



Notice of the ordinary meeting of the

Regional Transport Committee

Kōmiti ā-Rohe mō ngā Take Waka

Date:	2 December 2019
Time:	1.30p.m.
Location:	Council Chamber, Civic House 110 Trafalgar Street Nelson

Agenda

Rārangi take

Chair	Cr Brian McGurk
Deputy Chair	Cr Judene Edgar
Members	Her Worship the Mayor Rachel Reese Cr Rohan O'Neill-Stevens NZTA Representative

Quorum: 3

Pat Dougherty
Chief Executive

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.

Regional Transport Committee Delegations

Establishment and operation of the Regional Transport Committee is governed by the Land Transport Management Act 2003.

Areas of Responsibilities:

- Preparation of, or variations to a Regional Land Transport Plan, for approval by Council
- Preparation of or variation to a Regional Public Transport Plan, for approval by Council
- Provision of advice and assistance to Council in relation to its transport responsibilities.

Powers to Decide:

- To adopt a policy that determines significance in respect of
 - variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003
 - activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003
- To approve submissions to external bodies on policy documents likely to influence the content of the Regional Land Transport Plan.

Powers to Recommend to Council:

- Approval of Regional Land Transport Plan
- Approval of any variations to the Regional Land Transport Plan
- Approval of any variation to the Regional Public Transport Plan
- Any other recommendations regarding the committee's advice or assistance to Council in relation to its transport responsibilities.

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**5. Chairperson's Report****6 - 7**

Document number R13648

Recommendation

That the Regional Transport Committee

1. Receives the Chairperson's Report (R13648).

6. SH6 Blenheim to Nelson Speed Review Submission**8 - 18**

Document number R12546

Recommendation

That the Regional Transport Committee

1. Receives the report SH6 Blenheim to Nelson Speed Review Submission (R12546) and its attachments (A2286347 and A2285359); and

2. Approves retrospectively the submission from the Regional Transport Committee Chair to the New Zealand Transport Agency (A2285359 to R12546).

7. Nelson Future Access Update 19 - 24

Document number R12565

Recommendation

That the Regional Transport Committee

- 1. Receives the report Nelson Future Access Update (R12565) and its attachment (A2305164).***

8. Waka Kotahi: NZ Transport Agency Update 25 - 27

Document number R13616

Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi: NZ Transport Agency Update (R13616) ; and its attachment (A2304588).***

CONFIDENTIAL BUSINESS

9. Exclusion of the Public

Recommendation

That the Regional Transport Committee

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. 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: Move to a Gross contract	<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)

Chairperson's Report

1. Purpose of Report

- 1.1 To welcome committee members.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the Chairperson's Report (R13648).***

2. Discussion

- 2.1 A warm welcome to the new and returning members of the Nelson Regional Transport Committee for this 2019-2022 triennium.
- 2.2 This committee values the critically important relationship with Waka Kotahi NZ Transport Agency and we look forward to continuing to work with the agency in a mutually respectful way to advance enduring transport solutions for Nelson and the wider region. A warm welcome to Jim Harland, Director Regional Relationships South Island and officers from the agency.
- 2.3 It is noted that the new Government Policy Statement for Land Transport is due in mid-2020.
- 2.4 Locally, work is underway to prepare our Regional Land Transport Plan. We are working closely with other South Island Regional Transport Committees, particularly Marlborough and Tasman to formulate a plan that is the primary document guiding integrated land transport planning and investment. The first draft should be completed by October 2020 for consultation soon after.
- 2.5 Our communities are demanding expansion and improvements to the local public transport system. I also note receipt of a public petition with over 1000 signatures seeking improvements to public transport across Te Tau Ihu by the Mayor at the most recent Council meeting on 14 November 2019. Early next year we will commence our review of public transport within the region and that will inform the next Regional Public Transport Plan 2020-2030.

