



AGENDA

Ordinary meeting of the

Regional Transport Committee

**Monday 3 December 2018
Commencing at 2.00p.m.
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

**Pat Dougherty
Chief Executive**

Membership: Councillor Mike Rutledge (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Paul Matheson, Gaile Noonan (Deputy Chairperson) and Mr Jim Harland (NZTA Representative)

Quorum: 3

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Order 12.1:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings
- 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

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 Aaryn Barlow - Active Transport Forum

4.2 Peter Olorenshaw - Nelsust

5. Confirmation of Minutes

5.1 3 October 2018

7 - 9

Document number M3801

Recommendation

That the Regional Transport Committee***Confirms the minutes of the meeting of the
Regional Transport Committee, held on 3 October
2018, as a true and correct record.*****6. Chairperson's Report****7. Speed control****10 - 36**

Document number R9333

Recommendation

That the Regional Transport Committee

Receives the report Speed control (R9333) and its attachments (A2084572, A2081669, A2083995, A2083996, 2083999, A2084012); and

Notes the work undertaken by officers on speed related issues on Nelson City local roads.

8. Regional Land Transport Plan variation - Saltwater Creek Bridge 37 - 40

Document number R9768

Recommendation

That the Regional Transport Committee

Receives the report Regional Land Transport Plan variation - Saltwater Creek Bridge (R9768);

Approves a variation to the Regional Land Transport Plan 2015–21 to include Saltwater Creek Bridge as a specific project.

Recommendation to Council

That the Council

Approves the inclusion of \$1.2 Million in the Nelson Regional Land Transport Plan 2015–21 for Saltwater Creek in the 2018/19 financial year.

9. Nelson Southern Link and Rocks Road Walking Cycling Project 41 - 56

Document number R9734

Recommendation

That the Regional Transport Committee

Receives the report Nelson Southern Link and Rocks Road Walking Cycling Project (R9734) and its attachments (A1977693 and A2102066); and

Notes that updates will be provided to future Regional Transport Committee meetings on progress of the Detailed Business Case of the Nelson Southern Link and Rocks Road Walking and Cycling project.

Recommendation to Council

That the Council

Endorses the outline scope for the Nelson Southern Link and Rocks Road Walking and Cycling project (A2102066 of Report 9734) that will enable the Detailed Business Case to commence.

10. Proposed Champion Road underpass

57 - 66

Document number R9678

Recommendation

That the Regional Transport Committee

Receives the report Proposed Champion Road underpass (R9678) and its attachment (A2079992); and

Approves, in principle, support for the Champion Road underpass (scheduled to commence in the 2019/20 financial year); and

Notes that the project will be managed entirely by Tasman District Council.

Recommendation to Council

That the Council

Commits to the allocation of a maximum of \$470,000 as a grant payable to Tasman District Council for the Champion roundabout and underpass project as part of the 2019/20 Annual Plan.

PUBLIC EXCLUDED BUSINESS

11. Exclusion of the Public

Recommendation

That the Regional Transport Committee

Excludes the public 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	Public Transport Cost Adjustment	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <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 • Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
2	Electronic Bus Ticketing	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> • Section 7(2)(g) To maintain legal professional privilege • Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)



Minutes of a meeting of the Regional Transport Committee

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

On Wednesday 3 October 2018, commencing at 10.07a.m.

Present: Councillor M Rutledge (Chairperson), Her Worship the Mayor R Reese, Councillors P Matheson, G Noonan (Deputy Chairperson) and Mr J Harland (New Zealand Transport Agency)

In Attendance: Councillors I Barker, M Courtney, K Fulton, M Lawrey, B McGurk, S Walker, Chief Executive (P Dougherty), Group Manager Infrastructure (A Louverdis), New Zealand Transport Agency representatives (S Higgs, J Skinner and J Llewellyn), Nelson Consultant (N Cree) and Governance Adviser (J Brandt)

Apologies : Nil

1. 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

There was no public forum.

5. Confirmation of Minutes

5.1 19 June 2018

Document number M3547, agenda pages 5 - 8 refer.

Resolved RTC/2018/028

That the Regional Transport Committee

Confirms the minutes of the meeting of the Regional Transport Committee, held on 19 June 2018, as a true and correct record.

Her Worship the Mayor/Rutledge

Carried

6. Chairperson's Report

There was no Chairperson's Report.

7. Regional Land Transport Plan variation - Noise Reduction and Safety Enhancements Programmes

Document number R9473, agenda pages 9 - 18 refer.

The GM Infrastructure, Alec Louverdis presented the report.

Mr Steve Higgs from the New Zealand Transport Agency (NZTA) answered questions regarding the methodology applied by NZTA to identify the areas in Nelson requiring noise reduction treatment, noting that it was a desktop exercise.

Attendance: Mr Harland joined the meeting at 10.12a.m.

Attendance: Councillor Matheson left the meeting from 10.16a.m. to 10.18a.m.

Mr Higgs answered questions on implementation and consideration of noise reduction treatment of SH6 for new subdivisions, and noted the Committee's concerns regarding potential oversights.

Attendance: Councillor Matheson left the meeting from 10.26a.m. to 10.28a.m.

It was noted that speeds and resulting safety issues remained a big community concern.

The meeting was adjourned from 10.36a.m. to 10.50a.m. during which Councillor Matheson left the meeting.

The officer recommendation was amended to include concerns discussed regarding noise reduction for future residential areas and consideration of a trial to lower speed zones.

Resolved RTC/2018/029

That the Regional Transport Committee

Receives the report *Regional Land Transport Plan variation - Noise Reduction and Safety Enhancements Programmes and its attachment (A2061349); and*

Notes that the New Zealand Transport Agency will be writing to Tasman District Council requesting it to include "Safe Enhancements Programme on the State Highway Network" into its Regional Land Transport Plan as a matter of urgency; and

Requests that the New Zealand Transport Agency, recognising current and future residential housing is close to SH6, provide further information to a future Regional Transport Committee meeting on possible future road treatments between Haven Road and Todd Bush Road; and

Requests that the New Zealand Transport Agency considers a reduced speed limit along SH6 between Haven Road and Todd Bush Road and report their findings back to a future Regional Transport Committee meeting.

Rutledge/Noonan

Carried

Recommendation to Council RTC/2018/031

That the Council

Approves that the Nelson Regional Land Transport Programme 2015-21 be varied to include a total of \$4.97M for "Noise Improvements" and \$350,000 for "Safety Enhancements on the State Highway Network" spread over the 2018-21 financial years.

Rutledge/Noonan

There being no further business the meeting ended at 10.55am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Speed control

1. Purpose of Report

- 1.1 To update the Regional Transport Committee (RTC) on speed control issues and mitigation on the local roading network.

2. Summary

- 2.1 At the 10 April 2018 RTC meeting, officers were asked to consider speed reductions for specific areas and bring back a report to a future RTC meeting. Officers reported back to the 11 May 2018 meeting that a speed limit review is planned to commence in 2018/19 and will be undertaken using the New Zealand Transport Agency (NZTA) guidelines. Background information contained in this report, along with NZTA developed tools will guide that review and engagement with the community prior to the development of a Speed Management Plan.
- 2.2 This report provides information to the RTC about where the local speed "hot spots" are, what action has been taken to date, and what possible future options might exist to mitigate concerns. In compiling this list officers have engaged with local police, looked back through service requests from concerned citizens and studied crash and speed count data. It is worth noting that "hot spots" include areas where no crashes or excessive speeds are recorded but where residents are concerned about amenity, inappropriate and excessive speeds and perceived safety risk. On many occasions when pets, typically cats, have been run over the complainants are understandably distressed and are calling for action.

3. Recommendation

That the Regional Transport Committee

Receives the report Speed control (R9333) and its attachments (A2084572, A2081669, A2083995, A2083996, 2083999, A2084012); and

Notes the work undertaken by officers on speed related issues on Nelson City local roads.

4. Background

- 4.1 The current default urban speed limit is 50km/h, however in selected locations higher and lower speeds exist. A map of the speed limits across the network is appended as Attachment 1.
- 4.2 NZTA has taken a relatively new approach to speed management in New Zealand. The aim is to have a consistent and evidenced-based approach that is supported by community engagement and better conversations on road safety risk. NZTA has developed resources and tools including the Speed Management Guide to support this new process, and to support Road Controlling Authorities (RCAs).

5. Discussion

Locations

- 5.1 Concerns about speed at a number of locations have come to officers' attention through service requests, submissions and crash reports. A table is appended as Attachment 2 showing the location, nature of complaint, data and actions taken, including Police feedback over the last five years.

Safety

- 5.2 Nelson's crash performance after a long term decline has been trending up since 2015. Increasing deaths and serious injury (DSI) crashes in Nelson is mirroring the upward national trend. Of the DSI crashes recorded on Nelson's local roads in the last five years only 6.3% (actual number 13) were speed related. Failure to look, and failure to give way were the most common causes of our DSI crashes, followed by alcohol impairment.
- 5.3 National and international evidence suggests the safety performance of the network could be improved by lowering speed limits on the highest risk sections of the network. Most national work has focused on high speed crashes on open or rural roads and no local analysis been done to fully understand the relationship between lowered speed limits on urban networks and injury trends.

Mode shift

- 5.4 In line with the direction of the Government Policy Statement on Transport (GPS), NCC has a desire to deliver projects aimed at increased walking and cycling and lowering speeds that may encourage a greater numbers of walkers and cyclists. This active mode shift will in turn contribute towards reduced congestion, reduced environmental impacts of transport and improved user health.

Item 7: Speed control

Council response to speed complaints. When a concern or complaint comes to council officers, the following steps are followed:

- 5.5 Speed count data - Tube speed counts are taken at regular intervals across the City's network, the frequency depending on the road hierarchy and history. When a speed complaint is received officers check when the last count was taken and if it was not within the last 12 months arrange for a new count to be done. These counts record volume and speeds giving a breakdown of the lowest, average, highest and the 85th percentile speeds.
- 5.6 Enforcement - Speed count tube data is routinely shared with police to assist with enforcement. The data provides information on speed, direction of travel and time of day so enforcement can be targeted. Often speed count data indicates the legal speed limit is not being exceeded and speeds are generally compliant so no enforcement action can be taken.
- 5.7 Crash data - NZTA manages the Crash Analysis System (CAS) which is New Zealand's primary tool for capturing information on where, when and how road crashes occur. The system provides tools to analyse and map crashes and enables users to identify high-risk locations and monitor trends and crash sites. This information helps inform transport policy, design and prioritise road safety improvements, (such as speed limit changes) and monitor their effectiveness. A summary of CAS data for speed related crashes on the local network in the last five years is appended as Attachment 3.
- 5.8 Community action and education
- Complainants are invited to take "community action" by using Council supplied high quality vinyl stickers to display on their recycling bins or letter boxes. These stickers convey a message that speeding drivers are not welcome in their street. Often complainants will distribute these stickers to their neighbours.
 - Stopping Distance demonstrations are held across the city every two years, usually outside schools. The next demonstrations will be held in March 2019. These demonstrations and publicity surrounding them raise awareness about the risks of driving at an inappropriate speed.
 - Examples of community action and education are shown in Attachment 4.
- 5.9 Feedback Signage - Driver feedback signs can be temporarily erected across the network. These electronic signs detect a vehicle's approach speed and provide immediate feedback indicating compliance or the need to slow down if required. In previous years Council owned two digital driver feedback signs and they were rotated around the network at specific locations for three months at a time. Council has purchased an additional five electronic signs which will enable greater coverage for

Item 7: Speed control

longer periods at each location. These signs also record data. Analysis of that data has demonstrated they have an effect of slowing traffic. Photographs of driver feedback signs are appended in Attachment 5.

