



Notice of the Ordinary meeting of

Regional Transport Committee

Te Kōmiti Waka-ā-Rohe

Date:	Monday 6 December 2021
Time:	1.30p.m.
Location:	Council Chamber Civic House 110 Trafalgar Street, Nelson

Agenda

Rārangi take

Chairperson

Cr Brian McGurk

Deputy Chairperson

Cr Judene Edgar

Members

Her Worship the Mayor Rachel Reese

Cr Rohan O'Neill-Stevens

Waka Kotahi Representative Ms Emma Speight

Quorum: 3

**Pat Dougherty
Chief Executive**

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision. For enquiries call (03) 5460436.

Regional Transport Committee

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

Areas of Responsibilities:

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

Powers to Decide:

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

Powers to Recommend to Council:

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

Karakia and Mihi Timatanga

1. Apologies

Nil

2. Confirmation of Order of Business

3. Interests

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

4.1 Biddy Myers - The need to support Electric Vehicles in our Region

Biddy Myers will speak about the need to support electric vehicles in our region and the lack of charging provisions.

5. Confirmation of Minutes

5.1 28 September 2021

6 - 9

Document number M18972

Recommendation

That the Regional Transport Committee

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 28 September 2021, as a true and correct record.***

6. Regional Transport Committee Chair's Report

10 - 10

Document number R26461

Recommendation

That the Regional Transport Committee

- 1. Receives the report Regional Transport Committee Chair's Report (R26461).***

7. Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation 11 - 37

Document number R26260

Recommendation

That the Regional Transport Committee

- 1. Receives the report Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation (R26260) and its attachments (A2779559 and A2781180); and***
- 2. Notes that a variation to amend the Regional Land Transport Plan is required to include the SH6 Rocks Road Pre-Implementation Phase to facilitate Waka Kotahi seeking funding concurrently with the Business Case approval, and that consultation on this variation is not required as it does not trigger Council's Regional Land Transport Plan's Significance Policy and nor is it appropriate to carry out any additional consultation in the circumstances; and***
- 3. Approves, for submission to Council, that the Nelson Regional Land Transport Programme 2021-31 is varied to include a total of \$6.5M for "Pre-implementation Phase" for the SH6 Rocks Road Walking and Cycling facility spread over the 2021-24 financial years, noting that approval from both the Tasman District Council and Marlborough District Council is not required but that they be advised of the proposed variation.***

Recommendation to Council

That the Council

- 1. Approves that the Nelson Regional Land Transport Programme 2021-31 is varied to include a total of \$6.5M for "Pre-implementation Phase" for the SH6 Rocks Road Walking and Cycling facility spread over the 2021-24 financial years.***

8. Waka Kotahi Update

38 - 53

Document number R26365

Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi Update (R26365) and its attachment (A2792850).***

Karakia Whakamutunga



Minutes of a meeting of the Regional Transport Committee

Te Kōmiti Waka-ā-Rohe

**Held in the Council Chamber, Civic House, 110 Trafalgar Street,
Nelson on Tuesday 28 September 2021, commencing at 1.38p.m.**

Present: Councillor B McGurk (Chairperson), Her Worship the Mayor R Reese, Councillors J Edgar and R O'Neill-Stevens and Waka Kotahi Representatives, Mr A James and Ms E Speight (via Zoom)

In Attendance: Group Manager Infrastructure (A Louverdis) and Governance Advisers (E Stephenson and K McLean)

Apologies : Nil

Due to technical difficulties, the meeting was adjourned from 1.39pm until 1.41pm.

Karakia and Mihi Timatanga

1. Apologies

There were no apologies.

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

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

4. Public Forum

There was no public forum.

5. Confirmation of Minutes

5.1 29 June 2021

Document number M18765, agenda pages 5 - 8 refer.

Resolved RTC/2021/012

That the Regional Transport Committee

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 29 June 2021, as a true and correct record.***

O'Neill-Stevens/Edgar

Carried

6. Chairperson's Report

The Chairperson gave a verbal report, noting that funding for the Land Transport Fund showed the benefit of Council's joint plan with Tasman and Marlborough, with \$26.3m for local road maintenance, \$5.9m to maintain and bring through improvements signalled in the Regional Land Transport Plan. He acknowledged the contribution of the transport team and Waka Kotahi.

Resolved RTC/2021/013

That the Regional Transport Committee

- 1. Receives the Chairperson's verbal report.***

McGurk/Edgar

Carried

7. 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21

Document number R26087, agenda pages 9 - 38 refer.

Manager Transport and Solid Waste, Marg Parfitt, spoke to the report, and answered questions regarding travel time variabilities, traffic monitoring, active transport, road safety, cycle crash data and communication regarding proactive road closures for roadworks.

Resolved RTC/2021/014

That the Regional Transport Committee

- 1. Receives the report 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21 (R26087) and its attachment (A2720457).**

Edgar/Her Worship the Mayor

Carried

The meeting was adjourned from 2.11pm until 2.25pm.

8. Waka Kotahi Update

Document number R26181, agenda pages 39 - 60 refer.

Waka Kotahi Representative, Emma Speight, spoke to the report and its attachment, highlighting investment in transport for Nelson and the region as a whole, key activity class detail, public transport, the national ticketing programme, walking and cycling, the Road to Zero project, the rail network and coastal shipping, the annual monitoring report, the public awareness campaign, partnering with Māori and Pasifika businesses and Te Hiringa o Te Taiao (Waka Kotahi's resource efficiency strategy). Ms Speight answered questions regarding public consultation, the speed limit register and related rule changes, the resource efficiency strategy and the Nelson Future Access Project.

In response to a question, Waka Kotahi Representative, Andrew James, advised that Whakatū Drive remedial shape correction entailed maintenance work to bring the road back to shape to ensure water drained off properly and that no noise treatments had been budgeted for.

Resolved RTC/2021/015

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi Update (R26181) and its attachment (A2748059).**

Speight/O'Neill-Stevens

Carried

9. Public Transport Update

Document number R26022, agenda pages 61 - 64 refer.

A document was tabled (A2756325 - paragraphs 4.8.1 – 4.8.7) relating to Conditions of carriage for pets, that had been inadvertently omitted from the agenda.

Manager Transport and Solid Waste, Marg Parfitt, spoke to the report, noting funding for planned improvements, public transport patronage and funding, free travel for people travelling for COVID-19 vaccinations, and updated the Committee on preparation of the new public transport contract. She answered questions regarding cleaning costs for pet travel, integration with the City Centre development team, consistency between

the Procurement Policy for Public Transport and Council's Procurement Policy and payment of the Living Wage to bus drivers.

A change was made to the recommendation to reflect that the conditions of carriage for pets information was tabled at the meeting.

Resolved RTC/2021/016

That the Regional Transport Committee

- 1. Receives the report Public Transport Update (R26022); and***
- 2. Notes the conditions for carriage of Pets on Public Transport (section 4.8 of report R26022), as tabled at the meeting (A2756325), for the purposes of a trial period; and***
- 3. Notes payment of the Living Wage to Bus drivers will require consideration of additional funding in Year 2 of the Long Term Plan 2021-31; and***
- 4. Notes that a Memorandum of Understanding between Nelson City and Tasman District Councils regarding joint future public transport management is under development and will be brought to a future Regional Transport Committee meeting before the new contract is in place.***

Edgar/Speight

Carried

Attachments

- 1 A2756325 - Conditions of carriage for pets

Karakia Whakamutanga

There being no further business the meeting ended at 3.11pm.

Confirmed as a correct record of proceedings by resolution on (date)

Resolved

Regional Transport Committee Chair's Report

1. Chair's foreword

- 1.1 My Chair's report centres on several significant issues.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Regional Transport Committee Chair's Report (R26461).***

3. South Island Regional Transport Committee (RTC) Chairs (SIRTC)

- 3.1 Our RTC has been a member of the SIRTC since 2016. My Tasman District Council colleague, Councillor Stuart Bryant, has been elected as the current chair and I wish him well in this appointment.
- 3.2 A recent meeting of the group has agreed a refresh of the Charter and this is a subject of this report for the RTC's information. It was also agreed that notwithstanding the pending Waka Kotahi changes (see item above) that the Top of the South RTCs are still critical to the single voice for the South Island and will continue to be part of the SIRTC.

