



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

Thursday 17 November 2016

Commencing at 9.00am

Council Chamber

Civic House

110 Trafalgar Street, Nelson

Membership: Councillor Paul Matheson (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Luke Acland, Matt Lawrey, Gaile Noonan, Tim Skinner and Stuart Walker (Deputy Chairperson)

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

- 1.1 An apology has been received from Councillor Matt Lawrey

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 Jill Williams - FishStop Ltd

Jill Williams, of FishStop Ltd, will speak about outdoor dining in Alton Street.

- 4.2 John Gourdie – Gourdie Automotive Ltd

John Gourdie, of Gourdie Automotive Ltd, will speak about where sizeable works continue for extended lengths of time and have the ability to heavily impact and financially cripple affected businesses, some form of compensation and or rates remission is required.

- 4.3 David Ayre - Friends of the Maitai and Cynthia McConville - Nelson Walkers Unite,

David Ayre, of Friends of the Maitai, and Cynthia McConville, of Nelson Walkers Unite, will speak about Council protection of park land on the Maitai River Walkway.

**5. Status Report - Works and Infrastructure
Committee - 17 November 2016****7 - 9**

Document number R6747

Recommendation

That the Committee

***Receives the Status Report Works and
Infrastructure Committee 17 November 2016
(R6747) and its attachment (A1150321).***

6. Chairperson's Report

TRANSPORT AND ROADING

7. Anzac Park Link - Concept Design Approval 10 - 33

Document number R6617

Recommendation

That the Committee

Receives the report Anzac Park Link - Concept Design Approval (R6617) and its attachment (A1524192); and

Approves progression through to design and construction of option 1 (as presented in report R6617) – a shared path through ANZAC Park, at an estimated cost of \$260,000; and

Approves a re-allocation of \$63,000 from within the overall Walk Cycle Programme to the ANZAC Park Link project.

8. Alton Street - Licence to occupy 34 - 41

Document number R6347

Recommendation

That the Committee

Receives the report Alton Street - Licence to occupy (R6347) and its attachments (A1655542, A1654789 and A1654808).

Recommendation to Council

That the Council

Approves the extension of Fish Stop's existing licence to occupy carparks in Alton Street for the purposes of outdoor dining for five years, expiring December 2021, subject to the following upgrades as outlined in report 6347:

- the lessee purchasing tables, chairs and umbrellas of a uniform design; and***
- painting the exterior of the structure to the satisfaction of Council Officers.***

9. Outdoor dining - update 42 - 47

Document number R6384

Recommendation

That the Committee

Receives the report Outdoor dining - update (R6384) and its attachments (A1655950, A1655951 and A1655952).

WATER, WASTEWATER, STORMWATER

10. Capital Expenditure Programme 2016-17 Quarter 1 Progress Report 48 - 56

Document number R6252

Recommendation

That the Committee

Receives the report Capital Expenditure Programme 2016-17 Quarter 1 Progress Report (R6252) and its attachment (A1479115).

Recommendation to Council

That the Council

Removes project 2591 Suburban Club private drain subsidised storm water from the 2016/17 budget, noting that \$34,235 will not be spent in the current financial year; and

Transfers \$500,000 from the current 2016/17 financial year for project 2689 Saxton Creek upgrade to the 2017/18 budget, to align with the scheduled construction programme; and

Approves the inclusion of an additional amount of \$404,000 as a commitment in the 2017/18 budget for completion of project 1187 Neale Park sewer pump station upgrade, and to allow early tendering of the physical works in the current financial year; and

Transfers \$2million from the current 2016/17 financial year for project 1187 Neale Park sewer pump station upgrade to the 2017/18 budget, to align with the scheduled construction programme; and

Transfers \$600,000 from the current 2016/17 financial year for project 2213 Rocks Road Cycling and Walking Project to the 2017/18 budget, to align with the timing of the Southern Link Investigation Business Case; and

Transfers \$400,000 from the current 2016/17 financial year for project 2865 Little-Go Stream Stormwater Upgrade Stage 3, Allan Street Intake, to the 2017/18 budget, to align resources following the completion of Stage 2; and

Transfers \$200,000 from the current 2016/17 financial year for project 1716 Awatea Place Sewer Pump Station Upgrade to the 2017/18 budget, to align with the scheduled delivery programme.

17 November 2016

REPORT R6747

**Status Report - Works and Infrastructure Committee -
17 November 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 17 November 2016 (R6747) and its attachment (A1150321) be received.

Shailey Burgess
Administration Adviser

Attachments

Attachment 1: A1150321 - Status Report - Works and Infrastructure Committee [↓](#)

8

Outstanding Actions

Status Report - Works and Infrastructure Committee – 17 November 2016

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 has completed maintenance on the wall. Installation of the wire cables is underway. Once complete, the awnings will be fabricated and installed.</p> <p>Ongoing</p>
25 February 2016	Earthquake Update Report #7	<p>Resolved WI/2016/009</p> <p><u>THAT</u> the report Earthquake Update Report #7 (R5218) and its attachments (A1498625, A1498652, A1498808) be received;</p> <p><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;</p> <p><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.</p>	Alec Louverdis	<p>Work on Isel House chimneys is complete.</p> <p>Complete</p> <p>Planning for the Refinery Building is underway.</p> <p>Ongoing</p>

Outstanding Actions

Status Report - Works and Infrastructure Committee – 17 November 2016

MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
31 March 2016	Waimea Road Issues and Opportunities	<p>Resolved WI/2016/021</p> <p><u>THAT</u> the report Waimea Road Issues and Opportunities (R4960) and its attachments (A1522595 and A1436204) be received;</p> <p><u>AND THAT</u> opportunities three, four and seven in table 5.1 of report (R4960) are supported in principle;</p> <p><u>AND THAT</u> officers initiate consultation on these opportunities and report feedback to a future meeting of Works and Infrastructure.</p>	Alec Louverdis	<p>Officers will commence consultation on these options towards the end of the current financial year and report these back to a future Works and Infrastructure Committee.</p> <p>Construction will be considered in either the 17/18 or 18/19 minor improvements budget.</p> <p>Ongoing</p>
23 June 2016	Church Street Concept Proposal	<p>Resolved WI/2016/050</p> <p><u>THAT</u> the report Church Street Concept Proposal (R6058) and its attachments (A1473241 and A1473250) be received;</p> <p><u>AND THAT</u> \$75,000 be allocated from provision in the 2016/17 CBD Enhancement budget to engage with stakeholders and develop a design for the upgrade of Church Street in the 2016/17 financial year;</p> <p><u>AND THAT</u> the developed design be brought back to the Works and Infrastructure Committee for approval prior to construction;</p> <p><u>AND THAT</u> construction be prioritised in future Annual/Long Term Plans.</p>	Rhys Palmer	<p>Officers are working towards finalising the costs that will guide the next Annual Plan.</p> <p>Once the detailed design has been finalised, officers will report this back to a future W&I Committee meeting, anticipated early 2017.</p> <p>Ongoing</p>

10 November 2016

REPORT R6617

Anzac Park Link - Concept Design Approval

1. Purpose of Report

- 1.1 To agree a route to connect the Central Business District with the St Vincent Street cycle corridor.

2. Recommendation

That the Committee

Receives the report Anzac Park Link - Concept Design Approval (R6617) and its attachment (A1524192); and

Approves progression through to design and construction of option 1 (as presented in report R6617) – a shared path through ANZAC Park, at an estimated cost of \$260,000; and

Approves a re-allocation of \$63,000 from within the overall Walk Cycle Programme to the ANZAC Park Link project.

2. Background

- 2.1 On the 26 November 2015 Council considered a programme of works for active transport as part of the 'Out and About' policy and resolved (Resolution No WI/2015/021):

AND THAT the following projects be the subject of reports to the Works and infrastructure Committee before implementation:

- *Tahunanui Cycle Network*
- *Rocks Road*
- *Rocks Road to Maitai*
- *Maitai Path*
- *Anzac Park Link*

Noting that all other projects in the five year forward works programme will be delivered under delegated authority.

2.2 This report covers the Anzac Park Link project.

3. Discussion

- 3.1 The main driver for this project is to connect the Railway Reserve cycle route on St Vincent Street to the CBD for the inexperienced or non-confident ('interested but concerned') user.
- 3.2 The outline business case in Attachment 1 documents in detail the history, drivers and assumptions for this project.
- 3.3 The Returned Services Association (RSA) was presented with the two highest ranking options, options 1 and 3 and advised that they support option 1, a shared path through Anzac Park.
- 3.4 The RSA has requested 'poppy artwork' to decorate the Anzac Park toilet walls which has been included in the cost estimate for option 5.