Item 6: Chairperson's Report

2.6 Welcome to what promises to be very active Committee.

Author: Brian McGurk, Chairperson

Attachments

Nil

SH6 Blenheim to Nelson Speed Review Submission

1. Purpose of Report

- 1.1 To retrospectively approve the submission from the Regional Transport Committee (RTC) to the New Zealand Transport Agency (NZTA) on the SH6 Blenheim to Nelson Speed limit review.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report SH6 Blenheim to Nelson Speed Review Submission (R12546) and its attachments (A2286347 and A2285359); and***
- 2. Approves retrospectively the submission from the Regional Transport Committee Chair to the New Zealand Transport Agency (A2285359 to R12546).***

3. Background

- 3.1 In October 2018, Nelson City Council (NCC) through the Regional Land Transport Committee (RTC) requested NZTA introduce a reduced speed limit along SH6 between Haven Road and Todd Bush Road. In April 2019, the RTC submitted feedback to the NZTA on proposed Blenheim to Nelson Safety Improvements. Included in that feedback was commentary that the committee was disappointed to see that the speed limit review of State Highway 6 north of Nelson at Atawhai barely rated a mention in the proposal and was not proposed as a “quick win.” In April 2019, the Mayor wrote to the then NZTA Board chairperson, Mr Michael Stiassny, expressing Councils ongoing concern and requesting the Blenheim - Nelson speed review be brought forward.
- 3.2 In July NZTA confirmed prioritisation of SH6 speed management activities in the top of the south and, following technical assessments, the safer speed review proposal (Attachment 1) was released in October

Item 7: SH6 Blenheim to Nelson Speed Review Submission

for feedback. The proposal covered a larger area than Council had expected when asking for the Atawhai speed limit to be reviewed.

- 3.3 Due to the short time frame with submissions being due by 12 November 2019 Council through her Worship the Mayor wrote to NZTA requesting an extension to the submission period. Notwithstanding this a pro forma submission was prepared and submitted on behalf of the Nelson RTC, and signed by the RTC Chair. Retrospective approval by of the submission is requested from this Committee.

4. Discussion

- 4.1 The submission sent to the NZTA is appended as Attachment 2.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

- Attachment 1: A2286347 Consultation document -Blenheim - Nelson Safer Speeds Limit review. [↓](#)
- Attachment 2: A2285399 Signed submission [↓](#)



SH6 Blenheim to Nelson



HAVE YOUR SAY ON SAFER SPEEDS

Public consultation 15 October – 12 November 2019

The NZ Transport Agency has been speaking with locals, businesses and organisations about how we can make State Highway 6 between Blenheim and Nelson safer.

Some people have told us that the current speed limits are not safe and after carrying out a technical assessment we are proposing new speed limits along the road.

Speed increases both the likelihood and severity of crashes when they happen. Most crashes are caused by a number of factors, but even when it's not the cause of a crash, speed is most likely to determine whether anyone is killed, injured or walks away unharmed.

Formal consultation on the new speed limit proposals is required under the Land Transport Rule: Setting of Speed Limits (2017).

Before we make a decision, we want to hear from you.



nzta.govt.nz

New Zealand Government
A2286347

WHAT WE HAVE HEARD

During recent community and stakeholder engagement many of the comments we received were about speed. People told us they had concerns about the number of crashes on SH6 between Blenheim and Nelson and told us that the current speed limits do not feel safe.

We are investigating other improvements such as safety barriers, but one of the best things we can do right now to prevent people from dying or being seriously injured is reduce speed limits, so they are safe and right for the road.

WHAT WE KNOW

There are numerous communities and schools on SH6, it's popular with cyclists, busy with freight and commuters, and there are school children and others crossing the road in 100km/h environments.

How much longer would it take to drive?