Author: Brian McGurk, Chairperson

Attachments

Nil

Regional Transport Committee



6 December 2021

REPORT R26260

Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation

1. Purpose of Report

- 1.1 To approve a recommendation to Council to vary the Regional Land Transport Plan 2021- 2031 (RLTP) to include funding to support the pre-implementation phase of the Rocks Road Walking and Cycling facility.

2. Summary

- 2.1 The Nelson Future Access Business Case (Business Case) was endorsed by Council on 28 October for submission to the Waka Kotahi Board for approval on 16 December 2021.
- 2.2 Now that the Business Case recommendations are known, Nelson City Council (NCC) can vary the RLTP placeholder to align with the early activities that require pre-implementation funding to progress.
- 2.3 Waka Kotahi has requested NCC vary its RLTP to include SH6 Rocks Road Pre-Implementation to facilitate inclusion in the NLTP and for a funding application to be considered.

3. Recommendation

That the Regional Transport Committee

- 1. Receives the report Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation (R26260) and its attachments (A2779559 and A2781180); and***
- 2. Notes that a variation to amend the Regional Land Transport Plan is required to include the SH6 Rocks Road Pre-Implementation Phase to facilitate Waka Kotahi seeking funding concurrently with the Business Case approval, and that consultation on this variation is not required as it does not trigger Council's Regional***

Item 7: Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation

Land Transport Plan's Significance Policy and nor is it appropriate to carry out any additional consultation in the circumstances; and

- 3. Approves for submission to Council, that the Nelson Regional Land Transport Programme 2021-31 is varied to include a total of \$6.5M for "Pre-implementation Phase" for the SH6 Rocks Road Walking and Cycling facility spread over the 2021-24 financial years, noting that approval from both the Tasman District Council and Marlborough District Council is not required but that they be advised of the proposed variation.***

Recommendation to Council

That the Council

- 1. Approves that the Nelson Regional Land Transport Programme 2021-31 is varied to include a total of \$6.5M for "Pre-implementation Phase" for the SH6 Rocks Road Walking and Cycling facility spread over the 2021-24 financial years.***

4. Background

- 4.1 The 28 October 2021 "Nelson Future Access – Business Case Endorsement" report (R26073) provides a comprehensive background to this issue and is not replicated here but is appended as Attachment 1.

5. Discussion

- 5.1 The expected cost to implement the recommended programme for Rocks Road, which includes a 5m wide walking and cycling facility is estimated to cost between \$140 and \$166M.
- 5.2 No further work can progress on this project until the Waka Kotahi Board approves the Business Case and subsequent (and possibly concurrent) consideration of a funding application by Waka Kotahi for the pre-implementation phase of the project. For the latter to occur the pre-implementation funding of \$6.5M needs to be included in the RLTP in the 2021-24 period and Waka Kotahi have formally requested that NCC include this in its RLTP.
- 5.3 Varying the RLTP to include a pre-implementation phase for the project does not trigger the RTC's Significance Policy. The Significance Policy deems a significant activity as any Improvement Activity with an estimated construction cost (including property) exceeding \$5M and any other matter the RTC resolves as being regionally significant, but notes:

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"For the avoidance of doubt, the following variations to the RLTP are considered not significant for purposes of consultation:

ii. A scope change to an activity that, when added to all previous scope changes for the same activity does not materially change the objective(s) and proposed outcomes of the activity;

The proposed variation constitutes a scope change to the Nelson Future Access Project activity, but one that does not materially change the objectives and proposed outcomes of that activity.

- 5.4 A summary showing all relevant changes to the RLTP (highlighted in yellow) is appended as Attachment 2. This is 100% funded by Waka Kotahi.

6. Options

- 6.1 The RTC has the option of either approving or not approving the variation to the RLTP. Officers recommend option 1.

Option 1: Approve the variation to the RLTP to include the pre-implementation phase of the Rocks Road walking and cycling facility. Recommended option.	
Advantages	<ul style="list-style-type: none">• Will enable consideration of funding to support the Rocks road walking and cycling facility pre-implementation phase through the NLTP in the 2021-24 period• Will show Council leadership and commitment to commence the Rocks Road Walking and Cycling facility.
Risks and Disadvantages	<ul style="list-style-type: none">• None
Option 2: Do not approve the variation to the RLTP to include the pre-implementation phase of the Rocks Road walking and cycling facility	
Advantages	<ul style="list-style-type: none">• None
Risks and Disadvantages	<ul style="list-style-type: none">• No further work can progress on this project because it is not in the RLTP it is not eligible for NLTP consideration.

7. Conclusion

- 7.1 Council has endorsed the NFA Detailed Business Case to be submitted to the Waka Kotahi Board for approval. Waka Kotahi has formally requested that the NCC RLTP be varied to include pre-implementation works for the

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Rocks Road walking and cycling project that will allow a funding application to be made to the NLTF.

7.2 Officers support including this project in the RLTP.

8. Next Steps

8.1 Council approval to amend RLTP to add Rocks Road Pre-implementation – 9 December 2021.

8.2 Waka Kotahi Board Business Case approval – 16 December 2021.

8.3 Waka Kotahi consideration of pre-implementation phases of projects in the NFA DBC

Author: Alec Louverdis, Group Manager Infrastructure

Attachments

Attachment 1: A2779559 - R26073 Previous Council Report: "Nelson Future Access Business Case Endorsement " [↓](#)

Attachment 2: A2781180 - Relevant sections of RLTP with proposed changes highlighted [↓](#)

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Important considerations for decision making
1. Fit with Purpose of Local Government Providing an RLTP is a requirement of the Land Transport Management Act 2003.
2. Consistency with Community Outcomes and Council Policy The development of an RLTP contributes to the community outcome "Our infrastructure is efficient, cost effective and meets current and future needs". The RLTP must align with the Draft Government Policy Statement (GPS).
3. Risk The risk of approving this variation is very low as the variation does not trigger the RTCs Significance Policy and is Waka Kotahi funded.
4. Financial impact The funding is for pre-implementation of a project that is a walking and cycling facility alongside State Highway. This stage of work is 100% Waka Kotahi funded and will have no effect on the LTP or rates.
5. Degree of significance and level of engagement Variation of the RLTP to enable Waka Kotahi to vary the NLTP to include the Rocks Road pre-implementation phases is not deemed significant to trigger re-consultation under the RLTP significance policy. The RTC's Significance Policy deems a significant activity as any Improvement Activities with an estimated construction costs (including property) exceeding \$5M and any other matter the RTC resolves as being regionally significant. The Significance Policy notes: "For the avoidance of doubt, the following variations to the RLTP are considered not significant for purposes of consultation: <i>ii. A scope change to an activity that, when added to all previous scope changes for the same activity does not materially change the objective(s) and proposed outcomes of the activity;</i> To allow for Rocks Road pre-implementation work (investigation, consent, and design), it is proposed to vary the RLTP for years 1-3. The full cost for the implementation of Rocks Road will be dealt with as part of the RLTP mid-term review and the next LTP.

Item 7: Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation

6. Climate Impact

Progression of the pre-implementation phase of the Rocks Road walking and Cycling project contributes towards NCC climate change goals by aligning the future transport system towards a low-carbon multi-modal future with less dependence on single occupancy car movements.

7. Inclusion of Māori in the decision-making process

The variation refers to a project that is part of the Nelson Future Access Project, (NFA) of which iwi are a key partner. Iwi have been invited to participate on the GG, as well as input at the Project Reference Group (PRG) workshops. The Multi Criteria Analysis (MCA) on Māori cultural values were also collaboratively developed with iwi advisors and used to assess the packages.

8. Delegations

The RTC has the responsibility for preparing the RLTP in accordance with the requirements of the LTM Act 2003. The RTC functions include:

- *"To prepare a Regional Transport Plan, or any variation of the Plan, for the approval of Council".*

Item 10: Nelson Future Access - Business Case Endorsement



Council

28 October 2021

REPORT R26073

Nelson Future Access - Business Case Endorsement

1. Purpose of Report

- 1.1 To seek endorsement from Council for the Nelson Future Access project (NFA) final Business Case (Business Case) following public engagement and technical reviews undertaken by Waka Kotahi New Zealand Transport Agency (Waka Kotahi).