4. Options

- 4.1 There are five options detailed in the attached organisational business case:

Option 1: Shared path through Anzac Park	
Upgrade an existing path through Anzac Park. The path would be brick edged to match existing paths with minor realignment to complement the cycling route and deter cyclists from taking alternative paths through the park. A shared path along Rutherford Street to a pedestrian refuge to provide connection to the Wakatu Square and the CBD desire line.	
Advantages	<ul style="list-style-type: none"> • Connects Railway Reserve Route with CBD via Wakatu carpark • Provides future connectivity with Maitai Path • Route is well separated from busy arterial roads for majority of length • Increased use, and passive surveillance, of Anzac Park
Risks and Disadvantages	<ul style="list-style-type: none"> • Potential conflict with pedestrians on popular path through Anzac park, mitigated with increased path width

	<ul style="list-style-type: none"> Loss of 3-6 carparks on Rutherford Street to accommodate the refuge.
Option 2: Do nothing different - baseline	
Accept disjointed cycle routes on the Railway Reserve Route from St Vincent Street to the CBD.	
Advantages	<ul style="list-style-type: none"> No capital cost No car park loss
Risks and Disadvantages	<ul style="list-style-type: none"> No suitable cycle facility for child, inexperienced or recreational cyclists connecting Railway Reserve Route to the CBD. Potential conflict with pedestrians on paths through Anzac park and on footpaths. Crash risk at busy Rutherford Street area.
Option 3: Haven Road Shared Path	
Shared path between relocated parking on Haven Road and Anzac Park. A shared path along Rutherford Street to a pedestrian refuge to provide connection to the Wakatu Square and the CBD desire line.	
Advantages	<ul style="list-style-type: none"> Connects Railway Reserve Route with CBD via Wakatu carpark Provides future connectivity with Maitai Path Route is well separated from busy arterial roads for majority of length
Risks and Disadvantages	<ul style="list-style-type: none"> Route development removes trees from a sensitive area of Anzac Park Path is likely to be shaded, so possibly icy in winter Highest carpark loss (14-18 spaces)
Option 4: Haven Road Quiet Street	
On road cycle facility through a quiet street. Haven Road made a quiet street by closing it at one end to prevent the through vehicle movement. Closure would be at the Vanguard Street end of Haven Road. A shared path along Rutherford Street to a pedestrian refuge to provide connection to the Wakatu Square and the CBD desire line.	
Advantages	<ul style="list-style-type: none"> Connects Railway Reserve Route with CBD via Wakatu carpark Provides future connectivity with Maitai Path Route is well separated from busy arterial roads for majority of length
Risks and Disadvantages	<ul style="list-style-type: none"> Use of quiet street may deter less confident users Road closure may impact on other routes Carpark loss of 12-16 spaces
Option 5: Halifax Shared Path	
Shared path along St Vincent and Halifax Streets to the traffic lights at Rutherford Street. Sharrows on Haven Road and a refuge across Rutherford Street would provide a direct route for more confident cyclists. A shared path on Rutherford Street would provide access to the CBD for less confident users.	

Advantages	<ul style="list-style-type: none"> • Connects Railway Reserve Route with CBD via Halifax Street • Provides future connectivity with Maitai Path • Provides a range of options for very inexperienced cyclists, to confident cyclists
Risks and Disadvantages	<ul style="list-style-type: none"> • Narrows road and removes cycle lane on Halifax Street • High potential for shared path conflicts between cyclists and pedestrians both initially and in the future when Rutherford Park pedestrian entrance is established mid-block on Halifax Street. • Carpark loss of 3-6 spaces.

5. Conclusion

- 5.1 Investigation on options has been completed in the 2015/16 financial year.
- 5.2 Funding exists in the current 2016/17 financial year to complete the detailed design and construction of this programmed piece of work.
- 5.3 The organisational business case supports option 1 - Upgrade an existing path through Anzac Park. The shared path would have a small brick upstand to deter cyclists from cycling elsewhere in the park and some minor realignment to complement the cycling route and deter cyclists from taking alternative paths through the park. A shared path along Rutherford Street to a new refuge would be provided near Achilles Avenue/main access to Wakatu Square to provide for the CBD desire line.

Rhys Palmer

Senior Asset Engineer - Transport and Roading

Attachments

Attachment 1: St Vincent to CBD Business Case (A1524192) [↓](#)

Important considerations for decision making

1. Fit with Purpose of Local Government

This project will maximise the use of existing cycle infrastructure and although the recommended option is more expensive than all the alternative options, other than the status quo, it fully realises Council's objectives while minimising the impact on car parking and vegetation loss.

2. Consistency with Community Outcomes and Council Policy

The 2015-2025 Long term Plan has set a target of 25% of all journeys be undertaken by walking or cycling by 2018. The 2015-2021 Regional Land Transport Plan has set objectives to ensure the community has a range of travel choices and supports national strategies for energy efficiency.

Implementing an active travel link from the Railway Reserve Route on St Vincent Street to the CBD will contribute to achieving the Long Term Plan and Regional Land Transport Plan active travel target and objectives.

3. Risk

Highly likely that the option recommended will achieve the project objectives.

4. Financial impact

There is a budget of \$197,679 allocated to this project in the 2016/17 financial year for design and construction. The recommended option has an estimated cost of \$260,000 which includes a risk based 30% contingency. It is recommended that the project budget be increased from forecast savings within the other walk/cycle projects programme.

This project qualifies for 48% subsidy from the NZ Transport Agency.

5. Degree of significance and level of engagement

This decision is of medium significance because key stakeholders have already been consulted and they are in support of the recommended approach.

6. Inclusion of Māori in the decision making process

Māori have not been specifically consulted on this project

7. Delegations

The Works and Infrastructure Committee has the responsibility for considering cycleways and shared pathways with an active transport focus, and has the power to approve projects related to its areas of responsibility.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Activity Area:	Transport – Anzac Park Link
Prepared by:	Rhys Palmer
Reviewed by:	Sue McAuley, Don Bartkowiak, Project Board
Last update:	11 July 2016
Purpose:	Cycle Facility to connect St Vincent St Path to CBD for the 'interested but concerned' user group.
Funding available:	16/17 \$197,679

STRATEGIC CASE

PROBLEM / OPPORTUNITY SUMMARY

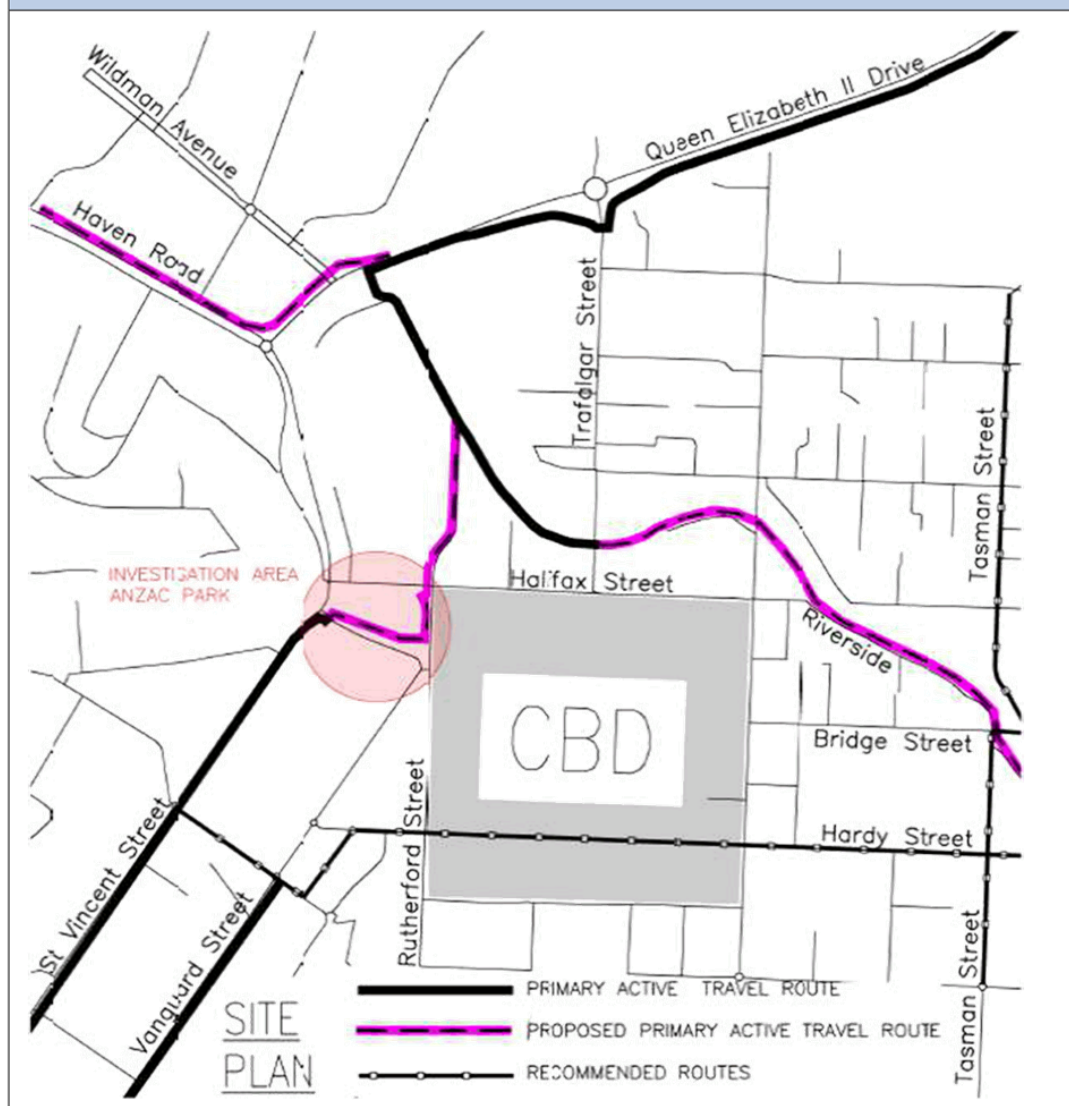
Problem/ Opportunity Statement(s)
<p>The Railway Reserve is a well-known and used cycle route, but meets intense urban development at St Vincent Street.</p> <p>This project is part of a series to connect the Railway Reserve route to the CBD in a manner that is attractive to the 'Interested But Concerned' cyclist, which is safe, complete and convenient.</p>