- 5.10 Infrastructural changes - In some cases changes to roading infrastructure is required to make the road more "self-explanatory" and to control speeds to an appropriate level for the form and function of the road location. These traffic calming measures may take the form of speed humps, chicanes or lane narrowing. Examples of measures taken in various locations around the network are shown in Attachment 6.
- 5.11 Speed limit changes - Where it is clearly demonstrated that a posted speed limit is inappropriate and engagement indicates there is community support for a speed limit change the limit can be included in a formal speed limit review as per the NZTA guidelines and process.

Next steps in Speed management

- 5.12 In the past the process to change speed limits and/or trial reduced speed limits has been a very protracted process and has been identified as a major constraining issue by most RCA's. The Nelson RTC included a suggestion in the submission to the Draft GPS that central government consider a "streamlined process free of regulatory barriers which will enable Councils to adjust speed limits including allowing for Councils to trial speed zones". In a recent conversation with Ministry of Transport officials the RTC Chair made this point again and was advised that a speed reference group has been developed to work on an alternative approach. The Chair indicated NCC would be open to trialling any new approach.
- 5.13 NCC is preparing for a full speed limit bylaw review in 2019/20. Preliminary work undertaken this financial year will include developing an overlay of our road network and testing how the speed limits effect the amenity and liveability aspects of our streets with particular focus on how speed limits impact active transport users.
- 5.14 Under the Local Government Act a special consultative procedure is required to alter speed limits. It is anticipated that will be carried out early 2020.

6. Conclusion

- 6.1 This report is supplied for information only to advise committee members of where issues of excessive or inappropriate speed have been identified. It outlines the approach Council has taken to mitigate speed risk and advises of the upcoming Speed Limit Bylaw review scheduled for 2019/20.

Item 7: Speed control

Author: **Margaret Parfitt, Manager - Transport and Solid Waste**

Attachments

- Attachment 1: A2084572 Maps of Local Nelson Speed limits [↓](#)
- Attachment 2: A2081669 Speed issues summary table November 2018 [↓](#)
- Attachment 3: A2083995 Speed related crashes by street [↓](#)
- Attachment 4: A2083996 Examples of Community action and education [↓](#)
- Attachment 5: A2083999 Driver feedback signage - examples [↓](#)
- Attachment 6: A2084012 Examples of Infrastructure to influence speed [↓](#)

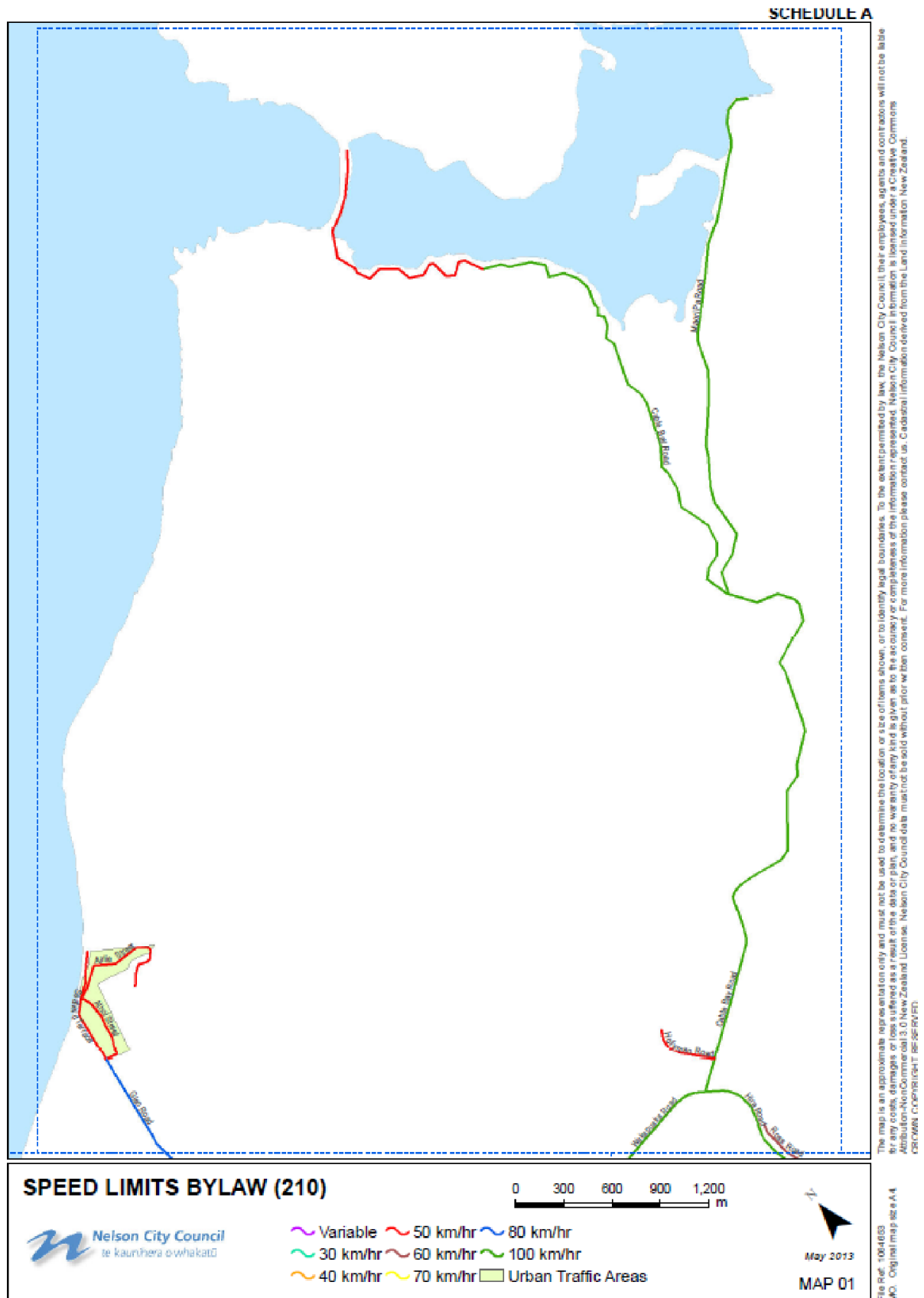
<p>Important considerations for decision making</p>
<p>1. Fit with Purpose of Local Government</p> <p>Setting of speed limits fits with how Council meets the current and future needs of communities for good-quality local infrastructure in a way that is most cost-effective for households and businesses.</p> <p>The Council as Road Controlling Authority is required to set speed limits that are safe and appropriate and give effect to nationally consistent and evidence based speeds through the Land Transport Rule Setting of Speed Limits 2017, Rule 54001/2017.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>Speed appropriate limits meet the following Community Outcomes:</p> <ul style="list-style-type: none"> • <i>"Our urban and rural environments are people-friendly, well planned and sustainably managed".</i> • <i>"Our infrastructure is efficient, cost effective and meets current and future needs".</i>
<p>3. Risk</p> <p>This report is for information only</p>
<p>4. Financial impact</p> <p>This report is for information only</p>
<p>5. Degree of significance and level of engagement</p> <p>This report is of low significance as it is provided as information only and no decision is required.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>Māori were not consulted in the preparation of this report.</p>
<p>7. Delegations</p> <p>The Regional Transport Committee has the following delegations:</p> <p><i>Functions:</i></p> <ul style="list-style-type: none"> • <i>To prepare a Regional Land Transport Plan, or any variation of the Plan, for the approval of Council</i> • <i>To provide Council with any advice and assistance Council may request in relation to its transport responsibilities</i>

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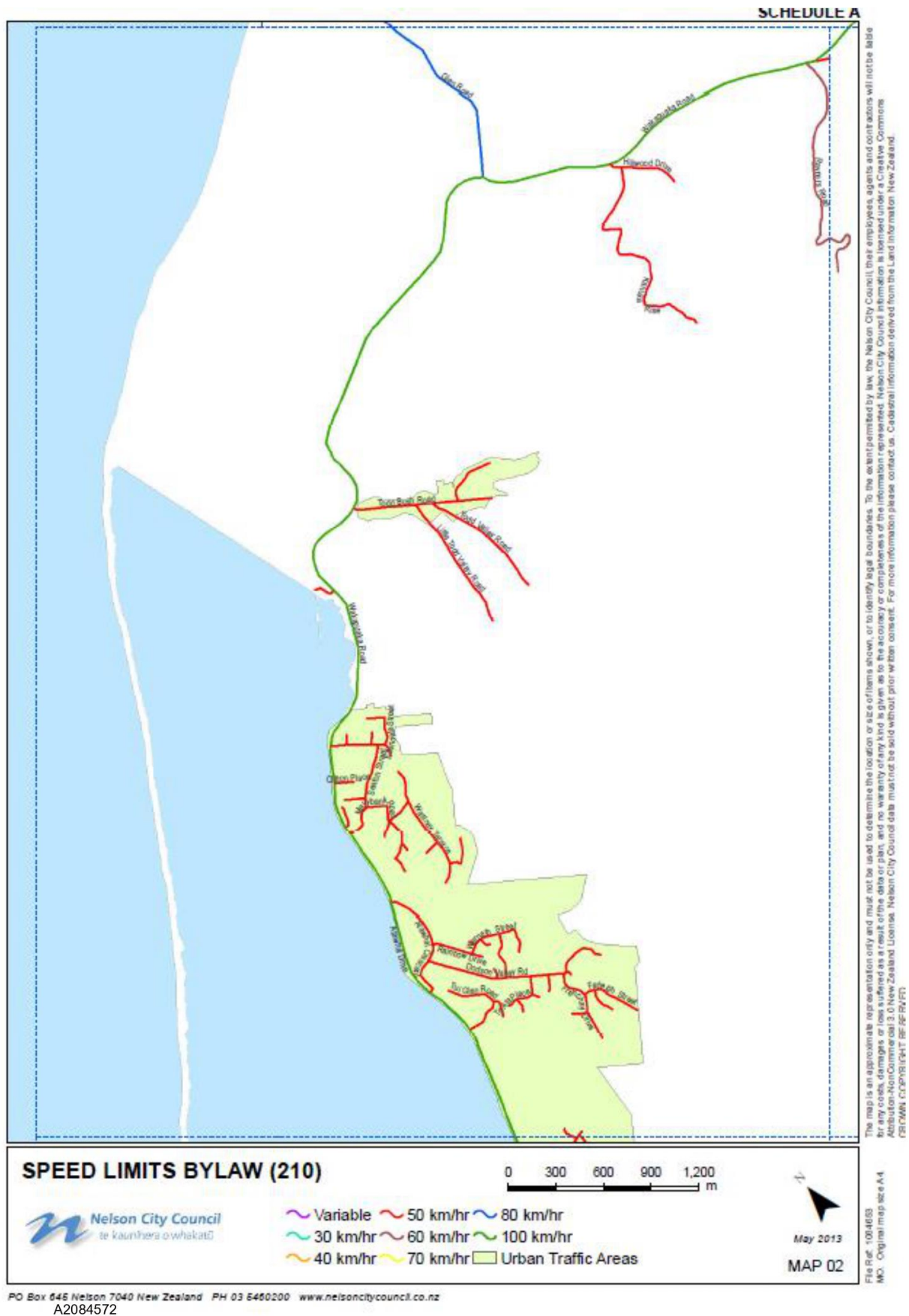
Specific Delegations:

