



**Notice of the ordinary meeting of the
Infrastructure Committee
*Kōmiti Hanganga***

Date:	Thursday 2 July 2020
Time:	11.30a.m.
Location:	Council Chamber, Civic House 110 Trafalgar Street Nelson

Agenda

Rārangi take

Chair	Cr Brian McGurk
Deputy Chair	Cr Rohan O'Neill-Stevens
Members	Her Worship the Mayor Rachel Reese Cr Yvonne Bowater Cr Trudie Brand Cr Mel Courtney Cr Kate Fulton Cr Judene Edgar Cr Matt Lawrey Cr Gaile Noonan Cr Pete Rainey Cr Rachel Sanson Cr Tim Skinner

**Pat Dougherty
Chief Executive**

Quorum: 2

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.

Infrastructure Committee

Areas of Responsibility:

- Bylaws, within the areas of responsibility
- Transport network, including, roading network and associated structures, walkways, cycleways and shared pathways, footpaths and road reserve, street lighting, traffic management control and parking.
- Water
- Wastewater, including Bell Island Wastewater Treatment Plant
- Stormwater and Flood Protection
- Solid Waste management, including transfer stations and waste minimisation
- Regional Landfill
- Recycling

Delegations:

The committee has all of the responsibilities, powers, functions and duties of Council in relation to governance matters within its areas of responsibility, except where they have been retained by Council, or have been referred to other committees, subcommittees or subordinate decision-making bodies.

The exercise of Council's responsibilities, powers, functions and duties in relation to governance matters includes (but is not limited to):

- Monitoring Council's performance for the committee's areas of responsibility, including legislative responsibilities and compliance requirements
- Developing, approving, monitoring and reviewing policies and plans, including activity management plans and the Infrastructure Strategy
- Reviewing and determining whether a bylaw or amendment, revocation or replacement of a bylaw is appropriate
- Undertaking community engagement, including all steps relating to Special Consultative Procedures or other formal consultation processes
- Approving submissions to external bodies or organisations, and on legislation and regulatory proposals
- Hear, consider and decide all applications for road stopping

Powers to Recommend to Council:

In the following situations the committee may consider matters within the areas of responsibility but make recommendations to Council only (in accordance with sections 5.1.3 - 5.1.5 of the Delegations Register):

- Matters that, under the Local Government Act 2002, the operation of law or other legislation, Council is unable to delegate
- The purchase or disposal of land or property relating to the areas of responsibility, other than in accordance with the Long Term Plan or Annual Plan
- Unbudgeted expenditure relating to the areas of responsibility, not included in the Long Term Plan or Annual Plan
- Decisions regarding significant assets

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. Confirmation of Minutes

5.1 2 June 2020

6 - 10

Document number M10903

Recommendation

That the Infrastructure Committee

- 1. Confirms the minutes of the meeting of the Infrastructure Committee, held on 2 June 2020, as a true and correct record.***

6. Chairperson's Report

11 - 13

Document number R18097

Recommendation

That the Infrastructure Committee

- 1. Receives the report Chairperson's Report (R18097).***

7. Covid-19 Implications for Infrastructure 14 - 16

Document number R18058

Recommendation

That the Infrastructure Committee

- 1. Receives the report Covid-19 Implications for Infrastructure (R18058).***

8. City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw 17 - 56

Document number R13686

Recommendation

That the Infrastructure Committee

- 1. Receives the report City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw (R13686) and its attachments (A2398604; A2403583; A239860; A2372939 and A2379502); and***
- 2. Agrees a Bylaw to set a permanent speed limit is the most appropriate way of addressing safety and access in the city centre (excluding the ring roads) and home zones; and***
- 3. Agrees the proposed amendments to the Speed Limits Bylaw 2011 (210) are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and***
- 4. Agrees a summary of Statement of Proposal Amendment to the Speed Limits Bylaw 2011 (210) is not required; and***
- 5. Adopts the Statement of Proposal (A2372939 of Report 13686) relating to lowering of the speed limit from existing limit to 30km/h in the city centre (excluding the ring roads) and home zones; and***
- 6. Approves commencement of the Special Consultative Procedure, with the consultation period to run from 13 July 2020 to 14 August 2020; and***

7. ***Approves the Consultation Plan (A2379502 of Report 13686); and***
8. ***Notes that the Consultation Plan (A2379502 of Report 13686) will include sufficient steps to ensure the Statement of Proposal will be reasonably accessible to the public and will be publicised in a manner appropriate to its purpose and significance; and***
9. ***Notes that the Consultation Plan (A2379502 of Report 13686) will result in the Statement of Proposal being as widely publicised as is reasonably practicable as a basis for consultation.***

9. Nelson Regional Sewerage Business Unit 2020/21 Business Plan

57 - 82

Document number R13696

Recommendation

That the Infrastructure Committee

1. ***Receives the report Nelson Regional Sewerage Business Unit 2020/21 Business Plan (R13696) and its attachment (A2396455).***



Minutes of a meeting of the Infrastructure Committee

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

On Tuesday 2 June 2020, commencing at 9.05a.m.

Present: Councillor B McGurk (Chairperson), Councillors Y Bowater, T Brand (via zoom), M Courtney, J Edgar, K Fulton (via zoom), M Lawrey (via zoom), R O'Neill-Stevens, G Noonan (via zoom), P Rainey (via zoom), and R Sanson (via zoom)

In Attendance: Group Manager Infrastructure (A Louverdis), Team Leader Governance (R Byrne) and Governance Adviser (E-J Ruthven)

Apologies : Her Worship the Mayor and Councillor T Skinner

Karakia Timatanga

Committee members gave a karakia timatanga.

1. Apologies

Resolved IC/2020/024

That the Infrastructure Committee

1. Receives and accepts the apologies from Her Worship the Mayor and Councillor Skinner.

Edgar/Courtney

Carried

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 7 May 2020

Document number M9841, agenda pages 6 - 12 refer.

Resolved IC/2020/025

That the Infrastructure Committee

- 1. Confirms the minutes of the meeting of the Infrastructure Committee, held on 7 May 2020, as a true and correct record.***

O'Neill-Stevens/Bowater

Carried

6. **Chairperson's Report**

Document number R17032, agenda page 13 refers.

Councillor McGurk presented the report.

Group Manager Infrastructure, Alec Louverdis, answered questions regarding the resource consent process and construction timeframes relating to the Maitai footpath widening project, and Council's additional applications to the Provincial Growth Fund and the Crown 'shovel ready' projects fund.

Resolved IC/2020/026

That the Infrastructure Committee

- 1. Receives the report Chairperson's Report (R17032).***

McGurk/Edgar

Carried

7. **COVID-19 Implications for Infrastructure**

Document number R17024, agenda pages 14 - 18 refer.

Manager Capital Projects, Lois Plum, presented the report and answered questions regarding the proposed construction timeframes for Provincial Growth Fund projects.

Manager Transport and Solid Waste, Marg Parfitt, and Group Manager Infrastructure, Alec Louverdis, answered further questions regarding drainage for, and future stages of, the Maitai Shared Path Widening

Project, and the trial of a Barnes Dance crossing at the Trafalgar Street/Halifax Street intersection.

Attendance: Councillor Rainey left the meeting at 9.21a.m.

Resolved IC/2020/027

That the Infrastructure Committee

- 1. Receives the report COVID-19 Implications for Infrastructure (R17024).***

Edgar/Fulton

Carried

8. Nelson Tasman Regional Landfill Business Unit 2020/21 Business Plan

Document number R13697, agenda pages 19 - 39 refer.

General Manager Regional Sewerage and Landfill, Nathan Clark, presented the report.

Attendance: Councillor Rainey returned to the meeting at 9.30a.m.

Resolved IC/2020/028

That the Infrastructure Committee

- 1. Receives the report Nelson Tasman Regional Landfill Business Unit 2020/21 Business Plan (R13697) and its attachment (A2375131); and***
- 2. Receives the Nelson Tasman Regional Landfill Business Unit 2020/21 Business Plan (A2375131).***

Noonan/Courtney

Carried

9. Exclusion of the Public

Resolved IC/2020/029

That the Infrastructure 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:

Noonan/O'Neill-Stevens

Carried

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Infrastructure Committee Meeting - Public Excluded Minutes - 7 May 2020	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

The meeting went into public excluded session at 9.31a.m. and resumed in public session at 9.33a.m.

The only business transacted in confidential session was to confirm the minutes. In accordance with the Local Government Official Information Meetings Act, no reason for withholding this information from the public exists therefore this business has been recorded in the open minutes.

10. Confirmation of Confidential Minutes - 7 May 2020

Resolved IC/2020/030

That the Infrastructure Committee

- 1. Confirms the minutes of part of the meeting of the Infrastructure Committee, held with the public excluded on 7 May 2020, as a true and correct record.***

O'Neill-Stevens/McGurk

Carried

11. Re-admittance of the Public

Resolved IC/2020/031

That the Infrastructure Committee

- 1. Re-admits the public to the meeting.***

Noonan/Bowater

Carried

Karakia whakamutunga

Committee members gave a karakia whakamutunga.

There being no further business the meeting ended at 9.35a.m.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Chairperson's Report

1. Chair's foreword

- 1.1 My Chair's report deals with a wide range of issues.

2. Recommendation

That the Infrastructure Committee

- 1. Receives the report *Chairperson's Report (R18097)*.**

3. Discussion

- 3.1 As previously advised, a trial of the "Barnes Dance" pedestrian crossing at the intersection of Trafalgar and Halifax Streets began on 25 June. The "Barnes Dance" is a type of crossing that allows pedestrians to cross intersections in every direction at the same time, which reduces waiting times. Pedestrians have to wait for up to two signal phases before they can cross. This is just one of the ways we are making Nelson's City Centre more walkable for pedestrians as part of our City Development Strategy.

- 3.2 Pay-by-Plate parking meters have been installed and went live on Monday 29 June 2020 and the new parking by-law came into effect on 1 July 2020. During this week parking officers and transport staff have been carrying out an educational and ambassadorial role to assist members of the community with the changes. Enforcement will begin shortly although the posted parking time limits have been enforced.

The advent of free parking in the central city area has created significant adverse effects, mostly due to the lack of turnover of parking and workers in the central city occupying parking normally used by visitors and customers.

- 3.3 The temporary 30 km/h speed limit in the central city was in place during the COVID-19 emergency. The speed limit was lifted on 10 June after the country went into Level One as there were no longer any social distancing requirements or expectations. The reason for the temporary

Item 6: Chairperson's Report

speed limit in the central city no longer existed and it had to be removed because it was no longer legal nor enforceable.

Of course we are delighted that the country made it back to Level One so quickly and we can turn to recovery and rebuilding the local economy, but it does mean the speed limit has reverted back to the previous speed limit of 50km/h in the city centre and the 30km/h speed limit signs have been removed.

- 3.4 Staff have prepared a report for this Infrastructure Committee meeting to commence the process to change the speed limit in the central city (and other identified streets) permanently. A Special Consultative Procedure is required, as to change a speed limit bylaw is complex. Any proposed change (if supported) would not come into effect until late October/early November 2020.
- 3.5 The collection of plastic categories 3, 4, 6 and 7 by the Council ceased as from 1 July 2020. The Council will now only accept plastic categories 1, 2 and 5. A letter was sent to retailers, supermarket operators and Uniquely Nelson advising of the change and the reasons behind the decision.

The Chairperson has fronted several media events and interviews to publicise the change.

Officers within the Solid Waste and Communications teams at Council are commended for the level and quality of the communication around the change of collection and the reasons behind the decision, which from all accounts has increased the level of the understanding and has wide public support.

- 3.6 The design of the Maitai Walkway between Collingwood Street and the Normanby Bridge on Bridge Street has been finalised. The width of the pathway will be 2.5 metres and will be a continuation of the section from Trafalgar Street to Collingwood Street. The project has received funding of \$600,000 from the Provincial Growth Fund. Work should begin on site within the month.
- 3.7 The launch of electronic Beecard ticketing for the Nbus is expected on 3 August 2020. Nelson will join eight other regions around New Zealand with an electronic ticketing system for public transport. The Beecard will be able to be used in the other regions.

This will coincide with a modified and cheaper fare system. Travel on NBus will remain free until the date the Beecard becomes operational. The move to electronic ticketing will provide improved data to assist with the Public Transport Review and the Regional Public Transport Plan.

- 3.8 Unfortunately, Council was unsuccessful in the first tranche of the \$7M available from the Innovative Streets Funds for Kawai Street. We however remain hopeful that our bid will be successful from the second tranche of \$7M, and we will know the outcome of this application by the end of July.

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- 3.9 Following a request from members of the Hampden Street School community for improved pedestrian safety on walking routes to school, officers have worked through a number of options. As an interim measure the current preferred option is the installation of a pedestrian refuge in Franklyn Street near the intersection with Waimea Road. Design has been completed and an independent safety audit is underway. The desktop audit has been carried out and identified that removal of car parking in the area would be required. A site visit is still required. The longer term solution is subject to the outcome of the Nelson Future Access study and a business case is being completed for traffic signals at the intersection.
- 3.10 Notwithstanding the COVID-19 emergency and lockdown the Trafalgar Street Bridge was resurfaced, extending its life by 30 years.
- 3.11 The Gracefield diversion project that will address wastewater issues in the area has moved at a pace during the year so we will be able to start construction before Christmas 2020.
- 3.12 The renewal of water meters is underway and over 4800 water meters have been replaced.

Author: Brian McGurk, Chairperson

Attachments

Nil

Covid-19 Implications for Infrastructure

1. Purpose of Report

- 1.1 To update the Committee on the effects the COVID-19 lockdown and subsequent alert level changes have had on the Infrastructure Group.

2. Recommendation

That the Infrastructure Committee

- 1. Receives the report Covid-19 Implications for Infrastructure (R18058).***

3. Background

- 3.1 As the last update to this Committee was on the 2 June 2020, updates have been kept to the minimum for this report.
- 3.2 As noted previously, the COVID-19 lockdown and moving through the different alert levels has impacted Council's capital delivery programme to varying degrees.
- 3.3 A number of projects that were stopped for the duration of the lockdown have shown a drop in productivity since returning to site as a result of the "back-to-work" protocols, along with winter weather conditions.
- 3.4 Contractor variation claims have been received for the larger projects and the team is working to confirm these claims with appropriate evidence.
- 3.5 All capital works as well as operations and maintenance (roading, three waters and solid waste) are back to normal.

Provincial Growth Fund (PGF)

- 3.6 The update of these projects is as below. Officers have worked to get these projects ready for construction with some requiring consent renewals and iwi engagement.
- 3.7 NCC Beach Road raised table - contractor appointed with work commencing mid-June.

Item 7: Covid-19 Implications for Infrastructure

- 3.8 NCC Maitai pathway improvement - resource consent renewal lodged, contractor appointed, communication plan underway, an archaeologist report has been received and an iwi monitor engaged.
- 3.9 Regional landfill York Valley road resurfacing – contractor appointed with asphaltting underway.
- 3.10 Regional landfill Eves Valley Implement planting & tracks Eves Valley - landscape plan received and programme finalised with contractor.
- 3.11 NRSBU Bullivant Road Cycleway – This work, valued at \$100,000, will not be proceeding as it stands. This project intended to provide a cycleway that would improve the interaction between recreational users to Rabbit Island and vehicles from the NRSBU biosolids contractor and the TDC logging contractor.