Background/ Supporting Information
<p>The cycle network currently skirts the CBD and does not provide a path that the 'interested but concerned' person on a bike can use to access the northern part of the CBD without using the narrow paths within Anzac Park or a disjointed network of road, paths and alleyways between Gloucester and Hardy Streets.</p> <p>Council has recently invested in a separated cycle facility along St Vincent St between the Railway Reserve near Totara St and Gloucester St. A shared path between Gloucester Street and Haven Road is also now complete.</p> <p>The Great Taste Tasman Trail starts at iSite on Halifax Street and uses parts of the road network unsuitable for the experience level of the typical GTT users. Until the coastal path is complete the Great Taste Trail will use the Railway Reserve route to connect to Nelson CBD.</p> <p>In order to access the CBD users are required to cross the arterial route of Rutherford Street which has in the order of 16,000 vehicles per day making crossing difficult and dangerous for vulnerable users such as people on bikes.</p> <p>Recent cycle counts on the Railway Reserve Route at Bishopdale Hill show 367 users per day (2016). Counts on St Vincent Street in 2015 show 250 cyclists per day in the section between Gloucester Street and Haven Road.</p>

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Photos/ Plans



BENEFITS SUMMARY

Benefit	Rank	Measure
Consistent LoS to cyclists	M	Increased cycle use of the Railway Reserve to St Vincent Street corridor. Cycle counts.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Benefit	Rank	Measure
Reduced path conflict	M	No more than average service request complaints about path user behaviour
Safety improvements	H	Fewer vehicle – bike conflicts/crashes

STRATEGIC CONTEXT

Strategy/ Policy/ Service Level Definition	Contribution
LTP – Level of Service	25% of journeys to work undertaken by active travel (bike and walk) by 2018.
Out and About Active Travel and Active Recreation Policy	Consistent facilities is a strong theme of this policy
RLTP	Contributes to objectives N1(communities with travel choices) and N3(supports energy efficiency)
Nelson Plan	Supports connection of communities

STAKEHOLDERS

Stakeholder	Interest	Consulted?
Operations	New asset maintenance requirements. Landscape implications on Anzac Park	Yes
Planning	Consent requirements if any	Yes
NZTA	NZTA P&I - Co investor NZTA HNO –Nelson Southern Link Investigation may impact on infrastructure in this area.	Yes no
Walk and Cycle Groups and Cycle Trust	Active travel. Initial consultation undertaken as out and about policy and primary network developed.	yes
Cllrs	Initial design to be reported back to council meeting	Yes R4351 & R6617
RSA	Cultural importance of Anzac Park	Yes (A1639157)
Adjacent Businesses	Impact on parking loading and road operation	No

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

RELATED PROJECTS/ STRATEGIES/ ACTIVITIES

Project (ID) or Operational Activity Definition	Implications
Out and About Policy	Policy guides this project
Via Strada – CBD Network Assessment – A1141409	Network assessment guides this project
Network Map – A1449656	Provision of connections at missing links in network
Anzac Park Planting	Project delaying planting decisions in high profile public space.
Rutherford Park development	Need to consider planned future connection to Maitai shared path

STRATEGIC RESPONSE OPTIONS

Options
1, Upgrade a path through Anzac Park to be suitable for shared use, by cyclists and pedestrians including defining a route through Whakatu carpark to the centre of the CBD.
3, Shared Path alongside Haven Road with crossing facility across Rutherford Street to Wakatu carpark and define route through Whakatu carpark to the centre of the CBD.
4, Heavily traffic calm Haven Road and create quiet street, crossing across Rutherford and define route through Whakatu carpark to the centre of the CBD.
5, Shared Path along St Vincent Street and Halifax Street to the Halifax Street/Rutherford Street traffic lights with a link via Whakatu carpark to the centre of the CBD.

KEY ASSUMPTIONS

Assumption
A future link via Rutherford Park to Maitai Pathway will be constructed adjacent to Paru Paru Road.
Anzac Park is a sensitive area both from a historical and cultural point of view. Cycling in the park is only acceptable to the RSA if cyclists can be constrained to the designated path.
Railway Reserve route must connect to the CBD via Anzac Park/Whakatu carpark area. i.e. alternative routes into CBD from Gloucester and Hardy Streets intersection aren't suitable for target user group as access and parking demand is high.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

STRATEGIC CASE ASSESSMENT

Recommendation
<p>Options:</p> <ol style="list-style-type: none"> 1. Do nothing – no further work required, accept the problem 2. Continue on to complete the Indicative Case <p>Recommend proceed to complete indicative case as linking of existing cycle network critical to achieving performance objectives in LTP/RLTP.</p>
<p>Approval</p> <p>Name: Peter Anderson</p> <p>Date: 28 September 2016</p>

Reference Material

Document	Tardis ref
Cycle counts	A861021, A1516559
RSA letter re use of Anzac park by cyclists	A1430473
Report to Council	R4351
Report to Council	R4302
RSA confirmation of acceptable route through Anzac Park	A1636978 A1636225

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Indicative/ Detailed Case

DECISION CRITERIA

Indicator	Definition	Weight
Cycle numbers	ADT	High
Cost within NZTA limit of \$300k	Within limit – less than \$300k	Med
Stakeholder support	Substantiated support for project/route	Med

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

SHORT LISTED OPTIONS

Business Option 1 - Shared Path through Anzac Park

Upgrade an existing path through Anzac Park. The path would be brick edged to match existing paths with minor realignment to complement the cycling route and deter cyclists from taking alternative paths through the park. A shared path along Rutherford Street to a pedestrian refuge to provide connection to Whakatu Square and the CBD desire line.