- *To develop a Regional Land Transport Programme (RLTP)*
- *To undertake any variations or changes to the RLTP*
- *To develop any Regional fuel tax scheme authorised by the legislation*
- *To approve submissions to external bodies on policy documents likely to influence the content of the RLTP.*

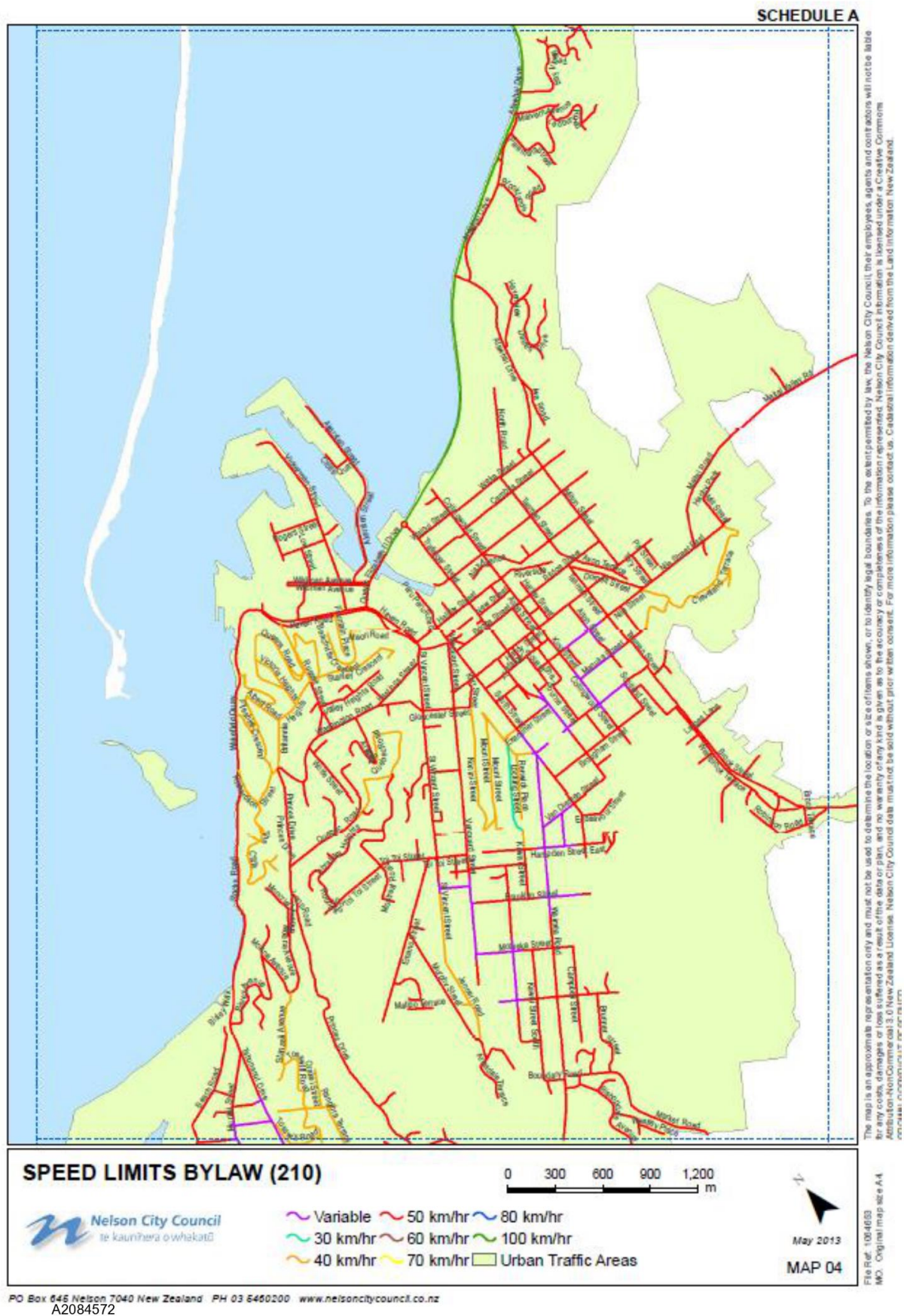
Attachment 1: Local speed limit maps



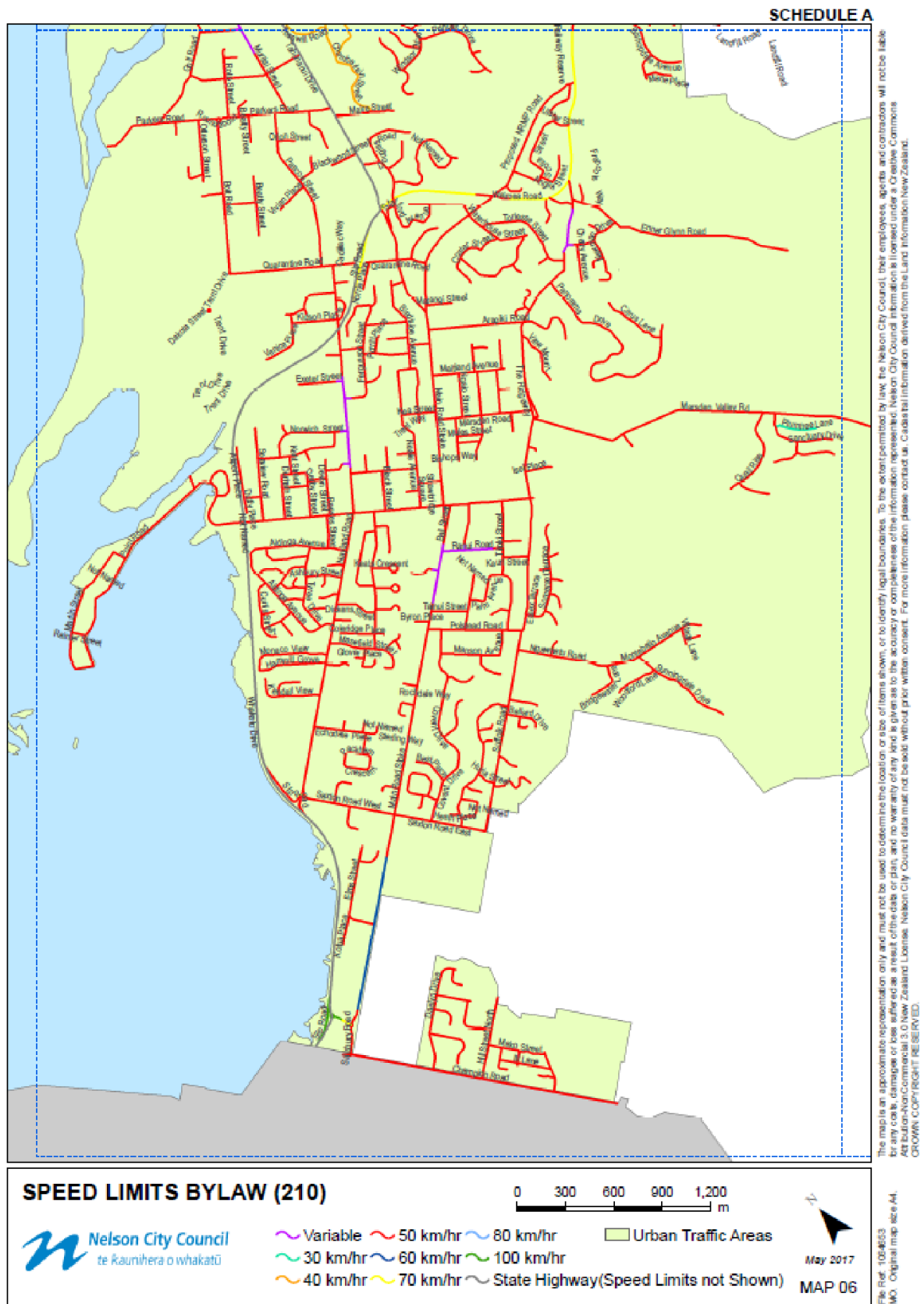
Attachment 1: Local speed limit maps



Attachment 1: Local speed limit maps



Attachment 1: Local speed limit maps



A2084572

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
Seymour Avenue 50kmph <i>Sub Collector</i>	Yes Submissions made to Annual Plan hearings in 2016	Speed counts and police monitoring and supported the call for some mitigating speed control measures to be put in place. Speeds as high as 94kmph were recorded. Although there are still some high speed the narrowing appears to have slowed most	0	Slow down stickers issued	Yes	Yes – 6 month trial of a temporary chicane and road narrowing followed by paired back permanent narrowing	Issue seems resolved – nothing on police radar as of June 2018
Brook Street 50kmph <i>Collector road</i>	Yes	Speeds are overall not excessive between in the one way section but seem consistently higher beyond Westbrook Tce	3	Slow down stickers issued		Cycle sharrows & curb buildouts installed but subsequently partially removed. Gateway signage at entry point remains	Speed camera van and Tactical Alcohol Group (TAG) deployments there. Quiet at this time but random deployment to continue.
Scotland Street & Brougham Street 50kmph <i>Sub Collector</i>	Yes	Scotland St shows compliant speeds but Brougham St does have high speeds at times up but the mean exceeding is 53-54 km/hr	1				
Ngatitama Street 50kmph	Yes	Show increased volumes but speed compliant	0				

