



Nelson City Council
te kaunihera o whakatū

AGENDA

Ordinary meeting of the

Nelson Regional Transport Committee

**Friday 1 August 2014
Commencing at 1.00pm
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ruth Copeland (Deputy Chairperson), Brian McGurk, and Lyndon Hammond (NZTA)

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

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)
- It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the table for discussion and voting on any of these items.

Apologies

1. Confirmation of Order of Business

2. Interests

2.1 Updates to the Interests Register

2.2 Identify any conflicts of interest in the agenda

3. Confirmation of Minutes – 6 June 2014

6-12

Document number A1206257

Recommendation

THAT the minutes of the meeting of the Nelson City Council – Regional Transport Committee, held on 6 June 2014, be confirmed as a true and correct record.

4. Chairperson's Report

13-14

Document number A1222316

Recommendation

THAT the Chairpersons Report (A1222316) be received;

AND THAT the Committee recognises Jenny Chetwynd's service to the Regional Transport Committee and notes Lyndon Hammond as a replacement until further notice;

AND THAT an additional Regional Transport Committee meeting be scheduled for 12 September 2014.

- 5. NZTA Regional Report 15-19**
- Document number A1222262
- NZTA Regional Manager, Lyndon Hammond, will present.
- 6. Top of the South Technical Officers Group – Terms of Reference 20-24**
- Document number A1221247
- Recommendation
- THAT the report Top of the South Technical Officers Group – Terms of Reference (A1221247) and its attachments (A1179060) be received.***
- 7. Regional Land Transport Plan 2015-18 25-31**
- Document number A1222058
- Recommendation
- THAT the report Regional Land Transport Plan 2015-18 (A1222058) be received.***
- Recommendation to Council
- THAT the strategic "front end" of the Regional Land Transport Plan be written in conjunction with Tasman District Council and Marlborough District Council, subject to similar agreement by Tasman District and Marlborough District Councils.***
- 8. Waimea Road/The Ridgeway Intersection Improvements 32-38**
- Document number A1213609
- Recommendation
- THAT the report "Waimea Road/The Ridgeway Intersection Improvements" (A1213609) be received.***
- Recommendation to Council
- THAT the Waimea Road/The Ridgeway Intersection project be removed from the***

current Regional Land Transport Programme 2012-2015;

AND THAT Council officers investigate the viability of reducing the current 70km/h speed limit on Waimea Road at its southern end to 50km/h and should it be identified as viable then initiate the process of reducing the speed limit;

AND THAT should the speed limit be successfully changed to 50km/h, minor improvements be undertaken at the intersection of Waimea Road/The Ridgeway to improve the safety of the intersection, funded from Councils allocation (\$32,900) in the 2014/15 year.

9. Regional Land Transport Programme 2012-2015 Status Update

39-41

Document number A1223552

Recommendation

THAT the report Regional Land Transport Programme Status Update (A1223552) and its attachment (A1191076) be received.

10. Cable Bay Road Upgrade

42-44

Document number A1223605

Recommendation

THAT the report Cable Bay Road Upgrade (A1223605) be received;

AND THAT the upgrade to the first 900m of Cable Bay Road be included in the Regional Land Transport Programme.

Minutes of a meeting of the Nelson Regional Transport Committee

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

On Friday 6 June 2014, commencing at 1.02pm

Present: Councillor E Davy (Chairperson), Her Worship the Mayor R Reese, Councillors R Copeland and B McGurk, and J Chetwynd (NZTA)

In Attendance: Tasman District Councillor P Sangster, Nelson City Councillors I Barker and P Matheson, P Hookham, Lyndon Hammond, and A James (NZTA), Group Manager Infrastructure (A Louverdis), Senior Asset Engineer – Transport and Roding (R Palmer), Engineering Adviser (S McAuley), and Administration Adviser (E-J Ruthven)

Apology: Her Worship the Mayor R Reese for lateness

1. Apologies

Resolved

THAT the apology from Her Worship the Mayor for lateness be received and accepted.

Davy/Copeland

Carried

2. Interests

There were no updates to the Interests Register, and no interests were declared in relation to any agenda items.

3. Confirmation of Order of Business

It was noted that the item 'Chairperson's Report' had inadvertently been left off the agenda, and accordingly a procedural resolution was required for this item to be addressed at the meeting.