Benefits

- Clear and high quality cycle facilities for interested but concerned cyclists
- Clear direction for cyclists through Anzac Park to avoid culturally and historically insensitive behaviour
- Provides for future connection to the Maitai pathway, via Paru Paru Road
- Connects to desire line crossing facility to the CBD
- Minimal tree removal from Anzac Park and trees that need to be removed for this option are considered low value by Parks and Facilities Officers.
- Increased public access to Anzac Park by allowing a cycle route through
- Increased passive surveillance of Anzac Park by increasing public use through the area
- 48% of costs covered by NZTA

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 1 - Shared Path through Anzac Park	
Upgrade an existing path through Anzac Park. The path would be brick edged to match existing paths with minor realignment to complement the cycling route and deter cyclists from taking alternative paths through the park. A shared path along Rutherford Street to a pedestrian refuge to provide connection to Whakatu Square and the CBD desire line.	
Dis-benefits	<ul style="list-style-type: none"> - 3-6 Carparks removed on Rutherford Street to provide pedestrian refuge facility - Wide open frontage along Rutherford Street to Anzac Park which could be used to short cut route. - Raised upstand on edge of path provides a barrier to less able bodied pedestrians accessing Anzac Park - Potential for cycle and pedestrian conflict on a popular path through Anzac park - Removes 1 – 2 trees from Anzac Park to achieve path alignment preferred by RSA - Construction costs need to accommodate Anzac Park HAIL (hazardous activities and industries list) issues and work under heritage trees
Costs (\$)	<p>Investment costs - \$260K (\$63K over allocation)</p> <p>NCC Share \$135K(NZTA co investment of 48% available)</p> <p>OPEX (rates impact):</p> <ul style="list-style-type: none"> - Cycle path maintenance approx. \$1,000 pa - Interest: \$6,680 p.a. - Depreciation: \$6,500 p.a.
Timescale	<p>Council approval of route, 10 November 2016</p> <p>Start detailed design 10 November 2016</p> <p>Construction February 2017, but programmed to avoid major RSA commemoration event in April.</p> <p>Completion June 2017, when full benefits and dis-benefits will be achieved</p>
Risks	<p>Major risks, over time, cost and scope creep, associated with this option include:</p> <ul style="list-style-type: none"> - Public business acceptance of loss of parking on Rutherford St. - Cyclists continue to use alternative routes through Anzac Park. - Tight time frame to deliver project in 1 financial year, may result in carry over of funds to complete project in 17/18.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 2 - do nothing different – baseline Do nothing and accept disjointed cycle routes between St Vincent Street and CBD.	
Benefits	<ul style="list-style-type: none"> - No negative feedback on change - No construction cost or inconvenience - No possibility of rework of route due to Southern Link network changes - Options remain open for future development
Dis-benefits	<ul style="list-style-type: none"> - Poor level of service for 'interested but concerned' cyclists remains - Cyclists will find their own route from the end of the St Vincent Street path to the CBD, probably through Anzac Park once St Vincent shared path project #2699 is completed and cyclists are delivered to the Anzac Park boundary. - Poor connection between I-Site and Great Taste Trail
Costs (\$)	Nil
Timescale	NA
Risks	<ul style="list-style-type: none"> - Conflicts about use of Anzac Park and adjacent footpaths if cyclists are delivered to the boundary and have no clear route through or around the park into the CBD. - Crash Risk at Rutherford St where cyclist would access CBD in zone of multiple vehicle conflict points. - May need to address at a later date, when funding and resources may be unavailable.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 3 – Haven Road Shared Path

Shared path between relocated parking on Haven Road and Anzac Park. A shared path along Rutherford Street to a pedestrian refuge to provide connection to Whakatu Square and the CBD desire line.



Costs	<p>OPEX (rates impact):</p> <ul style="list-style-type: none"> - Cycle path maintenance approx. \$1,000pa - Interest: \$6,300 p.a. - Depreciation: \$6,400 p.a.
Timescale	<p>Council approval of route 10 November 2016</p> <p>Start detailed design 10 November 2016</p> <p>Construction February 2016, but programmed to avoid major RSA commemoration event in April.</p> <p>Completion June 2017, when full benefits and dis-benefits will be achieved</p>

¹ Ensure Benefits are: **Measurable** - quantifiable so success can be measured; **Attributable** to the solution proposed; **Meaningful** - support organisational or activity objectives. List key benefits and assess importance to realise (H,M,L)

² These are outcomes that are perceived as negative by affected parties; they are actual consequences of doing the project. If the item has some uncertainty, it is a risk

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 3 – Haven Road Shared Path	
Shared path between relocated parking on Haven Road and Anzac Park. A shared path along Rutherford Street to a pedestrian refuge to provide connection to Whakatu Square and the CBD desire line.	
Risks³	<p>Major risks, over time, cost, and scope creep, associated with this option include:</p> <ul style="list-style-type: none"> - Cyclists continue to use Anzac Park - Cyclist vs pedestrian conflicts associated with shared paths, especially around toilet block, and angle parking on Haven Road - Frost and ice in winter in shaded areas - Tight time frame to deliver project in 1 financial year, may result in carry over of funds to complete project in 17/18. - Negative feedback due to loss of 14-18 carparks - Negative feedback due to loss of vegetation and trees on the perimeter of Anzac Park

³ Risk = effect of uncertainty on objectives. Probability of threat/ opportunity occurring x magnitude on objectives = risk level.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 4 – Haven Road Quiet Street

On road cycle facility through a quiet street. Haven Road made a quiet street by closing it at one end to prevent the through vehicle movement. Closure would be at the Vanguard Street end of Haven Road. A shared path along Rutherford Street to a pedestrian refuge to provide connection to Whakatu Square and the CBD desire line.



Benefits	<ul style="list-style-type: none"> - Clear direction for cyclists around Anzac Park to avoid culturally and socially insensitive behaviour - Connects to a safe road on the desire line to the CBD - Provides for future connection to add signal crossing facilities to connect with Maitai Path via Rutherford Park shared path network. - Most carparks retained on Haven Road - Seamless connection for cyclists from Railway Reserve route to CBD. - 48% of costs covered by NZTA
Dis-benefits	<ul style="list-style-type: none"> - Cycle crash risk with manoeuvring vehicles from angle parks on Haven Road - Construction cost and inconvenience

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 4 – Haven Road Quiet Street On road cycle facility through a quiet street. Haven Road made a quiet street by closing it at one end to prevent the through vehicle movement. Closure would be at the Vanguard Street end of Haven Road. A shared path along Rutherford Street to a pedestrian refuge to provide connection to Whakatu Square and the CBD desire line.	
	<ul style="list-style-type: none"> - Closure of Haven Road at one end will effect access for businesses on this section of Haven Road and likely result in significant opposition to project - Closure of Haven Road will force up to 1200 vehicles per day to use alternative route. - Special Consultative Procedure required for road closure will delay implementation of project. - Wide open frontage along Rutherford Street to Anzac Park which could be used to short cut the route - Between 12-16 carparks removed for Rutherford Street crossing and the cul-de-sac turning head on Haven Road. - Between 2 and 5 trees on Rutherford Street for shared path removed.
Costs	Total Investment cost \$ 190K NCC Share \$99K (NZTA co investment of 48% available) OPEX (rates impact): <ul style="list-style-type: none"> - Cycle path maintenance approx. \$500pa - Interest: \$4,700 p.a. - Depreciation: \$4,800 p.a.
Timescale	Council Approval of option 10 November 2016 Special Consultative Procedure for Road Closure. Detailed design start May 2017 Construction December 2017 Completion June 2018, when full benefits and dis-benefits will be achieved
Risks	Major risks, outside time, cost and scope creep, associated with this option include: <ul style="list-style-type: none"> - Public and business acceptance of road closure at one end - Negative feedback due to loss of 12-16 carparks - Negative feedback due to loss of vegetation and trees on the perimeter of Anzac Park - Not a consistent route and interested but concerned cyclists still use Anzac Park alternative.

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 5 - Halifax Shared Path

Shared path along St Vincent Street and Halifax Street to the traffic lights at Rutherford Street. Sharrows on Haven Road and a refuge across Rutherford Street would provide a direct route for more confident cyclists. A shared path on Rutherford Street would provide access to the CBD for less confident users.



Benefits

- Traffic lights provide safer crossing location than a mid-block pedestrian refuge for less confident cyclists
- Clear and high quality cycle facilities for interested but concerned cyclists
- Clear direction for cyclists around Anzac Park to avoid culturally and historically insensitive behaviour
- Provides for future connection to the Maitai pathway, via Paru Paru Road
- Retains on-road parking on Haven Road and Halifax Street
- Minimal tree removal from Anzac Park and trees that need to be removed for this option are considered low value by Parks and Facilities Officers.
- 48% of costs covered by NZTA

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

Business Option 5 - Halifax Shared Path Shared path along St Vincent Street and Halifax Street to the traffic lights at Rutherford Street. Sharrows on Haven Road and a refuge across Rutherford Street would provide a direct route for more confident cyclists. A shared path on Rutherford Street would provide access to the CBD for less confident users.	
Dis-benefits	<ul style="list-style-type: none"> - Connects to edge of CBD not into Whakatu carpark that offers multi points to access heart of CBD. - Narrows traffic lane to 3.5m on Halifax Street. Where there is on-road parallel parking the narrowed lane will have some effect on through traffic as vehicles will have increased difficulty passing vehicles that are manoeuvring into a parking space. - Removes 50m of on-road cycle lane on Halifax Street - 3-6 Carparks removed on Rutherford Street to provide pedestrian refuge facility - Will create future conflict point on Halifax Street at proposed mid block pedestrian entrance to Rutherford Park.
Costs	Investment costs - \$244K NCC Share \$127K (NZTA co investment of 48% available) OPEX (rates impact): Cycle path maintenance approx. \$1,000pa Interest: \$6,000 p.a. Depreciation: \$6,400p.a.
Timescale	Council approval of route, 10 November 2016 Start detailed design 10 November 2016 Construction February 2016 Completion June 2017, when full benefits and dis-benefits will be achieved
Risks	-

Business Case for #2703 Anzac Park Link: Project to connect an arterial cycle route through Nelson, from the Railway Reserve to the CBD for the 'Interested But Concerned' user group.