Blenheim to Nelson

9 minutes extra

Blenheim to Havelock

4 ½ minutes

Nelson to Pelorus Bridge

3 minutes

Nelson to Havelock

4 minutes



CONTACT DETAILS



nzta.govt.nz/blenheim-nelson-speed-review



0800 44 44 49



Nelson.Marlborough.speed.reviews@nzta.govt.nz

WHAT WE ARE PROPOSING

LOCATION	EXISTING SPEED LIMIT (KM/H)	PROPOSED NEW SPEED LIMIT (KM/H)
① 400m west of Severne St, Blenheim to 335m west of Jacksons Rd, Woodbourne	100	80
② 335m west of Jacksons Rd, Woodbourne to 130m east of SH6/SH63 Intersection, Renwick	80	No change
③ 130m east of SH6/SH63 Intersection to 250m north of Gee St, Renwick	50 with a 40 school zone (advisory)	No change
④ 250m north of Gee St, Renwick to 240m south of Queen Charlotte Dr, Havelock	100	80
⑤ 240m south of Queen Charlotte Dr to 60m south of Kavenagh Pl, Havelock	70	50
⑥ 60m south of Kavenagh Pl to 300m north-west of Clive St, Havelock	50 with a 40 school zone (advisory)	No change
⑦ 300m north-west of Clive St, Havelock to 100m west of Wakamarina Rd, Canvastown	100	80
⑧ 100m west of Wakamarina Rd to 260m west of Tapps Rd, Canvastown	100	80 with a 60 variable school zone
⑨ 260m west of Tapps Rd, Canvastown to 320m south of Pelorus Bridge	100	80
⑩ 320m south to 320m north-east of Pelorus Bridge	100/50 in Dec/Jan	60
⑪ 320m north-east of Pelorus Bridge to 210m north of Hills Rd, Rai Valley	100	80
⑫ 210m north of Hills Rd to 180m north of Bryants Rd, Rai Valley	60 with a 40 school zone (advisory)	No change
⑬ 180m north of Bryants Rd, Rai Valley to 770m north-east of Whangamoa Saddle Summit	100	80
⑭ 770m north-east of Whangamoa Saddle Summit to 280m north of Teal Valley Rd	100	60
⑮ 280m north of Teal Valley Rd to 90m south of Lud Valley Rd, Hira	100	80
⑯ 90m south of Lud Valley Rd to 45m south of Cable Bay Rd, Hira	80	80 with a 60 variable school zone
⑰ 45m south of Cable Bay Rd, Hira to 440m north-east of Allisdair St, Atawhai	100	80
⑱ 440m north-east of Allisdair St to 150m south-west of Atawhai Cres north, Atawhai	80	60
⑲ 150m south-west of Atawhai Cres north, Atawhai to 250m north-east of Trafalgar St, Nelson	100	80

A2286347



A2286347

SH6 BLENHEIM TO NELSON SPEED REVIEW CONSULTATION SUBMISSION FORM

HOW TO RESPOND

Feedback is due by **5pm Tuesday 12 November 2019**. You can:

- mail this prepaid form for free
- email it to **nelson.marlborough.speed.reviews@nzta.govt.nz**
- provide feedback online: **nzta.govt.nz/blenheim-nelson-speed-review**

Name:

Email:

Phone:

Address:

Organisation (if applicable):

☐ Please tick if you do not wish to receive further information

Are there any other factors that we should consider when making our decision regarding the proposed speed changes on SH6 between Blenheim and Nelson?

Please refer to table under 'What we are proposing' section, which outlines the speed limit changes.

A2286347

PRIVACY STATEMENT

The information requested in this consultation/survey is being collected by the NZ Transport Agency (the Transport Agency) for the purpose of seeking feedback on the proposed changes to speed limits on SH6 Blenheim to Nelson, in accordance with the Land Transport Rule: Setting of Speed Limits 2017. The survey is being administered by Crestani Communications Limited (Crestani), on behalf of the Transport Agency. Any personal information you submit as part of this process will be stored and processed on the Transport Agency's behalf by Crestani (who will use the information for analysis and reporting purposes), in accordance with the Privacy Act 1993. Please note that any feedback you provide is public information, and the Transport Agency may identify you as the submitter should it publish your feedback or provide it to a third party if requested under the Official Information Act 1982. Please clearly indicate, therefore, if your feedback is commercially sensitive, or if for some other reason your feedback should not be disclosed and/or you should not be identified as the submitter. Any other personal information that you provide, however, will not be made public. Under the Privacy Act 1993 you have the right to request access to and correction of any personal information you supply as part of this process. If you wish to do so, please email Nelson.Marlborough.speed.reviews@nzta.govt.nz

FOLD HERE

FreePost Authority 65090



NZ Transport Agency
National Office
Private Bag 6995
Wellington 6141
ATTENTION: BLENHEIM TO NELSON SPEED REVIEW CONSULTATION FORM

A2286347



Civic House, 110 Trafalgar Street
PO Box 645, Nelson 7040, New Zealand

25 October 2019

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E alec.louveredis@ncc.govt.nz
nelson.govt.nz

