibility for the provision, operation and maintenance of roads.

Recommendation

THAT the report Waimea Road Issues and Opportunities (R4960) and its attachments (A1522595 and A1436204) be received;

AND THAT the opportunities identified in report R4960 be confirmed and incorporated into future work programmes for Waimea Road.

3. Background

- 3.1 The Arterial Traffic Study undertaken in 2011 recommended the operation of Waimea Road including its intersections between Beatson Road roundabout and Rutherford Street should be studied further with the aim to improving operation, safety and impact on the surrounding community.
- 3.2 During the 2015-2025 Long Term Plan (LTP) and Regional Land Transport Plan (RLTP) hearings the Council and the Regional Transport Committee were asked by submitters representing the residents and businesses on Waimea Road, to review a request for a Liveable Arterial approach to the design and layout on Waimea Road. In particular the potential for a visual “softening” of the corridor whilst recognising the need to retain parking.
- 3.3 The Nelson Regional Transport Plan 2015-2021 has a project at the intersection of Van Diemen Street and Waimea Road in 2021-24.

- 3.4 Waimea Road is the busiest road in Nelson carrying around 24,000 vehicles/weekday. This level of traffic is above the normally accepted capacity of a two lane urban road, resulting in unstable traffic flow characteristics experienced along the road between the CBD and Bishopdale during peak hours. Very small events can result in queues forming and delays occurring. Minor accidents occur and anecdotal evidence infers many go unreported. It is well known drivers use adjacent residential streets as short cuts to avoid anticipated delays on Waimea Road.
- 3.5 The level of traffic flow results in the following issues for the communities living alongside the road:
- noise, fumes and general intrusion;
 - difficulty for pedestrians crossing;
 - turning delays at intersections and driveways;
 - safety;
 - shortcutting on adjacent residential roads to avoid delays; and
 - visually unattractive.
- 3.6 Officers have undertaken surveys and analysis to assess Waimea Road between The Ridgeway to the south and Rutherford Street to the north. Refer to Attachment 1 for the location plan.
- 3.7 No assessment of any impact of the implementation of the Nelson Southern Link on the operation of Waimea Road has been undertaken. The opportunities identified will provide value whether or not the Nelson Southern Link is progressed.
- 3.8 One approach to addressing some of these issues is the Liveable Arterial approach. This urban design based approach seeks to reduce the impact traffic has on the community that lives and works along its length. It focuses on the community rather than engineering based transport solutions.
- 3.9 The objectives of this approach are to consider the overall street environment and the balance of space allocated within the corridor, with an emphasis on improving pedestrian amenity, safety and opportunities, improving turning safety, whilst not compromising the capacity on Waimea Road, and to further improve the visual aspects and amenity of the transport corridor.
- 3.10 The liveable arterials approach has been used in Auckland in the past, as part of the long-term management of the community severance and intrusion around some of the arterials routes. They used an urban design based approach to develop long-term plans, including the reprioritisation of road space to encourage more varied activity within the arterial corridor.

4. Discussion

- 4.1 This report focuses on the safety, capacity, and accessibility issues surrounding the Waimea Road corridor. In addition to this the visual and

landscape aspects of the road have been reviewed by an urban designer and opportunities identified.

- 4.2 Extensive data collection was undertaken to better quantify the identified issues along the corridor. These included an origin destination number plate matching survey to understand the short cutting being undertaken to the east and west of Waimea Road, crash statistics analysis, traffic and pedestrian count analysis, Road Safety Audit information and site observations.
- 4.3 This data and information is included in an Issues and Options Analysis Report in Attachment 2.

5. Options

Two options are proposed for consideration:

- 5.1 Option 1 - Status quo (do nothing), other than routine maintenance on the Waimea Road Corridor.
- 5.2 Option 2 – Consider a series of specific issues and opportunities for further development as detailed in Table 5.1 below. These are listed in geographic order from south to north and no priority rating has been assessed at this stage.