Project # 2703

OTHER ALTERNATIVES CONSIDERED

Options
Traffic calming Haven Road to make a Quiet Street, without closing it. This was discounted because of the conflict with the 1200 vehicles per day that use the route.
Shared path south side of Haven Road. This option was discounted because of potential driveway conflict.
Option3, without moving kerb on Haven Road. This option, is attractive because it has lower cost and infrastructure changes but was discounted because there is inadequate width to accommodate turning traffic accessing the carparks, and an adequate cycle/shared path width. Many more carparks would need to be removed to accommodate this option.

SUMMARY TABLE

Attribute	Option 1 Path Through Anzac Park	Option 2 [Status quo No plans]	Option 3 Haven Road Shared Path	Option 4 Haven Road, Quiet Street	Option 5 Halifax Street Shared path
Benefits	High	Low	Medium	Medium	Low
	Connects Railway Reserve Route with CBD via Whakatu carpark Provides future connectivity with Maitai Path Route is well separated from busy arterial roads for majority of length Increased use, and passive surveillance of Anzac Park	No capital cost No car park loss	Connects Railway Reserve Route with CBD via Whakatu carpark Provides future connectivity with Maitai Path Route is well separated from busy arterial roads for majority of length	Connects Railway Reserve Route with CBD via Whakatu carpark Provides future connectivity with Maitai Path Route is well separated from busy arterial roads for majority of length	Connects Railway Reserve Route with CBD via Halifax Street Provides future connectivity with Maitai Path Provides a range of options for very inexperienced cyclists, to confident cyclists
Dis-benefits	Low	Medium	Medium	High	High
	Potential conflict with pedestrians on popular path through Anzac park, mitigated with increased path width	No suitable cycle facility for child, inexperienced or recreational cyclists connecting Railway Route to CBD. Potential conflict with pedestrians on paths through Anzac park and on footpaths. Crash risk at busy Rutherford Street area.	Route development removes trees from a sensitive area of Anzac Park Path is likely to be shaded, so possibly icy in winter Highest carpark loss	Use of quiet street may deter less confident users Road closure may impact on other routes Impact on businesses that rely on easy access from both ends of Haven Road	Narrows road and removes cycle lane on Halifax Street High potential for shared path conflicts both initially and in the future Rutherford Park entrance between cyclists and pedestrians.
Costs	\$260,000 Capex	Nil	\$255,000 Capex	\$190,000 Capex	\$244,000 Capex

8. Anzac Park Link - Concept Design Approval - Attachment 1 - St Vincent to CBD Business Case (A1524192)

Attribute	Option 1 Path Through Anzac Park	Option 2 [Status quo No plans]	Option 3 Haven Road Shared Path	Option 4 Haven Road, Quiet Street	Option 5 Halifax Street Shared path
Timescale	Completion June 2017	NA	Completion June 2017	Completion June 2018	Completion June 2017
Carparks Lost	3-6	0	14-18	12-16	3-6
Risk	High	Low	High	High	High
	Cyclists continue to use alternative routes through Anzac Park Potential for shared path conflicts, mitigated with increased path width	Potential conflict with pedestrians Crash risk at busy Rutherford Street area.	Cyclists continue to use Anzac Park as more direct route to Rutherford Park Negative feedback due to vegetation and carpark loss	Consultation on road closure process creates project uncertainty Negative feedback due to vegetation and carpark loss	Cyclists continue to use Anzac Park as more direct route to CBD Negative feedback due to vegetation and carpark loss
Option Rank	1	4	2	3	5
Rationale	Most direct route, minimal carparks lost, good CBD connection, but highest cost	Does not meet objective of providing cycle link between Railway Reserve Route and CBD for interested but concerned user.	Achieves project objectives but results in significant parking loss.	Time and impact from road closure. Less direct route, medium cost, some loss of parking.	Highest dis benefit due to path conflict and poor CBD connection

PREFERRED WAY FORWARD

Option 1. Upgrade an existing path through Anzac Park as it achieves project objectives of connecting St Vincent Street to the CBD for the interested but concerned user, provides future connectivity to the Maitai Path and increases use and passive surveillance of Anzac Park.

Summarise Implementation Plan

PREFERRED WAY FORWARD	
Deliver via Capital Projects Team.	
Approval	
Name:	
Date:	

Alton Street - Licence to occupy

1. Purpose of Report

- 1.1 To approve the extension of the licence to occupy for the Fish Stop on Alton Street for their outdoor dining structure.
- 1.2 To agree any upgrades needed in order for the Fish Stop on Alton Street to continue using the existing outdoor dining area.

2. Recommendation

That the Committee

Receives the report Alton Street - Licence to occupy (R6347) and its attachments (A1655542, A1654789 and A1654808).

Recommendation to Council

That the Council

Approves the extension of Fish Stop's existing licence to occupy carparks in Alton Street for the purposes of outdoor dining for five years, expiring December 2021, subject to the following upgrades as outlined in report 6347:

- ***the lessee purchasing tables, chairs and umbrellas of a uniform design; and***
- ***painting the exterior of the structure to the satisfaction of Council Officers.***

3. Background

- 3.1 In January 2014 the Works and Infrastructure Committee resolved:

AND THAT Council approve a 12 month trial for the two applications received to date for the use of three individual public car parking spaces, outside of the CBD;

AND THAT the current 'Licence To Occupy for Outdoor Dining on Carparks' be used based on \$825 per carpark and a one-off \$1,000 bond;

AND THAT each applicant undertake at their cost and confirm in writing 50% support from surrounding retail/businesses for their initiative;

- 3.2 This initiative was part of the 'Place Making' trial and was always meant to be non-permanent in nature.
- 3.3 The Fish Stop in Alton Street pursued this further and established their outdoor dining structure in November 2015. The Licence to Occupy expires in November 2016.
- 3.4 The moratorium on outdoor dining was lifted in June 2016 therefore Officers have the ability to grant the Fish Stop a licence under this rather than the 'Place Making' trial.
- 3.5 The structure currently on site is more than was envisaged under the 'Place Making' strategy and is more permanent.
- 3.6 Whilst neighbours were generally supportive of the Fish Stop 'Place Making' trial some negative feedback was received. One shop owner felt they were losing custom due to the reduction in car parking facilities so Council reinstated 15 minute parking restrictions in the area and this has resolved the issue.
- 3.7 Officers advised the owner of the Fish Stop that the structure did not meet the aesthetic qualities expected in a public space and that the licence to occupy would not be extended and that the structure would need to be removed post November 2016.
- 3.8 The owner of the Fish Stop presented to the Work and Infrastructure Committee on the 4 August 2016 requesting that the lease be extended beyond its first year term.
- 3.9 The Committee approved the continued use of the carparks for outdoor dining until such time as officers brought a report back to the Committee to consider.

4. Discussion

- 4.1 The current structure does not meet the standard of what is expected in a public space and needs some upgrading to make it more aesthetically appealing.
- 4.2 Plans were submitted to Council at the beginning of the project and the applicant was advised some features did not comply with requirements. The trellis style roof was not built and the planters around the outside of the structure were omitted so there was greater space available for dining within the structure. Both these features were also perceived as

creating a possible visibility hazard on the street. The area is enclosed with perspex glass to provide shelter from the prevailing summer wind.