The result of the urgency of the application was that TDC officers were not consulted on. The recent advice is that this project did not fit in with the Rabbit Island Management Plan. This lack of consultation was not intentional but an oversight and a direct result of the urgency officers were faced with at the time.

TDC have however identified an alternative cycleway project in their area and NCC officers are preparing a submission to the Department of Internal Affairs that will seek to replace the Bullivant Road project. TDC have also agreed, if this variation is approved, to manage this project directly.

- 3.12 Officers are planning to provide draft copies of the 2021–31 Activity Management Plans (AMPs) to the Infrastructure Committee in August (transport) and October (three waters/solid waste).

Public Transport

- 3.13 A fare recovery plan has been submitted to Waka Kohi NZ Transport Agency (NZTA) for consideration. The plan requests Nbus services remain free of charge until the electronic ticketing project goes live on 3 August, with NZTA covering revenue shortfall. On 3 August the contract will convert to a gross contract and the ability to have contactless payment fares will resume. As indicated in the Annual Plan deliberations report officers anticipate significant reduced passenger fare revenue for the next 12 months and await advice from NZTA about how that funding shortfall will be met. Total Mobility fares returned to their normal subsidy rate on 1 July.

Solid Waste and Waste Minimisation

- 3.14 All services at the Pascoe street transfer station have returned to normal.
- 3.15 The Transfer Station hopper operation contract tender closed on 5 June and officers are evaluating submissions. The new contract will commence in November.

Item 7: Covid-19 Implications for Infrastructure

- 3.16 The Organic food waste trial tenders have been received with two tenders currently being evaluated. The trial is scheduled to commence this calendar year.
- 3.17 Waste minimisation activities are returning to normal under Alert Level 1. This includes restarting promotion of the cup bond subsidy and Refill NZ water bottle refill programmes in July as part of an ongoing focus on reducing single use plastics. Council is also supporting the national Plastic Free July project to encourage our community to create less plastic waste, and throughout the month will be sharing tips and videos as well as a virtual launch event across its media channels.
- 3.18 During the shutdown and subsequent alert levels, support was provided for an investigation of demolition versus deconstruction for the Mediterranean Warehouse project
- 3.19 Changes to what plastic is accepted for kerbside recycling commenced on 1 July. A thorough engagement campaign was commenced in June and will be ongoing as part of Council's education programme.

Author: Lois Plum, Manager Capital Projects

Attachments

Nil

City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw

1. Purpose of Report

- 1.1 To approve the Statement of Proposal (SOP) to amend the Speed Limit Bylaw 2011 (210) (Bylaw) and to approve the commencement of a Special Consultative Procedure (SCP) for speed limit reduction for the city centre (excluding the ring roads) and home zones.

2. Summary

- 2.1 A workshop on Nelson's speed management planning was held with Councillors on 4 March 2020. In this workshop, officers provided an overview of work being done to develop Nelson's speed management plan, Ministry of Transport's (MoT) national road safety strategy "Road to Zero", and Waka Kotahi NZ Transport Agency's (NZTA) work to introduce National Speed Limit Register from 2021.
- 2.2 The National Speed Limit Register will be informed by the local speed management plans, which are required under the new legislation and a rule change by the MoT. In the workshop, whilst councillors asked officers to continue working on city-wide speed management plan, they expressed an interest in officers addressing, without delay, the city centre speed limit (excluding the ring roads) and the speed limits in "home zones" (where there is not a continuous footpath on at least one side of the road). This report and the SOP was developed based on that direction.
- 2.3 Speed limit reduction from 50km/h to 30km/h in the city centre (excluding the ring roads) and home zones aligns well with the 2018 Government Policy Statement's (GPS) focus on safety and access and Councils desire to see a greater uptake of active travel modes. It is also consistent with the national road safety strategy "Road to Zero", the NZTA's tactical urbanism and innovative streets approach and the City Centre Spatial Plan.
- 2.4 An SCP is required to make changes to Council's Bylaw, which involves adoption of an SOP, a one month consultation period and consideration of written and oral submissions. The Infrastructure committee has delegated authority to hear and deliberate on submissions.

3. Recommendation

That the Infrastructure Committee

1. ***Receives the report City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw (R13686) and its attachments (A2398604; A2403583; A239860; A2372939 and A2379502); and***
2. ***Agrees a Bylaw to set a permanent speed limit is the most appropriate way of addressing safety and access in the city centre (excluding the ring roads) and home zones; and***
3. ***Agrees the proposed amendments to the Speed Limits Bylaw 2011 (210) are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and***
4. ***Agrees a summary of Statement of Proposal Amendment to the Speed Limits Bylaw 2011 (210) is not required; and***
5. ***Adopts the Statement of Proposal (A2372939 of Report 13686) relating to lowering of the speed limit from existing limit to 30km/h in the city centre (excluding the ring roads) and home zones; and***
6. ***Approves commencement of the Special Consultative Procedure, with the consultation period to run from 13 July 2020 to 14 August 2020; and***
7. ***Approves the Consultation Plan (A2379502 of Report 13686); and***
8. ***Notes that the Consultation Plan (A2379502 of Report 13686) will include sufficient steps to ensure the Statement of Proposal will be reasonably accessible to the public and will be publicised in a manner appropriate to its purpose and significance; and***
9. ***Notes that the Consultation Plan (A2379502 of Report 13686) will result in the Statement of Proposal being as widely publicised as is***

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reasonably practicable as a basis for consultation.

4. Background

City Centre

- 4.1 In a speed management workshop held on 4 March 2020 Councillors indicated an appetite for officers to develop a Statement of Proposal to reduce the speed limit from existing limit of 40km/h or 50km/h to 30km/h in the city centre (excluding the ring roads) and in home zones.
- 4.2 In response to the Post Covid-19 arrangement, an emergency speed limit reduction from 50km/h to 30km/h was set up under clause 7.1(2) of the Land Transport Rule: Setting of Speed Limits 2017, through the Chief Executive's delegation. At the direction of Waka Kotahi NZ Transport agency (NZTA) this emergency speed limit was removed soon after New Zealand reverted back to Alert Level 1 which no longer required social distancing and is shown in green in Attachment 1 (A2398604). For the short time the limit applied it was well received by the public.
- 4.3 A permanent speed limit reduction in the city centre is proposed specifically to improve the amenity and vitality of the area. Anecdotal evidence suggests there is a perceived safety issue, especially for pedestrians, cyclists and other vulnerable road users.
- 4.4 The public life surveys undertaken in the central city show that the daily number of pedestrian movements range from 44,000 and 76,000, daily cycle movements between 1,800 and 3,500 in and around the central city depending on the season and day of the week.
- 4.5 Vehicle counts show average volumes on the central city streets range from 150 to 6,200 per day.
- 4.6 These pedestrian, cyclist and vehicle counts support that it is appropriate to reduce the speed limit to 30km/h in order to provide a safe feel of the area where different road users can move around with confidence.
- 4.7 In the last five years (2015-2019) there has been 60 police reported crashes on the roads inside the ring road of which 44 were non-injury related, 13 resulted in minor injury and three resulting in serious injury. Of the 60 crashes, nine (1 non injury, 1 serious and 7 minor injury) involved pedestrians, and 7 (1 non injury, 1 serious and 5 minor injury) involved cyclists. While speed was not the cause of any of these crashes, speed could be the factor in the outcome. Ministry of Transport's (MoT) Road Safety Strategy 2010-2020 highlights that speed affects the likelihood and impact of all crashes.
- 4.8 Officers in conjunction with Tasman District Council (TDC) conducted an Attitudinal Speed Limit Survey in June 2019. This survey covered both Nelson and Tasman roads and received over 2,000 responses. Most of

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the responses relating to the Nelson central city supported a speed limit reduction to 30km/h. The preliminary results of this survey were socialised with Councillors at the 4 March 2020 speed management plan workshop.

Home Zones

4.9 The following streets are considered home zones and considered part of the proposed speed limit reduction. Refer to Attachment 2.

- Airlie Street
- Albert Road
- Allan Street
- Arrow Street extension.
- Athol Street
- Atmore Terrace
- Avon Terrace
- Beachville Crescent
- Brook Terrace
- Cherry Ave
- Champion Terrace
- Cleveland Terrace (from Manuka Street to Atmore including Mayroyd Terrace)
- Clouston Terrace
- Endeavour Street
- Fifeshire Crescent
- Fountain Place (10-24)
- Grenville Terrace
- Hampden Street West (from Wigzell Park to walkway)
- Hanby Park
- Harbour Terrace
- King Street

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- Larges Lane
- Martin Street
- Mayroyd Terrace
- Moncrieff Avenue
- Montcalm Street
- Mt Pleasant Ave
- Omaio Village (Railway Reserve)
- Poynters Crescent
- Point Road (Monaco)
- Queens Road (106-130)
- Rainer Street
- Rangiora Terrace
- Rimu Street
- Ronaki Terrace
- Stanley Crescent

4.10 The above mentioned streets are considered appropriate for the speed limit reduction because they lack a footpath on either side of the road. The typical layout of these streets is shown in Attachment 3.

4.11 Service requests and anecdotal evidence suggests that speed of 50km/h feels dangerous on these roads and can be a safety issue for vulnerable road users including pedestrians where these roads lack pedestrian facilities. Officers are of the view that any perception of danger will suppress the uptake of active modes of travel. In addition other constraints that give the street character such as narrowness of roads, short lengths and short sight lines, do cause concern for all road users including vehicle drivers, motorcyclists and cyclists.

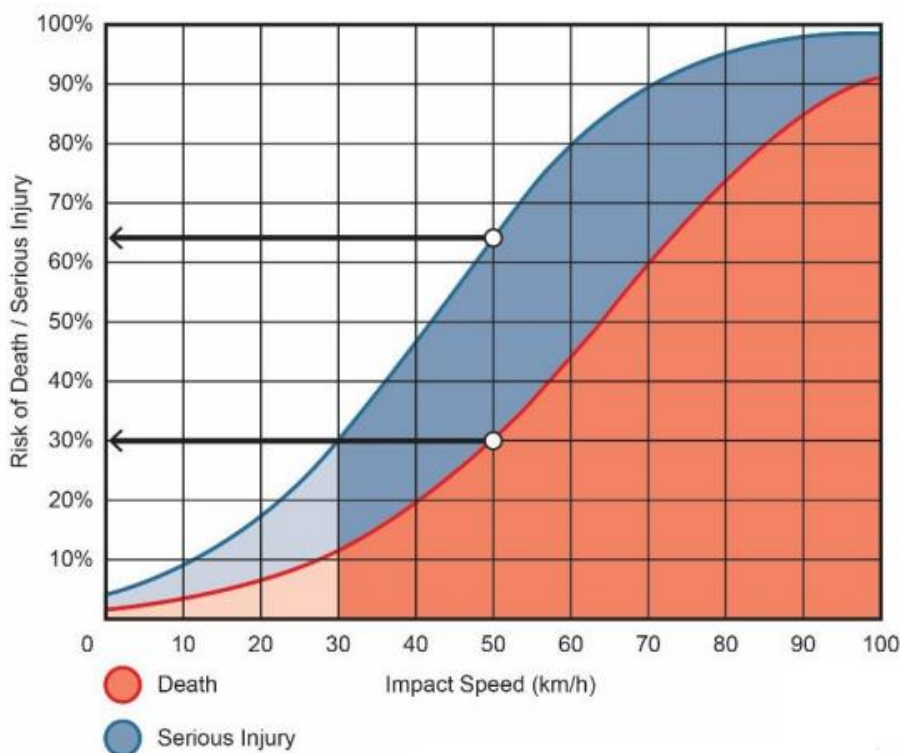
4.12 NCC and TDC combined Attitudinal Speed Limit Survey (discussed earlier) also asked about these kind of residential streets. The vast majority of respondents (83%) noted that a 50km/h speed limit on these streets is inappropriate and should be reduced.

5. Discussion

Safety and Amenity

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- 5.1 A slower speed environment improves safety, both real and perceived, for all street users. The lower speed environment also provides better opportunity for users to see each other giving them more time to react and accommodate the other users as required.
- 5.2 The survival rate from a pedestrian and vehicle collision is significantly greater when speed is less than 30km/h. The following graph shows the likelihood of pedestrian injury or death at different speeds. The risk of serious injury or death significantly reduces at lower speeds. There is less than 10% chance of death and 30% chance of serious injury if a pedestrian is hit at 30km/h speed. This increases to 30% chance of death and over 60% chance of serious injury if a pedestrian is hit at 50km/h speed.



- 5.3 Similarly, it takes a car a longer distance to stop while travelling at higher speed. For example, a car travelling at 30km/h only needs around 13m to stop, whereas a car travelling at 50km/h needs around 28m to stop – an extra 15m. On busy central city streets and in home zones that extra 15m can be critical.
- 5.4 Although there are very few reported crashes on the residential streets proposed for change, the perceived safety concerns among the residents is high. This is reflected in complaints made by residents suggesting loss of residential amenity and suppressed uptake of active transport due to perceived safety concerns. In slow speed environments, it would be appropriate for different transport users (people walking, driving or on

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bikes) to mix and share the space. This will also increase the amenity and liveability in these areas.

- 5.5 Lower speeds will increase attractiveness and competitiveness of alternative modes for people to choose to walk and cycle more, interact with local shops or services and with neighbours. This will not only help build community values but also improve their physical and mental wellbeing. Loneliness and social isolation are shown to be directly linked to mental illness. Interaction with neighbours and other people in the street can strengthen social ties and it is easier to communicate when you are not in a private car. Chance interactions with neighbours and people in the street will have positive benefits for mental wellbeing and reduction in social isolation (<https://loneliness.org.nz/nz/research/typology-of-loneliness-in-nz/>).

National context

- 5.6 A 30km/h speed limit would be consistent with both the 2018 and the draft 2021 central government policy statement on transport (GPS), which aim to create a more equitable and safer transport network, and their national road safety strategy, Road to Zero.
- 5.7 Many cities overseas and in New Zealand have reduced speed limits in their city centres, which have yielded safety, amenity and improved business results. Increased foot-count is good for retailers and businesses. Many studies have shown that people who travel by foot and bike tend to shop more often and spend more.
- 5.8 In 2016, Christchurch introduced a 30km/h lower speed zone within a large part of the central city area, as part of their "Accessible City" transport rebuild plan. Analysis of crash data two years before and after suggests considerable reductions in crash numbers (-25%) and injuries (-36%) since its implementation, despite growing numbers of traffic and people returning to the city.
- 5.9 Similarly, Hamilton City Council has also reduced the speed limit to 30km/h in their central city and many residential streets through their speed management plan. According to recent statistics, instances of cars hitting pedestrians have fallen to half in the central city after the speed limit of 30km/h was implemented.
- 5.10 Auckland Council will be doing the same in 2020. Dunedin City Council and Wellington City Council (through Let's Get Wellington Moving) are consulting on reducing speed limits to 30km/h in their central city's and other areas. In approving this Statement of Proposal to lower speed limits Nelson City Council is in step with other cities and is aligned with the central government's focus on safety, access, and amenity.
- 5.11 Besides city centres, many cities in New Zealand have reduced speed limit in their residential streets ("home zones" in Nelson terms). For instance, Auckland Transport have included many residential streets in

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw

their proposal to lower speed limit to 30km/h, to be implemented in 2020.