Resolved

THAT the Chairperson's Report be considered at this meeting as a major item not on the

agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable the Chairperson's Report to be received in a timely manner.

Davy/McGurk

Carried

4. Regional Transport Committee Purpose and Function

Senior Asset Engineer – Transport and Roading, Rhys Palmer, spoke about the Regional Transport Committee purpose and function, and gave a Power Point presentation (A1180381). He explained the Committee's responsibilities regarding preparation of the Regional Land Transport Programme (RLTP) and outlined development of this document.

NZTA Planning and Investment Manager, Peter Hookham, noted the need for the committee to maintain a strategic view. He spoke about optimised programming, and noted the need to consider the various different types of transport when balancing transport interventions.

5. Joint Nelson Tasman Regional Transport Committee

Document number A1168034, agenda pages 5-12 refer.

Mr Palmer presented the report. He noted work undertaken to date towards a joint Nelson Tasman Regional Transport Committee, and suggested that this progress further once each Council had established their RLTP.

Attendance: Her Worship the Mayor joined the meeting at 1.15pm.

NZTA Regional Director, Jenny Chetwynd, encouraged the committee to consider regional objectives during the process of developing Nelson's RLTP.

There was a discussion regarding development of the RLTP. In response to a question, Mr Hookham explained that Technical Advisory Group (TAG) meetings were underway between Nelson City Council, Tasman District Council and Marlborough District Council officers and NZTA staff. He said that the TAG group was currently utilising the Regional Land Transport Strategy (RLTS) to develop a framework for each Council's RLTP, and suggested that each Council's committee should hold a workshop to consider this further.

Resolved

THAT the report Joint Nelson Tasman Regional Transport Committee (A1168034) and its attachment (A1168673) be received.

McGurk/Copeland

Carried

Nelson Regional Transport Committee
6 June 2014

There was a discussion regarding additional advisors to the Regional Transport Committee. In response to a question, Mr Palmer explained that the 2013 amendments to the Land Transport Management Act had removed the statutory requirement for external advisors on Regional Transport Committees.

It was suggested it could be difficult for external advisors to contribute to the Committee unless their roles and delegations were clearly stated, and sufficient information was provided. It was noted that many other Regional Transport Committee had community representatives as observers at meetings, although it was also suggested that having a Police advisor to the committee could be useful.

Recommendation to Council

THAT Council approve that a formal approach be made to Tasman District Council with a view to establishing a Joint Nelson Tasman Regional Transport Committee;

AND THAT Council authorises the Mayor, Chair of the Works and Infrastructure Committee and Chief Executive along with the NZ Transport Agency to finalise Terms of Reference with their Tasman District Council counterparts;

AND THAT the Draft Terms of Reference be endorsed as a basis for that discussion;

AND THAT once the Terms of Reference have been finalised, that the Chair of the Works and Infrastructure Committee be delegated to form a Joint Nelson Tasman Regional Transport Committee comprising Councillors Davy, Copeland and McGurk;

AND THAT once formed that the Nelson Regional Transport Committee be disbanded.

Davy/McGurk

Carried

6. 2012/13 Annual Monitoring Report on the Regional Land Transport Strategy

Document number A1181240, agenda pages 13-91 refer.

Mr Palmer presented the report, and noted that the data in the report was current to the end of the 2012/13 financial year.

In response to questions, he noted that the active transport goals were to achieve 25% of commuters walking or cycling to work by 2018. He

said that the report suggested that approximately 18%-20% of commuters were currently using active transport modes, and that a large amount of investment was currently underway through the walk/cycle/school package, which should increase the trend towards 25%.

There was a discussion regarding the traffic demand goals within the RLTS. In response to a question, Mr Palmer noted that the RLTS was developed in 2009, and consequently some of the goals could benefit from being updated. Committee members noted the need to take a regional view when considering transport strategies, and to link transport planning to land use planning was also noted in this regard.

Resolved

THAT the report 2012/13 Annual Monitoring Report on the Regional Land Transport Strategy (A1181240) and its attachment (A478601) be received.

Her Worship the Mayor/Davy

Carried

7. Three Roundabouts – Saxton Field

Document number A1180401, agenda pages 92-96 refer.