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
<i>Local road</i>							
Alan Street 50kmph Local road	Yes	No counts undertaken Likely to be compliant speeds but no footpath		Slow Down stickers offered			
Kawhai Street 50kmph Local road	Yes	Mean exceeding speed limit is 54km	0	Slow Down stickers offered			
Princes Drive Collector road 50kmph	Yes - numerous	Speeds vary on different stretches of this road – the mean exceeding between start and Moana Ave roundabout is approx 55km but beyond Moana Ave this increases to closer to 60km	1	Slow Down stickers issued	Yes		Frequent sites for TAG deployment and speed camera deployment. A number of Excess Breath Alcohol offences detected
Bisley Avenue/ Moana Avenue 50kmph Collector road	Yes - numerous	Speeds on Bisley Ave overall compliant but increases on Moana Ave on approach to Princes Dr roundabout by up to 10km/hr	5				Frequent sites for TAG deployment
Britannia Heights	Yes - numerous	Highest 71kmph (10pm)	0	Slow down stickers issued	Scheduled	Extra 40 stencilled on the road carriage way	Frequent sites for TAG deployment

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
40kmph <i>Local road</i>		Median 42kmph 85 th percentile 46 kmph Earlier counts on this road show higher speeds than most recent count					
Stanley Cres 40kmph <i>Local road</i>	Yes	Mean speed exceeding limit 45km/hr – slightly higher beyond Beachville Cres	1				
Tosswill Road 40kmph <i>Local road</i>	Yes	Count sites is nearer state highway before narrower, winding sections & appears to consistently be considered a 50km area	3		Scheduled		Frequent sites for TAG deployment
Stansell Avenue 40kmph <i>Local road</i>	Yes	Overall speeds just over limit – narrowness & parked vehicles restrict very high speeds. Speeds generally higher during 'rat run' times	1	Slow Down in our street stickers issued	Scheduled		Frequent sites for TAG deployment
Russell Street 40kmph	yes	Approx ½ traffic over speed limit but median speed compliant			Scheduled		
Chamberlain Street	Yes	Speeds generally compliant. 6% above	1		Yes		Frequent sites for TAG deployment

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
40kmph <i>Local road</i>		the limit with max speed 70kmph					
Waikare Street 50kmph <i>Local road</i>	yes	Speeds compliant overall	0	Slow Down stickers offered		Planned Tahunanui cycle path will create a narrowed street and provide some traffic calming. Construction 2019-20	
Quebec Road 40kmph <i>Local road</i>	Yes	Appears this is considered a 50km/hr area along full length	4	Slow Down stickers offered	Scheduled		Police aware due to past complainants. Random patrols carried out. TAG frequently deploy here. Police investigating camera use here.
Toi Toi Street 50kmph <i>Sub Collector</i>	Yes	Speeds higher at top end before Montreal Rd but slow to generally compliant either side of Victory Sq with only small number of very high speeds	5			Toi Toi Street upgrade at Victory Square end has narrowed the carriageway / installed shared pathway etc. Future road upgrade in upper end planned.	Frequent sites for TAG deployment
Abraham Heights 50kmph	Yes	Overall speeds compliant	3	Slow Down stickers offered			
Konini Street 40kmph <i>Local road</i>	Yes Public Forum W&I	Speed consistently higher than limit but median compliant	0	Slow Down stickers issued	Yes	Planned upgrade as part of storm water project (year 20/21) to improve level of service to pedestrians	

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
Washington Road 50kmph <i>Collector road</i>	Yes	Nearly 1/2 over limit but mean exceeding approx 53km/hr	3			and introduce traffic calming	Regular police patrols
Campbell Street 50mph <i>Local road</i>	Yes	Occasional very high speeds but median compliant	0				
Dodson Valley Road 50kmph <i>Sub Collector</i>	Yes	Median speeds compliant at lower end but increase a bit further up	0	Slow down stickers issued	Yes		A number of patrols done as result of Council requests – no infringements issued
The Ridgeway 50kmph <i>Collector road</i>	Yes	Some very high speeds at times but overall compliant. Higher at Stoke end behind Isel Park.	3			Traffic calming installed vicinity Arapiki Road approx. 10 years ago	Speed Camera frequently deployed here – quiet site
Emano Street 50kmph <i>Sub Collector</i>	yes	Speeds compliant at count site but no counts done beyond traffic calming	0				
Murphey Street 50kmph <i>Local road</i>		30% over limit & mean exceeding over	0				Police aware due to past complainants. Random patrols carried out. TAG frequently

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
55km/hr – count site adjacent to playground							
The Glen Road Seafield Terrace 50kmph	Yes	Count site over 100m beyond speed sign – over ½ traffic still in excess of limit but median speed compliant. Times of recorded higher speeds suggest offending drivers are locals	2		Yes		Speed Camera frequently deployed here – quiet site
Panarama Drive 50kmph <i>Sub Collector</i>	Yes	Data did not support perceived speed issue	1				
Annesbrook Drive 50kmph <i>SH6</i>	Yes	Data did not support perceived speed issue	1				Regular patrols daily – no significant speed issue detected
Aldinga Avenue 50kmph <i>Sub Collector</i>	Yes	Count sites near start & end of road – overall speeds compliant. Higher speeds recorded further from Nayland Rd.	0	Slow down stickers offered			
Titoki Street 50kmph	Yes	Overall speeds compliant	0				

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
Local road							
McMahon Street 50kmph <i>Local road</i>	yes	Overall speeds compliant	0	Slow down stickers issued			
Leicester Street 50kmph <i>Local road</i>							
Leicester Street 50kmph <i>Local road</i>	yes	Data did not support perceived speed issue	0				
Marlow Street 50kmph <i>Local road</i>							
Marlow Street 50kmph <i>Local road</i>	yes	Count site close to Songer St & speeds compliant – no counts done beyond Kipling Cres		Slow Down stickers offered			
Fairleigh Street 50kmph <i>Local road</i>							
Fairleigh Street 50kmph <i>Local road</i>	Yes	All same person on behalf of neighbours. Speeds for two separate counts consistent & overall compliant	0	Slow Down stickers offered			
Monaco – Point Road/ Martin Street 50kmph <i>Local road</i>							
Monaco – Point Road/ Martin Street 50kmph <i>Local road</i>	Yes Resident meetings and service requests	Speeds recorded in Martin St compliant but are higher on Point Rd	1				
King Street 50kmph							
King Street 50kmph	Yes	No data – issue is inappropriate speed	0	Slow Down stickers offered			

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
<i>Local road</i>		due to narrowness, Culdersac street / high parking demand due to proximity to NMIT and CBD No count done on this road					
Atawahi Drive (vic Milton Street) <i>Collector road</i>		Some very high speeds recorded but overall compliant	1	Slow Down stickers issued	yes	Yes – line marking change	
Halifax Street 50kmph <i>Central city</i>	No	Overall speeds compliant but occasional very high speeds during nights	3				
Maitai Valley Road 50kmph <i>Local Road</i>	No	Speeds are consistently over limit and closer to 60km/hr	4				
Market Road 50kmph <i>Local road</i>	No	Speeds compliant at lower end but further up mean closer to 60km/hr	3				
Rutherford Street 50kmph	No	Occasional high speeds but overall compliant	4				

Location Existing speed limit and Road Classification	History of Complaints	Tube count data	5 year Speed related Crash History from CAS	Community Action	Electronic Driver feedback signage deployed	Infrastructural changes	Enforcement comment
<i>Arterial road</i>							
Vanguard Street 50kmph <i>Principal road</i>	No	Variable speeds in different sections of the road – more consistently higher speeds near CBD and around Victory Sq	5				
Waimea Road 50kmph <i>Arterial road</i>	No	Speeds between start and Tukuka St generally compliant but increase beyond this – significantly high speeds in before Hays Corner, (on Annesbrook Hill)	18				

Item 7: Speed control: Attachment 3

Attachment 3. Crash statistics. Speed related crashes by street

Speed related crashes

A 2083995

Crash Road Name				Grand Total
	Serious	Minor	Non-injury	
ABRAHAM HEIGHTS			3	3
AKERSTEN ST		1	1	2
ALTON ST			1	1
ANNESBROOK DRIVE			1	1
ARROW ST			2	2
ATAWHAI DRIVE		1		1
BISLEY AVENUE		1	4	5
BLEDISLOE AVENUE			2	2
BRIDGE ST		1	1	2
BROOK ST	1	1	1	3
BROUGHAM ST			1	1
BRUNNER ST	1			1
CABLE BAY ROAD			1	1
CENTENNIAL ROAD			1	1
CHAMBERLAIN ST		1		1
CLEVELAND TERRACE		1		1
COLLINGWOOD ST		2		2
DOMETT ST			1	1
DRYDEN ST			1	1
ELMS ST			1	1
EXAMINER ST			1	1
FERGUSON ST			1	1
FITZGERALD AVENUE			1	1
GLEN ROAD		1	1	2
GLOUCESTER ST			1	1
GOLF ROAD			2	2
GREEN ST			1	1
GROVE ST			2	2
HALIFAX ST		1	2	3
HAVEN ROAD		1		1
JENNER ROAD		1	1	2
KOTUA PLACE			1	1
LOCKING ST			1	1
LUD VALLEY ROAD		1		1

Item 7: Speed control: Attachment 3

Attachment 3. Crash statistics. Speed related crashes by street

MAIN ROAD STOKE			1	1
MAIRE ST			1	1
MAITAI VALLEY ROAD			4	4
MARKET ROAD		1	2	3
MARSDEN VALLEY ROAD			1	1
MONTREAL ROAD			1	1
Crash Road Name		Minor	Non-injury	Grand Total
MURITAI ST				
NAYLAND ROAD		1	1	2
NEALE AVENUE			1	1
NELSON ST NORTH			1	1
NILE ST			1	1
PANORAMA DRIVE			1	1
PARKERS ROAD	1	1	1	3
POINT ROAD			1	1
PRINCES DRIVE			1	1
QUEBEC ROAD			4	4
RUTHERFORD ST		1	3	4
SAXTON ROAD			2	2
SAXTON ROAD WEST		1		1
SCOTIA ST			2	2
ST VINCENT ST	1			1
STANLEY CRESCENT		1		1
STANSELL AVENUE			1	1
SUFFOLK ROAD			3	3
SUSSEX ST		1		1
TANTRAGEE ROAD			1	1
TASMAN ST			1	1
THE RIDGEWAY		1	2	3
TIPAHI ST			1	1
TOI TOI ST	1	1	3	5
TOSSWILL ROAD			3	3
TRAFALGAR ST			1	1
VAN DIEMEN ST		1		1
VANGUARD ST		1	4	5
VICKERMAN ST	1			1

Item 7: Speed control: Attachment 3

Attachment 3. Crash statistics. Speed related crashes by street

WAIMEA ROAD	7	7	4	18
WAINUI ST			1	1
WASHINGTON ROAD		1	2	3
WASHINGTON TERRACE			1	1
WHITEHEAD PLACE			1	1
WILDMAN AVENUE			1	1
WILLOW AVENUE			1	1
Grand Total	13	33	99	145

Attachment 4: Community Action and Education

SLOW DOWN IN OUR STREET STICKERS



STOPPING DISTANCE DEMONSTRATIONS



A2083996

29/10/2018 8:36 a.m.