2. Summary

- 2.1 The NFA project is led by Waka Kotahi, with Nelson City Council (NCC) as a key Project Partner.
- 2.2 Following approval by Council on 13 May 2021, Waka Kotahi commenced further engagement on the preferred programme (near-term and short-term programme and the Rocks Road Walk and Cycle project) that has culminated in the finalisation of the Business Case – the subject of this report.
- 2.3 The Business Case includes a programme of activities, designed with stakeholders, in a range of different activities within Nelson over the next 30 years. The programme aims to increase the availability of attractive walking and cycling paths and public transport options, focuses on reliable journeys to support regional economic development, improves safety for everyone, contributes towards NCC climate change goals and makes urban neighbourhoods more liveable.
- 2.4 Council endorsement of the Business Case is essential as a significant portion of the Business Case involves the local road network and consequential investment from both Council and Waka Kotahi. Without Council endorsement Waka Kotahi will not be recommending the Business Case to its Board. Without a Waka Kotahi supported NFA transport system-wide programme, many of the activities contained within the Business Case are unlikely to ever be rated high enough nationally by Waka Kotahi to receive funding. In order to make progress on Council's local road projects, Council would need to develop individual business cases for each project and apply for funding for those activities.
- 2.5 The Regional Transport Committee (RTC) has been kept informed of the feedback and progress of the NFA.

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- 2.6 The Waka Kotahi Board announced the 2021-24 National Land Transport Programme (NLTP) on 7 September 2021 and no funding for the NFA project, other than finalisation of the Business Case, was approved – because at the time this was not supported by a business case being in place.
- 2.7 An amount of \$30M over the next 10 years (which includes Waka Kotahi's share at the Funding Assistance Rate of 51%) has been included in both the Regional Land Transport Plan (RLTP) and Long-Term Plan (LTP) as a funding placeholder for the possible implementation of the near-term and short-term measures.
- 2.8 Now that the NFA Business Case recommendations are known, NCC are able to vary the RLTP placeholder to align with the early activities that require pre-implementation funding to progress. It is recommended that this is done concurrently with the Waka Kotahi Board approval process so that a funding application can be made in early 2022.
- 2.9 The final Business Case shows a significant difference between the current RLTP and LTP funding allocations and the recommended optimal delivery programme. A three-year work programme focused on the local road activities is covered off in this report which, subject to the Business Case approval:
- 2.9.1 Is aligned to Council's RLTP;
- 2.9.2 Can commence without needing further consultation to update the RLTP;
- 2.9.3 Allows several projects, that will be in a construction ready state (ie designed and consented), to take advantage of funding opportunities that could arise.
- 2.10 Endorsement of the Business Case by Council is not in itself a commitment by Council to any works for which it does not have funding for - it does however show a commitment on the future direction addressed in the Business Case.
- 2.11 The recommended optimal programme in the completed Business Case will be used to inform the mid-term review of the RLTP in 2024.

3. Recommendation

That the Council

1. **Receives the report Nelson Future Access - Business Case Endorsement (R26073) and its attachments A2631617, A2749609, A2771168 and A2770156; and**
2. **Endorses the Nelson Future Access Business Case (Attachment A2770156 of Report**

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R26073) to enable submission to the Waka Kotahi Board for approval; and

- 3. Notes that a variation to amend the Regional Land Transport Plan is required to include the SH6 Rocks Road Pre-Implementation Phase to facilitate Waka Kotahi seeking funding concurrently with the Business Case approval, and that consultation on this variation is not required as it does not trigger Council's Regional Land Transport Plan's Significance Policy and nor is it appropriate to carry out any additional consultation in the circumstances; and***
- 4. Notes that funding applications will be made to the Waka Kotahi Board concurrently with the Business Case approval for the Washington and Railway Reserve to Waimea walking and cycling projects to enable pre-implementation work to commence; and***
- 5. Notes that work will commence on several safety projects as detailed in Report R26073, funded from the Low Cost Low Risk funding assigned to Nelson City Council from the approved National Land Transport Programme; and***
- 6. Notes that officers will progress with assessing off-street parking options in Tahunanui, pending the permanent reinstatement of the southbound lane at Bisley signals, and will report back to Council on this matter.***

4. Background

- 4.1 The background to this project is detailed in the 25 June 2020 and 11 May 2021 Council reports and is not replicated here. Those reports are appended as Attachments 1 and 2 respectively.
- 4.2 The latest round of public engagement concluded on the 18 June 2021 and the team has assessed all submissions and reviewed activities and revised the Business Case accordingly.
- 4.3 The feedback has been shared with the Governance Group (GG), who endorsed the Business Case on 6 October 2021.

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5. Iwi Partnership

- 5.1 Iwi are a key partner in the NFA project. Iwi have been invited to participate on the GG and have participated and provided input at the Project Reference Group (PRG) workshops. The Multi Criteria Analysis (MCA) on Māori cultural values were also collaboratively developed with iwi advisors and used to assess the packages.

6. Business Case Summary

- 6.1 Refer to Attachment 3 for the Business Case Executive Summary.
- 6.2 The Recommended Programme, designed with stakeholders, includes investment in a range of different activities within Nelson over the next 30 years. The programme:
- 6.2.1 Increases the availability of attractive walking and cycling paths and public transport options close to areas of planned dense urban living;
 - 6.2.2 Focuses on reliable journeys to support regional economic development;
 - 6.2.3 Improves safety for everyone;
 - 6.2.4 Makes urban neighbourhoods more liveable; and
 - 6.2.5 Contributes towards NCC climate change goals by aligning the future transport system towards a low-carbon multi-modal future with less dependence on single occupancy car movements.

7. Funding and links to the Regional Land Transport Plan (RLTP) and National Land Transport Programme (NLTP)

- 7.1 As advised to Council previously, for a project to feature in the NLTP and be eligible for national funding, it must be part of an RLTP. The RLTP has been finalised and was sent to Waka Kotahi on 30 June 2021 and Council also signed off on its Long Term Plan (LTP) in June 2021.
- 7.2 The final RLTP and LTP includes a place holder amount of \$30M over the next 10 years (inflated and including Waka Kotahi's share at the Funding Assistance Rate of 51%), set aside to implement near to short term measures on the local road network. Whilst no specific projects were identified in the LTP, this placeholder funding included provision for a range of activities targeted at making best use of existing infrastructure that will improve safety, neighbourhood amenity and increase the attractiveness of walking and cycling.
- 7.3 The Business Case reflects a recommended optimal revised 10-year programme of \$85M for the local road network (excluding Rocks Road walking and cycling) and this represents a shortfall of \$55M from the figures in the RLTP/LTP. Given the tight fiscal environment for both Council and Waka Kotahi, it is proposed to develop activities for the

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2021-24 period in line with Councils existing allocations to the NFA with a programme review when the time comes to update the RLTP (and LTP) in 2024 for 2024-2034.

- 7.4 Whilst funding was provided to complete the NFA Business Case, no funding for pre-implementation or implementation of the programme (including Rocks Road walking and Cycling) was approved because at that stage, the Business Case had not been advanced to the point where it could be presented to the Waka Kotahi Board.
- 7.5 On approval of the Business Case, Waka Kotahi will re-consider funding the programme. Activities also need to be included in the RLTP as a prerequisite for inclusion in the NLTP. Whilst NCC projects are included in the RLTP through the NFA placeholder activity, Waka Kotahi is likely to request that NCC vary the RLTP to include SH6 Rocks Road Pre-Implementation to facilitate inclusion in the NLTP and for a funding application to be considered. Varying the RLTP to include a pre-implementation phase for the project does not trigger the RTC's Significance Policy. The Significance Policy deems a significant activity as any Improvement Activity with an estimated construction cost (including property) exceeding \$5M and any other matter the RTC resolves as being regionally significant, but notes:

"For the avoidance of doubt, the following variations to the RLTP are considered not significant for purposes of consultation:

ii. A scope change to an activity that, when added to all previous scope changes for the same activity does not materially change the objective(s) and proposed outcomes of the activity;

NFA funding aside, the Waka Kotahi Board approved the 2021-24 NLTP on 7 September 2021 and announced funding for the regions. Nelson received \$11.7M for city wide Low Cost Low Risk (LCLR) projects and \$5.985M for operating and improving the public transport service as outlined in the Regional Public Transport Plan (RPTP). This is supported by the Business Case.

- 7.6 The Business Case has identified several safety priorities that can progress from the LCLR budget allocation approved for NCC as part of the approved NLTP and this is addressed in the report.
- 7.7 Council is also mindful that any improvement measures implemented on its arterial roads are likely to provide benefit to the State Highway. Whilst Waka Kotahi has advised that the programme is ineligible for an enhanced FAR rate, Council will continue to advocate for a higher subsidy than the current 51%. This discussion with Waka Kotahi is ongoing.