Table 5.1

Issue/ opportunity	Concept/ potential solution	Benefit	Funding	Comments
Waimea Road/The Ridgeway, high crash rate	Tighten left turn slip lane to slow traffic entering The Ridgeway combined with speed limit reduction	Crash reduction	Minor Improvement Budget	Included in Minor Improvement priority list for implementation in the 2017/18 financial year.
Existing 70kph Speed Limit,	Speed limit reduction on Waimea Road from Beatson Road to south of Market Road	Reduction of crash severity	Network and Asset Management	Will require a speed limit change procedure.
2km between bus stops on Waimea Rd. Recommended distance is 400-800m	Construct Bus Stop lay by at Ulster Street	Improved public transport level of service for Ulster Street	Public Transport Minor Improvements	Engagement with the community
Pedestrian severance across Waimea Road	Provision of pedestrian/cycle refuges on Waimea Road between Tukuka Street and Boundary Road in conjunction with York Stream upgrade	Improved pedestrian / cycle crossing provision and safety	Minor improvement Budget 2015/16	Liaison with Emergency Services, and engagement with the community regarding loss of parking.

Issue/ opportunity	Concept/ potential solution	Benefit	Funding	Comments
Pedestrian severance across Waimea Rd at Tutuka St	Ban right turn from Waimea Road into Tukuka Street (East)	Will enable refuge widened and improved pedestrian environment	Minor Improvement budget	Requires consultation with frontage commercial properties and surrounding community affected by the ban
Rat running through residential area north of Hospital. Serious cycle crash rate at Hampden Street intersection.	Restrict movements at Waimea Road into and out of Hampden Street west	Reduction in cycle crashes on Waimea Road and Improved pedestrian and residential amenity on Hampden, Kawai and Alfred Streets.	Minor improvement Budget	Will require extensive consultation with local business, school and residential community.
Awareness/ visibility of Snobs Hill walkway poor	Highlight location of each end of walkway	Limit need to cross Waimea between Van Diemen and Rutherford Streets.	Minor improvement Budget	Engagement with the community
Improve visual amenity of the arterial corridor	Development of a planting scheme for Waimea Road	Improvement to the visual amenity of Waimea Road	To be considered in Annual Plan 2017/18 and funded from non subsidised account	Will require extensive engagement with the community, careful assessment of utility locations, potential shading and consequent amenity improvement. Will incur additional maintenance costs.

6. Funding

- 6.1 Funding for the majority of these works would be sourced from the Minor Improvement or Network and Asset Management budgets. Any project proposed will be included in the Minor Improvements priority matrix and will be prioritised for implementation.

7. Alignment with relevant Council policy

- 7.1 The recommendations in this report align with the Community Outcomes in the LTP – “Our infrastructure is efficient, cost effective and meets current and future needs”.

- 7.2 It is also consistent with the NCC objectives in the Regional Land Transport Plan.
- 7.3 It also fits with Nelson 2060 in that it seeks to strengthen community health through reducing the community severance along Waimea Road.

8. Assessment of Significance against the Council's Significance and Engagement Policy

- 8.1 The decision is not significant under the Council's Significance and Engagement Policy

9. Consultation

- 9.1 At this stage, no consultation has been undertaken on the specific opportunities and concepts identified.
- 9.2 Preliminary discussions have been held with Mr Paul Anderson representing the Waimea Road Business & Residents Society. Their concerns include any loss of parking and maintaining property access. They support the visual "softening" of the corridor and will work with officers to identify a programme of works for the corridor for further development and consultation.
- 9.3 As it may be some years before these works are prioritised for construction through the Minor Improvement budget it is considered more appropriate to undertake detailed consultation with affected residents and businesses at the investigation/design stage.
- 9.4 Engagement with emergency services will be undertaken to ensure any project proposed does not compromise the emergency response route.