Attachment 5
Driver Feedback signage



A2083999
1

29/10/2018 8:39 a.m.

Page 1 of

Attachment 6 :Examples of traffic calming (infrastructure solutions)

Road narrowing



Seymour Avenue

The Ridgeway



Tasman Street



Brook Street

Speed Humps



Coster Street



Brunner Street



Ngatitawa Street

Other – Road marking



Tipahi Street

Regional Land Transport Plan variation - Saltwater Creek Bridge

1. Purpose of Report

- 1.1 To approve a variation to include Saltwater Creek Bridge (bridge) in the Regional Land Transport Plan 2015–21 (RLTP) as a stand-alone project to enable access to the National Land Transport Fund (NLTF).

2. Summary

The construction of the new bridge and additional funding to allow a tender to be awarded was approved by the Works and Infrastructure Committee in September 2018. 2.2 The project attracts funding from the Urban Cycleway Fund (UCF) of \$500,000 with the balance of the funding provided by Nelson City Council (NCC).

- 2.3 The New Zealand Transport Agency (NZTA) has advised that NLTF funding is potentially available, which will reduce the impact on Nelson ratepayers. To gain access to the NLTF the project needs to be included in the RLTP.

- 2.4 The project was originally included in the Nelson RLTP under the Low Cost/Low Risk category. Because the value of the project is now in excess of \$1 Million (the limit for the Low Cost/Low Risk category), the project needs to be included as a stand-alone project.

3. Recommendation

That the Regional Transport Committee

Receives the report Regional Land Transport Plan variation - Saltwater Creek Bridge (R9768);

Approves a variation to the Regional Land Transport Plan 2015–21 to include Saltwater Creek Bridge as a specific project.

Item 8: Regional Land Transport Plan variation - Saltwater Creek Bridge

Recommendation to Council

That the Council

Approves the inclusion of \$1.2 Million in the Nelson Regional Land Transport Plan 2015–21 for Saltwater Creek in the 2018/19 financial year.

4. Background

- 4.1 The existing Saltwater Creek Bridge is a narrow pedestrian facility that offers a very poor level of service to cyclists. Upgrading the bridge will enable cyclists to access the new pathway connecting the City to the sea without the need to negotiate the Haven Road roundabout.
- 4.2 The Saltwater Creek Bridge will be an integral part of the SH6 Rocks Road walking and cycling facility. It has relevance in a future arterial corridor that will eventually make connection to the Great Taste Trail.
- 4.3 The total estimated cost of the bridge is \$1.2 Million and additional funding of \$300,000 was approved by the Works and Infrastructure Committee in September 2018 to allow the award of a tender.
- 4.4 NZTA have indicated that in addition to the UCF funding that funding from the NLTF may be forthcoming but that to gain access to the fund, will require the project to be included in the RLTP as a stand-alone project.

5. Discussion

- 5.1 Gaining access to the NLTF will reduce NCC's share of the cost and potentially reduce the impact on Nelson's ratepayers. By placing this in the RLTP, NCC will be eligible for a 51% Funding Assistance Rate up to \$1 Million, reducing the ratepayer's contribution. Anything in excess of \$1 Million is 100% NCC funded.

Funding source	Funding split if project not included in RLTP	Funding split if project included in RLTP
UCF fund	\$500,000	\$500,000
NZTA FAR subsidy (on the balance up to \$1M)	nil	\$255,000
NCC contribution	\$700,000	\$445,000

6. Options

- 6.1 There are two options open to the RTC – Include in the RLTP or not include in the RLTP.

Option 1: Include in the RLTP	
Advantages	<ul style="list-style-type: none">• Access to funding from the NLTF reduces local share.
Risks and Disadvantages	<ul style="list-style-type: none">• Nil
Option 2: Do not include in the RLTP	
Advantages	<ul style="list-style-type: none">• Nil
Risks and Disadvantages	<ul style="list-style-type: none">• Additional cost to Nelson ratepayers.

7. Conclusion

- 7.1 The Works and Infrastructure Committee has approved additional funds towards the Saltwater Creek Bridge that will allow a tender to be approved. NZTA have indicated that in addition to the UCF funding (provided the project is included in the RLTP as a stand-alone project,) that further funding could be forthcoming from the NLTF.
- 7.2 Officers support including this project in the RLTP which will potentially allow for reducing the cost to Nelson's ratepayers.

Author: Paul D'Evereux, Senior Asset Engineer - Transport and Roading

Attachments

Nil

Important considerations for decision making
<p>1. Fit with Purpose of Local Government This project meets the current and future needs of communities for good-quality local infrastructure in a way that is most cost-effective for households and businesses.</p>
<p>2. Consistency with Community Outcomes and Council Policy The project is included in the LTP and meets the following Community Outcomes:</p> <ul style="list-style-type: none"> • <i>"Our urban and rural environments are people-friendly, well planned and sustainably managed"</i> • <i>"Our infrastructure is efficient, cost effective and meets current and future needs".</i>
<p>3. Risk Including this project in the RLTP potentially reduces the financial impact on Nelson residents.</p>
<p>4. Financial impact Including this project in the RLTP could attract further funding from the NLTF and reduce impact on Nelson ratepayers.</p>
<p>5. Degree of significance and level of engagement This matter is of low significance because Saltwater Creek Bridge was included in the RLTP as a project within the Low Cost Low Risk programme prior to the mid-term review. Consultation was carried out as part of the process of adopting the RLTP. Cost escalation necessitates the project moving from being part of a programme to become a separate line item in the RLTP. No further consultation is planned.</p>
<p>6. Inclusion of Māori in the decision making process Māori were not consulted in the writing of this report.</p>
<p>7. Delegations The Regional Transport Committee has the following delegations:</p> <p><i>Areas of Responsibility:</i></p> <ul style="list-style-type: none"> • <i>To prepare a Regional Land Transport Plan, or any variation of the Plan, for the approval of Council</i> • <i>To provide Council with any advice and assistance Council may request in relation to its transport responsibilities</i> <p><i>Powers to Decide:</i></p> <ul style="list-style-type: none"> • <i>To undertake any variations or changes to the RLTP</i>

Nelson Southern Link and Rocks Road Walking Cycling Project

1. Purpose of Report

- 1.1 To approve the outline scope that will allow the commencement of the Detailed Business Case (DBC) for the Southern Link/Rocks Road Walking Cycling project (SLI/RR). Note that a glossary of terms is appended as Attachment 1.

2. Summary

- 2.1 Following completion of the Programmed Business Case (PBC) for the SLI/RR project, NZTA have committed to commencing the DBC and the RTC now need to make the decision to endorse the outline scope that will allow the DBC to proceed.

3. Recommendation

That the Regional Transport Committee

Receives the report Nelson Southern Link and Rocks Road Walking Cycling Project (R9734) and its attachments (A1977693 and A2102066); and

Notes that updates will be provided to future Regional Transport Committee meetings on progress of the Detailed Business Case of the Nelson Southern Link and Rocks Road Walking and Cycling project.

Recommendation to Council

That the Council

Endorses the outline scope for the Nelson Southern Link and Rocks Road Walking and Cycling project (A2102066 of Report 9734) that will enable the Detailed Business Case to commence.

4. Background

- 4.1 This Council has been a strong supporter of the SLI/RR project and this was signalled in its recently adopted LTP.
- 4.2 The PBC was undertaken and approved by NZTA under the previous GPS. The new GPS has a different focus than the previous GPS and there is a need to re-refresh the scope of the project to guide the DBC.
- 4.3 NZTA have committed to commencing the DBC and working collaboratively with the NCC on developing a scope for the investigation. Following a briefing to councillors on 4 September 2018, officers and their consultants met with NZTA and its team in Wellington on 9 November to develop a scope to guide the DBC that will enable the project to move forward.
- 4.4 NZTA has set aside \$4.5M in the 2018-21 NLTP for development of the DBC (\$3M of which remains). Funding has not been allocated by NZTA to implement any recommendations that may arise from the DBC in the 2018-2021 NLTP. Implementation funding, including any cost share arrangements that may be required with investment partners such as Council, will be considered collaboratively as part of the DBC process.

5. Discussion

- 5.1 The draft scope is appended as Attachment 2 and members of the project team will be at this meeting to present to the RTC.

6. Options

- 6.1 The options are to approve or not approve the scope for the DBC. Officer's support approving the scope.

Option 1: Approve the scope for the DBC	
Advantages	<ul style="list-style-type: none">• Will allow the DBC for the project to continue.• Aligns with Council's support of the project.
Risks and Disadvantages	<ul style="list-style-type: none">• None
Option 2: Not approve the scope for the DBC	
Advantages	<ul style="list-style-type: none">• None
Risks and Disadvantages	<ul style="list-style-type: none">• Will not enable the project to move forward• Does not align with Council's support of the project

7. Conclusion

- 7.1 The next phase, following the approval of the outline scope of the SLI/RR project is for the DBC to commence.

Author: **Alec Louverdis, Group Manager Infrastructure**

Attachments

Attachment 1: A1977693 - Glossary [↓](#)

Attachment 2: A2102066 - Draft Nelson DBC scoping document [↓](#)

Important considerations for decision making
1. Fit with Purpose of Local Government Progressing with the DBC will allow forward planning to meet the current and future needs of communities for good quality local/regional infrastructure and local/regional public services.
2. Consistency with Community Outcomes and Council Policy The commencement of the DBC will contribute to the following community outcomes: <ul style="list-style-type: none">• <i>"Our urban and rural environments are people-friendly, well planned and sustainably managed"</i>• <i>"Our infrastructure is efficient, cost effective and meets current and future needs"</i>• <i>"Our communities are healthy, safe, inclusive and resilient"</i>• <i>"Our communities have opportunities to celebrate and explore their heritage, identity and creativity"</i>• <i>"Our Council provides leadership and fosters partnerships, a regional perspective, and community engagement"</i>• <i>"Our region is supported by an innovative and sustainable economy".</i>
3. Risk The risk of not proceeding with the DBC is that uncertainty will remain on the future form and function of the transport system within Nelson, making future planning for Nelson and the region difficult. This will constrain growth, not address congestion on the city's roads, not address the key GPS pillars or provide for safe walking and cycling.
4. Financial impact NZTA has set aside \$4.5M in the 2018-21 NLTP for this work (\$3M of which remains). NZTA has agreed to fund Council's specialist consultant.
5. Degree of significance and level of engagement This matter is of significance as the ratepayers and transport users have a high level of interest Nelson's transport system. Consultation with ratepayers will take place as part of the DBC.