NZ Transport Agency
By email: nelson.marlborough.speed.reviews@nzta.govt.nz

SH6 BLENHEIM TO NELSON SPEED REVIEW CONSULTATION FEEDBACK

Background

In October 2018 Nelson City Council (NCC) through the Regional Land Transport Committee (RTC) requested NZTA introduce a reduced speed limit along SH6 between Haven Road and Todd Bush Road. In April 2019 the RTC submitted feedback to the NZTA on proposed Blenheim to Nelson Safety Improvements. Included in that feedback was commentary that the committee was disappointed to see that the speed limit review of State Highway 6 north of Nelson at Atawhai barely rated a mention in the proposal and was not proposed as a "quick win." In April 2019 the Mayor wrote to the then NZTA Board chairperson Mr Michael Stiassny expressing Councils ongoing concern and requesting the Blenheim - Nelson speed review be brought forward.

In July NZTA confirmed prioritisation of SH6 speed management activities in the top of the south and, following technical assessments, the Speed review proposal invites feedback.

Comments on the proposal:

NCC supports NZTA's goal of improving safety on the Nelson to Blenheim corridor and thanks NZTA for the opportunity to comment on the speed limit reduction proposal.

NCC applauds leadership from central government to improve road safety and the increased budget being invested in improvements such as new barriers, passing lanes and wider shoulders. As part of the road safety improvements Council understands speed reviews are an area where great safety gains can be made. Council is grateful that Nelson/Marlborough speed review was brought forward to be carried out alongside those in Auckland, Waikato and Canterbury which were identified as high risk areas.

Council acknowledges national and international research that shows speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash. A report from the International Transport Forum ¹ last year

¹ <https://www.itf-oecd.org/speed-crash-risk>

Internal Document ID: A2285399

looked at speed limit case studies from around the world. The pattern was the same in all cases: where speed limits were lowered, the number and severity of crashes decreased; where speeds were increased, so did the number and severity of crashes. Safe speed limits, that match the condition of the road, save lives.

NCC is currently progressing a review of its own Speed Limits Bylaw and intends to consult on this mid 2020. We note that the timing of the NZTA consultation and possible implementation before Christmas risks speed limits on NCC local side roads being out of step with revised NZTA speed limits.

Through the media Council is aware of some push back from the community on the NZTA proposals and we are aware that a petition to keep existing limits is circulating. Council believes safety must take priority over convenience and encourages NZTA to continue with educational campaigns to advise road users of the risks of travelling at high speed and the benefits of speed reduction. Council does have some reservations about highway speeds being too slow in some locations and causing frustrated motorists to take unnecessary risks, thus increasing danger. Council request consideration is given to planning and resourcing for future "stopping bays" and/or passing lanes to mitigate driver frustrations when stuck behind slow moving trucks.

NCC response to the proposed changes are tabulated as attached and in summary demonstrate partial support for the proposed changes to speed limits between Nelson and Blenheim.

Thank you for the opportunity to provide feedback.

Yours sincerely



Alec Louverdis
Group Manager Infrastructure

	Existing Speed limit (km/h)	Proposed Speed limit (km/h)	NCC Feedback
SH6 Blenheim to Nelson			
400m west of Severne St, Blenheim to 335m west of Jacksons Rd, Woodbourne	100	80	NCC has limited knowledge of the SH6 local road environment in Blenheim and does not feel well positioned to comment
335m west of Jacksons Rd, Woodbourne to 130m east of SH6/SH63 intersection, Renwick	80	No change	No comment
130m east of SH6/SH63 intersection to 250m north of Gee St, Renwick	50 with a 40 school zone (advisory)	No change	NCC supports lowered speeds around schools and has a strong track record of installation of variable school speed zones on own road network. Council questions why a 40kmph variable speed zone is not proposed at this location.
250m north of Gee St, Renwick to 240m south of Queen Charlotte Dr, Havelock	100	80	Council has limited knowledge of the SH6 local road environment in Marlborough and does not feel well positioned to comment.
240m south of Queen Charlotte Dr to 60m south of Kavenagh Pl, Havelock	70	50	Council has limited knowledge of the SH6 local road environment in Marlborough and does not feel well positioned to comment.
60m south of Kavenagh Pl to 300m north-west of Clive St, Havelock	50 with a 40 school zone (advisory)	No change	Council supports lowered speeds around schools has a strong track record of installation of variable school speed zones these on our own network. Council questions why a 40 kmph variable speed zone is not proposed for this location.
300m north-west of Clive St, Havelock to 100m west of Wakamarina Rd, Canvastown	100	80	Council has limited knowledge of the SH6 local road environment in Marlborough and does not feel well positioned to comment.
100m west of Wakamarina Rd to 260m west of Tapps Rd, Canvastown	100	80 with a 60 variable school zone	Council supports lowered speeds around schools and has a strong track record of installation of variable school speed zones these on our own network.
260m west of Tapps Rd, Canvastown to 320m south of Pelorus Bridge	100	80	Council has limited knowledge of the SH6 local road environment in Marlborough and does not feel well positioned to comment.
320m south to 320m north-east of Pelorus Bridge	100/50 in Dec/Jan	60	Council supports a lowered speed limit through this area which is known to have high volumes of turning movements, and pedestrian movements across the highway during the summer season.
320m north-east of Pelorus Bridge to 210m north of Hills Rd, Rai Valley	100	80	Council has limited knowledge of the SH6 local road environment in Marlborough and does not feel well positioned to comment.