10. Inclusion of Māori in the decision making process

- 10.1 No consultation with Maori has been undertaken

11. Conclusion

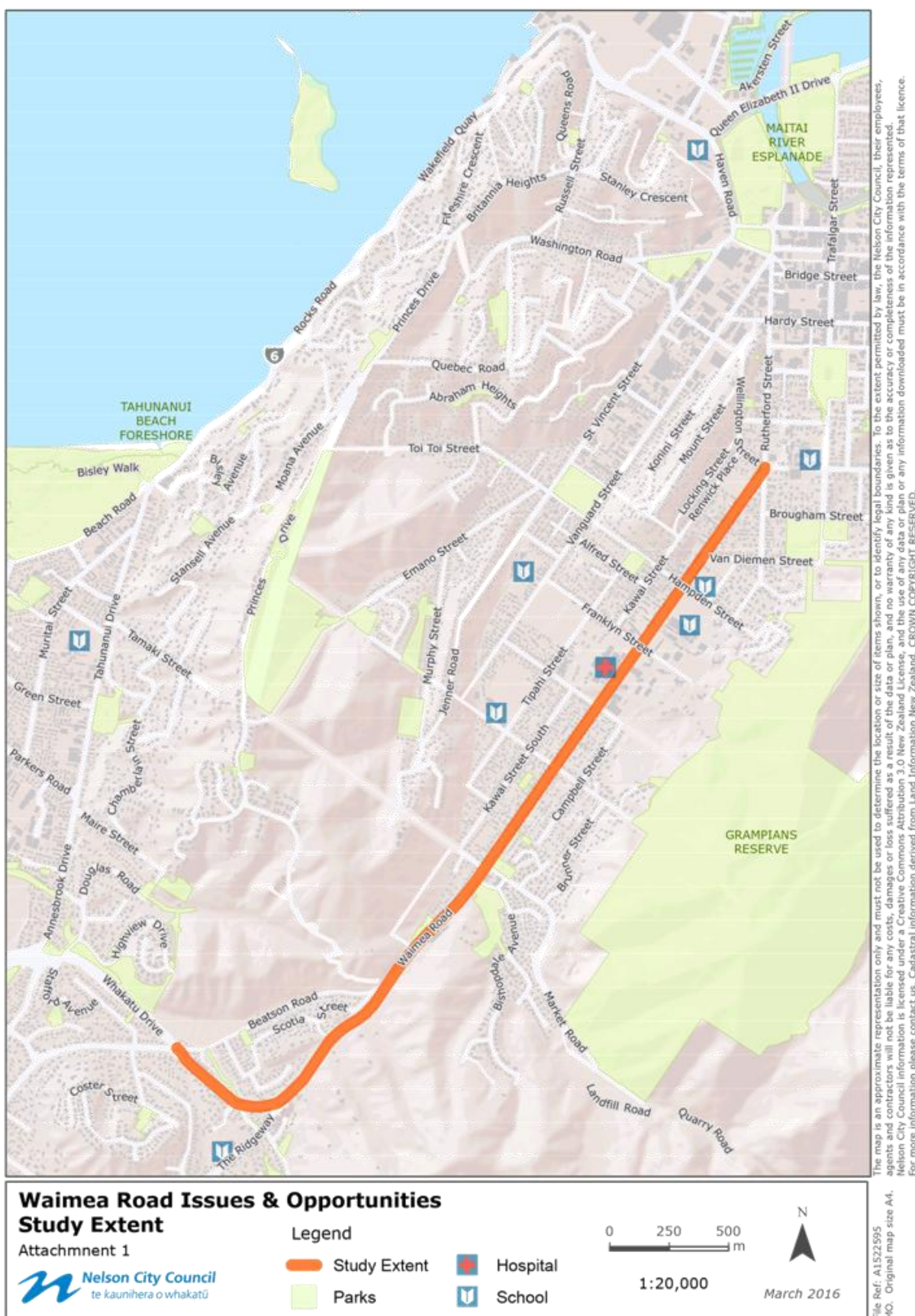
- 11.1 There are a number of issues/opportunities identified following this review of Waimea Road, which could contribute to improving the safety and amenity for those using and living along Waimea Road. The list in Table 5.1 summarises these.
- 11.2 Officers recommend that these issues/opportunities are adopted as a basis for further development and prioritisation.

Sue McAuley
Engineering Adviser

Attachments

Attachment 1: A1522595 - Map of study extents

Attachment 2: A1436204 - Issues and options analysis



Attachment 2 – Waimea Road Access Study Issues and Options Analysis Issues

1. Shortcutting

The diagram below shows a summary of the significant short cutting routes from the origin/destination survey undertaken.

The diagram indicates the use of Market Road and Boundary Road to reach Motueka Street by short cutting the delays on Waimea Road in the morning peak. Counts indicate 200 vehicles turn left from Waimea Road into Boundary Road in the morning peak hour, 18 of which were recorded turning left into Motueka Street. The remainder would have had business in the area (predominantly staff and parents from Nelson Intermediate) or have proceeded across or turned right into Motueka Street to the Hospital or back to Waimea Road. This level of short cutting traffic is not considered to have a significant impact on the residential community.

During the return route in the evening peak hour 79 vehicles were matched turning right off Motueka Street and turning right out of Boundary Road. This represents 51% of the vehicles that turned right out of Boundary Rd in that hour. This traffic would have otherwise turned right at the Motueka Street/Waimea Road traffic signals adding to the delays and queuing being experienced at the signalised intersection. This short cutting traffic does, however, constitute in the order of 40% of the traffic using Boundary Road, Tipahi Street and Kawai Street in the evening peak hour. Whilst not a large number it does reduce the amenity of the predominately residential streets and results in complaints from residents of speeding vehicles throughout the day. The crash statistics, however, do not indicate the issue of right turning crashes from Boundary Road into Waimea Road is an evening peak hour problem with only 1 crash of this type being recorded. The remaining right turning crashes are spread over differing times of day.