- 4.3 During a recent site visit the applicant acknowledged changes needed to be made in order to make the structure more visually appealing. The applicant proposes to paint the exterior of the structure in either a single colour or apply a mural. While both these concepts are supported it is recommended that any painting be approved by officers before any works commence. The applicant also proposes to purchase a set of uniform tables, chairs and umbrellas to complement the space.
- 4.4 Due to the non-permanent nature of the structure, regular maintenance will be required in order to keep it to a high standard. If Council approves the extension of the existing Licence, clauses can be included to ensure this is carried out.
- 4.5 The applicant is open to promoting a no smoking policy in the outdoor dining area and openly acknowledges that it is a public space, not for exclusive use.
- 4.6 The applicant has already invested approximately \$4,000 and has offered to improve the appearance of the existing structure and associated furniture. The applicant has stated that it is not an option to rebuild due to the financial implications.
- 4.7 The adjacent businesses generally support the place making structure trial with NMIT noting that it has reduced the spill of students from the footpath into the street at lunch time thus improving safety. Alton Street Cycles is also supportive and notes that often his customers use it and that it allows people to linger in the street for longer, which fulfils the concept of 'Place Making'.

5. Options

- 5.1 Options include to agree, or not to agree to the extension of the Fish Stop Licence to occupy two carparks on Alton Street for outdoor dining.
- 5.2 If Council agrees to extend the lease on the conditions set out in this report, notably painting, new chairs, tables and matching umbrellas then officers support the area being used by the Nelson community.
- 5.3 If Council does not agree to extend the lease the area would be returned to car parks at the applicants cost.
- 5.4 Officers are comfortable with offering a five year licence as this will bring it in line with other outdoor dining licences in the city. The agreement will set out specific clauses regarding maintenance and ensure that the recommendations are complied with.
- 5.5 Council could choose to offer a licence with a shorter term of 2 or 3 years.

6. Conclusion

6.1 The recommended option is approve the extension of the lease subject to the following conditions:

- That the applicant paint the exterior of the structure to the satisfaction of Council;
- That the applicant purchase chairs, tables and umbrellas of a uniform design aesthetic to compliment the space.

Jules Read
Leases Officer

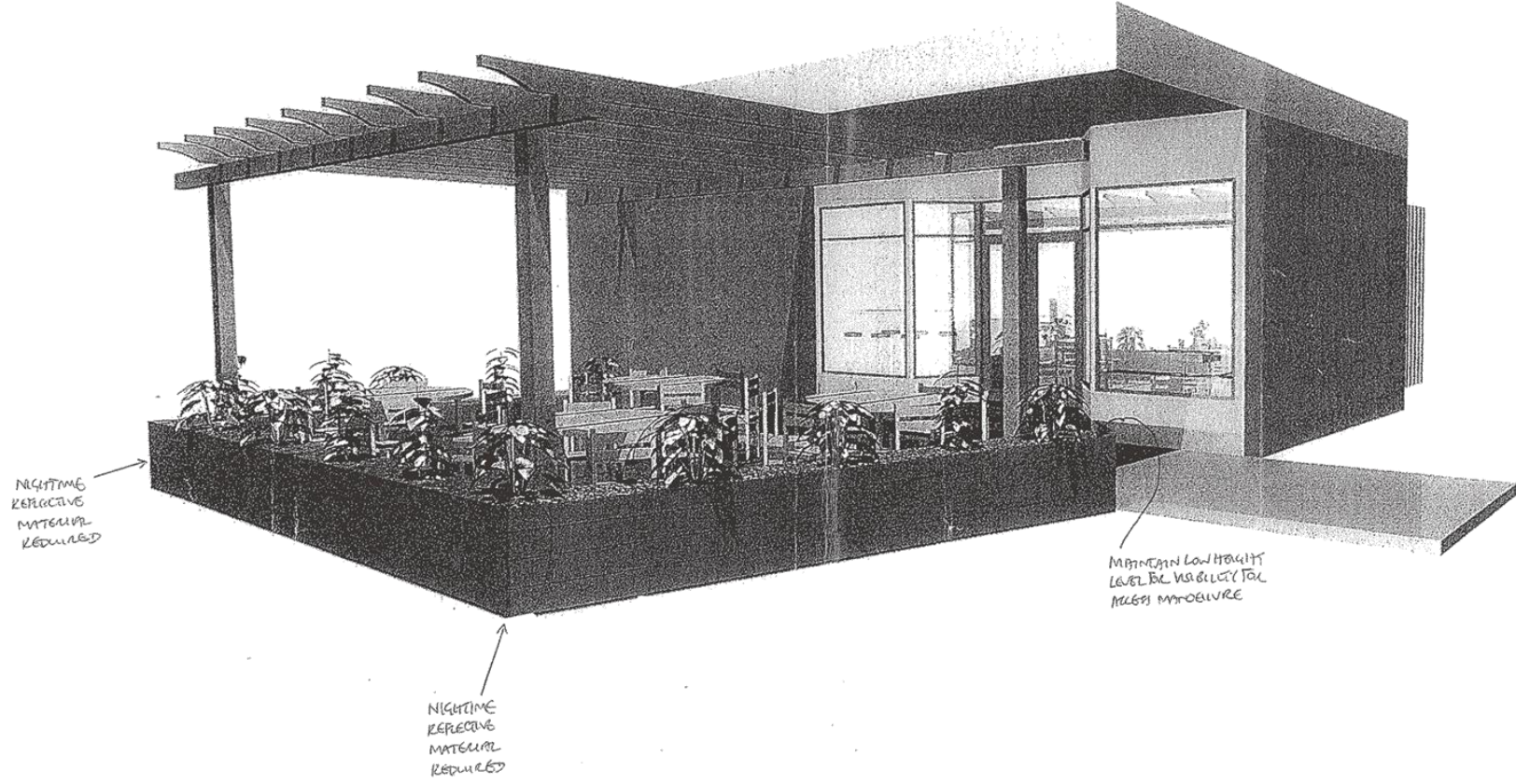
Attachments

Attachment 1: Alton Street Fish Stop - Original Plans (A1655542) [↓](#)

Attachment 2: Alton Street Fish Stop 1 (A1654789) [↓](#)

Attachment 3: Alton Street Fish Stop 2 (A1654808) [↓](#)

Important considerations for decision making	
1. Fit with Purpose of Local Government	This project meets current and future needs of communities in providing good quality local public services to the people of Nelson. The area will benefit both locals (including NMIT students) and visitors.
2. Consistency with Community Outcomes and Council Policy	<p>The recommendation in this report is consistent with the Council Community Outcome 'our urban and rural environments are people-friendly, well planned and sustainably managed'.</p> <p>It also fits in with Nelson 2060 Goal Seven – 'our economy thrives and contributes to a vibrant and sustainable Nelson'.</p>
3. Risk	The risk is that the Lessee won't carry the upgrades Council requests. This can be managed by adding a clause to the Licence that states it would be revoked if the upgrades are not completed.
4. Financial impact	The annual rental income generated for Council is \$1656.60 + GST.
5. Degree of significance and level of engagement	This matter is of low significance because there are only a few nearby business which could be affected. These have all been consulted and they support the extension of the Licence to Occupy.
6. Inclusion of Māori in the decision making process	Māori have not been consulted on this matter.
7. Delegations	The Works and Infrastructure Committee has the responsibility for considering structures associated with the roading network and road reserve, and has the power to recommend to Council any related lease transactions.







9. Alton Street - Licence to occupy - Attachment 3 - Alton Street Fish Stop 2 (A1654808)

Outdoor dining - update

1. Purpose of Report

- 1.1 To update the Committee on the current status of new Nelson City Carpark Dining spaces.

2. Recommendation

That the Committee

Receives the report Outdoor dining - update (R6384) and its attachments (A1655950, A1655951 and A1655952).

3. Background

- 3.1 Nelson City Council resolved on 16 June 2016 as follows:

AND THAT the moratorium on using any additional public car parking spaces for outdoor dining be revoked;

AND THAT approval of new applications for outdoor dining on public car parking spaces be delegated to the Chief Executive;

AND THAT the outcome of the exercise of delegated authority be reported to the Works and Infrastructure Committee;

AND THAT licensees of outdoor dining spaces be encouraged to make these spaces smokefree.

4. Discussion

- 4.1 Following the lifting of the moratorium on new carpark dining spaces, Council has received enquiries from eight businesses. Four of those businesses stated a desire to proceed with urgency before the busy Christmas period.
- 4.2 The Fish Stop on Alton Street, also requested renewal of their carpark dining licence. This is covered by a separate report on this agenda.

- 4.3 The Chief Executive has, under delegated authority, approved the following applications for outdoor dining on road reserve (refer to Attachments for locations):
- 56 Bridge Street – Pizzeria Bella, one carpark space;
 - 274-276 Hardy Street – La Gourmandise, one carpark space;
 - 278 Hardy Street – Urban Oyster Bar & Eatery, one carpark space;
 - 281 Trafalgar Street – Vic Brew Bar, one carpark space.
- 4.4 Licences in line with Council policy will now be signed with the four businesses to enable works to proceed before the busy end of year season. The smokefree message has also been strongly encouraged with these four and will be with all future applications.