8. Implications of feedback on final Business Case

- 8.1 As a result of the delay in finalising the Business Case and the timing of the RLTP/LTP sign-off by Council (which preceded the latest round of engagement) and after considering the most recent feedback, the nature, timing, and costs of the projects have been refined.

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- 8.2 The consultation document proposed the following improvements in the short-term:
- 8.2.1 To provide safer walking and cycling, a new section of cycle path between the Motueka St-Tipahi Street intersection and Hampden Street-Waimea Road intersection including a new signalised intersection at Motueka/Tipahi to connect key places such as schools and the hospital. This would connect to a cycle route developed as part of the Council's Innovating Streets trial (making it more permanent) and would combine to form the Victory to Waimea cycling route.
 - 8.2.2 A new active modes corridor facility up Washington Road between St. Vincent Street and Mt Vernon Place to align with a proposed council upgrade of 3 water infrastructure.
 - 8.2.3 Safety improvements such as traffic calming measures to discourage people from taking short-cuts (rat-running) along Washington Road and Tipahi Street.
 - 8.2.4 To improve safety and efficiency by installing traffic signals at the Parkers Road/Tahunanui Drive intersection.
 - 8.2.5 To reduce rat-running in residential streets and to improve traffic flow along State Highway 6 (SH6), a reinstatement of the short (southbound) afternoon peak-hour clearway at the intersection of Bisley Avenue and Rocks Road. Outside of the afternoon peak period, parking would be allowed.
 - 8.2.6 Area wide speed review of neighbourhood streets to make them safer and more attractive to walk and cycle around.
 - 8.2.7 A new safe crossing point on Muritai Street near the intersection with Tahunanui Drive.
 - 8.2.8 A signalised intersection at Franklyn Street and Waimea Road to make it safer to turn right into Waimea Road and to also provide safe crossing for pedestrians
- 8.3 Following the latest round of feedback, the following changes have been included in the Business Case:
- 8.3.1 Consider slower speed on Rocks Road;
 - 8.3.2 Making permanent the southbound lane at the Bisley Avenue signals, including safe access to businesses;
 - 8.3.3 Additional pedestrian facilities at Māori Rd and Tahunanui Dr near St Stephens Church;
 - 8.3.4 Remove the Whakatu Drive pedestrian crossing;

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- 8.3.5 Separated cycle facilities (as opposed to a shared path) to link Railway Reserve to Waimea Road;
- 8.3.6 Align the programme over time with development pressures as they are consented; and
- 8.3.7 Bring forward the Ridgeway/Waimea signals to short-term providing potential for developer funding and to future proof the layout.

9. Near-Term Activities

- 9.1 The local road activities identified in the Business Case that are recommended to be progressed over the next three years are shown below (funded jointly by NCC/Waka Kotahi):
 - 9.1.1 Franklyn Street signals;
 - 9.1.2 Muritai Street crossing facility;
 - 9.1.3 Maori Road crossing facility;
 - 9.1.4 Washington Road walking and cycling and speed management; and
 - 9.1.5 Railway reserve to Waimea Road walking and cycling and speed management (including Motueka/Tipahi signals).
- 9.2 Supporting activities already in progress include:
 - Area wide speed review of neighbourhood streets to make them safer and more attractive to walk and cycle around;
 - Parking Strategy that will enable mode shift; and
 - Public transport service improvements as outlined in NCC's RPTP.
- 9.3 The non-local road priorities (funded 100% by Waka Kotahi) that are recommended to be progressed over the next three years are as follows:
 - 9.3.1 Bisley Ave/Tahunanui Drive southbound merge;
 - 9.3.2 Tahunanui/Parkers/Maire signals; and
 - 9.3.3 Speed review of Rocks Road in co-ordination with NCC to ensure system wide review.
- 9.4 The estimated costs and timing for all the above priority work is shown over the page:

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Project	21/22	22/23	23/24
NCC/Waka Kotahi funded			
Muritai Street crossing (LCLR)		\$340,000	
Franklyn/Waimea signals (LCLR)	\$139,000	\$719,000	\$719,000
Washington walk/cycle	\$416,000	\$4.5M	\$4.5M
Railway Reserve to Waimea Road walk/cycle	\$416,000	\$5.3M	\$5.3M
Waka Kotahi funded			
Bisley/Tahunanui southbound merge		\$70,000	
Tahunanui/Parkers/Maire signals	\$155,000	\$1.3M	\$1.3M
Rocks Road pre-implementation	\$500,000	\$3M	\$3M

Washington and Railway Reserve Walk/Cycle projects

- 9.5 The Washington and Railway Reserve walking and cycling projects are projects currently in the RLTP, but whilst they are deemed as priorities in the Business Case, have not been assigned pre-implementation or implementation funding from the NLTP for the same reason provided earlier, namely that the Business Case had not been advanced to the point where it could be presented to the Waka Kotahi Board.
- 9.6 Moving forward, officers will work with Waka Kotahi, to ensure that the funding applications for pre-implementation work for these two projects are submitted concurrently with approval of the Business Case by Waka Kotahi.

10. Council priorities work in relation to the Business Case and the NLTP

- 10.1 As noted already, Council has received LCLR funding of \$11.7M over the NLTP three-year period for the following activity classes:
- Road to Zero Safety - \$2.8M;
 - Local Road improvements - \$3.3M;
 - Public Transport Infrastructure - \$0.7M;
 - Public Transport Services - \$2.5M; and
 - Walking and Cycling - \$2.4M.

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- 10.2 For Council what this means is that work will commence on the following safety activities that will lend strong support to the Business Case, and can proceed now from LCLR funding as this is not contingent on other funding and does not require any change to the RLTP and LTP. Work on the pedestrian refuges at Muritai Street and Maori Road are subject to approval of the Business Case by Waka Kotahi.

Project	LCLR Activity	Contributing to NFA outcomes
Franklyn/Waimea signals	Road to Zero Safety	Walking & Cycling/Safety
School speed zone signs – Haven Rd	Road to Zero Safety	Walking & Cycling/Safety

11. Bisley/Tahunanui southbound merge

- 11.1 The Business Case recommends that the southbound merge lane be made permanent following a safety review and considerable concern about safety by the community. Making the merge lane permanent will:

- 11.1.1 Provide significant additional people and freight moving capacity through the intersection;
- 11.1.2 Result in a corresponding drop in rat running through the Port Hills;
- 11.1.3 Will make enforcement easier; and
- 11.1.4 Will ensure safe and visible access to the local residents and businesses.

- 11.2 This is an emotive issue and was not supported by the Tahunanui community or businesses. It is recognised that the chemist, doctor's rooms and medlab are essential local services and that removing on-street parking outside of these businesses will make it more difficult for the community to access these services.

- 11.3 To move this forward, officers propose to commence work on assessing options for any short to medium term off-street parking. This work will be co-ordinated with Waka Kotahi's timing of their planned southbound merge scheduled for 2022/23. Any solution would be funded fully by NCC.

12. Rocks Road

- 12.1 The expected cost to implement the recommended programme for Rocks Road, which includes a 5m wide walking and cycling facility is estimated to cost between \$140 and \$166M and is up from the estimated \$60-\$70M indicated in June 2020.

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- 12.2 The revised cost is a result of more work and better understanding of risks, including consideration of the environmental and heritage factors relating to working within the coastal marine area, as well as the feedback from residents, transport system users, other stakeholders, and partners.
- 12.3 No further work can progress on this project until the finalisation of the Business Case, inclusion in the RLTP of pre-implementation work and approval by the Waka Kotahi Board and subsequent (and possibly concurrent) consideration of a funding application by Waka Kotahi for the pre-implementation phase of the project.

13. Council decision

- 13.1 As a key project partner, NCC's involvement is required at this key milestone, that being endorsement of the final Business Case that will go to the Waka Kotahi Board for approval. An approved Business Case will elevate the priority of the NFA projects nationally and significantly enhance the chances of future funding.
- 13.2 The Waka Kotahi Board is meeting on 16 December 2021 to consider and approve the final Business Case.
- 13.3 Without Council endorsement, Waka Kotahi will not be considering the Business Case, and it is less likely that individual activities identified in the Business Case will attain a sufficient national priority to receive future funding from Waka Kotahi.