- 5.12 In Nelson, in the past, home zones were 'treated' with infrastructural interventions such as kerb buildouts and speed tables. Examples of local residential home zones are Iwa Road, Queens Road and Locking Street.
- 5.13 Most of the roads listed in this report for proposed speed limit reduction are 'self-explaining roads' and 30km/h speed can be achieved through changing the speed limit. However speeds will be monitored and infrastructure interventions planned if required. There are three roads currently limited to 40km/h (Atmore Terrace, Mayroyd Terrace and a section of Cleveland Terrace), but as these lacks footpaths on either side it is proposed to reduce them to 30km/h for consistency.
- 5.14 Local police support lowering speed limits in the streets proposed and prefer the speed limit is addressed before infrastructure changes are considered.
- 5.15 The alternative option to achieve desired safety outcomes would be to build footpaths on all of the streets listed. Council does have an extensive footpath programme with over \$1M invested in new/improved footpaths each year. This programme will continue but a programme of building new footpaths on the all hillside streets listed will take considerable time and budget, and encounter some complex designs, including retaining walls, due to topography.
- 5.16 The list of streets proposed for 30km/h does not cover all requests received at Council for lower speed limits. Officers plan to address those speed limits as part of the overall speed management plan later next year. The speed management plan will address all streets in the city based on the Safe System Approach. The Safe System Approach acknowledges that as people we all make mistakes but that a mistake should not mean someone dies or is seriously injured on our roads. It is also an approach that values everyone using the road, not just those in vehicles. It is about caring for more vulnerable road users like people walking or riding bikes.
- 5.17 The Draft SOP includes three potential outcomes of the special consultative procedure as noted below:
- adopting the proposal to reduce the speed from existing limit of 40km/h or 50km/h to 30km/h in total for the central city and the home zones.
 - retaining the current speed limits; or
 - based on community feedback, adopting a lowered speed limit, in selected streets included in the proposal.
- 5.18 If approved, the cost to implement the speed limit changes will be approximately \$50,000. This cost includes converting speed limit signage

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw

at entry/exit points and additional home zone signage. This will be funded from the Low Cost/Low Risk roading improvements budget which attracts a 51% subsidy.

Consultation and decision making process

5.19 Section 156 of the Local Government Act (LGA) requires Council to use the Special Consultative Procedure (SCP) before making a decision to amend a bylaw. When carrying out the SCP (as outlines in section 83 of the LGA) the Council must:

- prepare and adopt a statement of proposal.
- consider whether a summary of the statement of proposal is necessary to enable public understanding of the proposal.
- make the statement of proposal publically available for at least one month and invite written submissions.
- provide an opportunity for people to present their views to the local authority in person.

5.20 The draft SOP is included as Attachment 4. No summary of the SOP has been prepared as the full document is not overly complicated to allow people to make well informed submission.

5.21 Following adoption of SOP by the Infrastructure Committee, it will be made available to the public for feedback, with a proposed consultation period from 13 July 2020 to 14 August

5.22 The draft consultation plan is included in Attachment 5.

5.23 Hearings will be held in August 2020 followed by deliberations by the Infrastructure Committee in October. The recommendation of the Committee will be considered by the Council thereafter, with any new speed limit changes to follow.

6. Options

6.1 The options to be considered in this report are whether to adopt or not adopt the draft SOP.

6.2 Officers recommend Option 1 to provide the opportunity to test community feedback on lower speed limits in city centre (excluding the ring roads) and home zones.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw

Option 1: Recommend adoption of the draft SOP	
Advantages	<ul style="list-style-type: none"> • Opportunity to improve safety, accessibility, and amenity of city centre and home zones. • Aligns well with GPS 2018 focus on safety and access. • Is in step with other cities and aligns well with NZTA's innovative street/tactical urbanism initiatives currently under development. • Supports the Council's vision for central city as a "people friendly" area
Risks and Disadvantages	<ul style="list-style-type: none"> • Nil
Option 2: Do not recommend adoption of the draft SOP	
Advantages	<ul style="list-style-type: none"> • Nil
Risks and Disadvantages	<ul style="list-style-type: none"> • Lost opportunity to improve safety, accessibility, and amenity of city centre and home zones. • Lost opportunity to align with various central government's initiatives around innovative streets/tactical urbanism, which are closely linked to speed.

7. Conclusion

- 7.1 The draft SOP proposes to reduce the existing speed limits from 40 km/h or 50km/h to 30km/h in the city centre (excluding the ring roads) and key home zones to improve safety, accessibility and liveability.
- 7.2 Adopting the draft SOP and commencing the SCP will enable the Infrastructure Committee to gain public feedback on this proposal and to conclude whether or not this proposed is supported by the community.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: Map of city centre showing streets for speed limit reduction (A2398604) [↓](#)

Attachment 2: Proposed changes on the bylaw map.(A2403583) [↓](#)

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw

Attachment 3: Photographs of streets showing typical orientation in home zones (A2398605) [↓](#)

Attachment 4: Statement of Proposal - Speed limit reduction in CBD and home zones (A2372939). [↓](#)

Attachment 5: Draft Consultation Plan - Speed limit change CBD and home zones (A2379502).

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw

Important considerations for decision making

1. Fit with Purpose of Local Government

This report considers how to provide safe and appropriate infrastructure that is designed to improve safety of vulnerable road users and also reduce future costs. Initiation of a special consultative procedure enables democratic local decision-making on behalf of the community.

A review of the Speed Limit in city centre and home zones for safety, access and amenity fits with the 2018 and draft 2020 GPS Key Strategic Priority for Safety, a safe system, free of death and serious injury where speed management is a suitable delivery mechanism.

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.

2. Consistency with Community Outcomes and Council Policy

This report supports the community outcome: "Our communities are healthy, safe, inclusive and resilient."

3. Risk

The key reason to reduce the speed limit on city centre and home zones is to reduce the risk of crashes and provide a better level of service for pedestrians and other vulnerable road users.

4. Financial impact

An SCP procedure and changes to traffic speed limit signage can be completed at minimal cost and within existing budgets.

5. Degree of significance and level of engagement

This matter is of medium/high significance because it affects a large number of road users in the city centre and home zones. Therefore the Special Consultative Procedure (SCP) will be followed. The detailed timeline is provided in the body of the report.

6. Climate Impact

This proposal support Councils leadership towards reduction in carbon emissions by making alternative modes of travel competitive and attractive when compared to private car travel. Increasing safety perceptions and amenity of our roading network can influence travel behaviour that could have a positive effect on climate change and encourage modal shift.

7. Inclusion of Māori in the decision making process

No engagement with Māori has been undertaken in preparing this report but iwi will be sent the SOP as outlined in the Communications plan attached.

8. Delegations

The Infrastructure Committee has the following delegations to consider bylaws affecting the transport network.

Areas of Responsibility:

- *Bylaws, within the areas of responsibility*
- *Transport network, including, roading network and associated structures, walkways, cycleways and shared pathways, footpaths and road reserve, street lighting, traffic management control and parking.*

Delegations:

- *The committee has all of the responsibilities, powers, functions and duties of Council in relation to governance matters within its areas of responsibility, except where they have been retained by Council, or have been referred to other committees, subcommittees or subordinate decision-making bodies.*
- *The exercise of Council's responsibilities, powers, functions and duties in relation to governance matters includes (but is not limited to):*
 - *Reviewing and determining whether a bylaw or amendment, revocation or replacement of a bylaw is appropriate*
 - *Undertaking community engagement, including all steps relating to Special Consultative Procedures or other formal consultation processes*
 - *To hear and deliberate on submissions for Special Consultative Procedures, or other formal consultation requirements arising from legislation, falling within the areas of responsibility.*

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 1

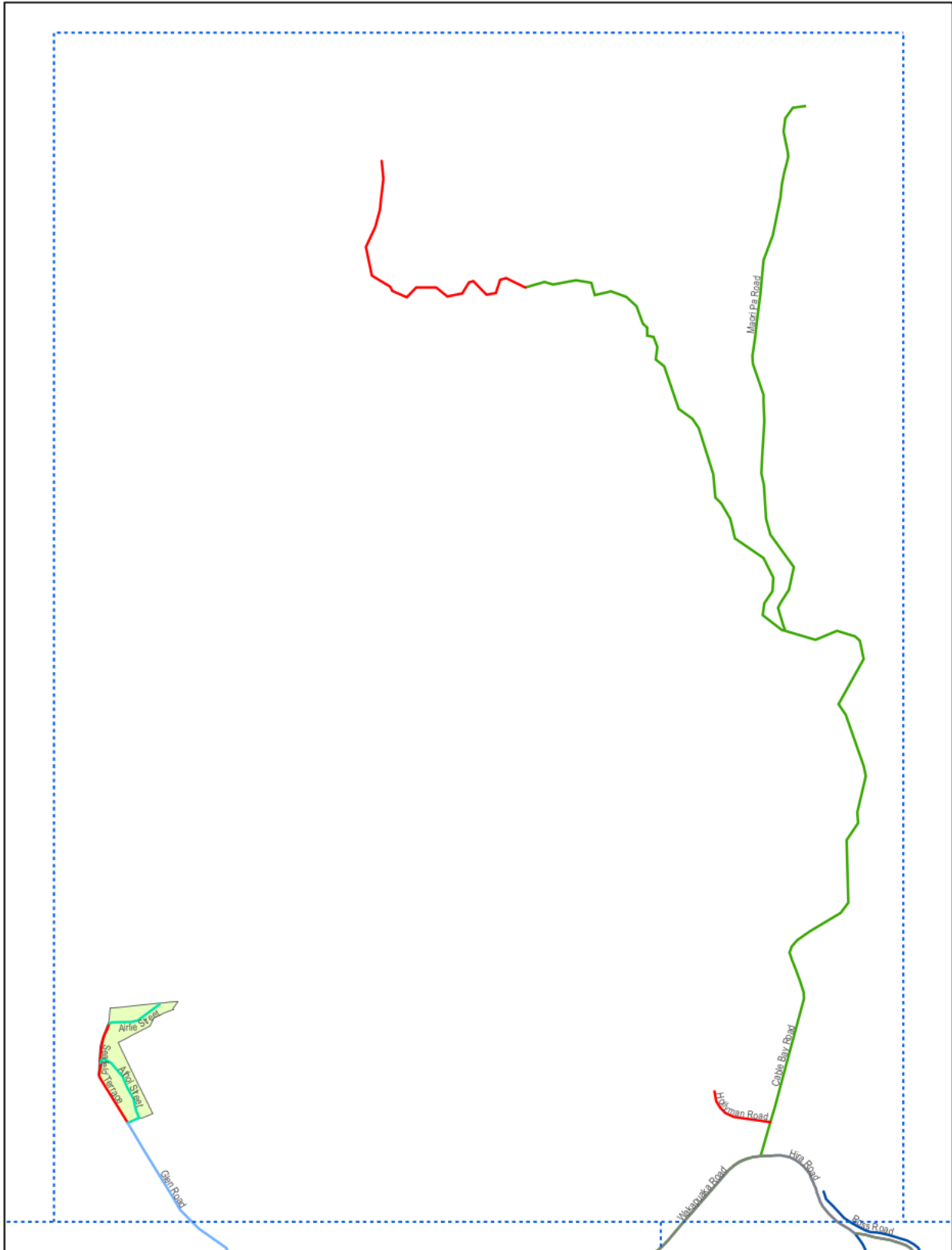
Attachment 1: Proposed streets in the city centre for speed limit reduction from 50km/h to 30km/h.



A2398604 Map of Cit Centre Proposed 30km/h area Page 1 of 1

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2

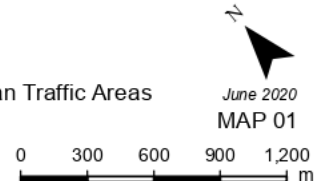
SCHEDULE A



PROPOSED SPEED LIMITS BYLAW (210)



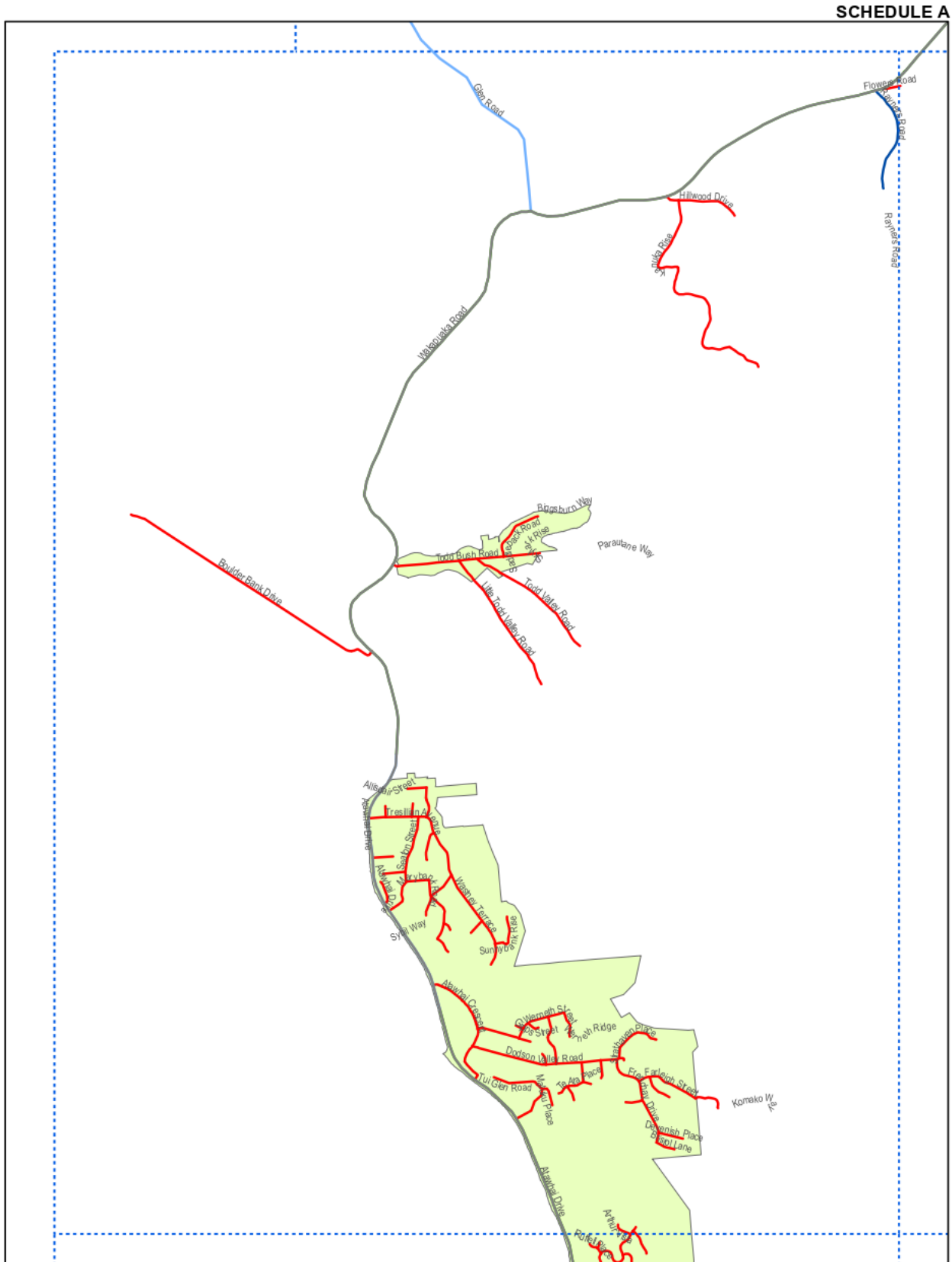
- State Highway
- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas



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

File Ref: A2403583
MO. Original map size A4.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2



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PROPOSED SPEED LIMITS BYLAW (210)

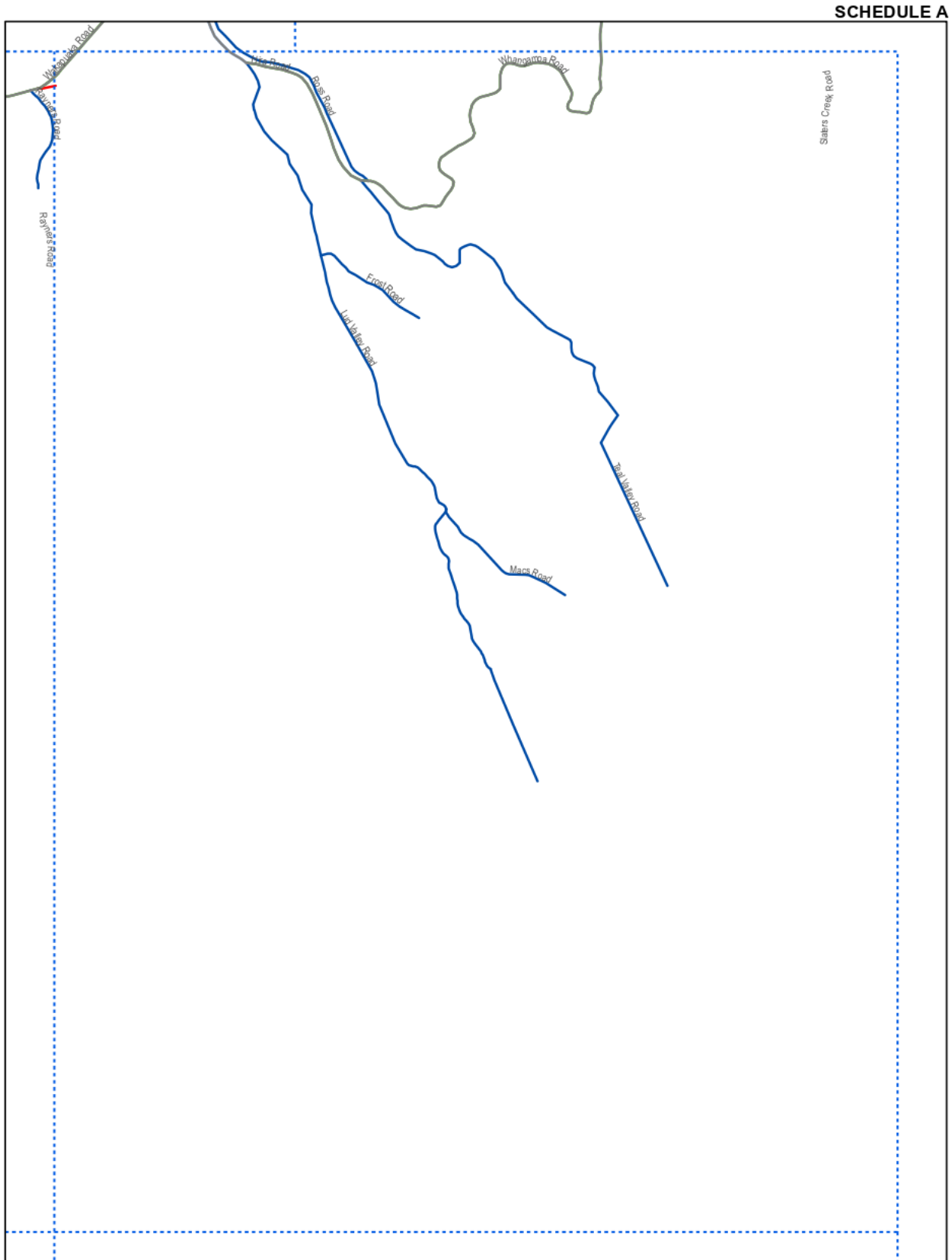


- State Highway
- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas

June 2020
MAP 02

0 300 600 900 1,200 m

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2


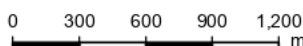


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PROPOSED SPEED LIMITS BYLAW (210)



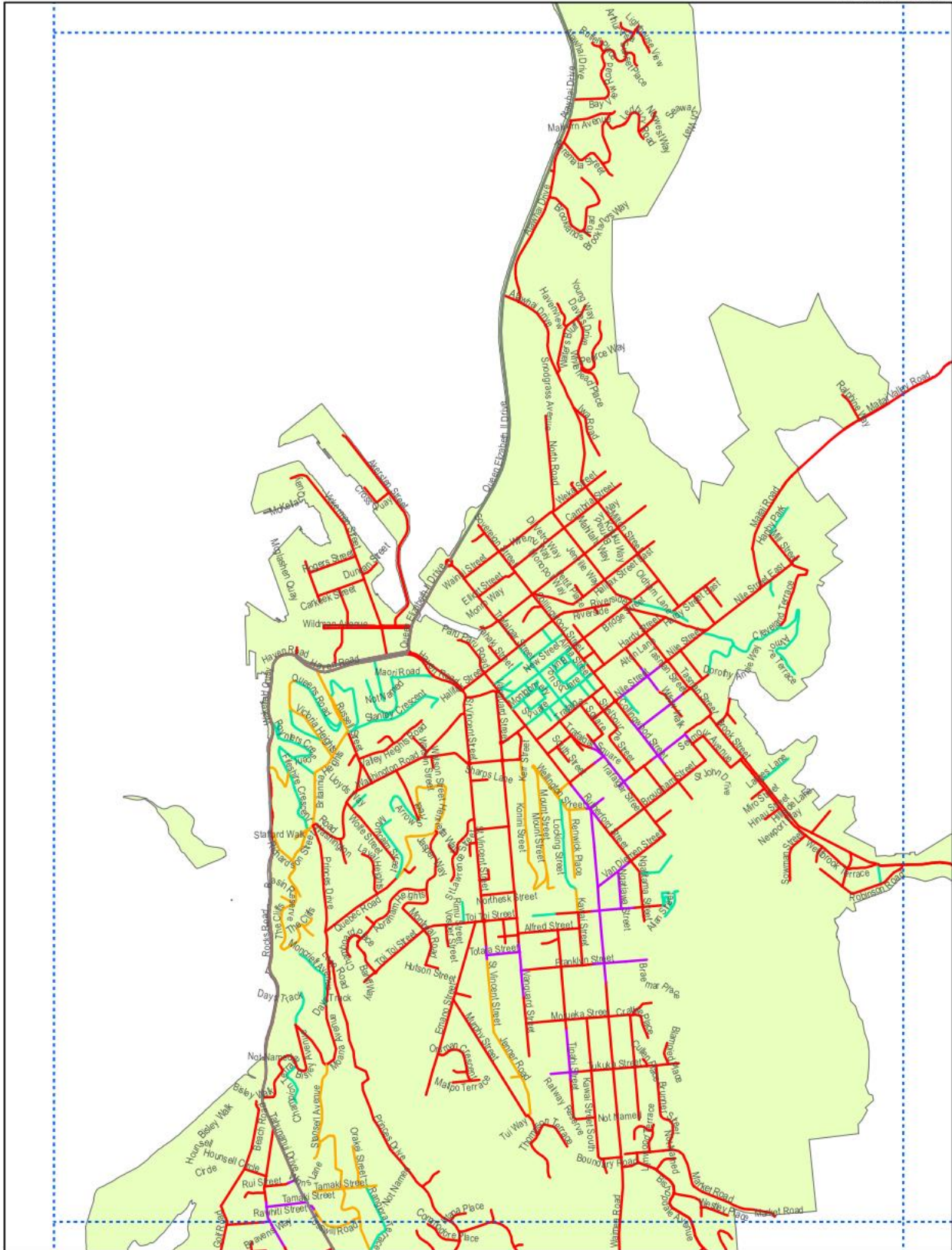
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- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas


 June 2020
MAP 03


File Ref: A2403583
MO. Original map size A4.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2

SCHEDULE A



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PROPOSED SPEED LIMITS BYLAW (210)



- State Highway
- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas

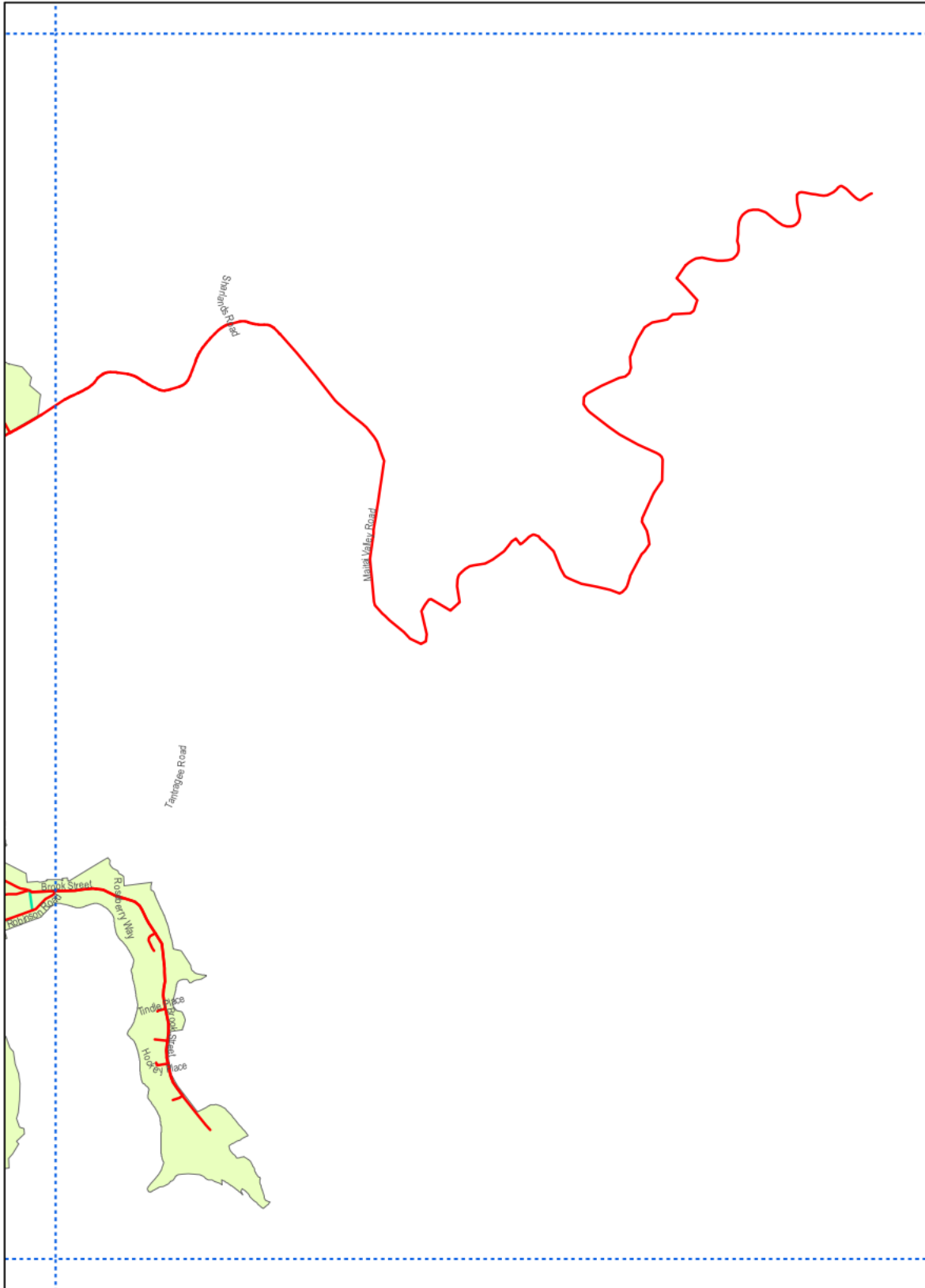


June 2020
MAP 04



Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2

SCHEDULE A



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PROPOSED SPEED LIMITS BYLAW (210)



- State Highway
- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas

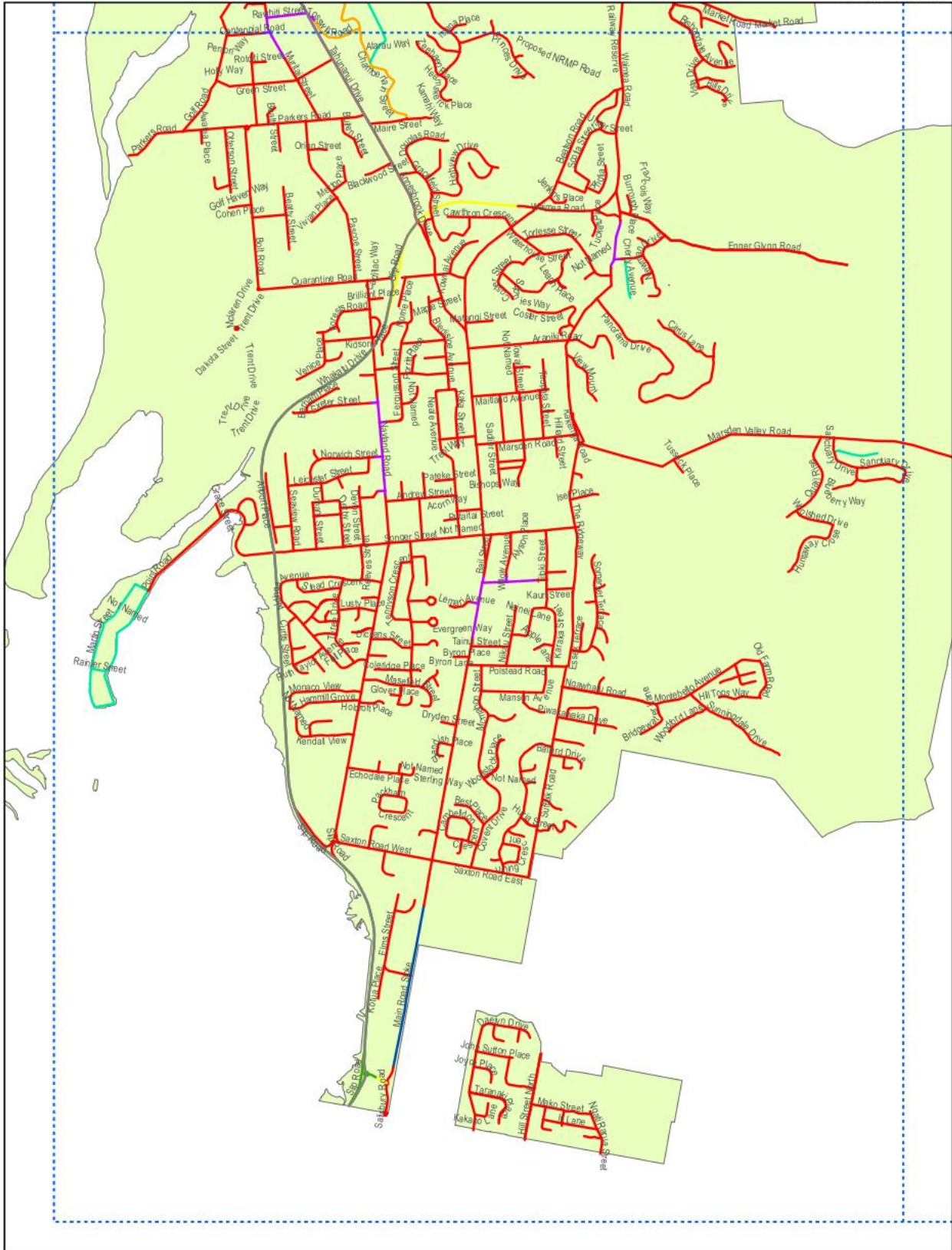
June 2020
MAP 05

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File Ref: A2403583
MO. Original map size A4.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2