Margot Wilson
Property Officer

Attachments

- Attachment 1: A1655950 - Vic Brew Bar - New Carpark Dining Application - Map - 1Nov2016 [↓](#)
- Attachment 2: A1655951 - La Gourmandise & Urban Eatery - New Carpark Dining Applications - Map - 1Nov2016 [↓](#)
- Attachment 3: A1655952 - Pizzeria Bella - New Carpark Dining Application - Map - 1Nov2016 [↓](#)

Important considerations for decision making	
1. Fit with Purpose of Local Government	Outdoor dining aligns with local government outcomes to create infrastructure to encourage the local economy.
2. Consistency with Community Outcomes and Council Policy	Council's inner city vision and key outcomes include policy and development that supports the local economy, locally owned businesses and creates an attractive and vibrant city environment in which people can live, work and play. Outdoor dining is consistent with these tenets.
3. Risk	There is minimal risk to Council. The risk would be carpark reinstatement costs exceeding the \$1,000 bond. Out of sixteen total spaces since carpark dining began, only one has needed reinstatement. That business paid Council's final invoice of \$1,300.
4. Financial impact	Council has lodged a blanket resource consent to allow structures on road reserve at minimal cost. Each applicant will be required to secure a separate noise consent if required.
5. Degree of significance and level of engagement	Engagement with each of the applicants, neighbouring businesses, Uniquely Nelson and Nelson Tasman Chamber of Commerce has been undertaken.
6. Inclusion of Māori in the decision making process	Maori have not been consulted on these applications.
7. Delegations	The Works and Infrastructure Committee has the responsibility for considering structures associated with the roading network and road reserve, along with lease transactions relating to its areas of responsibility.



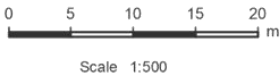


The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, Nelson City Council, its employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution-NonCommercial 3.0 New Zealand License. Nelson City Council data must not be sold without prior written consent. For more information please contact us. Cadastral information derived from the

La Gourmandise & Urban Eatery - New Carpark Dining Applications



PO Box 645 Nelson 7040 New Zealand
PH 03 5460200
www.nelson.govt.nz





Capital Expenditure Programme 2016-17 Quarter 1 Progress Report

1. Purpose of Report

- 1.1 To provide performance monitoring information to the Works and Infrastructure Committee and to seek approval for changes to capital projects and/or expenditure.

2. Recommendation

That the Committee

Receives the report Capital Expenditure Programme 2016-17 Quarter 1 Progress Report (R6252) and its attachment (A1479115).

Recommendation to Council

That the Council

Removes project 2591 Suburban Club private drain subsidised storm water from the 2016/17 budget, noting that \$34,235 will not be spent in the current financial year; and

Transfers \$500,000 from the current 2016/17 financial year for project 2689 Saxton Creek upgrade to the 2017/18 budget, to align with the scheduled construction programme; and

Approves the inclusion of an additional amount of \$404,000 as a commitment in the 2017/18 budget for completion of project 1187 Neale Park sewer pump station upgrade, and to allow early tendering of the physical works in the current financial year; and

Transfers \$2million from the current 2016/17 financial year for project 1187 Neale Park sewer pump station upgrade to the 2017/18 budget, to align with the scheduled construction programme; and

Transfers \$600,000 from the current 2016/17 financial year for project 2213 Rocks Road Cycling and Walking Project to the 2017/18 budget, to align with the timing of the Southern Link Investigation Business Case; and

Transfers \$400,000 from the current 2016/17 financial year for project 2865 Little-Go Stream Stormwater Upgrade Stage 3, Allan Street Intake, to the 2017/18 budget, to align resources following the completion of Stage 2; and

Transfers \$200,000 from the current 2016/17 financial year for project 1716 Awatea Place Sewer Pump Station Upgrade to the 2017/18 budget, to align with the scheduled delivery programme.

3. Background

- 3.1 This report represents a summary for the period July 2016 to October 2016 and provides:
- A summary of progress towards key performance indicators;
 - Requests for approval for changes to the capital works programme;
 - Summary of tenders awarded over \$1,000,000 capital value.
- 3.2 Council set key performance indicators for the capital works programme for 2016-17, which relate to achievement of milestones for key projects, and to completion of physical works.

4. Progress Towards Key Performance Indicators

- 4.1 Key performance indicator "Projects within the capital works programme, for which business cases have been prepared, meet all milestones within the year" – Status: On track to achieve.
- 4.2 Key performance indicator "Greater than 85% of physical works of projects are completed by 30 June 2017" – Status: On track to achieve.

5. Requests for Change

Project 2591 Suburban Club private drain subsidised storm water

- 5.1 Storm water and sewer pipes are located under the Suburban Club building. The Suburban Club is required to relocate these pipes as part of resource consent conditions from 2004 related to a proposed extension, additions, and car parking at the site. To assist the Suburban Club in this process, NCC initiated a project to investigate and identify options to relocate the pipes. The new owner of the Suburban Club, GP Investments Ltd, has indicated it is looking at redevelopment options and will include the required pipes relocation in its consideration. GP Investments Ltd has obtained a variation to Resource Consent RM025354 to allow a further two years to complete storm water and waste water pipe diversion works.
- 5.2 Approval is sought to remove the project from the 2016/17 budget, noting that \$34,235 will not be spent in the current financial year.

Project 2689 Saxton Creek upgrade – storm water and flood protection

- 5.3 This is a multi-year project that commenced in 2015/16 with stage one (including the upgrade from Champion Road and the gravel trap) having been successfully completed. The construction schedule for this multi-year project, specifically the next 2 years has been programmed with the contractor, and an adjustment of phasing of budget is required to align with the construction schedule. Current budget phasing is:

2016/17: \$3,755,093

2017/18: \$1,579,785

- 5.4 Officers request approval to transfer \$500,000 of current year budget into 2017/18, to adjust budget phasing to:

2016/17: \$3,255,093

2017/18: \$2,079,785

- 5.5 This adjusted budget phasing will not affect the completion of works, scheduled for 2017/18.

Project 1187 Neale Park Sewer pump station upgrade

- 5.6 This is a multi-year project that commenced in 2015/16 and includes the redevelopment and upgrade of the Neale Park Sewer pump station to reduce odour and to provide peak flow pumping requirements. This project is the second major project to the network and follows the recently completed Corder Park pump station upgrade.

- 5.7 The total project budget for the Neale Park upgrade is estimated at \$6,276,460 and is currently phased as follows:
- 2016/17: \$3,116,890
- 2017/18: \$3,159,570
- 5.8 The detailed design has now concluded and the estimate of construction costs have been reviewed. The updated construction estimate is projecting a shortfall of \$404,000, which would be required in the 2017/18 financial year. This figure represents 6.4% of the current construction budget.
- 5.9 The contract for the construction work is expected to be tendered in January 2017. Construction is expected to commence in May 2017 and is estimated to take approximately 14 months.
- 5.10 Prior to tendering the physical works, officers seek approval for an additional \$404,000 to be included in the upcoming Annual Plan 2017/18 (as a commitment), to enable the tender process to begin and to maintain the timing of the construction work as planned. Doing so will enable the project to be completed in 2017/18.
- 5.11 If approved, the total budget for construction works would be adjusted to \$6,680,460. In addition, an adjustment to the budget phasing will be required to transfer \$2,000,000 from 2016/17 to 2017/18 as follows:
- 2016/17: \$1,116,890
- 2017/18: \$5,563,570

Project 2213 Rocks Road Cycling and Walking Project

- 5.12 This project is being managed by NZTA and is estimated to cost between \$4.9m and \$25.1m, depending on the option chosen. NCC are only providing for non-transport elements with a project budget of \$3,140,403.
- 5.13 The project is linked with the Nelson Southern Link Investigation. Following a project steering group meeting in August 2016, the steering group confirmed they will await the outcome of the Nelson Southern Link Investigation Programme Business Case before determining the next steps on this project. This outcome is anticipated to be early 2017.
- 5.14 The current budget for the 2016/17 financial year is \$697,830. At this stage, officers propose holding some funding in the current financial year should some works be required (estimated \$97,830). Officers request approval to transfer the remaining \$600,000 of current year budget into 2017/18, to align with the timing of the Nelson Southern Link Investigation Programme Business Case.