6. Inclusion of Māori in the decision making process

No engagement with Māori has been undertaken in preparing this report.

7. Delegations

Operation of the Regional Transport Committee is governed by the Land Transport Management Act 2003.

“6.13.1 Functions:

- To prepare a Regional Land Transport Plan, or any variation of the Plan, for the approval of Council*
- To provide Council with any advice and assistance Council may request in relation to its transport responsibilities*

6.13.2 Specific Delegations:

- To develop a Regional Land Transport Programme (RLTP)*
- To undertake any variations or changes to the RLTP*
- To develop any Regional fuel tax scheme authorised by the legislation*
- To approve submissions to external bodies on policy documents likely to influence the content of the RLTP”.*

Glossary

AMP – Asset Management Plan

DSI – Death and Serious Injury

DBC - Detailed Business Case

EBT – Electronic Bus Ticketing

FAR – Financial Assistance Rate

GPS - Draft Government Policy Statement 2018 on Land Transport

IAF – Investment Assessment Framework

LTMA – Land Transport Management Act 2003

LCLR – Low Cost/Low Risk

LTP - Long Term Plan

MoT – Ministry of Transport

NCC – Nelson City Council

NDS UDC – National Policy Statement on Urban Development Capacity

NLTP – National Land Transport Programme

NOF – Network Operating Framework

NPS – National Policy Statement

NSLI – Nelson Southern Link Investigation

NTLF - National Land Transport Fund

NZTA - New Zealand Transport Agency

PBC - Programmed Business Case

PGF – Provincial Growth Fund

RCA – Road Controlling Authority

RLTP - Regional Land Transport Plan

RPTP - Regional Public Transport Plan

RTC - Regional Transport Committee

SH – State Highway

A1977693

SHIP – State Highway Investment Proposal

SH6 RR -SH6 Rocks Road Walking and Cycling Project

SHA - Special Housing Area

TAIP – Transport Agency Investment Proposal

TDC – Tasman District Council

TDM – Travel Demand Management

TIO - Transport Investment Online portal

UCF – Urban Cycleway Fund

Nelson Future Access – Detailed Business Case Scope

Improving the movement of people and goods to create a better Nelson

November 2018



PLANNING THE DETAILED BUSINESS CASE

Introduction

The Nelson Southern Link Investment Programme Business Case (including Rocks Road Walking and Cycling options) was adopted by the NZ Transport Agency in June 2017. The 2018–21 National Land Transport Programme includes funding allocation to enable the next phase of investigations (Detailed Business Case) to progress over the next three years.

Since the adoption of the PBC in 2017, changing Government priorities and NZTA's evolving operating model have required us to rethink our approach to the next phase of these investigations. Under the 2018 government Policy Statement on Land Transport (2018 GPS) there is a greater focus on safety, accessibility, resilient and liveable cities, the environment (including reducing GHG emissions), mode neutrality, reducing dependency on private vehicles (non-commercial), and realising the role of the transport system in improving access to economic and social opportunities.

The 2018 GPS provides an opportunity for the Agency and Nelson City Council (NCC) to build on the outputs from the PBC, by taking a broader perspective of the potential for the transport system to contribute to delivering on Nelson's vision for a vibrant CBD, a people focussed world class waterfront, a healthy environment and supporting smart and resilient infrastructure.

Context to the DBC

Whilst regional population growth across the top of the South Island (ToTS) has been moderate in recent years (1% per annum 2007–2016), the Nelson City/Richmond area has experienced considerably higher growth with the population forecast to increase by 15% by 2043 (2016 base), an additional 9,500 people. The Nelson/Richmond area is currently on the cusp of being classified as a high growth area under the National Policy Statement on Urban Development Capacity (forecast 9.9% over 10 years 2013–2023). Under the NPS, NCC is currently required to provide for an additional 4,542 residences in the short to medium term to meet forecast demand. Given the topography of Nelson and land availability, much of this supply is envisaged to be the south of City, in the areas of Marsden Valley, Ngawhatu and Saxton. Tasman District is also under significant development pressures especially in the neighbouring Richmond area.

The ToTS contributes approximately 3% of NZ's GDP, with Tasman and Marlborough Districts being highly export focussed and reliant on factories and manufacturing in both Nelson and Tasman for export. Port Nelson is the biggest fishing port in Australasia and supplies all the fuel for TOTS but has no options for a rail connection. Forestry is a key regional export and wine has grown significantly, which supports the new QuayConnect logistics facility at Port Nelson. QuayConnect, through its dedicated and scheduled trucking service has managed to halve truck journeys (on average 14 fewer truck journeys per day), and saved 348,436 litres of fuel and over 1,600 tonnes of CO2 equivalent in just over one year whilst managing increased volumes.

Tourism across the top of the South Island is increasingly important to the regional economy, with a high proportion of self-drive visitors. Nelson's proximity to three national parks, and an increasing awareness of the region's cycling and mountain biking trails is enhancing the TOTS's reputation as a destination for both domestic and international tourism. Confidence in the region's tourism market is reflected in the recent investment/expansion of Nelson City airport, which is the fifth busiest airport in NZ.

A key priority for NCC is a healthy, vibrant and thriving CBD; one that supports retail and business while attracting visitors and residents alike. As the main urban centre for the TOTS, Nelson's CBD, with its distinctive identity, has a key role to play in the economic life of the region. Declining retail presence in Nelson's CBD, partially resulting from reduced accessibility, has prompted NCC to promote an environment that supports commerce, encourages inner city living and is a catalyst for private sector investment. The ease of access to the CBD and surrounds remains a challenge for Nelson's local competitiveness.

NCC has also stated a desire to deliver a world-class waterfront along the Rocks Road corridor. The waterfront is a key recreational destination for residents and visitors, whilst the adjacent SH6 Rocks Road route forms a key part of the City's walking and cycling network and provides the primary access route to the Port for freight from the south.

Journeys between Nelson City's CBD, Waterfront, Airport, Port and Richmond are made largely via SH6 Rocks Road or Waimea Road, both of which are key arterial routes. The lack of a clear understanding of the respective roles and functions of the two corridors, and the adjoining network, in providing safe and appropriate access to key regional destinations, has led to conflict between freight and vulnerable users on Rocks Road, impacting the ability to realise the untapped potential of the waterfront as a world class visitor destination.

A further challenge for Rocks Road lies in its resilience to major weather events and climate change as experienced in recent years. These events have highlighted the vulnerability of this section of the network due to sea level rise, climate change (storm surge) and slope instability.

Continued population, business and industry growth, combined with a strong tourism industry, is putting the transport network in Nelson and Richmond under pressure. Constraints on the transport system in Nelson result in conflict between modes of travel such as trucks and cyclists; community severance; traffic impacts on adjacent communities and evidence of rat-running leading to declining levels of liveability, increasing crash risks and decreasing journey reliability for all modes which will increasingly impact economic productivity and the uptake of alternative modes to the private vehicle.

Project Objectives

To develop a detailed multi-modal transport system investment programme which supports community aspirations for a thriving CBD; a world-class waterfront and a healthy environment; and provides a safe, accessible and resilient transport system, whilst meeting the diverse needs of customers and communities. In particular the programme should seek to:

- Identify customer needs and growth pressures in the study area;
- Define the existing and future function of key transport corridors (for all modes) in the study area, to deliver a safe, accessible and resilient network cognisant of NCC's goals, the needs of customers and the wider community.
- Make best use of existing infrastructure and services as well as new/emerging technologies.

- Ensure integration of land use and transport systems to reduce the need to travel by private single occupancy motor vehicles.
- Investigate and identify a package of measures that could be progressed on SH6 Rocks Road in the short to medium term which enhances walking and cycling and supports NCC's vision for a world class waterfront
- Investigate and make recommendations in respect of the key journeys between Nelson City's CBD, Waterfront, Airport, Port and Richmond including the need for, and if appropriate the timing and/or triggers for an alternative arterial route to Rocks Road and Waimea Road, to resolve long standing uncertainty about the Nelson Southern Link.

Project Study Area

The project study area is shown in the figure below. The red area is the focus of this study and reflects where project partners believe there is the most significant problems to be addressed or opportunities to be taken to improve the transport system and contribute to the objectives of the business case. The purple area represents the broader area of land use and travel demand, which influences both the scale of the problems in the study area and may have a role in contributing to the recommended programme.



Project Scope

There are three key deliverables from this commission:

- A confirmed list of projects (based on those currently proposed in the 2018–21 NLTP/RLTP), which can be progressed as discrete activities in 2018–21 period, ahead of the outcomes of the Detailed Business Case (DBC) process.
- A single stage Business Case (ssBC) investigating SH6 Rocks Road and the delivery of an enhanced walk/cycle corridor in the short to medium term. The ssBC will need to align to the objectives, evidence base and emerging package of the wider DBC but is required to be delivered early to take advantage of pre-implementation funding potentially available in the 2018–21 NLTP period.
- A DBC for an integrated, detailed multi-modal transport system with a staged investment programme (over 30 years) which gives effect to the stated project objectives.

The key steps for developing each deliverable are outlined below:

Discrete activities to be delivered in 2018–21, ahead of the DBC process
<p>Context: Both NCC and the NZ Transport Agency have activities in the study area proposed within their NLTP, RLTP and Annual Plans. To avoid making investments which could undermine the objectives of the DBC it is necessary to undertake a review of those activities.</p> <ul style="list-style-type: none">• Facilitate a meeting with key NZTA and NCC staff to<ul style="list-style-type: none">○ identify all activities in the study area which are currently proposed in the 2018–21 NLTP/RLTP, and○ agree the activities which are discrete, and can be progressed independent of the DBC process○ agree necessary steps (as required) to progress discrete activities• Ensure activities that are deferred are captured within the long-listing process of the wider DBC.
SH6 Rocks Road improvements –single stage Business Case for a recommended package for pre-implementation
<p>Context: There is a desire to accelerate the investigation and identification of a recommended package of enhancements to Walking and Cycling on SH6 Rocks Road ahead of completion of the Wider DBC to take advantage of pre-implementation funding in the 2018–21 NLTP. It is essential that the package should give effect to the wider DBC project objectives and align to the direction of the wider DBC as it emerges.</p> <ul style="list-style-type: none">• Within the context of the wider DBC, update the evidence base to understand any relevant changes in strategic context, together with risks, issues, opportunities and challenges in undertaking interventions to address issues with Rocks Road. This should include safety, environmental, cultural and resilience factors.• Develop a range of options for enhancing walking and cycling on SH6 Rocks Road, in a manner consistent with the objectives of the wider DBC. This should build on the short list identified in the Nelson Southern Link Investigation PBC and be of sufficient detail to enable a robust multi-criteria assessment of the options to be undertaken.• Undertake a multi-criteria assessment of the options to identify the most viable package of activities (if any) to progress to pre-implementation. The criteria for the MCA should be developed to take cognisance of the DBC objectives as well as costs, benefits, matters relating to implementation of the options and enable a thorough assessment of the environmental and social impacts of the options compliant with the NZ Transport Agency's Environmental and Social Responsibility Screen and associated guidance for development of a Detailed Business Case.• Based on the emerging recommended Rocks Road programme determine whether further public and/or stakeholder engagement is required prior to completion of the single stage business case or whether prior consultation undertaken on Rocks Road improvements is sufficient.• Seek support for a recommended programme of activities (if any) and complete the single stage business case to enable the NZ Transport Agency to seek pre-implementation funding.