	Existing Speed limit (km/h)	Proposed Speed limit (km/h)	NCC Feedback
SH6 Blenheim to Nelson			
210m north of Hills Rd to 180m north of Bryants Rd, Rai Valley	60 with a 40 school zone (advisory)	No change	Council supports lowered speeds around schools has a strong track record of installation of variable school speed zones these on our own network. Council questions why a 40kmph variable speed zone is not proposed for this location.
180m north of Bryants Rd, Rai Valley to 770m north-east of Whangamoa Saddle Summit	100	80	Council has limited knowledge of the SH6 local road environment in Marlborough and does not feel well positioned to comment.
770m north-east of Whangamoa Saddle Summit to 280m north of Teal Valley Rd	100	60	Council supports the lowering of the limit on the Nelson side of the Whangamoa saddle. The existing 100kmph signage sets a "target" and can be misinterpreted by drivers unfamiliar with the challenging terrain and high truck volumes on this stretch of road.
280m north of Teal Valley Rd to 90m south of Lud Valley Rd, Hira	100	80	Consideration of a passing lane in this location is requested giving drivers the opportunity to safely pass trucks before the hill climb.
90m south of Lud Valley Rd to 45m south of Cable Bay Rd, Hira	80	80 with a 60 variable school zone	Council supports lowered speeds around schools has a strong track record of installation of variable school speed zones on our own network. Council is aware that the Hira School and community have requested lowered speed past the school for some time and support the proposed 60kmph variable speed zone at this location.
45m south of Cable Bay Rd, Hira to 440m north-east of Allisdair St, Atawhai	100	80	Council supports the lowering of the limit to 80 from Hira toward the city. Council has frequently heard of near misses reported to Council at Cable Bay Road, Rayners Road and the Glenduan intersection, and are sadly aware of a recent fatal crash involving a cyclist at the Glenduan intersection.
440m north-east of Allisdair St to 150m south-west of Atawhai Cres north, Atawhai	0	60	Council supports the lowering of the limit from 80 to 60 in this section. A School Travel Plan completed for Clifton Terrace school in 2008 highlighted the safety concerns of shared pathway users in this stretch due to the close proximity the path to the SH6 vehicle lanes, and the narrowness of the shared path at this location due to topographical constraints. In addition Council has received many concerns and complaints from users of Marybank Road who are uncomfortable when pulling into and out of this side road due to speed of SH6 approaching traffic. Council is aware that if the subdivision continues on this hill side that traffic volumes using this intersection are likely to increase.
150m south-west of Atawhai Cres north, Atawhai to 250m north-east of Trafalgar St, Nelson	100	80	Council has called for a lowering of this limit to 80 for sometime and fully supports this.

Nelson Future Access Update

1. Purpose of Report

- 1.1 To update the Committee on the progress of the Nelson Future Access.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Nelson Future Access Update (R12565) and its attachment (A2305164).***

3. Background

- 3.1 The update from the New Zealand Transport Agency (NZTA) is appended as Attachment 1. The NZTA project managers will be in attendance at the meeting to answer any questions and to provide any update further to their report.