14. Timeline

- 14.1 The timeline from this point on is as follows:
- 14.1.1 Council endorsement of the final Business Case. Subject of this report.
- 14.1.2 Amend RLTP to add Rocks Road Pre-implementation – 6 December 2021 RTC meeting, with approval by Council on 9 December.
- 14.1.3 Waka Kotahi Board Business Case approval – 16 December 2021.
- 14.1.4 Commencement of priority projects from the LCLR budget. 2020/21.
- 14.1.5 Commencement of Rocks Road walking and cycling pre-implementation phases will be dependent on the success of the funding application by Waka Kotahi in early 2022.

15. Discussion

- 15.1 The Executive summary is appended to this report. The final Business Case (A2770156) from Waka Kotahi is the culmination of well over four year's targeted work involving key stakeholders through the PRG, iwi

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Partners and the governance structure and is a substantial document (comprising over 750 pages). The Business Case can be accessed via the link below and a hard copy was also placed in the councillor's lounge on 20 October 2021.

<https://www.nelson.govt.nz/assets/projects/infrastructure/Nelson-Future-Access/NFA-DRAFT-Business-Case-19Oct2021-A2770156-small.pdf>

- 15.2 The community has provided feedback during two engagement periods, with the most recent engagement focussed on the Short-term and Rocks Road Walk and Cycle projects.
- 15.3 The community has been advised of the feedback received from the most recent engagement and the Governance Group has endorsed the final Business Case.
- 15.4 The Waka Kotahi project team will attend the meeting to talk to the Business Case and to answer questions Councillors may have.

16. Options

- 16.1 Council has the option of either endorsing or not endorsing the Business Case. Officers recommend option 1.

Option 1: Endorse the final Business Case. Recommended option	
Advantages	<ul style="list-style-type: none"> Will show Council leadership and commitment to the local road activities with the NFA Recommended Programme Will recognise community feedback and insight A necessary step to finalise the NFA Business Case and to seek Waka Kotahi Board approval Will recognise the commitment from the PRG and all stakeholders Will show commitment to addressing the identified problems with solutions that are aligned to NCC's LTP priorities Strengthens collaborative working relationship with Waka Kotahi Contributes towards NCC climate change goals by aligning the future transport system towards a low-carbon multi-modal future with less dependence on single occupancy car movements.
Risks and Disadvantages	<ul style="list-style-type: none"> May raise community expectations in an uncertain funding environment
Option 2: Do not endorse the final Business Case	
Advantages	<ul style="list-style-type: none"> None

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Risks and Disadvantages	<ul style="list-style-type: none">• Reputational risk with the wider Nelson community and the PRG• Apathy and fatigue with likely PRG and wider Nelson community burn-out who have been dealing with this project for many years• No positive outcome for Nelson• Will limit prioritisation for investment in Government's NLTP• Will leave a vacuum in the long-term transport system planning for Nelson• Unlikely to attract Waka Kotahi funding in the future for sustainable transport options, reducing the capacity for NCC to respond to its climate change emergency
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17. Conclusion

- 17.1 Arriving at a final Business Case, as presented in this report, is the culmination of four years of focussed investigation work and collaboration with iwi, key stakeholders and the wider public.
- 17.2 The final Business Case is presented to Council for endorsement. Council's endorsement would demonstrate commitment to the local road activities within the NFA Recommended Programme that are critical to the success of the broader programme. This commitment strengthens the Business Case and will allow it to be submitted to the Waka Kotahi Board for approval. This in turn will allow funding to be sought and if successful will allow design and consenting to commence.

18. Next Steps

- 18.1 The next step following endorsement by Council of the Business Case will be for Waka Kotahi to present the Business Case to their Board for approval.
- 18.2 NCC officers will in partnership with Waka Kotahi make the necessary funding application(s) and update the RLTP to reflect the revised programme for Rocks Road Pre-implementation work.
- 18.3 Work will proceed on the delivery of key projects that can be funded from Councils local road LCLR budget as approved by the NLTP.

Author: Alec Louverdis, Group Manager Infrastructure

Attachments

Attachment 1: A2631617 - NFA Report - Council - 25 June 2020

Item 7: Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation: Attachment 1

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Attachment 2: A2749609 - NFA Report - Council 11 May 2021

Attachment 3: A2771168 - NFAP DBC Executive Summary

Previous Report

R26073

13

A2779559

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<p>Important considerations for decision making</p>
<p>1. Fit with Purpose of Local Government</p> <p>The NFA Business Case aligns very well with the purpose of local government in that it enables democratic local decision-making and progresses a programme that promotes the social, economic, environmental, and cultural well-being of communities for the future.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>The Business Case will contribute to the following community outcomes:</p> <p>“Our infrastructure is efficient, cost effective and meets current and future needs”; and</p> <p>“Our communities are healthy, safe, inclusive and resilient”; and</p> <p>“Our region is supported by an innovative and sustainable economy”.</p>
<p>3. Risk</p> <p>The report recommends endorsement by Council of the final Business Case following public engagement on the preferred programme. The process followed, to minimise risk, has been extensive and has included:</p> <ul style="list-style-type: none"> - Following the Waka Kotahi Business Case approach; - Setting up a three-tiered governance structure; - Setting up of a PRG comprising a wide range of stakeholders; and - Liaising with Iwi at a high level.
<p>4. Financial impact</p> <p>Cost implication and funding responsibilities are detailed in the report.</p>
<p>5. Degree of significance and level of engagement</p> <p>This NFA outcome is of high significance and was publicly consulted on in June 2020 and May 2021.</p> <p>With respect to updating the RLTP to enable Waka Kotahi to vary the NLTP to include the Rocks Road pre-implementation phases, the RTC’s Significance Policy deems a significant activity as any Improvement Activities with an estimated construction costs (including property) exceeding \$5M and any other matter the RTC resolves as being regionally significant.</p> <p>The Significance Policy notes:</p> <p>“For the avoidance of doubt, the following variations to the RLTP are considered not significant for purposes of consultation:</p>

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<p><i>ii. A scope change to an activity that, when added to all previous scope changes for the same activity does not materially change the objective(s) and proposed outcomes of the activity;</i></p> <p>To allow for Rocks Road pre-implementation work (investigation, consent, and design), it is proposed (in line with the RTC's Significant Policy) to vary the RLTP to include for this at a future RTC meeting that will then allow Waka Kotahi to include this in the NLTP and for a future funding application to be considered. The cost for the implementation of Rocks Road will be dealt with as part of the RLTP mid-term review and the next LTP.</p>
<p>6. Climate Impact</p> <p>The NFA Investment Logic Map has as one of its benefits "Nelson's transport system contributes to quality urban environments" with an associated KPI of increasingly moving to carbon neutrality. The project focusses on adaptation with respect to sea level rise.</p> <p>The final Business Case also contributes towards NCC climate change goals by aligning the future transport system towards a low-carbon multi-modal future with less dependence on single occupancy car movements.</p>
<p>7. Inclusion of Māori in the decision-making process</p> <p>Iwi have been involved in the decision-making as detailed in this report.</p>
<p>8. Delegations</p> <p>Regular updates on the NFA have been provided to the Nelson RTC. The objectives and scope of the NFA were received by the 3 December 2018 Nelson RTC and endorsed by Council on 13 December 2018.</p> <p>The decision to approve the final Business Case is Waka Kotahi's. The GG has endorsed the Business Case and Council's role is to endorse the Business Case that will allow it to be presented to the Waka Kotahi Board for approval.</p>

A2781180 Relevant sections from RLTP with changes highlighted to reflect proposed variation

Strategic Framework section

Nelson and Tasman

Nelson Future Access Project

The Nelson Future Access Project (NFAP) is led by Waka Kotahi, working with NCC and local iwi. NFAS will help plan a transport system that works for Nelson by identifying an investment programme that supports the community's aspirations for a thriving CBD, a people-focussed waterfront and a healthy environment. The strategic direction in this RLTP fully supports NFAP which aims to confirm the best way to provide a long-term (30 year) safe, accessible and resilient transport system that supports continued economic growth and meets the diverse needs of our community. It's important to keep Nelson moving as it grows, to reduce CO₂ emissions and to address the threat to infrastructure from sea-level rise.

The study area of NFAP extends approximately 4km south of the Nelson City Centre. However, there are people living further out who will be affected by this project's outcomes, and this larger area extends beyond Richmond to the south and west, and up to Atawhai in the north.

The NFA Business case has been completed and was endorsed by Nelson City Council on 28 October 2021. The Recommended Programme, designed with stakeholders, includes investment in a range of different activities within Nelson City over the next 30 years. The programme increases the availability of attractive walking and cycling paths and public transport options close to areas of planned dense urban living, focuses on reliable journeys to support regional economic development, improves safety for everyone and makes urban neighbourhoods more liveable.