Mr Palmer presented the report. He noted that further investigation into the issues regarding the three roundabouts had established that the Richmond ring route through Gladstone Road was not operating efficiently, thereby creating weaving, congestion and arterial traffic use of the local road network at the three roundabouts. He added that Tasman District Council and NZTA were currently considering how to improve efficiency through Gladstone Road, and that Nelson City Council could consider additional double-laning of Wakatu Drive through the RLTP.

Committee members discussed the Richmond-Nelson roading network. It was noted that large amounts of traffic utilising local roads was inefficient, and led to an unbalanced network. In particular, concerns were expressed regarding the level of traffic from Richmond on Main Road Stoke.

Attendance: Her Worship the Mayor left the meeting at 2.06pm.

Resolved

THAT the report Three Roundabouts – Saxton Field (A1140401) and its attachment (A1181941) be received.

Davy/Copeland

Carried

Committee members further discussed whether the three roundabouts project should be retained within the RLTP. It was noted that the project would not be removed in its entirety, but that it would not be able to occur within the 2012-2015 work programme, and would be considered in the RLTP for the 2015-2025 period.

Recommendation to Council

THAT the Three Roundabouts – Saxton Field investigation project be removed from the 2012-2015 Regional Land Transport Programme.

Davy/Copeland

Carried

8. Funding Assistance Rate Review – Joint Submission

Document number A1180382, agenda pages 97-102 refer.

Resolved

THAT the report Funding Assistance Rate Review (A1180382) and its attachment (A1156816) be received.

McGurk/Davy

Carried

Attendance: The meeting adjourned from 2.11 to 2.18pm.

9. New Zealand Transport Agency Report

Document number A1193489, agenda pages 103-111 refer.

Ms Chetwynd gave a Power Point presentation (A1203041), outlining the building blocks of the National Land Transport Programme, the outcomes of the Funding Assistance Rate (FAR) review and the One Network Road Classification (ONRC).

9.1 Building Blocks of the National Land Transport Programme

Ms Chetwynd outlined the outcomes and priorities, investment and optimised programming that fed into each region's RLTP, and how these in turn drove the National Land Transport Programme. She outlined the 'journey approach' being utilised with regards to optimised programming, and noted that this provided a wider-than-regional approach to regional planning.

9.2 FAR Review

Ms Chetwynd explained that the FAR review considered the appropriate split of ratepayer funding and road user funding for each region in New Zealand. She noted that the national average split had been confirmed as 53% road users, and 47% ratepayer funding, and that in

the future, no Council would receive a FAR less than 52%. She added that one FAR would now be applied to each Council for all transport activities, rather than different FARs for different types of transport activity.

Ms Chetwynd said that, for Nelson, this generally represented an increase from an average of approximately 46% at present. She added that each Council would transition to the new FAR by 1% each year until the new levels were reached.

Committee members discussed the new FARs. It was noted that capital works in Nelson are currently funded at 53%, and it was noted that with the move to one FAR, this would drop to 47% in the 2015/16 financial year, before gradually rising again to 52%. Despite this, there was general agreement that the FAR review was positive for Nelson.

9.3 One Network Road Classification (ONRC)

Ms Chetwynd outlined the ONRC. She said that, currently, different construction standards applied on local roads throughout the country, and that the ONRC moved to make construction standards consistent. She said that the state highway network had already been classified under the ONRC, and that Councils were now being asked to classify their local roading networks, to see whether standards were currently higher or lower than the identified standards.

In response to a question, Mr Palmer explained that officers had completed an audit of Nelson's local road network, which suggested that roads were being constructed and maintained to a level likely to be commensurate with the ONRC standard. He noted that several local roads, such as Waimea Road achieved the same classification as the state highways in terms of road usage, and accordingly should be maintained to a similar standard.

Attendance: Her Worship the Mayor returned to the meeting at 2.57pm.

Committee members discussed the ONRC. It was noted that the FAR linked with the ONRC with regards to construction and maintenance of roads, but that the ONRC related to the roading asset only, rather than to all transport activities.

There was a further discussion regarding activities of the Top of the South TAG, and when governance input would feed into the outcomes and priorities identified by the TAG. Mr Hookham explained that Terms of Reference for the Top of the South TAG had recently been signed off by the Chief Executives of the three Councils. He said that it was expected that the TAG would identify regional strategic priorities in the near future, and that these would be brought back to a future Committee meeting.

It was suggested that 'TAG Activities' be included as a standing item on future Committee meeting agendas.