Similarly vehicles were matched using Brunner Street and Campbell Street to reach Motueka Street east of Waimea Road. This clearly showed the majority of vehicles exiting at Waimea Road/Motueka Street from Campbell Street are residents of the area choosing to turn right at Motueka Street not Market Road or Tukuka Street with 27 vehicles in the peak morning hour using Campbell Street, approximately 30% of the total peak hour volume on Campbell Street. There are also a low number of drivers (10 in the morning peak hour) using Campbell Street to access the Hospital Laundry site on the corner of Motueka Street and Waimea Road. Of the 27 vehicles, only 4 originated from Market Street, the remaining 23 vehicles originated within the Brunner Street, Campbell Street residential area. Again speeding complaints have been received on Campbell Street, but again are not restricted to peak hours and the majority of the speeding would appear to be residents of adjacent streets.

There are only 4 vehicles in the morning peak hour and 11 vehicles in the afternoon peak hour recorded turning off Market Road to access the Motueka Street traffic signals.

In summary, the shortcutting that is occurring parallel to Waimea Road is worst between Motueka Street and Boundary Road in the pm peak and constitutes approximately 50% of the total volume and is reducing the residential amenity of the network.



1. Crashes/Safety – Intersections and midblock

Ridgeway intersection. The historic crash record has reduced in recent years, since the Give Way rules changed. In the last 5 years there have been 15 crashes recorded at the intersection, 2 serious, no minor crashes and 13 non injury crashes. It is still the subject of complaints from motorists regarding the speed of vehicles and the uncertainty of drivers turning intentions. Detailed investigation undertaken in 2013 did not identify a scheme that was fundable.

SPCA access, located between The Ridgeway and Ulster Street. Crash records do not indicate a safety problem at this location however, anecdotal evidence indicates a number of near misses as a result of the interactions between the SPCA access and the end of The Ridgeway merge lane.

Intersection of Market Road/Boundary Road/Waimea Road has a crash record that indicates vehicles turning right from the side roads are taking risks. This has caused 2 non injury crashes out of 7 crashes at Boundary Road over the last 5 years. A crash reduction study in 2009 identified the right turn crash problem but did not identify a viable fundable solution.

There are a significant proportion of crashes resulting from the congestion and slow moving traffic flows on Waimea Road. They are typically identified as rear end crashes. At Van Diemen Street two of the three crashes recorded since 2005 have been rear end collisions.

The intersection of Waimea Road and Motueka Street is still being monitored after the installation of the traffic signals. An initial review of the crash statistics indicates a reduction in the intersection crashes but an increase in rear end crashes away from the intersection.

Nelson has recently had an Urban KiwiRAP Risk Mapping exercise undertaken in association with Tasman and Marlborough District Councils. Road Assessment Programmes (RAP's) aim to reduce serious road casualties by highlighting the sectors of the network with the greatest potential to minimise the crash risk. The mapping uses national traffic and crash data to produce maps illustrating the "relative level of risk on sections of the road network" for intersections and road corridors.

The Waimea Road corridor between Rutherford Street and Annesbrook Drive is ranked by the Urban KiwiRAP tool as having the highest "collective risk"¹ corridor in the top of the south. This is not surprising given Waimea Road also has the highest traffic volume. Further, the crash risk is reducing over time due to the installation of traffic signals at Waimea Road/Motueka Street and changes in 2012 to the Give Way rules.

Waimea Road has very poor cycling facilities for less confident cyclists and crash records indicate a high cycle crash rate for this mode along this whole route. 11 crashes have been recorded involving cyclists over the last 5 years. Of these 4 were non injury, 7 were minor injury and none involved serious injuries.

¹ Collective risk for a corridor is defined as the number of casualties per kilometre averaged over the length of the corridor.

There are very low numbers of pedestrian related crashes in the last 5 years (4 crashes over the last 5 years of which 2 were minor injury) between Market Road and Rutherford Street. Given the proximity of the Hospital, the primary School, the two Colleges and Nelson Intermediate generating a large number of pedestrians, this represents a very good safety performance.