Overall, the programme when compared against the status quo of no NFAP investment will:

- Have a core focus on shifting people to alternative modes to private vehicles by encouraging the uptake of walking, cycling and public transport
- Make it easier for people to choose to ride a bike, walk or catch PT. We estimate we can shift 6-8% from private vehicle trips to other lower carbon and healthier modes by 2048.
- Bring forward the replacement of the seawall along Rocks Road in order to provide for the active mode corridor which has secondary benefits of reducing the risks of climate change sea level rise and improving resilience of this key freight route to the Port.
- Significantly improve the amenity of the waterfront along SH6 Rocks Road by widening for walking and cycling. Heritage and cultural values will also be respected through the design of the upgraded facilities, and the appeal of the

Item 7: Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation: Attachment 2

waterfront will be enhanced for active mode users recognising its place as an outstanding landscape.

- Reduce greenhouse gas emissions by reducing private vehicle use. Our modelling based on existing behaviours has forecast a 12% daily reduction in CO₂ in the first ten years increasing to 16% by 2048. Changing behaviours outside of the modelling provides an opportunity to further achieve a much greater CO₂ reduction potential.¹
- Prioritise buses through the use of priority lanes to maintain a 40 minute journey time between Richmond and Nelson into the future. This builds on the shorter-term investment in Public Transport Services as outlined in the NCC Regional Public Transport Plan. This plan reduces fares, increases frequency and the number of people living within 500 metres of a bus stop.
- Increase the overall accessibility between residential suburbs with the CBD, hospital campus, schools and the waterfront with the completion of the key walking and cycling networks. This includes 12.5km of new cycle paths plus improvements to 6.5km of existing cycle facilities plus many new and improved crossing points using refuges and signals to facilitate easier and safer crossing.
- Increasing CBD amenity and safety by reducing the number of private vehicles entering, moving and parking close to the city centre during the commuter peaks.
- Provide a strong focus on integrating land use and the transport system to provide high-quality transport choices and a liveable city.
- Address safety issues on the network by targeting the high safety risk routes on the two key arterials for all modes to achieve a significant reduction in crashes resulting in death and serious injuries. This includes addressing perceived safety risks as this is just as important as safety performance.
- Make travel times for general traffic on SH6 and Waimea Road slower in the order of 1-3 minutes but more reliable. These increases can be largely attributed to the additional delay incurred by new traffic signals for through traffic, however those signals will enable people to cross and access the arterials easier and safer.

The project is proposed to be delivered in stages. Implementation of the programme has been sequenced to match the increasing transport demand and assist with value for money as follows:

• Near-term (Years 0-3) - The near-term programme focusses on optimisation improvements to improve efficiency, connectivity and safety on the network. Near term activities have a high priority with a lower cost and complexity for delivery. Includes the pre-implementation – detailed design and consenting phase for Rocks Road. This RLTP has been varied to include budget support for this work .

Short-term (Years 4-10) - The short-term activities further embed optimisation improvements on the network with a focus on active mode provision to capitalise on the significant number of short journeys within the study area that could be shifted to alternative modes. SH6 Rocks Road is the significant project in this period with a focus on improving the connectivity and amenity of the waterfront and

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this RLTP shows placeholder funding for this period which will be reviewed and updated at the mid term review in 2024.

- Medium to Long-term (Years 11-30) - The medium to long term programme focuses on improving the efficiency of public transport journeys across the network including the provision of priority lanes in select locations on the two arterial routes, and continued investment to provide for active mode trips. This RLTP shows placeholder funding for this period which will be reviewed and updated at the mid term review in 2024.

The study has identified a range of short/mid-term activities targeted at making best use of existing infrastructure, improving safety and increasing the attractiveness of public transport, walking and cycling. Subject to funding availability, the NFAS recommends these short/mid-term improvements be made by 2028. The key shorter-term activities are:

- Core cycling and pedestrian improvements to support land-use intensification, connect routes, and encourage more people to walk and cycle, which is better for their health and the environment (lower carbon) and takes advantage of the emerging trends such as e-bikes.
- Public transport improvements including ticketing and service improvements.
- Local area traffic calming measures to make our streets safer and our neighbourhoods more liveable.
- Intersection upgrades to support better vehicle movement, including giving more priority to buses.
- Speed management on parts of the network to make our neighbourhoods vibrant places to live and safer for people who are walking and cycling.
- Revising parking and public transport fares to encourage walking, cycling and using the bus.
- Marketing and promotion of different ways to travel to work and school.

The RLTP includes some placeholder funding for these short to mid-term measures which are fully aligned to the strategic direction of this RLTP, together with the Richmond Business Case and the Nelson Network Operating Hierarchy.

NCC is mindful that these short term measures will deliver benefits across the transport system, including the state highway network. As the NFAP progresses through 2021 there will be more clarity around the scope of long term improvements. NCC will continue to engage with Waka Kotahi about the extent to which these short term measures are deferring significant investment required in the region's state highway network. These discussions will include consideration of the current financial assistance rates set by Waka Kotahi for Nelson City, and the need to review these rates to better reflect the value of any deferment benefit as subsidised by Nelson ratepayers.

The NFA Business Case (including the Rocks Road walking and cycling facility) is still under preparation by Waka Kotahi and no decisions on specific activities have been made. Completion of the NFA business case by Waka Kotahi will require careful consideration of the environmental factors relating to working within the coastal marine area in this corridor, as well as all the feedback we have received from residents, transport system users and other stakeholders and partners. An agreed package of activities will need to be included in the final business case, and

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the business case approved by Nelson City Council and endorsed by Waka Kotahi, before Waka Kotahi can consider funding. As the NFA business case is not expected to be completed before the RLTP is finalised, specific activities and funding are not included in this RLTP. Once the business case has been endorsed, the RLTP can be amended to include the relevant activities.

Programming and Funding section

SIGNIFICANT ACTIVITIES													
The improvement projects are the highest cost projects for Te <u>Tahuihu</u> for the next 3 years and represent the highest priority for this region. The prioritisation methodology reflects the degree to which each of the projects will achieve the strategic objectives.													
Activity	A/C	A/O	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost (10 years)	Funding source	Rank	Outcome
Interisland Resilient Connection Project (IREX)	Local Roads Improve ments	MDC	Construction of an <u>overbridge</u> to support the upgrade of the <u>Interislander</u> ferries.	\$6,500,000	\$8,000,000	\$7,000,000	-	-	-	\$21,500,000	49% MDC 51% Waka Kotahi	1	Resilienc e
	Road Improve ments	Waka Kotahi	Upgrade two roundabouts to coups with traffic flows.	\$2,160,000	\$3,000,000	\$4,000,000	3,500,000	-	-	\$12,660,000	100% Waka Kotahi		
Richmond Future Transport Project	Local Roads Improve ments/ Road improve ments	TDC	Changes to the transport network in Richmond to achieve the outcomes of the Richmond <u>Programme</u> Business Case.	\$3,781,000	\$1,050,000	\$960,000	\$710,000	\$770,000	\$1,047,000	\$31,014,280	Local Roads 49% TDC 51% Waka Kotahi	2	Growth
	Road Improve ments	Waka Kotahi	Changes to the State Highway in Richmond to achieve the outcomes of the Richmond <u>Programme</u> Business Case.	\$250,000	\$2,000,000	\$2,000,000	\$2,000,000	-		\$6,250,000	State Highways 100% Waka Kotahi	2	Growth
Nelson Future Access Project	Local Roads Improve ments	NCC	Multi-modal transport changes that <u>supports</u> a thriving CBD; a world-class waterfront; and a safe, accessible and resilient transport system.	\$320,000	\$133,000	\$190,000	\$1,445,000	2,367,000	6,854,000	20,994,000	49% NCC 51% Waka Kotahi	2	Growth
	Road improve ments	Waka Kotahi	Crossing changes in Tahunanui Drive <u>Rocks Road Pre-implementation.</u>	- <u>\$500,000</u>	\$250,000 <u>\$3,000,000</u>	\$1,500,000 <u>\$3,000,000</u>	\$250,000	\$200,000	\$250,000	\$2,460,000 <u>\$8,950,000</u>	100% Waka Kotahi		
Nelson/Tas man Public Transport Improvem ents	Public Transpo rt	NCC/TDC	Improvements to the routes, <u>frequency</u> and fares to increase the patronage of the service	\$1,396,000	\$1,404,000	\$4,945,000	\$4,799,,000	\$4,535,000	\$4,732,000	\$42,076,000	49% NCC/TDC 51% Waka Kotahi	4	Mode Choice