Project 2865 Little-Go Stream Stormwater Upgrade- Stage 3, Allan Street Intake

- 5.15 Stage 3, the Allan Street intake, is the final stage of the overall Little-Go Stream Stormwater Upgrade. Works are currently underway to complete Stage 2, Hampden Street and Waimea. Resources allocated to completing the design of Stage 3 will become available once stage 2 is completed.
- 5.16 Officers request approval to transfer \$400,000 of current year budget into 2017/18, to adjust budget phasing to align with the availability of resources following the completion of Stage 2.
- 5.17 This adjusted budget phasing will extend the completion of works by one year, with programme completion in 2017/18 instead of 2016/17.

Project 1716 Awatea Place Sewer Pump Station Upgrade

- 5.18 Two existing sewer pump stations in Parkers Road, handle wastewater from the Annesbrook and Tahunanui areas. Both are reaching the end of their service lives and will need full renewal in the next 5 to 10 years.
- 5.19 Council has purchased a site from Nelson Airport to construct a single new pump station at the end of Awatea Place to replace both of the Parkers Road pump stations (Attachment 1). The overall project cost for this pump station is estimated to be \$5.1 million and is scheduled to be constructed in the 2020/21 financial year.
- 5.20 Design work is underway and is scheduled to extend into next year. Officers request approval to transfer \$200,000 of current year budget into 2017/18, to adjust budget phasing to align with the scheduled delivery programme. This will provide appropriate time to ensure feasibility, concept and detailed design can be undertaken.
- 5.21 This adjusted budget phasing will not affect the completion of works, scheduled for 2020/21.

6. Tenders awarded for contracts over \$1,000,000

- 6.1 No contracts over \$1million have been tendered for this quarter.

7. Conclusion

- 7.1 The second quarter report for October to December 2016 will be scheduled for the first Committee meeting to be held in 2017.

Shane Davies
Manager Capital Projects

Attachments

Attachment 1: A1479115 - Extract from Business case Awatea Place Sewer Pump Station #1716 [↓](#)

Important considerations for decision making

1. Fit with Purpose of Local Government

Providing core infrastructure is a good fit with the purpose of Local Government.

The proposed changes in phasing support efficient and effective delivery of these projects.

2. Consistency with Community Outcomes and Council Policy

The recommendation for project 2689 Saxton Creek Upgrade only amends the phasing of the Long Term Plan budget.

The recommendations for project 1187 Neale Park Sewer pump station enables the project to be completed to the timeframes indicated in the Long Term Plan.

The recommendation for project 2213 Rocks Road Cycling and Walking Project aligns funding with the outcome of a significant Community concern, the Southern Link.

The recommendation for project 2865 Little-Go Stream Stormwater Upgrade Stage3 only amends the phasing of the Long Term Plan budget.

The recommendation for project 1716 Awatea Place Sewer Pump Station Upgrade only amends the phasing of the Long Term Plan budget and has no effect on the final construction date of 2020/21.

3. Risk

The recommendation for project 2689 Saxton Creek Upgrade reduces risk by enabling the construction scheduled to be achieved.

The recommendation for project 1187 Neale Park Sewer pump station reduces the risk of capacity problems, odour issues, and sewage spills into Nelson Haven, by enabling the construction to continue as planned.

The recommendation for project 2213 Rocks Road Cycling and Walking Project reduces the risk of unspent funds due to delays in delivering the outcome of the Southern Link Investigation.

The recommendation for project 2865 Little-Go Stream Stormwater Upgrade Stage 3 reduces the risk of unspent funds due to lack of alignment with available resources.

The recommendation for project 1716 Awatea Place Sewer Pump Station Upgrade reduces the risk of unforeseen construction issues by enabling adequate time for feasibility, concept and detailed design.

4. Financial impact

Additional budget of \$404,000 is required for project 1187. This impact will be realised in the 2017/18 Annual Plan.

5. Degree of significance and level of engagement

Project 2591 Suburban Club. The decision to remove the project has a low impact on the community and is therefore of low significance. Engagement with the Suburban Club as a key stakeholder has been undertaken.

Project 2689 Saxton Creek Upgrade. Re-phasing the budget is of low significance as it is a change of timing to planned and approved expenditure, therefore no engagement is required.

Project 1187 Neale Park Sewer pump station. The financial impact, and the impact on Council debt is considered to be low, and as the matter is therefore of low significance, no further engagement is required.

Project 2213 Rocks Road Cycling and Walking Project. Re-phasing of the budget for this project is of low significance as it is a change of timing to planned and approved expenditure, therefore no engagement is required.

Project 2865 Little-Go Stream Stormwater Upgrade Stage3. Re-phasing of the budget for this project is of low significance as it is a change of timing to planned and approved expenditure, therefore no engagement is required.

Project 1716 Awatea Place Sewer Pump Station Upgrade. Re-phasing the budget is of low significance as it is a change of timing to planned and approved expenditure, therefore no engagement is required.

6. Inclusion of Māori in the decision making process

Māori have not been consulted on the specifics in this report.

7. Delegations

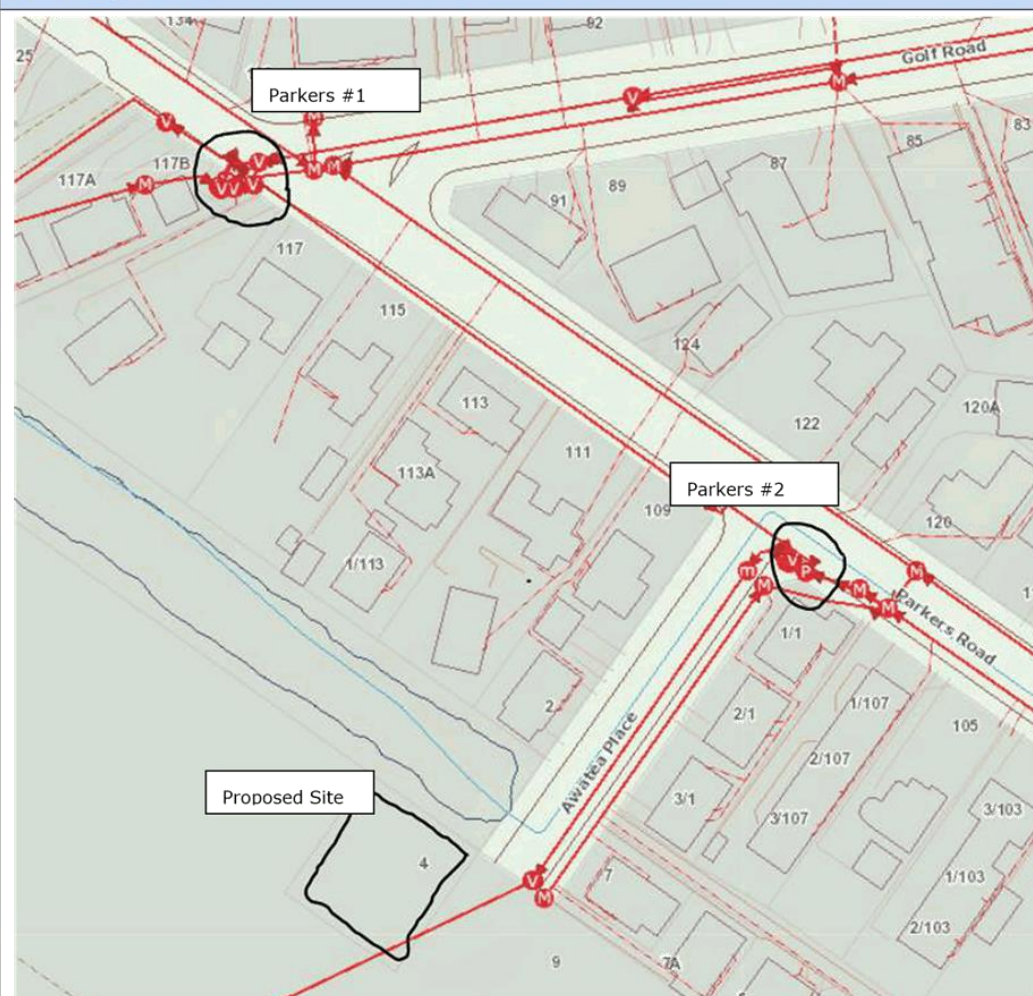
The Works and Infrastructure Committee has the responsibility for water, wastewater and storm water, and the power to make a recommendation to Council on matters relating to these areas of responsibility.

Organisational Business Case for Awatea Place Sewer Pump Station–

Resolve issue of 2 poorly located pump stations that are reaching the end of their useful life

Project #: 1716

PHOTOS/ PLANS



Location of pump stations