SCHEDULE A



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PROPOSED SPEED LIMITS BYLAW (210)



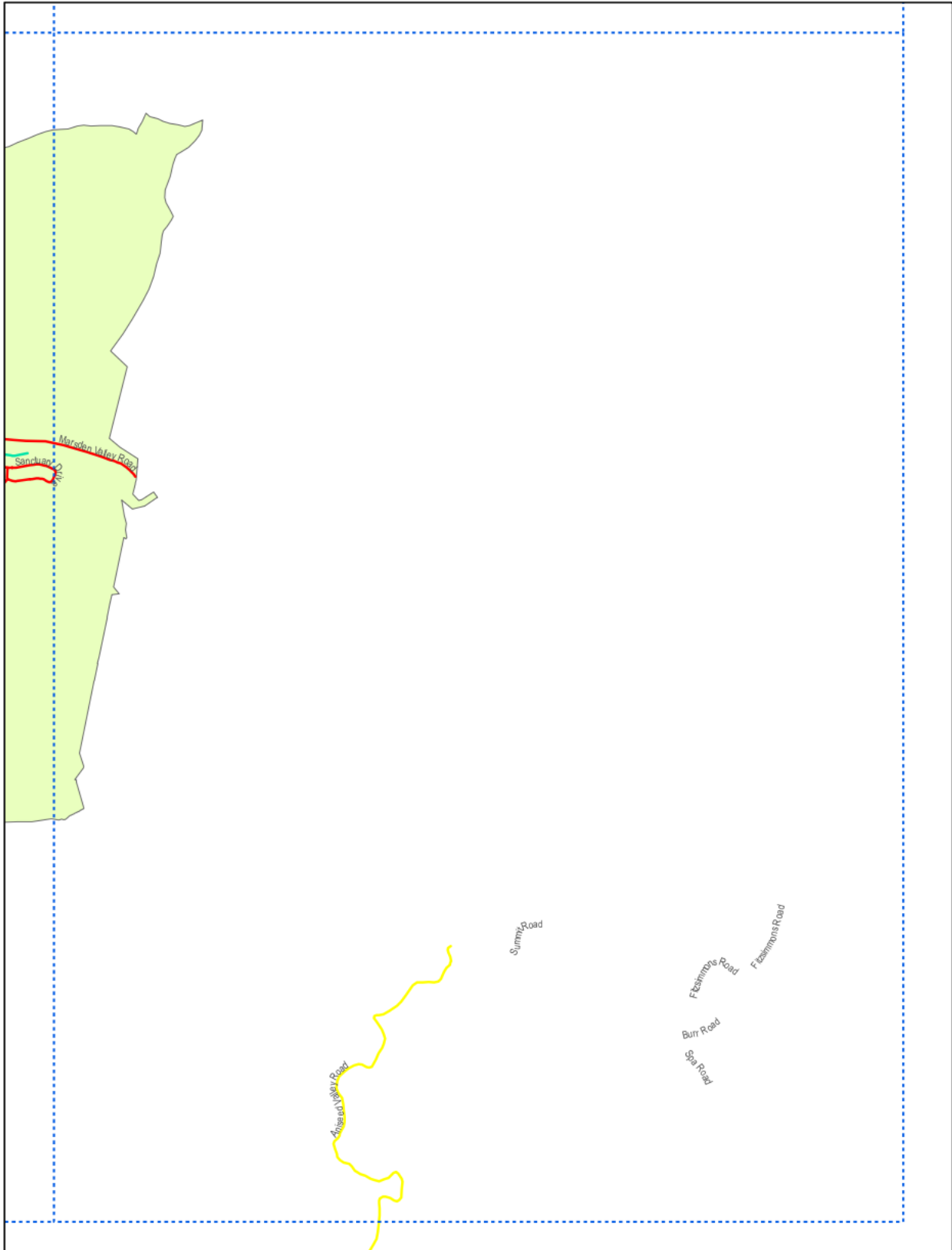
- State Highway
- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas

June 2020
MAP 06

 0 300 600 900 1,200 m

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 2

SCHEDULE A



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PROPOSED SPEED LIMITS BYLAW (210)



- State Highway
- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas

June 2020
MAP 07

0 300 600 900 1,200 m

File Ref: A2403583
MO. Original map size A4.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 3

Attachment 3: Photographs of typical streets (home zones) proposed for speed limit reduction

Figure 1: Athol Street showing no footpath on either side of the road



Figure 2: Allan Street no footpath on either side of the road



Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 3

Figure 3: Rimu Street showing footpath on one side of the road with no delineating curb and channel



Figure 4: Fifeshire Crescent no footpath on either side of the road





Statement of Proposal

AMENDMENT TO THE SPEED LIMITS BYLAW 2011 (210)

13 July 2020

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

Nelson City Council's proposed changes to its Speed Limit Bylaw 2011 (210)

Nelson City Council (the Council) would like to know what you think of proposed amendments to the Speed Limit Bylaw 2011 (210). The amendments would set new 30 km/h permanent speed limits for city centre areas and some 'home zone' roads. The reasons for the proposed changes are to improve road safety, amenity and accessibility of the city centre as well as home zones.

1. The Proposal

The Speed Limits Bylaw 2011 (210) (the Bylaw) came into effect on 24 November 2011. It provides the speed limits for all roads (other than State highways) in the Nelson district. The full Speed Limit Bylaw can be found on the Council's website: <http://www.nelson.govt.nz/council/bylaws/210-speed-limit/>

This Statement of Proposal proposes to amend the Bylaw to reduce the speed limit to 30km/h for roads in the city centre and home zones. The current speed limit for most of these roads is 50km/h, although 40km/h is the current speed limit for three of the home zone roads (being Atmore Terrace, Cleveland Terrace, and Mayroyd Terrace).

City centre

In the city centre, all the roads except the ring roads are considered for the speed limit reduction, including the Montgomery, Buxton, and Wakatau Square carparks. The following map shows the roads proposed for speed limit reduction in the city centre.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4



Figure 1: Map of the proposed streets in the city centre for speed limit reduction

Home Zones

The following roads are part of home zones (where there is no footpath on either side of the road), and would be affected by the proposed speed limit reduction:

- Airlie Street
- Albert Road
- Allan Street
- Arrow Street (extension)numbers
- Athol Street
- Atmore Terrace
- Avon Terrace
- Beachville Crescent

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- Brook Terrace
- Champion Terrace
- Cherry Ave
- Cleveland Terrace (including Manuka Street and Mayroyd Terrace)
- Clouston Terrace
- Endeavour Street
- Fifeshire Crescent
- Fountain Place (from numbers 10-24)
- Grenville Terrace
- Hampden Street West (from Wigzell Park to walkway)
- Hanby Park
- Harbour Terrace
- King Street
- Larges Lane
- Martin Street
- Mayroyd Terrace
- Point Road, Monaco
- Moncrieff Avenue
- Montcalm Street
- Mt Pleasant Ave
- Omaio Village
- Poynters Crescent
- Queens Road (106-130)
- Rainer Street
- Rangiora Terrace
- Rimu Street
- Ronaki Terrace
- Stanley Crescent

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Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

Proposed bylaw amendments

The proposed speed limit reductions would be achieved by amending the Schedules of the Bylaw. Specifically:

- all of the affected roads would be added to Schedule D, which lists the roads to which a 30km/h speed limit applies;
- Atmore Terrace, Cleveland Terrace, and Mayroyd Terrace would be removed from Schedule E, which lists the roads to which a 40km/h speed limit applies;
- the maps in Schedule A, which illustrate the urban traffic area (where 50km/h is the default speed limit), would be updated to reflect the new 30km/h speed limit on all affected roads, thereby bringing affected roads that are currently subject to a 50km/h speed limit out of the urban traffic area.

In addition, the Land Transport Act 1998 and the Land Transport Rule: Setting of Speed Limits 2017 would be added to the list of authorities under which the Bylaw is made. This Act and Rule provide the legal authority for setting the proposed 30km/h speed limit, but they are not included in the current list as they were not the relevant authorities when the Bylaw was originally made.

The draft amendments to the Bylaw are set out at the end of this proposal.

2. Reasons for the proposal

The reasons for the speed limit reduction proposal is to provide:

- improved road safety in the city centre and home zones
- improve accessibility and amenity of the areas
- align with the central government's initiatives – GPS's 2018 and draft 2021 focus on safety and access, road to zero strategy, and innovative street/tactical urbanism – and with other local authorities' initiatives.

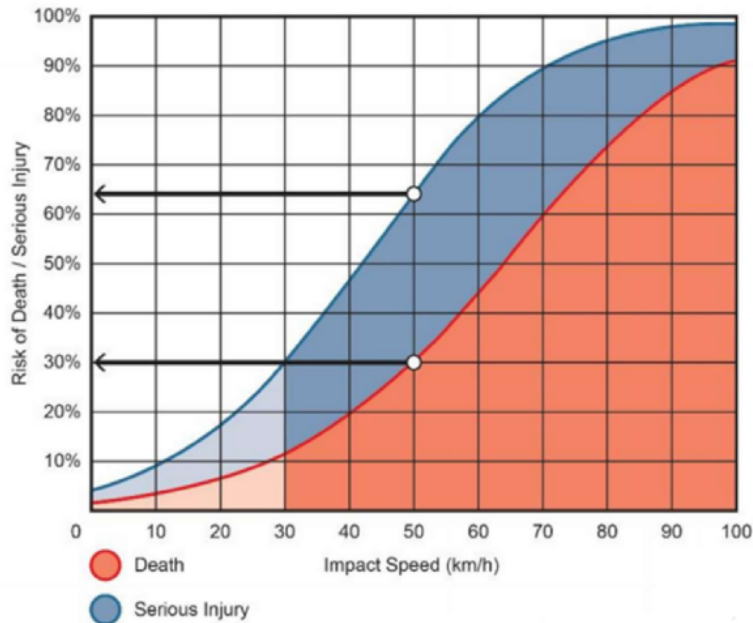
A slower speed environment improves safety, both real and perceived, for all road users. The lower speed environment also provides better opportunity for users see each other and thus gives them more time to react and accommodate the other users when needed.

The survival rate from a pedestrian and vehicle collision is significantly greater when speed is 30km/h or less. The following graph shows the likelihood of pedestrian injury or death at different speeds. The risk of serious injury or death significantly reduces at lower speeds. There is less than 10% chance of death and 30% chance of serious injury if a pedestrian is hit at 30km/h speed. This increases to 30% chance of death and over 60% chance of serious injury if a pedestrian is hit at 50km/h speed.

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Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4



Graph 1: Likelihood of pedestrian injury or death at different speeds (source: Tefft, 2011).

Similarly, it takes a car longer distance to stop while travelling at higher speed. For example, a car travelling at 30km/h only needs around 13m to stop, whereas a car travelling at 50km/h needs around 28m to stop – an extra 15m. On busy central city streets in Nelson that extra 15m can be critical. Even at 40km/h stopping distances are longer resulting in higher collision speeds.

In the last 5 years (2015-2019) there have been 60 police reported crashes on the roads inside the central city ring road, out of which 44 were non-injury, 13 minor injury, and 3 resulted in serious injury. Of the 60 crashes, nine (1 non injury, 1 serious and 7 minor injury) involved pedestrians, and 7 (1 non injury, 1 serious and 5 minor injury) involved cyclists. While speed was not the cause of any of these crashes, it could have been a factor in the outcome. Ministry of Transport’s (MoT) Road Safety Strategy 2010 - 2020 highlights that speed affects the likelihood and impact of all crashes.

Although there are very few reported crashes on the affected home zone roads, the perceived safety concerns among the residents is high. This is reflected in complaints made by residents suggesting loss of residential amenity and suppressed uptake of active transport due to perceived safety concerns.

Amenity

In slow speed environments, it would be appropriate for different transport users (people walking, driving or on bikes) to mix and share the space. This will increase the amenity and liveability in these areas. Lower speeds will encourage people to walk and cycle more, interact with local shops or services and with neighbours. This will not only help

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

build community values both in residential areas and the central city, but also improve their physical and mental wellbeing.

Loneliness and social isolation are proven to be directly linked to mental illness. Encouraging people to use the street environment will improve mental wellbeing through increased social interaction. Interaction with neighbours and other people can strengthen social ties and it is easier to communicate when you are not in a private car. Chance interactions with neighbours and people in the street will have positive benefits for mental wellbeing and reduction in social isolation.

Reducing speed in residential streets (home zones) is a good way to recognise that many road users share the same space. This provides a more 'people focused streets' where families feel safer. Research also highlight that reducing speed limit in residential areas increases health and well-being benefits.

Consistency with central and local government initiatives

A 30km/h speed limit would be consistent with the Government's policy statement on land transport, which aims to create a more equitable and safer transport network, and with the national road safety strategy, Road to Zero.

Many cities overseas and in New Zealand have reduced speed limits in their city centres, which have yielded safety, amenity and improved business results. Increased foot-count is good for retailers and businesses. Many studies have shown that people who travel by foot and bike tend to shop more often and spend more.

In 2016, Christchurch introduced a 30km/h lower speed zone within a large part of the central city area, as part of the "Accessible City" transport rebuild plan. Analysis of crash data two years before and after suggests considerable reductions in crash numbers (-25%) and injuries (-36%) since its implementation, despite growing numbers of traffic and people returning to the city.

Similarly, Hamilton City Council have also reduced the speed limit to 30km/h in CBD and many residential streets through their speed management plan. According to recent statistics, instances of cars hitting pedestrians have fallen to half in CBD area after the speed limit of 30km/h was implemented.

Auckland Council will be doing the same in 2020. Dunedin City Council and Wellington City Council (through Let's Get Wellington Moving) are consulting on reducing speed limit to 30km/h in CBDs and other areas.

Besides city centres, many cities in New Zealand have reduced speed limit in their residential streets ("home zones" in Nelson terms). For instance, Auckland Transport have included many residential streets in its proposal to lower speed limit to 30km/h, which is going to be implemented in 2020.

The numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the inner city streets have been considered when proposing the 30km/h limit in the central city and carparks. Recent public life surveys that have been done in the central city show that the daily number of pedestrian movements in the

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A2372939

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

central city range from 44,000 – 76,000 depending on season and day of the week. The public life survey records between 1800 and 3500 cycle movements daily in and around the central city depending on the season and day of the week. Vehicle counts done in the past show average volumes of between 4000- 7000 on central city streets. Council also anticipates an increase in micro mobility use (e.g. bikes and e-scooters). The City square car parks are busy locations with various levels of service for pedestrians by way of dedicated footways. In some parking squares it is necessary to walk through or across a vehicle lane to access dedicated footways. Parking squares also demand complex vehicle movements into and out of parking spaces including reversing and giving way to others. As best as can be determined, the proposed 30km/h emergency speed limit will be appropriate for the likely number and types of road users.

Statutory compliance

In considering its reasons for the proposed 30km/h permanent speed limit, Council has been required to have regard to a range of matters, including those set out in clauses 4.2(2), 4.4(2), and 8.1(2) of the Land Transport Rule: Setting of Speed Limits 2017. We are satisfied that all of these matters have been considered, even if not specifically addressed in the discussion above.

3. Determinations under section 155 of the Local Government Act 2002

Under section 155 of the Local Government Act 2002 (LGA), the Council must determine:

- a) whether the Council's Bylaw is the most appropriate way of addressing the perceived problem;
- b) whether the proposed amendments to the Bylaw are in the most appropriate form; and
- c) whether the proposed amendments give rise to any implications under the New Zealand Bill of Rights Act 1990.

As to determination (a), the perceived problem in this case is the safety and access risks arising from a 40 or 50km/h speed limits on the roads concerned. Addressing these risks through a reduction in the permanent speed limit is the most appropriate way of dealing with this problem. According to clause 2.7(1) in the Land Transport Act Setting of Speed Limits Rule 2017, the only way to impose an enforceable permanent speed limit is through a bylaw, meaning the proposed amendments to the Bylaw are the most appropriate way of addressing the perceived problem.

In terms of determination (b), the proposed amendments to the Bylaw's Schedules A, D, and E are in the most appropriate form. They have been drafted in a way that is clear and certain, and they fit well within the existing drafting of the Bylaw.

Finally, under determination (c), the proposed amendments to the Bylaw do not give rise to any implications under the New Zealand Bill of Rights Act 1990. The reduced speed limit will not restrict any of the rights or freedoms in that Act.

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A2372939

4. Scope of Council decisions following consultation

Once the Council has considered all submissions made in response to the proposal, it will make a decision. The options available to the Council will include:

- adopting the proposal in its entirety;
- retaining the current speed limits;
- adopting a 30km/h speed limit for only some of the roads identified in the proposal; or
- adopting a 40km/h speed limit for all or some of the roads.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

3. Submission

Anyone may make a submission about any aspect of Council's proposal and any alternatives to it. Council, in making its decision, will take account of all submissions made.

A submission form is included at the end of this document.

All submissions, including the name and contact details of the submitter, will be made available to the public and media on Council's website, unless you specifically request that your contact details be kept private and explain why it is necessary to protect your privacy. Council will not accept any anonymous submissions.

Submissions can be made:

- online at nelson.govt.nz
- by post to Speed Limit Bylaw, Nelson City Council, PO Box 645, Nelson 7040
- by delivering your submission to Civic House, 110 Trafalgar Street, Nelson.

Submissions must be received no later than 14 August 2020

Any person who wishes to speak in support of their submission will be given the opportunity to address the Council at a hearing in August 2020.

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

Draft amendment to the Speed Limits Bylaw 2011 (210)

Preamble to Bylaw

Insert the underlined words into the list of authorities under which the Bylaw is made:

The Nelson City Council, in pursuance of the powers and authorities vested in it by the Land Transport Act 1998, the Land Transport Rule: Setting of Speed Limits 2017, the Local Government Act 1974, the Local Government Act 2002, the Bylaws Act 1908, and the Transport Rule: Setting of Speed Limits 2003, hereby makes the following Bylaw:

Schedule A – Urban traffic areas

Replace map 6 in Schedule A with the following map 6. (A2403583)

Schedule D – Roads that have a speed limit of 30km/h

Add the following to Schedule D:

Road Name	Notes	Length
Airlie Street	Full length	329
Albert Road	Full length	156
Allan Street	Full length	320
Arrow Street Extension	Full length	287
Athol Street	Full length	518
Atmore Terrace	Full length	670
Avon Terrace	Full length	346
Beachville Cresecent	Full length	561
Bridge Street	from Rutherford Street to Collingwood Street	587
Brook Terrace	Full length	64
Buxton Square	In its entirety within Buxton Square and including the entrance/exit lanes from Collingwood Street to Alma Lane	444
Champion Terrace	Full length	264
Cherry Ave	Full length	232
Church Street	Full length	108
Cleveland Terrace	from Manuka Street to Mayroyd Terrace	316
Clouston Terrace	Full length	96
Endeavour Street	Full length	218
Fifeshire Crescent	Full length	542
Fountain Place	From numbers 10-24	140
Grenville Terrace	Full length	207
Halstead Street	Full length	101
Hampden Street West (Hampden Terrace)	From Wigzell Park to Vanguard to Hampden Walkway	180
Hanby Park	Full length	208

Final SOP re permanent speed limit reduction for central city and home zones July 2020.DOCX

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

Harbour Terrace	Full length	84
Hardy Street	From Rutherford Street to Collingwood Street	508
Hope Street	Full length	100
King Street	Full length	135
Larges Lane	Full length	200
Martin Street	Full length	880
Mayroyd Terrace	Full length	240
Moncrieff Avenue	Full length	363
Montgomery Square	In its entirety within Montgomery Square and including the entry/exit lanes from Rutherford Street, Bridge Street and Hardy Street	612
Mt Pleasant Ave	Full length	500
Point Road East	The tidal section is not measured	197
Point Road West	The tidal section is not measured	433
Omaio Village	Section of railway reserve adjacent to retirement village Songer Street	237
Park Street	Full length	104
Poynters Crescent	Full length	432
Queens Road	Section numbered 106-130	248
Rainer Street	Full length	83
Rangiora Terrace	Full length	434
Rimu Street	Full length	120
Ronaki Terrace	Full length	71
Stanley Crescent	Full length	518
Trafalgar Street	From Hardy Street to Halifax Street	393
Whakatu Square	In its entirety from Archilles Ave to Whakatu lane; Rutherford Street to Trafalgar Street. Haven Road; Rutherford Street to Bridge Street	789

AUTHORITY

Authority by which these speed limits were set is section 22AB(1)(d) of the Land Transport Act 1998 and clause 4.4(1) of the Land Transport Rule: Setting of Speed Limits 2017.

Schedule E – Roads that have a speed limit of 40km/h

Delete the following road from Schedule E:

Road name	Notes	Length
Atmore Terrace	Full length	670
Cleveland Terrace	From Manuka street to Atmore terrace	316
Mayroyd Terrace	Full length	240



Submission Form

Proposed Speed Limit Bylaw Amendment

Name:

.....

Organisation represented: (if applicable)

Address:

.....

Email:

.....Tel:.....

Do you wish to speak at the hearing? Yes / No.

The hearing is scheduled for August 2020. *If you do not circle either yes or no, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.*

Public Information: *All submissions (including the names and contact details of submitters) are public information and will typically be available to the public and media in various reports and formats, including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.*

Submission comments:

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 4

Please attach additional sheets if needed.

Submissions can be made:

- online at **nelson.govt.nz**
- by post to **Speed Limit Bylaw 2011 (210), PO Box 645, Nelson 7040**
- by dropping your submission off to **Civic House, 110 Trafalgar Street, Nelson.**



Draft Consultation Plan

Nelson City Centre and Home Zones Speed Limit Review, July 2020

Consultation open 13 July 2020 – 14 August 2020

Statement of proposal will be sent to the following parties.

In addition the local communities in Nelson and Tasman will be informed through council media channels including Live Nelson, community newspapers, facebook, Council website (SHAPE NELSON) and radio.

Party	Delivery	Proposed date	Date Sent
New Zealand Transport Agency (as adjoining road controlling authority, and potentially affected by existing and proposed speed limit)	Post and email	13 July 2020	
Tasman District Council (as adjoining road controlling authority, and potentially affected by existing and proposed speed limit)	Post and email	13 July 2020	
The Commissioner of Police	Post and email to the local office	13 July 2020	
The Chief Executive of the New Zealand Automobile Association	Post and email to the local office	13 July 2020	
The Chief Executive of the Road Transport Forum New Zealand	Post and email to the local office	13 July 2020	
The New Zealand Transport Agency (as managers of network safety)	Post and email	13 July 2020	
Bicycle Nelson Bays (as local cycle advocate group)	email	13 July 2020	

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 5

Schools in the nearby areas	Post and email	13 July 2020	
Iwi	Post and email	13 July 2020	
Taxi companies	email	13 July 2020	
Suburban Bus Company	email	13 July 2020	
St John	email local office	13 July 2020	
Fire and Emergency New Zealand	email local office	13 July 2020	
Immediately affected residents (city centre, and in each proposed street – home zone)	Letter drop households and Post to owners of addresses	13 July 2020	
Nelson Ratepayer Association	Post and email	13 July 2020	
Greypower	Post and email	13 July 2020	
Uniquely Nelson	Post and email	13 July 2020	

Details of the areas

1. City Centre

All streets within the city centre excluding the ring roads

2. Home Zones

This includes the following streets

- Airlie Street
- Albert Road
- Allan Street
- Arrow Street extension.
- Athol Street
- Atmore Terrace
- Avon Terrace
- Beachville Crescent

Item 8: City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw: Attachment 5

Brook Terrace
Cherry Ave
Champion Terrace
Cleveland Terrace (from Manuka Street to Atmore Terrace)
Clouston Terrace
Endeavour Street
Fifeshire Crescent
Fountain Place (10-24)
Grenville Terrace
Hampden Street West (from Wigzell Park to walkway to Vanguard Street)
Hanby Park
Harbour Terrace
King Street
Larges Lane
Martin Street
Mayroyd Terrace
Moncrieff Avenue
Montcalm Street
Monaco (Point Road)
Mt Pleasant Ave
Omaio Village
Poynters Crescent
Queens Road (106-130)
Rainer Street
Rangiora Terrace
Rimu Street
Ronaki Terrace
Stanley Crescent

Nelson Regional Sewerage Business Unit 2020/21 Business Plan

1. Purpose of Report

- 1.1 To receive the Nelson Regional Sewerage Business Unit (NRSBU) 2020/21 Business Plan (Business Plan).

2. Recommendation

That the Infrastructure Committee

- 1. Receives the report Nelson Regional Sewerage Business Unit 2020/21 Business Plan (R13696) and its attachment (A2396455).***

3. Background

- 3.1 The NRSBU was established by the Nelson City Council (NCC) and Tasman District Council (TDC) in July 2000. Its purpose is to manage and operate the wastewater treatment facilities at Bell Island and the associated reticulation network efficiently and in accordance with resource consent conditions and to meet the needs of its customers.
- 3.2 The five major customers are NCC, TDC, ENZA Foods, Alliance and Nelson Pine Industries.
- 3.3 The Memorandum of Understanding requires that the draft Business Plan be presented annually to each Council by 31 December each year and allows for each Council to provide feedback on the draft Business Plan.
- 3.4 The draft 2020/21 Business Plan was prepared by the NRSBU Acting General Manager and was presented to the Board, who resolved on 13 September 2019 as follows:

Moved Walker/Cr Maling

NRSBU19-09-1

Item 9: Nelson Regional Sewerage Business Unit 2020/21 Business Plan

That the Nelson Regional Sewerage Business Unit:

- 1. receives and approves the draft NRSBU Business Plan 2020/2021 subject to minor changes approved by the Chairman; and*
- 2. recommends the draft NRSBU Business Plan 2020/2021 be presented to the Tasman District Council and Nelson City Council for their feedback.*

CARRIED

3.5 The NRSBU can only formally adopt the Draft Business Plan after receiving and considering comment from the two Councils and is then required to present the final Business Plan to the Councils by 20 March, for inclusion in each Council's draft Annual Plan.

3.6 The Infrastructure Committee considered the Draft Business Plan on the 21 November 2019 and provided feedback to the Acting General Manager. That feedback requested specifics as to when the Business Improvement Plan was due to commence.

3.7 The Committee resolved:

Resolved IC/2019/067

"Receives the report Nelson Regional Sewerage Business Unit 2020/21 Business Plan (R11478) and its attachment (A2279695); and

Provides comments back to the Nelson Regional Sewerage Business Unit Acting General Manager on the draft Nelson Regional Sewerage 2020/21 Business Plan (A2279695)".

3.8 The General Manager considered that feedback, amended the Business Plan and presented it to the NRSBU Board on the 12 June 2020, where they resolved as follows:

"Receives the report Adoption of the Nelson Regional Sewerage Business Unit 2020/2021 Business Plan (R18049) and its attachment (A2396455); and

Approves the NRSBU Business Plan 2020-2021 (A2396455) subject to minor changes approved by the Chairperson; and

Recommends the NRSBU Business Plan 2020/21 be presented to the Tasman District Council and Nelson City Council".

4. Discussion

4.1 The NRSBU Business Plan 2020/21 is appended as Attachment 1 and the General Manager will be present at the meeting to answer any questions.

Item 9: Nelson Regional Sewerage Business Unit 2020/21 Business Plan

5. Options

5.1 The Committee has already considered the draft Business Plan and provided feedback to both the Acting General Manager and General Manager. The General Manager has addressed that feedback in the revised Business Plan and presented it back to the Board for approval. The Board has subsequently approved the Business Plan.

5.2 All that remains is for both Council's to receive that the Business Plan in line with the Memorandum of Understanding.

6. Conclusion

6.1 The NRSBU Business Plan 2020/21 has been approved by the NRSBU Board and is now presented to the two Councils.

Author: Alec Louverdis, Group Manager Infrastructure

Attachments

Attachment 1: A2396455 - NRSBU Business Plan 2020 - 2021 [↓](#)

Important considerations for decision making
1. Fit with Purpose of Local Government The NRSBU is a joint committee constituted pursuant to the provisions of Schedule 7 to the Local Government Act 2002 and contributes to the four Local Government well-beings of social, economic, environmental and cultural.
2. Consistency with Community Outcomes and Council Policy The draft Business Plan is required under the MoU to be received by Council and included in the 2020/21 Annual Plan.
3. Risk This report is of low risk as the Committee has already considered the Business Plan and provided comment back to the Acting General Manager. The risk not receiving the Business Plan is that this could delay the NRSBU implementing their Business Plan for 2020/21.
4. Financial impact The NRSBU 2020/21 Business Plan reflects an increase in essential renewals expenditure and the commencement of the regional pipeline upgrade.
5. Degree of significance and level of engagement The NRSBU is a Joint Committee of the two Councils and its activities are included in the Long-term Plans and Annual Plans of each Council. Consultation is undertaken by both Councils in the preparation and adoption of these plans.
6. Climate Impact A key feature of the draft Business Plan is the inclusion of a long-term objective of greenhouse gas emissions with the commitment to measure and reduce greenhouse gas emissions from the facility.
7. Inclusion of Māori in the decision making process No engagement with Māori has been undertaken in preparing this report but iwi have representation on the Board.
8. Delegations The Infrastructure Committee has the following delegations to consider the Nelson Regional Sewerage Business Plan:

Item 9: Nelson Regional Sewerage Business Unit 2020/21 Business Plan

Relevant Areas of responsibility:

- *Wastewater, including Bell Island Wastewater Treatment Plant*

Delegations:

The exercise of Council's responsibilities, powers, functions and duties in relation to governance matters includes

- *Developing, approving, monitoring and reviewing policies and plans, including activity management plans and the Infrastructure Strategy*

Sensitivity: General

Nelson Regional Sewerage Business Unit

**BUSINESS PLAN
2020/2021**



A2396455

Sensitivity: General

NRSBU Business Plan 2020-2021

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Prepared by: Don Clifford with input from Nathan Clarke, Acting Operations Manager

Approved by: Don Clifford, Acting General Manager

Approved by: NRSBU 13 September 2019 (with minor changes approved by Chair 7 October 2019) **Rev 2**

Approved For approval 12 June 2020

Cover photograph Bell Island

*Nelson Regional Sewerage Business Unit Business Plan
2020/21 **(Final)***

A2396455

Sensitivity: General

1. PURPOSE

The purpose of the Nelson Regional Sewerage Business Unit Business Plan 2020/2021 is to summarise management goals and objectives to deliver wastewater collection and treatment services to the region; and to improve the effectiveness and efficiency in the delivery of those services.