2. Capacity/Congestion

The Level of Service defined in the 2015 -2025 Transport Asset Management Plan states that average peak time travel times on Waimea Road between Annesbrook Drive and Selwyn Place will be no more than five minutes longer than the uncongested travel time.

The 5 minute delay defined as the performance target represents an average delay of around 1 minute per kilometre over the measured distance. Based on the Austroads Guide to Traffic Management, this level of delay is expected to result in a level of service of C for the route as a whole.

Since October 2014 travel time data has been collected using Bluetooth detection technology which has enabled collection of a much larger sample than the previous following car methodology. The new data shows:

- On Waimea Road northbound in the morning peak hour, the 5 minute average delay limit was exceeded 24 weeks out of the last 52. The resulting level of service along the route in the morning peak hour is at C or better for 28 weeks, at D for 23 weeks and E for 1 week of the year.
- On Rocks Road southbound in the evening peak hour, the 5 minute average delay limit was exceeded 15 weeks out of the last 52.
- Delays in all other directions and peak hours were less than the 5 minute average delay limit, and therefore, at level of service C or better.

Note: The median travel time has been used instead of the average as stated by the performance measure. This is necessary due to the change in data collection methodology.

Calculations indicate the side roads have poor levels of service with Boundary Road, Market Road and Tukuka St operating at F in the morning peak hour. Motueka St west operates with level of service D at peak times and A-C at other times.

In the past, capacity assessments for Waimea Road have recommended the installation of traffic signals at the intersection of Market and Boundary Road with Waimea Road to improve the overall flow of traffic along the length of Waimea Road. An initial study to gain funding to further investigate this in 2012 found that the signal installation at this location was not justified as the delay to through traffic would far outweigh the safety benefit and reduction in delay to turning vehicles.

3. Severance

The high level of through traffic on Waimea Road results in residents and those

travelling east-west feeling "cut off". The traffic volumes limit residents' opportunities to approach and depart their property, can cause extensive delays to accessing the road network, can be intimidating for drivers, pedestrians and cyclists, and limits pedestrian opportunities to access the properties. The lack of opportunity to turn right, either into or from properties during peak hours significantly increases trip planning and vehicle mileage. The intimidation for pedestrians and cyclists from the traffic levels also encourages reliance on cars.

Observations show key pedestrian crossing desire lines at the following locations where no facilities exist:

- The bus stops at the Ridgeway, and at the SPCA driveway.
- 100m north of Boundary Road. Currently pedestrians use the painted median. The complexity of traffic turning movements in this area can be challenging for pedestrians particularly the young and the aged. This is also a popular cyclist crossing location as it gives the most direct access to the Railway Reserve from areas to the east of Waimea Road.
- Mid block between Tukuka Street and Boundary Road to reach the bus stops, and kindergarten. Again users refuge in the painted median.
- Tukuka Street. This is a significant route to the Intermediate School from east of Waimea Road and adjacent to the commercial activity at Hales Corner. There are also residential houses and bus stops within the immediate vicinity. The narrow islands at the Tukuka intersection provide some limited protection for pedestrians, however this location is complex for pedestrians as it is at the crest of the hill where the two southbound lanes from the Motueka Street intersection merge, and has right turning lanes resulting in pedestrians having 4 lanes to cross. This does not provide a good level of service for pedestrians especially the young and aged.
- The section of Waimea Road between the Hampden Street signalised crossing and Rutherford Street has a steady pedestrian crossing flow generated by the schools, bus stops and commercial activities. The painted median again gives pedestrians the opportunity to cross the road in two stages. This section of Waimea Road also has lower traffic volumes during the day which reduces the pedestrian crossing risk, however, this is not a recommended crossing scenario for aged or young pedestrians.

4. Other issues

- Currently there is no bus stop servicing the trip into Nelson for the Ulster Street residential area. A southbound bus stop is located just north of the Ulster Street intersection.
- The development of the Princes Drive subdivision has been constrained until a connection to Waimea Road is built. The recent granting of consent for the Coastal Views development requires the developer to install a signalised intersection located opposite the Bishopdale pottery. To ensure a good level of service widening on the western side of Waimea Road between Station Reserve and the Boundary Road intersection will be

required. This will require the removal of the southbound passing lane changing the operation of this section of Waimea Road south of Market Street to single lane flow southbound. The construction of this intersection would require a review of the speed limit on Waimea Road through this area which will also enable greater flexibility in the design of the safety improvements at Ridgeway/Waimea Road intersection.