Item 7: Variation to Regional Land Transport Plan - Rocks Road Walking and Cycling Pre-Implementation: Attachment 2

Appendix B Significant Projects

Activity Name	Nelson Future Access (local roads)
Activity Description	<p>Nelson Future Access (local roads) is a package of projects on local Nelson roads including:</p> <ul style="list-style-type: none"> Commencing pre-implementation phase of Rocks Road walking and cycling project <ol style="list-style-type: none"> Kerb buildouts and central pedestrian refuges speed control measures (humps/chicanes) Interventions to prevent through traffic (cul-de-sac/ one way traffic channelization) Widening of shared pathways Improved lighting for footpaths and shared paths Signalised crossing points Intersection improvement through installing traffic signals Bus prioritisation at traffic signals Advertising and behaviour change campaigns
Key Problems/Issues	<ul style="list-style-type: none"> <input type="checkbox"/> The inability of Nelson's transport network to support the increasing movement of people and freight between Stoke and Nelson city centre is constraining the economic growth and social wellbeing of the region <input type="checkbox"/> Conflicting uses and inappropriate use of the network severs neighbourhoods reducing their safety and amenity <input type="checkbox"/> The susceptibility of the arterial network to natural events of increasing severity and a greater number increases the risk of significant economic shock to Nelson and the wider region
Activity Objectives	<ul style="list-style-type: none"> <input type="checkbox"/> A multi-modal transport system that supports community aspirations for a thriving CBD is developed. <input type="checkbox"/> Nelson has a world-class waterfront. <input type="checkbox"/> A safe, accessible and resilient transport system that will meet the diverse needs of customers and communities is created.
Activity link to Primary Regional Objective	<ul style="list-style-type: none"> Mode Choice Network Management
Activity status	<p>The outcome of the NFAP has not yet identified a preferred option and this funding package is a placeholder but includes a programme of work that is independent of the long term options. Projects identified to date include safety improvements, lowered speeds to reduce the attractiveness for through and rat-run traffic, improved public transport, and enhanced attractiveness of walking and cycling as a transport.</p> <p>Waka Kotahi continue work to identify the preferred long term package. The NFA Business case has been completed and was endorsed by Nelson City Council on 28 October 2021 The Recommended Programme, designed with stakeholders, includes investment in a range of different activities within Nelson City over the next 30 years</p>
Links to detailed information	<p>https://www.nzta.govt.nz/projects/nelson-future-access-project/</p>



Waka Kotahi Update

1. Purpose of Report

- 1.1 To provide the Committee with the Waka Kotahi regular update.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi Update (R26365) and its attachment (A2792850).***

3. Background

- 3.1 This report provides an update from Waka Kotahi on a variety of issues (refer to Attachment 1).
- 3.2 Waka Kotahi representatives will be in attendance at the meeting to answer any questions and to provide any update further to their report.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: A2792850 - Waka Kotahi Update [↓](#)

Regional Transport Committee

Nelson

6 December 2021



New Zealand Government

Road to Zero

Annual Monitoring Report 2020

- Highlights over the past year include:
 - 16% decrease in rate of deaths and serious injuries in 2020 compared to 2018
 - Introduction of the Land Transport (Drug Driving) Amendment Bill
 - Public consultation on the Accessible Streets package of rule changes
 - The Land Transport Amendment Act 2020, which enables the Setting of Speed Limits Rule
 - Launch of the Safe Vehicles programme
 - Delivering national road safety advertising programmes and training

 WAKA KOTAHI



Item 8: Waka Kotahi Update: Attachment 1

Standard Safety Intervention toolkit

Part of Road to Zero

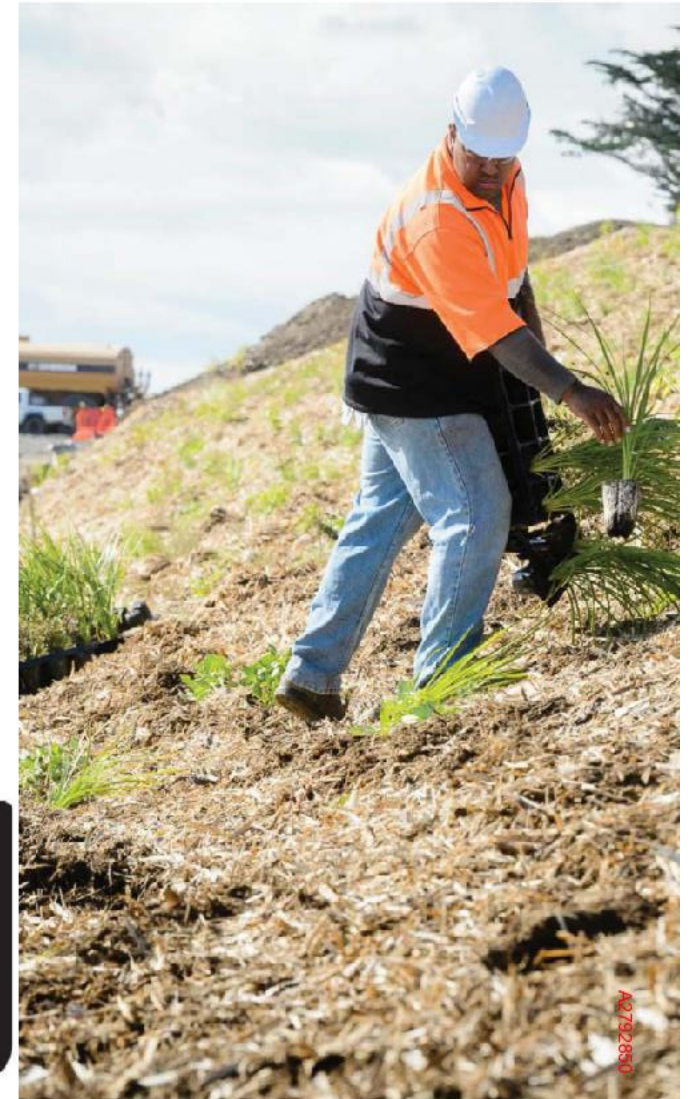
- We've updated the toolkit, which provides guidance on:
 - the effectiveness, and
 - value-for-money cost range of proven safety interventions.
- The toolkit is a 'living' document and updated regularly so new interventions can be included.
- It provides examples of individual standard safety interventions and technical references, with external links to more information.
- The toolkit is designed for both state highway and local authorities.



Delivering Broader Outcomes

Partnering with Māori and Pasifika businesses

- Our Broader Outcomes strategy looks beyond the immediate outputs of projects and considers:
 - additional outcomes, and
 - positive impacts that can be achieved for communities.
- We are working with Amotai suppliers in the following areas:
 - the New Zealand Upgrade Programme
 - iwi consultancy
 - traffic control
 - publishing, and
 - marketing and media.