2. MEMORANDUM OF UNDERSTANDING REQUIREMENTS

The Memorandum of Understanding states that the NRSBU Board shall by 31 December each year supply to the councils (Nelson City and Tasman District Councils) a copy of its draft Business Plan. The Business Plan outlines the management of the Nelson Regional Sewerage Business Unit and the assets for the ensuing year, together with any variations to the charges proposed for that financial year.

The Memorandum of Understanding (MoU) commenced on 1 July 2015 and shall terminate on 30 June 2025. The MoU was updated in March 2019.

3. INTRODUCTION

This Business Plan 2020/21 outlines the projects and initiatives to be implemented during the year. It also outlines the associated funding required and the details of the performance targets and measures.

The Business Plan is aligned with the NRSBU Strategic Plan and the NRSBU Wastewater Asset Management Plan 2017 (although some budgets have increased, some have decreased, and/or the timing has changed). It includes business objectives and performance targets (Section 7) and the three-year financial forecasts (Section 8). The following key pieces of information from those other documents are included in the appendices of this business plan:

Appendix A – Committee Activity Schedule

Appendix B - Targeted levels of service established by the Asset Management Plan

Appendix C - Internal business improvement plan

Appendix D - The 10-year financial plan

Appendix E - Schematic layout of the NRSBU operations

Appendix F – Reduction of Adverse Environmental Effects

4. MISSION STATEMENT

The NRSBU's mission statement is:

"To identify the long-term wastewater processing and reticulation needs of our customers and to meet current and future needs in the most cost effective and sustainable manner."

5. STRATEGIC GOALS

The NRSBU aspires to achieve the following goals:

- Wastewater reticulation, treatment and disposal services meet customers' long-term needs.

*Nelson Regional Sewerage Business Unit Business Plan
2020/21 (Final)*

A2396455

Sensitivity: General

- The wastewater reticulation, treatment and disposal services are delivered cost effectively.
- Risks associated with the services provided are identified and mitigated to a level agreed with customers and owners.
- We engage the right people with the right skills and experience.
- The NRSBU operates sustainably and endeavours to remedy or mitigate any identified adverse environmental, social and cultural impacts.
- NRSBU understands its Carbon Emissions and manages them in a responsible way.
- Good relationships are maintained with all stakeholders.
- All statutory obligations are met.

The NRSBU functional activities are managed by the Nelson City Council and therefore the NRSBU functional activities shall comply with the requirements of the Nelson City Council Health and Safety Policy and fully subscribe to the vision for a Zero Harm Culture.

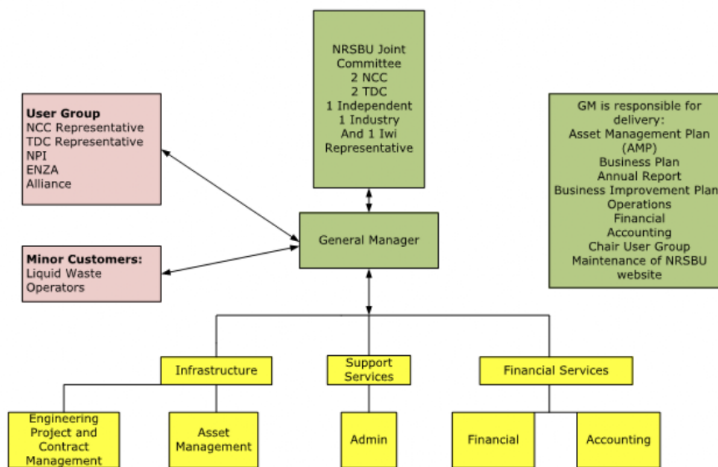
All strategic goals are important and no one goal will be pursued at the expense of another.

It is important to note that discussion is occurring nationally in regard to the delivery of water services in New Zealand This discussion includes the implementation of national discharge standards for wastewater treatment facilities. This work could have a significant influence on NRSBU.

If is necessary for NRSBU to maintain an understanding of these issues so that an appropriate response can be made if required.

6. NRSBU STRUCTURE

The structure of the Nelson Regional Sewerage Business Unit is as follows:



The Nelson Regional Sewerage Business Unit was established in July 2000, replacing the former Nelson Regional Sewerage Authority established in the 1970s.

Following the adoption of a new Strategic Plan in August 2013, the 2017 Wastewater Asset Management Plan was developed and adopted on 15 September 2017. A draft of the long-term financial plan based on the Asset Management Plan, was provided to Tasman District Council and Nelson City Council in July and October 2017 respectively to enable them to consolidate the NRSBU long-term plan into their own strategic documents.

Sensitivity: General

7. BUSINESS OBJECTIVES AND PERFORMANCE MEASURES

The objectives outlined below describe the long-term aims of the business unit. Performance measure targets and dates (where they are not specified below) are set annually in the Business Plan along with performance measures for projects identified in the Asset Management Plan. Performance will be reported quarterly to the Board and annually to the shareholding councils.

Long Term Objectives	Key Performance Measures
<i>Wastewater reticulation, treatment and disposal services meet customers' long-term needs</i>	
Sufficient reticulation, treatment and disposal capacity is available for loads received.	Loads do not exceed the capacity of the system components.
Intergenerational equity is maintained.	Loans are repaid over 30 years (the average life of the assets).
Customers are encouraged to engage with the organisation and are satisfied with the service.	All customer representatives attend at least 75% of customer meetings. Customer surveys show an average score of at least 5 out of 7 on satisfaction with services.
Levels of service are defined in all contracts and are met.	100% compliance with service level agreements by all major contractors.
<i>Wastewater reticulation, treatment and disposal services are delivered cost effectively</i>	
Reticulation, treatment and disposal services are delivered cost effectively	The operational costs of reticulation, treatment and disposal processes are benchmarked against costs incurred up to 30 June 2014. All capital projects are delivered within budget.
The economic lives of all assets are optimised.	Three yearly independent audit of asset management practices confirms this.
Customers understand the benefits of demand management and the costs, risks and environmental implications of increasing demand.	Combined loads do not exceed the capacity of the components of the system.

Sensitivity: General

Long Term Objectives	Key Performance Measures
New technology choices are well understood and are proven to be reliable, sustainable and cost effective.	All significant technology choices are supported by cost-benefit analysis, independent peer review, energy efficiency analysis, risk analysis and, where appropriate, by other users of those technologies.
<i>Risks associated with the services provided are identified and mitigated to a level agreed with customers and owners.</i>	
Risk management plans include all significant health and safety, environmental, cultural, social, economic and contractual risks.	No event, which impacts on agreed levels of service, occurs that has not been identified in the NRSBU risk management plans. Customer representatives review and approve the risk management plan annually and following any incidents that require activation of the plan.
Contingency plans adequately address emergency events.	Customer representatives review and approve the plans annually. Effectiveness of plans is reviewed and confirmed following incidents that require activation of the plan.
<i>We engage the right people, with the right skills and experience.</i>	
Those engaged with the NRSBU have the right skills, experience, and support to perform well.	Annual staff performance reviews include assessment of the skills and experience required in their role in NRSBU and their development needs are identified and met. Development and succession plans are in place. The Board reviews its performance at least annually.
Operation and maintenance manuals reflect best practice for the management of the plant and reticulation systems and are followed consistently.	An independent audit every three years confirms this.
<i>NRSBU operates sustainably and endeavours to remedy or mitigate any identified adverse environmental, social or cultural impact</i>	

Sensitivity: General

Long Term Objectives	Key Performance Measures
<p>NRSBU minimises adverse environmental, social and cultural impacts where this is economically viable.</p>	<p>That progress towards meeting energy efficiency targets reported on and reviewed annually in June.</p> <p>Current capacity to utilise beneficial application of biosolids to land is sustained.</p> <p>Beneficial economic and environmental reuse of treated wastewater is maintained or increased.</p> <p>Environmental, social and cultural impacts are considered in all decision making.</p>
<p><i>NRSBU understands its Carbon Emissions and manages them in a responsible way.</i></p>	
<p>The NRSBU measures the greenhouse gas emissions of wastewater conveyance, treatment and Biosolids reuse activities</p>	<p>The emissions from each of:</p> <ul style="list-style-type: none"> • Nelson Regional Sewerage Scheme • Bell Island WWTP • Rabbit Island Biosolids reuse system <p>are assessed and reported annually, by June 2021.</p> <p>This will include the development of a model that allows regular and ongoing assessment of emissions using operations and maintenance data.</p>
<p>The NRSBU reduces the greenhouse gas emissions rate for wastewater treatment activities</p>	<p>A target for emissions per unit of wastewater is established by June 2021 and reviewed annually.</p> <p>The NRSBU will annually assess the business case for reducing emissions from wastewater conveyance, treatment, and biosolids disposal operations</p>
<p><i>Good relationships are maintained with all stakeholders</i></p>	
<p>Shareholders are satisfied with the strategic direction and the economic performance of the business unit.</p>	<p>All strategic and business plans are approved by shareholders.</p> <p>All budget projections are met.</p>
<p>Good relationships are maintained with all stakeholders including owners, iwi, customers, contractors, neighbours, and the wider community.</p>	<p>All complaints or objections are addressed promptly.</p> <p>All applications for resource consents are approved.</p> <p>Up to date information on activities and achievements are publicly available.</p>

Sensitivity: General

<i>All statutory obligations are met</i>	
All statutory obligations are identified and met and are included in contracts with suppliers.	100% compliance with all statutory obligations.
All resource consent requirements are met.	100% compliance with all resource consents.

Sensitivity: General

8. THREE YEAR RENEWAL EXPENDITURE FORECAST (\$'000)

Renewal Plan (\$,000)	Projected 2019/20	2020/21	2021/22	2022/23
Miscellaneous	120	120	120	120
Pump Stations and Rising Mains	67	50	251	537
Inlet, Aeration Basin, Clarifier and Ponds	88	828	814	41
Solids Handling	55	723	172	217
ATAD rust proofing	110			
Rabbit Island	38		78	49
Biosolids and sludge storage tank refurbishment		75		
Facilities (Operator Buildings)	95	150		
Replace isolation switches	25			
Replace microscope	12			
PLC renewal	100	100		
Roads	24	75		
Consents	154			
Total	870	2121	1435	964

The renewal programme of the NRSBU assets is developed around lifecycle and condition assessment. An iterative process is followed whereby the renewal programme is considered annually with inputs from the Operation and Maintenance operator and a review of remaining useful life of assets. In the preparation of this business plan a review of the asset renewals list has been undertaken; and it has been identified that, when an asset life was extended, the renewal budget for the asset was not being carried forward for the replacement of the asset. The result of this has been underspending of renewals budgets and some corresponding previously approved budget allowances being dropped. This review has been undertaken for the assets due for renewal in 18/19 and 19/20; and has resulted in a significant increase in the required renewal budget compared to previous years.

Condition assessment reports may be commissioned where additional information is required to ensure optimal spend on renewals.

Miscellaneous items are at the discretion of the General Manager.

Sensitivity: General

9. NRSBU Capital Upgrade Plan

The following table outlines the capital upgrades proposed over the next three years. This is followed by a commentary outlining more detail on each of the proposals.

Year	Description of Projects	Estimated Costs \$
2020/21	Commence Regional Pipeline Capacity Upgrade (Proposed for Saxtons Road to Monaco)	5,000,000
	Treatment Plant Upgrade (Resource Consent dependent; plus facilities improvements)	2,800,000
	Rabbit Island Biosolids Consent	240,000
	Partial Desludging oxidation ponds	750,000
	Carbon Management System	100,000
2021/22	Completion of Regional Pipeline Capacity Upgrade (Proposed for Beach Road to Saxton Road)	8,000,000
	Pump station and Treatment Plant Upgrade (Resource Consent related)	500,000
2022/23	Treatment Plant and Network Upgrade (Consent related)	500,000
	Modify Facultative Pond (Consent dependent)	420,000

Commentary on Upgrade Proposals for 2020/21

Desludging of Ponds: Partial desludging is being carried out over two financial years. The intention is to reduce the depth of sludge in ponds F1 and F3 to improve the available vertical space in those ponds.

Pump station upgrade is to comply with the conditions of the aberrational discharge consent and to increase network resilience. For example, to install screens at Saxton Rd pump stations and to develop a programme of work to investigate and implement ways to reduce overflows from the sewerage pump stations to the estuary. Reduced overflow options include emergency generators for storm pumps.

The regional pipeline downstream of Beach Road has insufficient capacity to prevent raw sewage overflows under moderate rainfall conditions. In line with the aspirations and intentions described in Appendix F, we will investigate, design and implement capacity improvements. This is an item that was not expressly identified in the 2017 AMP however there was an estimate of \$1m for the 2020/2021 year for Regional Pipeline (Demand dependent). A likely solution will be to rehabilitate existing infrastructure, as that would be significantly more affordable than completely new infrastructure.

Sensitivity: General

Treatment Plant and Biosolids upgrade covers items such as:

- trials to re-use treated wastewater to clean the inlet screens (reducing the use of potable water and consequently the volume discharged to the estuary)
- further develop investigations into the potential re-use (by others) of treated wastewater
- investigate and implement potential tree and vegetation planting around the perimeter of Bell Island
- commission a high-level report into alternative wastewater treatment systems (that would avoid or significantly reduce the discharge of treated wastewater to the Waimea Inlet)
- equipment and physical improvements to improve health & safety on-site
- biosolids odour reduction activities
- biosolids disposal improvements and future resilience studies

The modification of ponds budget is an allowance that is conditional on the review of the performance of improvements made to the final maturation pond. Therefore, this expenditure may be deferred, and/or the amount amended.

The consent for the application of biosolids at Rabbit Island expires 8 November 2020 and needs renewal.

Regional Pipeline Upgrade:

- Monaco to Bell Island pipe condition assessment and pipe flushing connection, valves and installation.
- Regional pump stations consent compliance, plus storm surge defence plan and implementation programme.
- Capacity improvements (in particular, downstream of Beach Road)

Emission Management System

This Emission Management work is expected to involve an assessment of the emission profile from the Bell Island WWTP, Rabbit Island Biosolids application system, and the Nelson Regional Sewerage system. It will include a draft model that can be used annually to redo the Carbon Emission Assessment based on the information collected as part of the operations and Maintenance. This model should be suitable for use by NRSBU staff to annually assess and report on the emissions from the NRSS.