Author: Alec Louverdis, Group Manager Infrastructure

Attachments

Attachment 1: A2305164 - Nelson Future Access Update [↓](#)



RTC Report

To Nelson Regional Transport Committee
Cc
From New Zealand Transport Agency
Date 2 December 2019
Subject Nelson Future Access Project

1. Purpose

To provide a progress update on the Nelson Future Access Project.

2. Resolution

Receive this update from the New Zealand Transport Agency on the Nelson Future Access Project.

3. Background

At the last meeting on the 4 September 2019 an update was received by the RTC on the Nelson Future Access Project by the NZ Transport Agency. The update included:

- Strategic Case Development;
- Stakeholder and Community Engagement;
- A programme update.

The NZTA will give a verbal project presentation on the project background and objectives to ensure all members start from a shared understanding of the project objectives given this is the first meeting of the triennium.

4. Update for December

4.1 Partner, Stakeholder and Community Engagement Update

The project includes an engagement programme that involves multiple work streams. A summary of the recent activity with Iwi, the Project Reference Group, the library drop in sessions and newsletters is provided on the next page.

A2305164

Iwi

On the 18 July 2019 at the Iwi Council Partnership Group meeting with Nelson City Council iwi from Te Tau Ihu agreed they were best placed to engage on this project directly and separate to the Council led processes in place. At a meeting on the 28/8/19 with Iwi Managers it was determined that Iwi representation should occur at all levels within the project reflecting the Iwi Partnership status under the Treaty of Waitangi. This is now in place and is broadly at three levels within the project structure:

- 1, Membership on the Project Governance Group;
- 2, Participation at the community focussed Project Reference Group;
- 3, Advise and guidance at a technical level within the project team including design of the cultural criteria to assess the project packages.

Project Reference Group

The specific purpose of the Project Reference Group is to assist the Transport Agency and Nelson City Council with input and advice on the following matters:

- a) To refine a long list of potential multi-modal options to the transport system;
- b) To participate in the evaluation of multi-modal transport packages to meet agreed project evaluation criteria with a focus for the PRG on the community based criteria;
- c) On the basis of (a) and (b) participate in shaping a recommended programme of investment for consideration by the Transport Agency and Nelson City Council;
- d) To provide ongoing feedback and information to respective organisations and communities to ensure good awareness of the process and project.

The first Project Reference Group session was held on 14 August 2019. It was an introductory session to the group and the project and key insights to the problem statements were obtained along with added a level of detail to the broad long list solution set identified in the previous stage.

The Second Project Reference Group session on the 25 September 2019 provided a project update, described multi criteria assessment (MCA) approach and how this fits in with NZTA investment criteria and RMA requirements and collectively developed community values that will be used by the Project Reference Group to score the Packages at PRG#3 in March 2020.

Drop in sessions

Drop in sessions for any interested member of the public to learn more about the project have been scheduled at the Elma Turner Library every second Monday. The drop in sessions are by appointment only via the nelsonfutureaccess@nzta.govt.nz email address.

Project Newsletter

In early November a second project newsletter was released via the website to over 300 people and organisations that have signed up to receive project updates. A copy of the newsletter can be found at the following link.

<https://www.nzta.govt.nz/projects/nelson-future-access-project/>

4.2 Current Work in Progress

The current key workstreams include:

- An update to the Nelson Tasman Transport Model to align with the high growth scenario in the Nelson Tasman Future Development Strategy;
- Development of the MCA to enable the evaluation of the transport packages by the Project Reference Group, technical specialists and Iwi;
- Development of the Packages guided by the intervention hierarchy shown below.