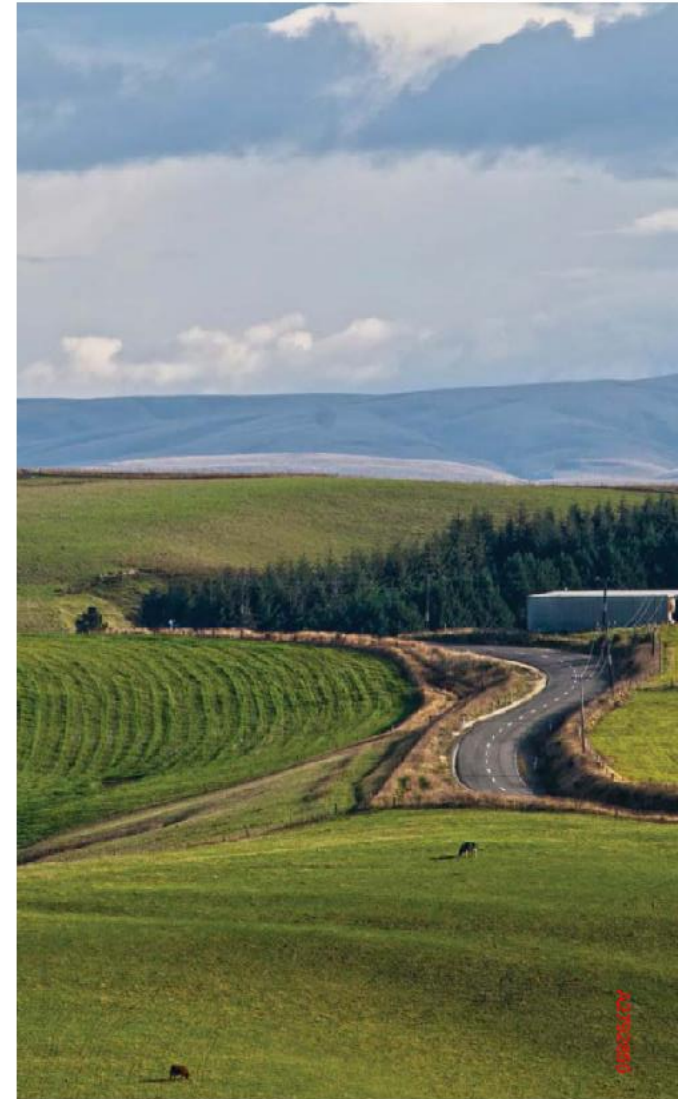


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Te Hiringa o te Taiao

Our resource efficiency strategy

- We want to:
 - lower our energy usage and emissions
 - increase our use of recycled materials
 - cut the amount of waste we produce, and
 - reduce the use of virgin materials.
- Te Hiringa o Te Taiao includes:
 - actions and milestones for the short to medium term to deliver on objectives, and
 - developing and implementing a policy to embed resource efficiency in all our construction and maintenance activities.



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Tohu huarahi

Māori bilingual traffic signs update

- We have a multi-disciplinary team on this project:
 - We are working closely with Te Mātāwai and Te Taura Whiri i te Reo Māori.
 - We have also sought advice from colleagues involved in bilingual signage in Wales and Scotland.
- We expect the signs will be introduced in a phased approach.
- We will work with our partners to:
 - establish a selection criteria, and
 - prioritise which signs will be enabled first.
- To enable the signs, consultation and legislative amendments are required.



Item 8: Waka Kotahi Update: Attachment 1

Emissions Reduction Plan

Out for public consultation

- Supporting development of the country's first Emissions Reduction Plan (ERP)
- Key opportunity to progress a low-carbon, safe and healthy land transport system
- Draft transport focus is on:
 - encouraging uptake of shared and active modes to reduce reliance on cars
 - increasing EVs and low-emission fuels
 - decarbonising heavy transport
- Based on an 'Avoid-Shift-Improve' framework.



Regulatory Funding and Fees

Review

- Spent 18 months reviewing our regulatory funding and fees.
- First comprehensive review of Waka Kotahi funding and fees since 2008
- Review was prompted by the release of two independent reports in 2019 which found gaps and weaknesses our regulatory contributed to death of passenger travelling in a vehicle that had received a WoF.
- Our review confirmed that our current funding situation is unsustainable.
- Most of our fees and charges don't reflect current cost to provide our regulatory services.



Regulatory Funding and Fees

New funding model

- We've developed a new regulatory funding model so Waka Kotahi can deliver improved compliance and safety outcomes.
- The new model will mean:
 - our regulatory functions are appropriately funded.
 - New Zealanders will meet the cost of regulation fairly, with the right people paying for the right things.
- We're proposing a number of changes to our fees and funding for our regulatory services in the new model.



Nelson Updates

November 2021



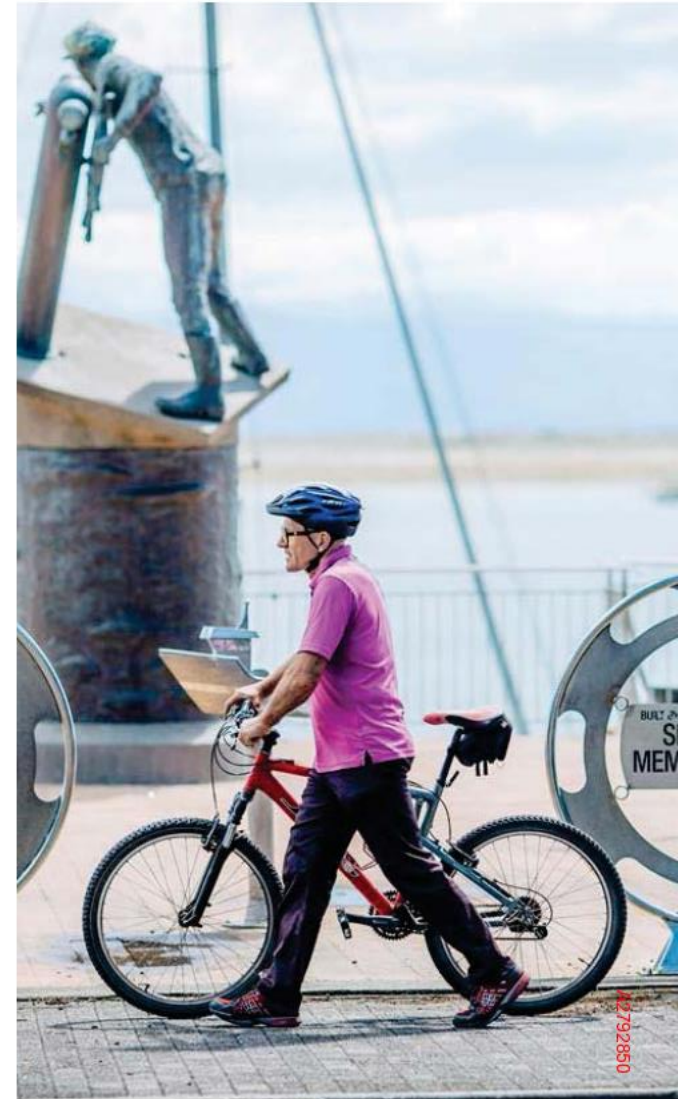
Slight rail damage at Quarantine Rd roundabout

Lined channel cleaning on the Whangamoa's



Nelson Future Access

- Nelson City Council unanimously endorsed the final business case for the Nelson Future Access (NFA) on October 28, 2021.
- Council strongly backed the plan to provide a transport system where more people travel by foot, bike or on public transport, but recognised the concerns of the Tahunanui community also.
- The RLTP variation will be put forward at the 6th December RTC meeting.
- The business case will go to the Waka Kotahi board for endorsement on 16th December.
- If endorsed by Waka Kotahi, the recommended programme of works will allow a number of construction ready projects to proceed to seek funding including new crossing facilities, walking and cycling links and intersection improvements.



2021-24 Local Road Funding

Low cost low risk: Funding allocation vs what was requested

Activity	Funding Requested	Funding Approved
LCLR PT services	\$2.5m	\$2.5m
LCLR PT Infrastructure	\$680k	\$680k
Road to zero	\$4.7m	\$2.8m
Walking and cycling	\$8.4m	\$2.4m
Road improvements	\$5.5m	\$3.3m

Nelson Regional Update

Activity	2021 – 25 NLTP	Key date(s)	Progress	Council(s) impacted	Commentary
Nelson / Tasman State highway maintenance, operations and renewals	\$53.5M	Ongoing	Green	Nelson CC Tasman DC	<ul style="list-style-type: none"> Ongoing maintenance and operations including night road closures at SH6 Pelorus Bridge (12th Dec), and Whangamoas (early next year). Planning for next year's reseals, including: <ul style="list-style-type: none"> Haven Rd & Rocks Rd Whakatu Drive remedial shape correction
Richmond PBC	tba	March 2022 Seek Waka Kotahi Board support of business case	Green	Nelson CC Tasman DC	<ul style="list-style-type: none"> The engagement summary has been published here: www.nzta.govt.nz/assets/projects/richmond-transport-programme-business-case/richmond-transport-pbc-engagement-summary-report-october-2021.pdf The PBC should be finalised towards the end of 2021. Then we will be seeking approval from Waka Kotahi and the Tasman District Council to support future funding applications to deliver the short-term programme.
Richmond deviation (SH6)		2022		Nelson CC Tasman DC	<ul style="list-style-type: none"> Ahead of the installation of median safety barriers next year (2022), a highway re-seal and wide flush centreline along the SH6 Richmond deviation is programmed for early December which will require a road closure.

2021/22 Low Cost Low Risk Infrastructure

Activity	Commentary	
SH6 Whakatu Drive shared use path widening	Design 2020/21, Construction 2021/22	
SH6 Muratai St pedestrian crossing improvements	Design and construct	
SH6 Annesbrook Drive (Jenkins Creek) pedestrian refuge	Design and construct	