- Ensure the outputs of any analysis, together with any relevant options, are captured within the wider DBC as appropriate.

NOTE: this process would overlap and run concurrently with the initial phases of the DBC process. Refer to the milestones and key approvals section of this document for more information.

Detailed business case

- Strategic case:
 - Review and update the PBC strategic context to reflect current GPS direction, together with NZTA and NCC's wider policy settings, spatial context and priorities.
 - Update/confirm the evidence base. This will include, but is not limited to:
 - Customer and stakeholder insights – who is using the network and wants to use it, what matters most to them
 - Land use and future growth (including NCC/TDC Future Development Strategy)
 - CBD vitality
 - Resilience
 - Safety
 - Freight demand
 - Tourism growth
 - Public Transport demands and barriers to use
 - Walking and cycling demands and barriers to use
 - Network function and use – including rat running, summer peaks, conflicting demands
 - Undertake a new problems and benefits workshop with NCC and NZTA to define new investment objectives, taking account of revised strategic context and updated evidence base.
- Economic case:
 - Develop a network operating hierarchy for the study area and the key arterial routes (by mode) in the adjoining area that connects to the Richmond/Stoke Network Operating Framework, to best meet the needs of customers and communities based on existing infrastructure and services. Assess the degree to which it supports a vibrant CBD, people focussed waterfront and a healthy environment; and contributes to the investment objectives.
 - Review the long list of options identified in the Nelson Southern Link Investigation PBC against the new investment objectives and determine whether any new and/or amended options are required. Assess the range of multi-modal investments and land-use levers required to give effect to the investment objectives and address network deficiencies (as identified above). This will include consultation with stakeholders and public.
 - Recommend a programme for investment
 - Refine and develop activities within the programme with the level of detail as set out below, and subsequently update the programme:

- For activities proposed to be delivered within the next NLTP period, being 2021–24 – At a DBC level of detail with the next phase being pre-implementation/implementation
- Delivery post 2024 – At an Indicative Business Case level of detail (with sufficient detail to identify a preferred programme including indicative scope, scale, location and timing of any improvements). Should a new long-term transport corridor be recommended, the development of the option needs to be sufficiently robust to identify:
 - The recommended route (acknowledging that further route refinement would be necessary as part of any subsequent route protection processes) in sufficient detail to identify potential affected properties
 - The form and function of the corridor, including concept design
 - An indicative urban design framework
 - The triggers for both route protection and delivery
- Complete the business case
 - Complete the commercial, financial and management cases of the DBC in compliance with NZTA requirements (including any multi-party funding agreements as required).

Stakeholder and community engagement

- Engagement with stakeholders and community is critical to the success of this project.
- The consultant will be required to develop and maintain an engagement strategy and communications plan which is agreed jointly by NCC and NZTA.
- Given the likely significant interest in the project from stakeholders and the community, the consultant should outline how they propose to resource and work with parties to deliver on best practice consultation principles, in accordance with relevant policies and guidelines of NCC and NZTA.
- As a minimum we anticipate the following:
 - Re-establishment of a stakeholder reference group
 - Customer and key stakeholder insights would be required to shape evidence base, problems and investment objectives.
 - Community engagement on new investment objectives, short list options and recommended programme for the DBC
 - Regular communications to keep stakeholders and community informed of progress

Note: the requirement for community engagement on short list improvements on Rocks Road will be considered during the development phase.

Milestones and key approvals

The indicative milestones and decision hold points are set out in Appendix A, noting these will be subject to further refinement as part of the tender negotiations.

Project Governance

The table below outlines the indicative project governance arrangements.

Role	Who	Key tasks	Meeting frequency (indicative only)
Governance Group	NCC Mayor NRTC Chair NCC CE NZTA Director Regional Relationships	Gateway to decision makers (NZTA, Council, RTC) Political/stakeholder alignment	Quarterly and ahead of key milestones (as required)
Steering Group	Senior officials from NCC (2) NCC Consultant project advisor Senior officials from NZTA (1-2 e.g. SDD Portfolio manager)	Oversight of NCC/NZTA input, decision making and funding Risk management Endorse key work products	Monthly and ahead of key milestones (as required)
Working Group	2-3 officials from NCC 1-2 officials from TDC 1-2 officials from NZTA (e.g. project manager) Rep from consultant project team	Oversight of project delivery Coordinate NCC/TDC/NZTA input, resources	Fortnightly/monthly (as required)

Note: NZTA has a separate approval pathway for decisions.

Appendix A: Milestones and Key Tasks

Milestones/Key Tasks		Dec 18	Jan 19	Feb 19	Mar 19	Apr 19	May 19	June 19	Jul 19	Aug 19	Sept 19	Oct 19	Nov 19	Dec 19	Jan 20	Feb 20	Mar 20	Apr 20	May 20	June 20	July 20	Aug 20	Sept 20	Oct 20	Nov 20	Dec 20
General	Stakeholders approve scope of DBC																									
	Procurement complete																									
	Engagement strategy - developed with NCC and NZTA			Late Feb																						
Discrete activities	Identification of discrete activities to be delivered 18-21																									
DBC	Update strategic context - DBC																									
	Problems and Benefits workshop																									
	Customer stakeholder insights / consultation					Mid Apr																				
	Finalise evidence base and confirm problems, benefits and investment objectives *																									
	Complete network hierarchy (including assessment) *																									
	Programme development and assessment																									
	Engage on investment objectives and DBC programme options *																									
	Recommend programme *																									
	Engage on recommended programme *																									
	Complete refinement of programme																									
SH6 Rocks Rd - preimp package	Complete business case *																									
	Update evidence base for Rocks Road																									
	Option refinement for Rocks Road walking and cycling																									
	Consider need for further consultation *																									
	Recommend programme to proceed to pre implementation *																									
	Finalise single stage business case (having regard to the programme development and assessment process in the wider DBC)																									
* HOLD POINTS																										

Proposed Champion Road underpass

1. Purpose of Report

- 1.1 To seek endorsement from the Regional Transport Committee (RTC) to support the Champion Road underpass.

2. Summary

- 2.1 Council has previously committed \$150,000 through the Long Term Plan (LTP) in 2019/20 towards a contribution to intersection roundabout improvements at the Salisbury Road and Champion Road roundabout. As the work is within the Tasman District Council (TDC) boundary it will be a loan funded grant made to TDC.
- 2.2 The cost of the proposed intersection upgrade was initially estimated at \$900,000 and was jointly funded by TDC, New Zealand Transport Agency (NZTA), Nelson City Council (NCC) and Progressive Enterprises (Progressives), the developer of the site on the corner of Champion and Salisbury Roads. Progressives subsequently added a financial contribution of \$325,000 and a land contribution of \$100,000. These contributions from them have reduced the contributions from NCC, TDC, and NZTA.
- 2.3 A renewed focus on safety and accessibility has resulted in TDC proposing an underpass on Champion Road to meet the needs of vulnerable road users. Construction of the underpass will need to be undertaken at the same time as the roundabout capacity improvements to maximise contribution from Progressives, to ensure wise spend of money and to minimise disruption.
- 2.4 The NCC is also planning shared pathway improvements along the Saxton Field side of Main Road Stoke and how this connection integrates with the proposed underpass is important in order to allow NCC officers to progress the works.
- 2.5 The revised estimate for the entire intersection upgrade, including the roundabout and underpass is \$3.354M. This price has a 30% contingency built in to the underpass component of the project. TDC notes that this will be funded by them (28%), NZTA (44%) and Progressives (14%) but is seeking support/approval from NCC for a contribution to the underpass in addition to the contribution already committed to the intersection

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upgrade. The value it now seeks as an NCC contribution is \$470,000 (14% of the total cost and \$320,000 more than the commitment already from NCC).

- 2.6 TDC will project manage all construction work and no NCC staff resource is required.
- 2.7 If the RTC supports this project, recognising the cross boundary issues, then NCC will need to fund this through the 2019/20 Annual Plan process.

3. Recommendation

That the Regional Transport Committee

Receives the report Proposed Champion Road underpass (R9678) and its attachment (A2079992); and

Approves in principle, support for the Champion Road underpass (scheduled to commence in the 2019/20 financial year); and

Notes that the project will be managed entirely by Tasman District Council.

Recommendation to Council

That the Council

Commits to the allocation of a maximum of \$470,000 as a grant payable to Tasman District Council for the Champion roundabout and underpass project as part of the 2019/20 Annual Plan.

4. Background

- 4.1 There has been significant growth in traffic in the area of Champion and Salisbury Roads near the boundary of NCC and TDC over the last few years.
- 4.2 A project exists to undertake an upgrade of the roundabout at the intersection of Champion Road and Salisbury Road to improve intersection delay and to meet demand for current and future commercial and residential growth. This is funded partly by TDC, NCC, NZTA and Progressives. NCC's LTP includes an amount of \$150,000 as a grant to TDC for this project in 2019/20.