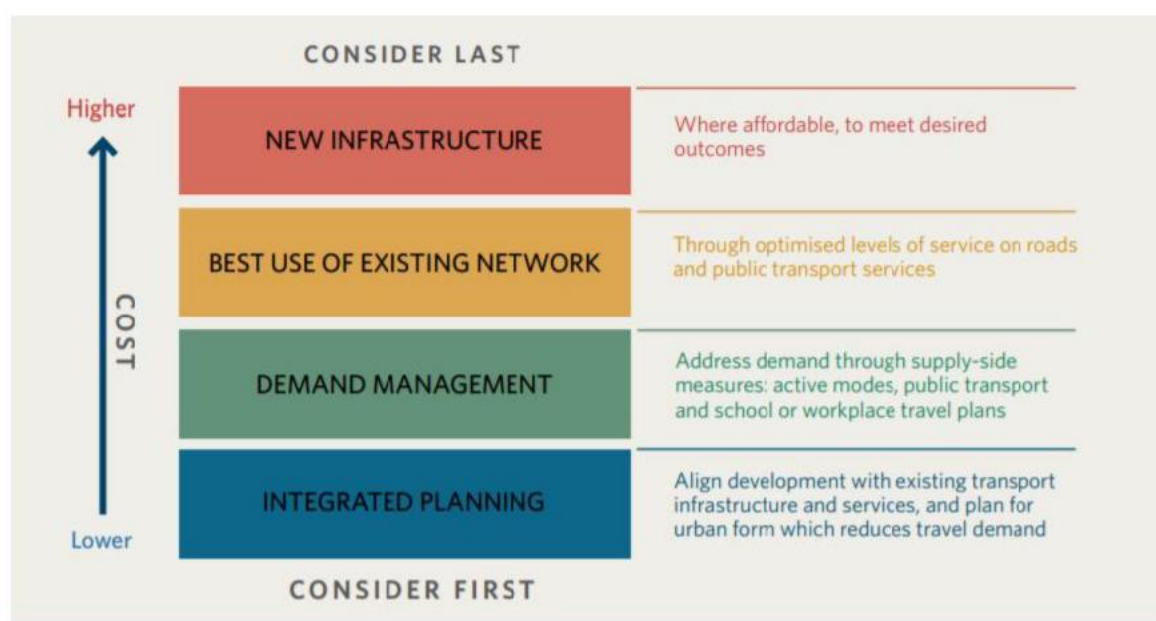
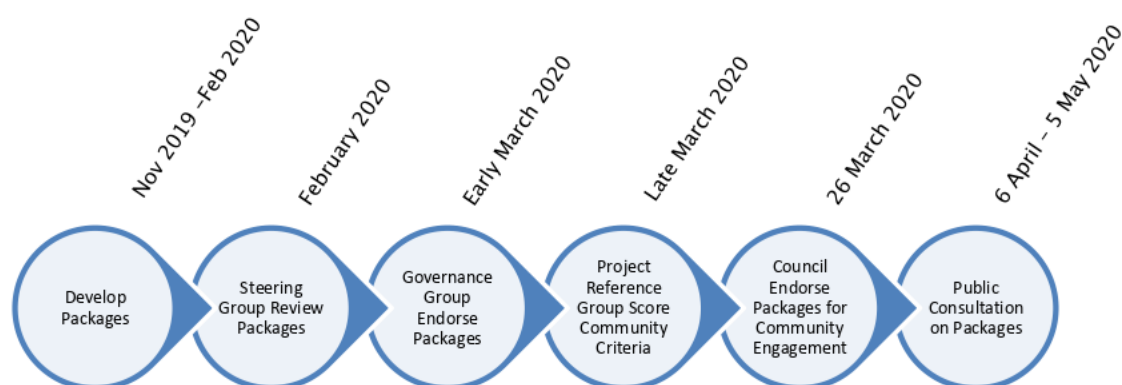


Figure 1 Intervention Hierarchy

4.3 Programme Update

The current project programme is attached at the end of this update. The completion date has extended out by one month due to a number of factors including additional steps by the supplier and project team to ensure the robust development of the packages, additional work incorporating the Future Development Strategy land use changes into the Transport Model, and the delays in the availability of census data, however the end date still enables the project outputs to feed into the RLTP development in late 2020 as originally intended.

The next key milestone for Council is endorsement of the Packages prior to public consultation which will be brought to the 26 March Council meeting. The pathway to the public engagement phase is shown in the graphic below.



The completion is scheduled to be brought to Council in September 2020 and the NZTA Board in November 2020.