- One of the main issues raised by submitters (Waimea Rd Business and Residents Society) was the need for more trees and “softening” of Waimea Road visually. A preliminary review of landscaping opportunities has highlighted the conflicting requirements for driveway access, underground services locations and parking demand.

The main opportunities for improving the visual aspects are between Boundary Road and Tutuka Street where options for both specimen trees and lower planting exist. North of Tutuka Street the options are very limited due to narrow road reserve width, access, parking demands, services and potential property shading issues. In order to progress the inclusion of more green space a non subsidized budget needs to be assigned to this work. Officers would then work with the residents and businesses to identify feasible locations which will enhance the landscape of Waimea Road.

OPTIONS ANALYSIS

Problem/Issue	Options	Comment
Waimea Road/The Ridgeway Crash Risk	Enable easier, safer side road turning by installing traffic signals or a roundabout	Detailed analysis in 2013 found the delay introduced to Waimea Road traffic from a set of signals or roundabout outweighed any safety benefits gained from the works.
	Tighten left turn slip lane to slow traffic entering The Ridgeway.	A lowered speed limit on Waimea Rd will reduce the risk and severity of crashes. This treatment is also consistent with the lowering of the speed limit proposed for the Princes Drive intersection.
	Lower speed limit to 50kph	
Ulster St bus stop	Construct bus lay-by	The construction of a bus lay-by will reduce the distance residents in Ulster St area need to walk to access public transport
Waimea Road/Market Road /Boundary Road – crash risk, shortcutting and pedestrian/cyclist desire line	Enable safer right turns by installing signals	A detailed analysis in 2012 found that the delay introduced to Waimea Road traffic from a set of signals outweighed the safety benefits gained from the works. Since that assessment the safety record has not got any worse thus the analysis is still valid
	Ban right turn out from Boundary Rd into Waimea Rd	Banning the right turn out of the Boundary Road intersection would reduce the localised safety risk and stop the short cutting vehicles in the pm peak. It would, however, require all southbound trips from this residential

Problem/Issue	Options	Comment
		<p>area to travel north either 500m to the intersection of Tukuka Street or 800m to Motueka Street. Whilst the Tukuka Street intersection has the capacity to accommodate the diverted traffic off peak, during peaks delays would occur, drivers can be expected to take risks and would worsen the crash record at the Tukuka intersection.</p> <p>The alternative option would be for traffic to use Motueka Street to access Waimea Road. This would marginally extend the current queuing and increase delays.</p> <p>Being 800m from Boundary Rd would result in significant extra travel distance for residents of Boundary Road and the southern section of Kawai Street.</p> <p>It is considered banning of the right turn from Boundary Road is unlikely to reduce the overall crash risk as this would be transferred to the Tukuka Street intersection with Waimea Road</p>
Pedestrian severance across Waimea Road, between Boundary Road and Tukuka Street.	Provision of pedestrian refuges	<p>Only two locations have been identified where pedestrian refuges can be accommodated between property driveways in the section between Tukuka Street and Boundary road. These locations would provide significant improvements in the pedestrian crossing opportunities along this section of Waimea Road including connecting existing bus stops. Consultation to identify design details that minimise the impact on emergency response and parking will be required.</p>
Poor pedestrian crossing conditions at Tukuka Street	Banning right turn from Waimea Road into Tukuka Street (west) to enable an increased width refuge island on Waimea Road.	Banning the right turn into Tukuka Street (west) would improve the pedestrian crossing conditions by reducing the number of lanes to be crossed. This would significantly reduce network connectivity as there is no right turn at Motueka Street. A ban would force motorists including the school bus to use Boundary Road.
	Banning right turn from Waimea Road into Tukuka Street (East) to enable an increased width refuge island on	Banning the right turn into Tukuka Street (east) would improve the pedestrian crossing conditions by reducing the number of lanes to be crossed. This would reduce the network connectivity.