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- 4.3 Growth in the region is not only generating vehicular traffic, but is also creating additional pedestrian and cycle traffic, especially in this area which is adjacent to seven schools.
- 4.4 Progressives has been granted a plan change to allow development of a Countdown supermarket complex at the corner of Salisbury and Champions Roads – including a 3,200m² supermarket, a 200m² retail space and 600m² community space. Potential uses for this spaces are a gym, a day care facility a medical practice and a café. A transportation assessment of the development has indicated that the development is likely to generate 400 vehicles/hour. A condition of the plan change approval is that the existing low level of service at the roundabout regarding capacity is addressed by 2020.
- 4.5 The roundabout intersection has a crash record where active transport users are over represented. Over the past 10 years there have been eight recorded accidents on or near the Salisbury/Champion Road roundabout. All these crashes involved cyclists, pedestrians or smaller slow moving vehicles such as mopeds. The original capacity improvements proposed for this intersection do not address the safety risks to active users and would make the roundabout more challenging for pedestrians and cyclists.
- 4.6 The Government Policy Statement (GPS) on transport released in April 2018 demonstrates a strong commitment to safety and access. In line with this both NCC and TDC have strategies in place to improve safety and increase active transport, including improvements planned either side of this intersection.
- 4.7 TDC have assessed the potential options to make active transport improvements at this intersection and favour an underpass on Champion Road (refer to Attachment 1 for layout sketch). Many options were considered and whilst some were at a lower cost they did not provide the same level of assurance of safety for vulnerable users. The underpass would also provide benefits to the residents of Nelson South seeking to gain access to the facilities in the area.
- 4.8 The project has a high strategic fit with the GPS and is likely to be eligible for a Targeted Enhanced Financial Assistance Rate (TEFAR) from NZTA. A TEFAR would raise the NZTA contribution from 51% to 75% and would reduce the contribution from NCC and others. TDC would progress the application for TEFAR.

5. Discussion

- 5.1 The project has two parts:
 - 5.1.1 The construction of the roundabout at the intersection of Champion Road, and Salisbury Road valued at \$999,000; and
 - 5.1.2 The construction of the underpass. The underpass includes a concrete culvert beneath Champion Road on the eastern side of the roundabout. Concrete ramps, aligning with the shared paths

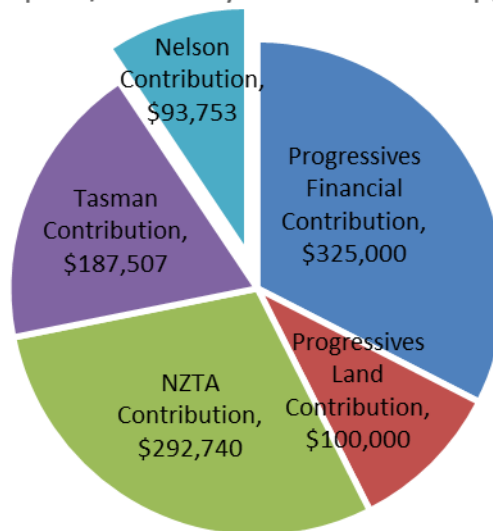
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either side will be formed and access steps, (closer to the opening to the culvert) will be provided to allow a more direct route for pedestrians as shown in Attachment 1.

Roundabout

- 5.2 The roundabout is to be funded by Progressives, TDC, NCC and NZTA. The cost for the roundabout upgrade is summarised in the chart below. The chart below reflects a smaller NCC contribution (\$93,753) now than requested initially by TDC and included in the NCC's LTP as the \$150,000 was based on an initial concept cost estimate and Progressives have now also included both financial and land contributions of \$325,000 and \$100,000 respectively.

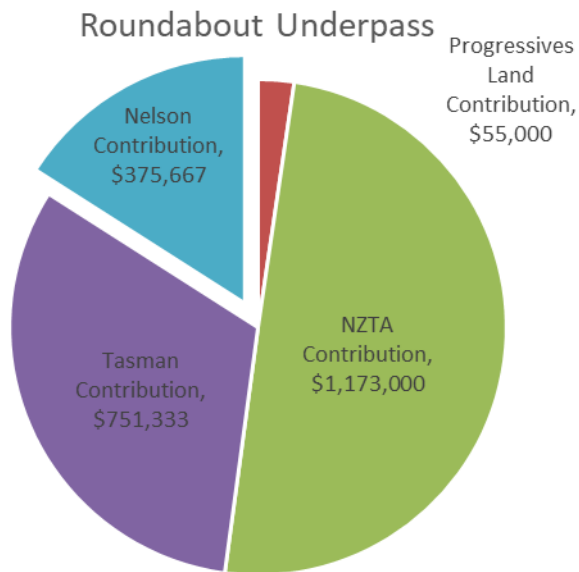
Champion/Salisbury Roundabout Upgrade



Underpass

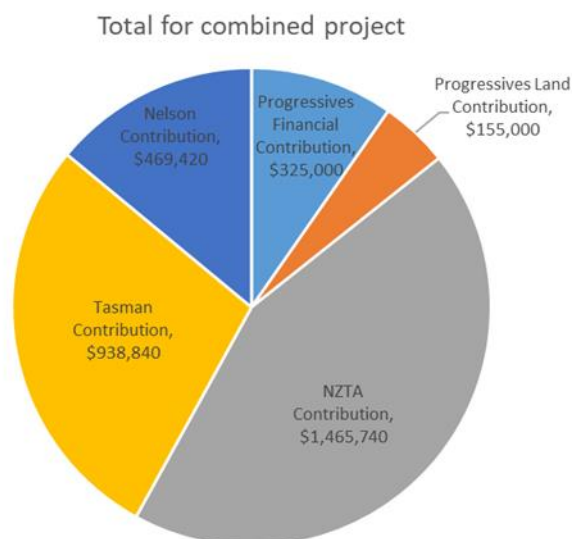
- 5.3 The underpass has a proposed cost of \$2.355 Million and is distributed as per the chart below. It is noted that Progressives is not required to contribute to the underpass as part of their consent. They have however provided an extra contribution in land to ensure the required approach grades to the underpass.

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Roundabout and underpass

- 5.4 The total cost of the intersection upgrade and the underpass have been assessed as \$3.354M (including a 30% contingency) and TDC now seek a larger grant contribution from NCC. The revised estimate for the NCC contribution is \$470,000, representing an increase of \$320,000 from what has previously been approved in the Long Term Plan (LTP). The relative contributions from each party is shown in the chart below. NCC's contribution will be around 14% of the total project cost.



- 5.5 TDC will be responsible for the management of the project through its Project delivery team within its Engineering Services division.

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- 5.6 TDC, NZTA and Woolworths are currently negotiating a commercial agreement for an in-principle funding proposition which will be subject to the agreement of all parties.
- 5.7 The Ministry for the Environment has released a guideline called Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. It is expected that as part of the detail design of the underpass, the philosophies of the CPTED will be considered.
- 5.8 A business case will be developed by TDC over the next 6 months for submission to NZTA to secure the 51% subsidy and the TEFAR.
- 5.9 TDC plan to commence detailed design and funding applications now and will need a commitment from NCC on their contribution.

6. Options

- 6.1 There are two options available to the committee. Option 2 is the preferred option.

Option 1: Do not support the underpass in principle and progress with the roundabout capacity improvements only	
Advantages	<ul style="list-style-type: none"> No additional cost to NCC
Risks and Disadvantages	<ul style="list-style-type: none"> Upgrading the intersection, without making improvements for pedestrians and cyclists will make the intersection less safe for those users. The upgrade will create double lane entries to the roundabout which will speed up traffic going through the intersection and require users of the footpaths (or shared paths) to cross three traffic lanes instead of the current two lanes. Does not reduce the severance between Nelson and Tasman cycling infrastructure Does not meet Nelson and Tasman strategic objectives Does not align with new GPS.
Option 2: Support the underpass in principle and endorse request for grant increase through the 2019/20 Annual Plan process	
Advantages	<ul style="list-style-type: none"> Reduces risk profile for vulnerable users Takes advantage of Progressives funding as construction for the roundabout /

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	<p>underpass will take place in 2019/20 as per planning condition</p> <ul style="list-style-type: none">• Meets Nelson and Tasman Strategic objectives• Meets GPS strategic objectives
Risks and Disadvantages	<ul style="list-style-type: none">• Higher capital cost

7. Conclusion

- 7.1 Current and future growth in the Stoke/Richmond area is putting pressure on and creating conflict between vehicular traffic and active transport users on key routes. The Champion/Salisbury Road intersection is a key route that links NCC and TDC.
- 7.2 A review of the planned upgrade of the Champion/Salisbury Road intersection has resulted in a preferred option being identified by TDC to install an underpass on Champion Road. The underpass provides the best fit to meet strategic goals of safety and access set out by the GPS and both councils Regional Land Transport Plans (RLTP's). There is considerable benefit to Nelson residents in progressing the project.
- 7.3 The project has been budgeted to be undertaken in the 2019/20 financial year with contributions from NCC, NZTA and Progressive Enterprises. Exact amounts are yet to be determined depending on the outcome of application for TEFAR but a maximum grant of \$470,000 is sought from NCC, representing an increase of \$320,000 over previously approved LTP funding.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: A2079992 Champion Road Roundabout and underpass [↓](#)

Important considerations for decision making
<p>1. Fit with Purpose of Local Government</p> <p>This proposal provides significant safety benefits for Nelson residents and is a cost effective approach as it spreads costs across a number of partners. The works meets the current and future needs of the community for good-quality local infrastructure in a way that is most cost-effective for households and businesses.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>The following community outcomes are addressed:</p> <ul style="list-style-type: none"> • “Our urban and rural environments are people-friendly, well planned and sustainably. Good urban design and thoughtful planning create safe, accessible public spaces for people of all ages, abilities and interests”. • “Our infrastructure is efficient, cost effective and meets current and future needs — The community is proud of the many active transport options available”.
<p>3. Risk</p> <p>TDC has advised that a 30% contingency has been applied to costings to mitigate any unknown construction risks. Endorsement from the RTC may minimise delays to funding decisions which will impact on overall delivery programme and will result in a risk that construction will not be complete in 2019/20.</p>
<p>4. Financial impact</p> <p>Council has approved a grant of \$150,000 for intersection improvements. An additional budget of \$320,000 is sought by TDC assuming a 51% FAR. However provision of an underpass may attract TEFAR so the exact amount of the required grant is not final and could be less. Whilst this will be a grant to TDC, it will be loan funded and the impact on rates will be minimal.</p>
<p>5. Degree of significance and level of engagement</p> <p>This decision is of low significance because budget was included for intersection improvements in the LTP and the project has already been consulted on. Additional funding will be sought through the Annual Plan process which will be consulted on.</p>
<p>6. Inclusion of Māori in the decision making process</p> <p>No engagement with Māori has been undertaken in preparing this report.</p>

7. Delegations

Operation of the Regional Transport Committee is governed by the Land Transport Management Act 2003.

Functions:

- *To prepare a Regional Land Transport Plan, or any variation of the Plan, for the approval of Council*
- *To provide Council with any advice and assistance Council may request in relation to its transport responsibilities*

Specific Delegations:

- *To develop a Regional Land Transport Programme (RLTP)*
- *To undertake any variations or changes to the RLTS or RLTP*
- *To develop any Regional fuel tax scheme authorised by the legislation*
- *To approve submissions to external bodies on policy documents likely to influence the content of the RLTP.*

Item 10: Proposed Champion Road underpass: Attachment 1