NRSBU Records and data:

Additionally, we will investigate the benefits of collating all the NRSBU historic and current information into a single access point electronic storage location.

Sensitivity: General

10. FINANCIAL PLAN

Nelson Regional Sewerage Business Unit
Budget Summary for 2020 to 2023

	Projection	Budget		
	19/20	20/21	21/22	22/23
Income				
Contributors	7,815	8,442	9,079	9,719
Interest	0	0	0	0
Other Recoveries	158	158	158	158
Total Income	7,974	8,601	9,238	9,878
Expenditure				
Operations & Maintenance	3,476	3,517	3,622	3,474
Management	500	500	500	500
Interest	459	712	1,053	1,268
Insurance	75	75	75	75
Depreciation	2,224	2,263	2,359	2,648
Total Operating Cost	6,735	7,068	7,610	7,966
Surplus/Deficit	1,239	1,533	1,628	1,912
Use of Funds				
Loan Repayment	1,353	142	924	1,684
Renewals	871	2,121	1,435	964
Owners Distribution	1,239	1,533	1,628	1,912
Upgrades	4,600	8,890	8,500	920
	8,063	12,586	12,487	5,480
Sources of Funds				
Surplus/Deficit	1,239	1,533	1,628	1,912
Depreciation	2,224	2,263	2,359	2,648
New Loans	4,600	8,890	8,500	920
	8,063	12,586	12,487	5,480

*Nelson Regional Sewerage Business Unit Business Plan
2020/21(Final)*

A2396455

Sensitivity: General

APPENDIX A

Nelson Regional Sewerage Business Unit Committee Activity Schedule 2020-2021

Date	Activity	Papers required
By 31 August 2020	Review draft Annual Report and Financial Statement.	Draft annual report and financial statement.
By 30 September 2020	Deliver annual financial statement to Councils.	Financial Statement.
By 31 December 2020	Review board planning/meeting timetable. Adopt draft business plan for presentation to Tasman District Council and Nelson City Council. Review and update Interests Register. Adopt business continuity plan.	Planning/meeting timetable. Business Plan. Interests Register. Draft business continuity plan.
By 20 March 2021	Present Annual Report and Business Plan to Tasman District Council and Nelson City Council.	Annual Report and Business Plan.

Sensitivity: General

Date	Activity	Papers required
By 30 June 2021	Review board performance Review governance policy Review Demand Management Plan Receive report on Contingency Plan review by customer representatives. Receive report on Risk Management review by customer representatives. Review customer satisfaction survey results Annual review of Strategic Plan Adopt Energy Conservation Plan Review Audit Management Report Annual Carbon Emission Review	Checklist for committee effectiveness. Governance Policy Draft Demand Management Plan. Report on Contingency Plan review by customer representatives. Report on Risk Management review by customer representatives. Customer survey report. Strategic plan. Energy Conservation Programme. Carbon Mission Measurement System development

Sensitivity: General

APPENDIX B

LEVELS OF SERVICE

The following levels of service are included in the Nelson Regional Sewerage Business Unit Asset Management Plan 2017 and compliance demonstrates progress towards achieving the strategic goals:

Environmental	Category	Level of Service
Treatment and Disposal	RMA Consent - Wastewater Discharge to Coastal Marine Area	100% compliance with consent conditions
	RMA Consent – Discharge of Contaminants to Air.	100% compliance with consent conditions
	RMA Consent - Discharge of Contaminants to Land	100% compliance with consent conditions
	Equipment Failure of critical components within the treatment and disposal system.	No equipment failures that impact on compliance with resource consent conditions.
Pump stations	Odour complaints from pump stations	No odour complaints originating from pump stations
	Pump station wet weather overflows	No overflow events occurring for the contracted contributor flows
	Pump station overflows resulting from power failure	No overflow events occurring
	Pump station overflows resulting from mechanical failure.	No overflow events occurring
Pipelines	Reticulation Breaks	No reticulation breaks.
	Air valve malfunctions	No air valve malfunctions that result in overflows
Capacity	Category	Level of Service
Treatment and Disposal	Overloading system capacity	Treatment and disposal up to all contracted loads and flows
Pump Stations	Overloading system capacity	No overflows for all pump stations for the contracted contributor flows
Reliability	Category	Level of Service
Treatment and Disposal Pump stations Pipelines	Equipment failure of critical components	No equipment failures that lead to non-compliance with resource consent conditions

Sensitivity: General

Responsiveness	Category	Level of Service
Treatment and Disposal Pump Stations Pipelines	Speed of response for emergency and urgent maintenance works	Achievement of response times specified in the maintenance contract
	Speed of response for routine and programmable maintenance works	Achievement of response times specified in the maintenance contract
Key Customer Relationships	Category	Level of Service
Treatment and Disposal Pump Stations Pipelines	Customer satisfaction	Agreed levels of service provided to all customers
		Robust charging structure is in place

Sensitivity: General

Appendix C

BUSINESS IMPROVEMENT PLAN

This section describes initiatives to improve the efficiency and effectiveness of the Business Unit and is based on the Nelson Regional Sewerage Business Unit Strategic Plan and referenced to the 2017 Wastewater Asset Management Plan.

IP	Description	Resource Requirements	Progress
IP-1	Consolidate all data and information; and review ease of access	In-house and consultants	Commencing July 2020
IP-2	Renewal of biosolids disposal permits.	In-house, Legal and technical Consultants	Commenced late 2019, and completion expected 2021.
IP-3	Continue sludge removal programme.	In-house and Contractor	On-going, Sludge Bund Consent granted 2019/2020 Sludge containment area under construction 2019/2020. Desludging to be begin November 2020.
IP-4	Determine the long-term strategy (Master Plan)	In-house and consultants	Consultant was engaged to assist on secondment in May 2020, Long term strategy to be developed by year end 2020/2021.
IP-5	Review AMP	In house and consultants	Consultants engaged to assist development, draft by end July 2020
IP-6	Investigate use of gravity belt thickener for use to thicken secondary sludge.	In-house and consultants	Not started. This is programmed for early 2021

Sensitivity: General

APPENDIX D

10 YEAR PLAN

CAPITAL EXPENDITURE

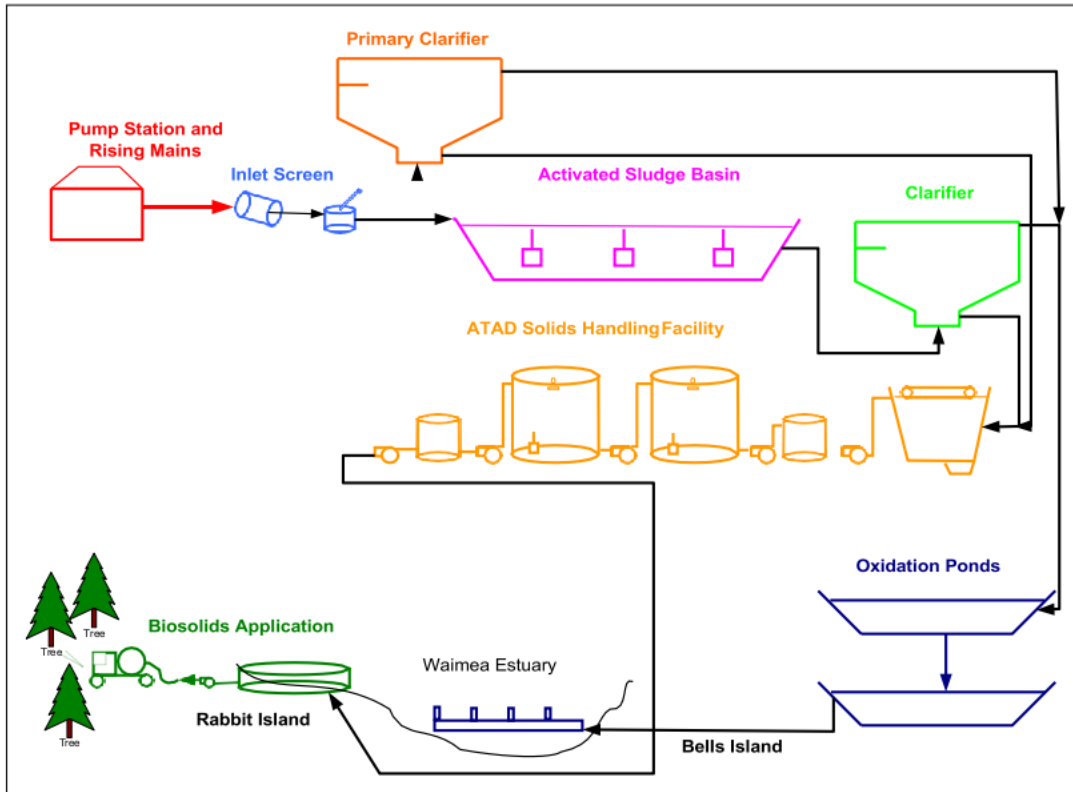
Upgrade programme		
Year	Description of Projects	Estimated Costs \$
2020/21	Commence Regional Pipeline Capacity Upgrade (Demand dependent)	5,000,000
	Treatment Plant Upgrade (Bell island Resource Consent dependent; plus facilities improvements)	2,800,000
	Rabbit Island Biosolids Consent Application	240,000
	Desludging oxidation ponds	750,000
	Carbon Emission Measurement System	100,000
2021/22	Complete Regional Pipeline Capacity Upgrade (Demand dependent)	8,000,000
	Treatment Plant and Network Upgrade (Consent related)	500,000
2022/23	Treatment Plant and Network Upgrade (Consent related)	500,000
	Modify Facultative Pond (Consent dependent)	420,000
2023/24	Treatment Plant and Network Upgrade (Consent related)	500,000
2024/25	Disposal of dried sludge	700,000*
2025/26	Songer street PS upgrade (Demand dependent)	100,000
	Disposal of dried sludge	700,000*
2026/27	Disposal of dried sludge	700,000*
2029/30	Activated sludge management (2 nd Secondary clarifier)	2,800,000
2030/31	Yet to be determined	

*Note: These forecast amounts will not be required if the NRSBU successfully obtains resource consent to use the material in bunds on site (to protect the low-lying area adjacent to the ATADs)

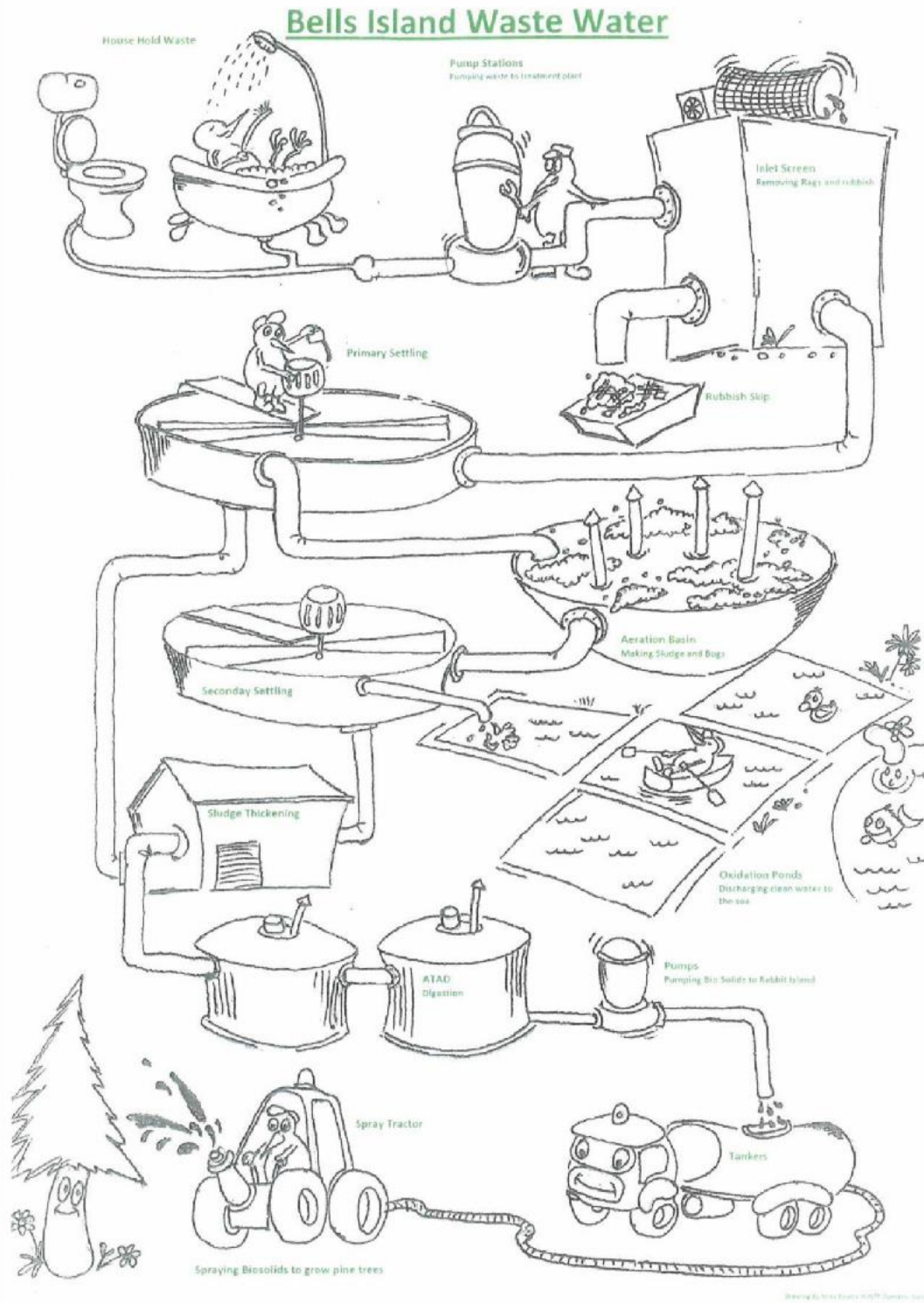
Sensitivity: General

APPENDIX E

BELL ISLAND TREATMENT PLANT SCHEMATICS



Sensitivity: General



Sensitivity: General

APPENDIX F

REDUCTION OF ADVERSE ENVIRONMENTAL EFFECTS

The NRSBU intends to:

- reduce overflow into the coastal marine environment and Tasman Bay beyond.
- have a greater focus on the immediate coastal marine environment and impacts on the ecology of Tasman Bay.
- consider water quality, biodiversity and estuary health as priorities over the next two years.
- reduce the volume of wastewater discharged to Waimea Inlet.

To implement this vision, the NRSBU will:

- develop a programme of work to investigate and implement ways to reduce overflows from the sewerage pump stations to the estuary.
- implement the conditions associated with the pump stations Aberrational Discharge resource consent.
- undertake a trial to re-use treated wastewater to clean the inlet screens (reducing the use of potable water and consequently the volume discharged to the estuary).
- further develop investigations into the potential re-use (by others) of treated wastewater.
- investigate potential tree and vegetation planting around the perimeter of Bell Island.
- continue to operate the treatment plant well and achieve high quality effluent.
- commission a high-level report into alternative wastewater treatment systems (that would avoid or significantly reduce the discharge of treated wastewater to the Waimea Inlet).