Problem/Issue	Options	Comment
	Waimea Road.	Traffic counts show only 20 vehicles turning right during the morning peak hour, and 27 during the evening peak hour. Opportunities to turn right exist at Market Road and Motueka Street.
	Banning through and/or right turn movements from Tukuka Street west and east into Waimea Road, would enable pedestrian refuge islands to be located in Tukuka Street, where none exist now.	Banning the through or right turn movements from Tukuka Street would significantly simplify the intersection and enable the provision of pedestrian islands on the side roads. Traffic counts show very few vehicles undertaking these movements during the day, consequently the impact of removing them would have an impact on very few users. However, the benefit gained from this is smaller than improved pedestrian crossing facilities across Waimea Road.
Cycle crashes, and short cutting on Hampden St	Hampton St (west) Road Closure	<p>Three reported crashes have occurred at this intersection involving cyclists northbound on Waimea Road being obscured by queuing traffic and hit by vehicles either turning right off Waimea Road or crossing over from the eastern side of Hampden Street.</p> <p>Signs alerting drivers to the presence of cyclists have been erected however the sign is considered to have limited impact on this risk.</p> <p>This location is extremely busy during school term weekdays, with complaints regularly received regarding the congestion and vehicle speeds. This section of road is part of a popular short cut from Vanguard St via Alfred, Kawai and Hampton Streets. This results in high vehicle volumes and complaints regarding the speeds in the residential area west of Waimea Road.</p> <p>The closure of Hampden St West at the intersection with Waimea Road would improve the pedestrian access up Hampden Street towards Kawai Street. This is a popular route for students of all schools in the area and is on the cross route to Nelson Intermediate.</p> <p>It would remove the cycle crash risk and offer a significant opportunity for landscaping but would have a</p>

Problem/Issue	Options	Comment
		<p>significant impact on access to the commercial premises on the southwest corner. Extensive consultation would be required and options to restrict some movements investigated.</p> <p>A simple closure has the potential to provide a traffic calmed quiet residential street that would contribute to encouraging walking to schools, without significant traffic calming measures being required. It would have significant impact on access to the commercial properties on the corner with Waimea Rd.</p> <p>Access into this area would still be available from Franklyn Street, Vanguard Street and Locking Street. There will be an increase in the right turn flows from Waimea Road into Franklin Street which may result in increased turn delays.</p> <p>There is currently not a right turn crash problem at this location and it is unlikely the increased volume of right turning vehicles would result in one as there is adequate road space with a right turn bay.</p>
Lack of pedestrian crossing facilities between Van Diemen St and Rutherford St	Provision of pedestrian refuges in this section	<p>A review of the driveways show there are only two locations where a refuge can be located. Both will require the removal of parking spaces and will have minor impacts on driveways.</p> <p>Preliminary consultation indicates the demand is not significant to justify the loss of parking and is unlikely to be supported by the business community.</p>
	Improve footpath on east side over Snow's Hill	<p>There are a number of College students who cross Waimea Road at the Rutherford Street intersection to access the footpath on the western side, then cross back further south (and vice versa). The footpath over Snow's Hill in front of No's 1-3A Waimea Road looks and feels private even though there is signage showing that it is a public</p>

Problem/Issue	Options	Comment
		thoroughfare. Improvements and better public visibility of this walkway would minimise the need to cross Waimea Road.
Lack of green space landscape elements along Waimea Road	<p>Greenspace along the length of Waimea Road</p> <p>Specimen trees and lower planting along:</p> <ul style="list-style-type: none"> • Eastside alongside the Russell Street flats • Westside between no. 160 Waimea Road and Tutuka Street • Hospital frontage • Lower plantings along eastside between no. 21 and 29 Waimea Road 	<p>As part of the broader work on Waimea Road the landscape opportunities and constraints have been investigated in line with the Living Arterial principles. On the Waimea Road route there are five significant constraints:</p> <ol style="list-style-type: none"> 1. Wide carriageway to accommodate over width loads; 2. Emergency response vehicles preclude the opportunity to plant trees in the central carriageway zone; 3. Existing services; 4. Driveways and 5. Parking demands <p>A preliminary landscape assessment has been undertaken and further work to identify service conflicts, parking demand and access, together with potential property shading, is required prior to community consultation on any planting proposals.</p>

Infrastructure Fees and Charges

1. Purpose of Report

- 1.1 To advise and approve fees and charges for Utilities (water), Roding and Solid Waste services for the 2016/17 financial year.

2. Delegations

- 2.1 The Works and Infrastructure Committee has the power to decide on fees and charges relating to infrastructure.

3. Recommendation

THAT the report *Infrastructure Fees and Charges (R4752)* and its attachment *(A1510346)* be received;

AND THAT the proposed charges as per attachment *(A1510346)* be approved effective 1 July 2016.

4. Background

- 4.1 Fees and Charges are reviewed annually and adjusted in line with the Consumer Price Index (CPI) or to reflect changes in process and/or costs incurred to Council.
- 4.2 This report proposes some increases where justified by CPI adjustment or changes in Council process and cost recovery.
- 4.3 Fees and Charges were last approved for the 2015/16 financial year at the 30 July 2015 Works and Infrastructure Committee meeting.