A2305164

[illegible]

Waka Kotahi: NZ Transport Agency Update

1. Purpose of Report

- 1.1 To provide the Committee with the Waka Kotahi NZ Transport Agency (NZTA) update on various items.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi: NZ Transport Agency Update (R13616) ; and its attachment (A2304588).***

2. Background

- 2.1 This report provides an update from the NZTA on the following items
- 2.1.1 Speed Management implementation, specifically the Nelson-Blenheim proposal.
 - 2.1.2 Wire rope barriers proposed for Blenheim to Nelson corridor.
- 2.2 The NZTA representatives will be in attendance at the meeting to answer any questions and to provide any update further to their report.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: A2304588 Nelson RTC update 2 Dec 2019 [↓](#)



MEMO

To	Nelson Regional Transport Committees
From	Jim Harland, Director Regional Relationships South Island Steve Higgs, Lead Strategic Planner
Date	2 December 2019
Subject	NZTA Update to Nelson Regional Transport Committees

Background to this report

The NZ Transport Agency is a member of the Regional Transport Committee. It is a crown agency with functions including the regulation of access to, the contribution of funding towards, and planning of the land transport network. It fully operates and funds the State Highway network and is an investment partner (average 53% nationally) of the local road network, active transport (walking/ cycling) and public transport services.

The NZ Transport Agency provides updates on its activities to the committee both regionally and nationally, which we do through this standardised reporting template.

Gearing up for the next RLTP

Government Policy Statement

The 2021-31 Government Policy Statement (GPS) will be released in early 2020 for consultation. The Policy Statement sets out the Government's priorities for transport and provides the funding bands for the next three years. The last GPS spent \$14B over the last three years with a significant focus on public transport and safety improvements. It is anticipated the next GPS will be similar, with a focus on outcomes delivering greater mode choice and supporting the urban growth agenda

Arataki and Investment Assessment Framework

The NZ Transport Agency has developed its draft view of the key regional drivers and national drivers for New Zealand. This work is new and provides an evidence-based approach to developing a 10 year transport system view by region across New Zealand. It is an initiative intended to provide greater clarity of how the NZ Transport Agency can give effect to the GPS.

Arataki will be reported to the NZTA Board meeting of 27th November for approval to engage with local government. We will be discussing Arataki with Councils in early 2020 and seeking feedback prior to April. Arataki provides a high-level overview of what the Agency considers its key priority areas. However, these priority areas will need to be considered and tested alongside the local priorities.

A 2304588

Safe Network Programme

The Safe Network Programme (SNP) is a collaborative, prioritised programme of proven safety interventions on high risk routes across New Zealand. The programme uses the Safe System approach focusing on safe roads and roadsides, safe and appropriate speeds and safe rail level crossings. These actions will make roads more forgiving of human error, which will lower trauma rates.

The three-year programme will make 870km of high-volume high-risk state highways safer by 2021 with improvements like median and side barriers, rumble strips and shoulder widening. Supporting these infrastructure improvements is a comprehensive speed management programme. The SNP aims to save up to 160 deaths and serious injuries each year across New Zealand's highest risk state highways and local roads. The SNP will work closely with local government and our road safety partners to prioritise and deliver the programme across the entire transport network.

State Highway 60 – Blenheim to Nelson

After reviewing speeds along State Highway 60 – Blenheim to Nelson, the Transport Agency have proposed a range of changes which were out for formal consultation for four weeks from Tuesday October 15 until Tuesday November 12, 2019.

During this consultation period a considerable amount of submissions were received and analysis of submission is being undertaken. There is currently no confirmed date on when we would be able to provide an outcome.

Engagement on SH60 Upper Takaka to Takaka has resulted in a range of feedback the community. . There is currently no confirmed date on when we would be able to provide an outcome.

We are also investigating safety improvements such as safety barriers and intersection upgrades, but one of the things we can do right now to prevent people from dying or being seriously injured is reduce speed limits, so they are safe and right for the road.

Operations and Maintenance

SH6 Wakefield Quay/ Haven Rd resurfacing

The initial phase of the funded resurfacing works (650m long) was substantially completed on 7th November. Service covers, pedestrian islands and bus bays will be completed by the end of November.

The next stage, Guytons to the bulk BP entrance, is being scheduled, and we expect this work to be completed by the end of March 2020. Managing traffic in this area will be trickier as the lanes are reasonably narrow.

We appreciated the community's understanding while this work is completed. The businesses, residents, cyclists, footpath users and general road users have all helped to assist us meeting quick time frame to reduce community impacts.