5. Discussion

- 5.1 This report considers the fees and charges levied by Council for work carried out in the area of Utilities, Roding and Solid Waste.
- 5.2 Proposed Fees and Charges for Utilities (water) are listed in Table 1 of Attachment 1.

- 5.3 Proposed Fees and Charges for Roading are listed in Table 2 of Attachment 1.
- 5.4 Proposed Fees and Charges for Solid Waste are listed in Table 3 of Attachment 1.
- 5.5 Subject to approval by this Committee, all users will be given a minimum 30 days notice of the proposed changes prior to implementation.

6. Options

- 6.1 Option 1 Approve the proposed charges effective 1 July 2016. This is the recommended option.
- 6.2 Option 2 Do not approve the proposed charges.

7. Alignment with relevant Council policy

- 7.1 Setting fees and charges is not inconsistent with previous Council decisions.

8. Assessment of Significance against the Council's Significance and Engagement Policy

- 8.1 The recommendations outlined in the report are not considered significant in terms of the Council's Significance Policy.

9. Consultation

- 9.1 No formal consultation has occurred with regards to the proposal in this report.

10. Inclusion of Māori in the decision making process

- 10.1 Maori have not been consulted.

11. Conclusion

- 11.1 Officers recommend that the Works and Infrastructure Committee approve the charges as set out in Attachment 1 of this report.

Peter Anderson
Manager Operations

Attachments

Attachment 1: A1510346 - Infrastructure Fees and Charges 2016-17

ATTACHMENT 1

Table 1 Utilities (Water)

Description	Cost 2015-16 (Incl GST)	Cost 2016-17 (Incl GST)	Comment
Special Reading	\$28	\$28	
Installation of Restrictor	\$ 115	\$116	
Disconnection fee	\$220	\$223	
Connection Application:			
-Less than 50mm	\$115	\$116	
-50mm and greater	\$220	\$223	
Hydrant Supply Application	\$130	\$132	
Bulk Filling Registration	\$130	\$132	

Reflects CPI increase

Note : Installation costs and development contributions (where applicable) are additional to the above application fees.

Table 2 Roothing

Description	Cost 2015-16 (inc GST)	Cost 2016-17 (inc GST)	Comment
Road closures			Reflects CPI increase
For Construction	\$550	\$558	
For Event –charitable status	\$324	\$329	
For Event – Commercial	\$550	\$558	
For Vehicle Crossing applications	\$120	\$122	
Corridor Access Requests	Application fee \$75 Multiple openings \$25 Inspection \$75 Non Approval Penalty \$250 Texturing contribution where applicable \$7.50m2	Application fee \$75 Multiple openings \$25 Inspection \$75 Non Approval Penalty \$250 Texturing contribution where applicable \$7.50m2	

10. Infrastructure Fees and Charges - Attachment 1 - A1510346 - Infrastructure Fees and Charges 2016-17

Table 3 Transfer Station

Transfer Station - General	15 – 16 price (Inc GST)	16 -17 price (Inc GST)	Comment
0.0 – 0.5 m ³ (car boot) Minimum charge 0.5m ³	\$20	\$20	CPI increase insignificant NO PROPOSED CHANGE in fees and charges
0.5 – 1.0 m ³	\$40	\$40	
1.0 – 1.5 m ³	\$60	\$60	
1.5 – 2.0 m ³	\$80	\$80	
Thereafter Per M3	\$40	\$40	
Tyres - Car	\$7	\$7	
Tyres - Truck	\$20	\$20	
Tyres – On rim	\$15	\$15	
Tyres – Tractor or similar, off rim	\$70	\$70	
Hazardous waste – 0 to 2kg (Household only)	Free	Free	
Hazardous Waste – Thereafter (Household only)	\$2	\$2	
Commercial Operators dumping hardfill and demolition	\$180	\$180	
Transfer Station - Green Waste	15 – 16 price (Inc GST)	16 -17 price (Inc GST)	Comment
0.0 – 0.5 m ³ (car boot) Minimum charge 0.5m ³	\$10	\$10	CPI increase insignificant NO PROPOSED CHANGE in fees and charges
0.5 – 1.0 m ³	\$20	\$20	
1.0 – 1.5 m ³	\$30	\$30	
1.5 – 2.0 m ³	\$40	\$40	
Thereafter Per M3	\$20	\$20	