Resolved

THAT the New Zealand Transport Agency Report (A1193489) be received.

McGurk/Copeland

Carried

10. Building Blocks for the 15/18 National Land Transport Programme

It was noted that this item had been covered through the discussion regarding the previous item, New Zealand Transport Agency Report.

11. Funding Assistance Rate Review

It was noted that this item had been covered through the discussion regarding the previous item, New Zealand Transport Agency Report.

12. Chairperson's Report

The Chairperson said that he would ask officers to prepare a report for a future meeting, regarding any additional appropriate advisors to the committee.

He added that he had requested Councillors McGurk and Copeland to ascertain the views of the road transport industry and the aging population with regards to transport priorities. Councillor McGurk explained that the priority for the road transport industry was securing routes for freight in and out of Nelson. It was noted that Councillor Copeland would report back at the next meeting.

The Committee noted that Ms Chetwynd was moving to a different role within NZTA. They thanked her for her constructive work with the Nelson Regional Transport Committee and wished her well for her new role.

There being no further business the meeting ended at 3.25 pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Chairperson's Report

1. Purpose of Report

- 1.1 To update the Committee and make subsequent decisions.

2. Recommendation

THAT the Chairpersons Report (A1222316) be received;

AND THAT the Committee recognises Jenny Chetwynd's service to the Regional Transport Committee and notes Lyndon Hammond as a replacement until further notice;

AND THAT an additional Regional Transport Committee meeting be scheduled for 12 September 2014.

3. Official Resignation from Jenny Chetwynd

- 3.1 The Committee has received the official resignation from Jenny Chetwynd at the New Zealand Transport Agency, see Attachment 1.
- 3.2 Lyndon Hammond will represent the New Zealand Transport Agency in an acting role on the Regional Transport Committee until a replacement for Jenny Chetwynd's Regional Director role has been made.

4. Conclusion

- 4.1 That the Committee notes the updates in this report.

Eric Davy
Chairperson

Attachments

Attachment 1: Official resignation from Jenny Chetwynd (NZTA) [A1222725](#)

15 July 2014

Eric Davy
Chair
Nelson City Council
PO Box 645
Nelson 7040

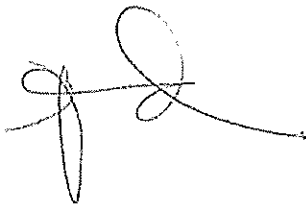
Dear Eric

Sadly after five years it was my last day on Friday the 27th June 2014 as the Regional Director for Central NZTA. Please accept this letter as my notice of resignation as a committee member on your Regional Transport Committee. I will be staying within the Transport Agency in my new role as Group Manager, Strategy Communications and Performance.

Lyndon Hammond will be acting as the Central contact for all RTC meetings until we have appointed a new Regional Director. Please direct all future correspondence to Lyndon lyndon.hammond@nzta.govt.nz or Julie Toft Julie.toft@nzta.govt.nz in the interim. Julie will advise once the new Regional Director has been appointed.

It has been a pleasure to represent the Transport Agency on your Committee and I look forward to taking my regional experience into my new role.

Yours sincerely



Jenny Chetwynd
Group Manager, Strategy, Communications and Performance

REGIONAL REPORT

Report to:	Nelson Regional Transport Committee
Presenter:	Lyndon Hammond, Regional Manager
Date:	1 August 2014

1. NZ Transport Agency News

Draft Government Policy Statement released by Ministry

The Government Policy Statement (GPS) sets out the Government priorities for the land transport sector and guides the Agency in the development of the National Land Transport Programme (NLTP). The draft GPS 2015 looks ahead 10 years from 2015/16 and was released for consultation by the Ministry of Transport last month. The draft GPS continues the Government's prioritisation of economic growth and productivity, road safety and value for money. The draft GPS also has several new features:

- It established national objectives for the land transport system as a whole, and sets out the results expected to be delivered from the allocation of funding from the National Land Transport Fund.
- It more clearly links the investment in activity class, the results to be achieved, and how these results will be measured.
- It merges some activity classes to make it easier for the Transport Agency to shift resources to the most efficient form of investment.
- It places more emphasis on reporting the measurable value delivered by investment.

In terms of funding, the draft GPS proposes:

- Increased funding for road policing, road safety promotion, and walking and cycling.
- Increased funding for state highway maintenance, local road improvements and local road maintenance.
- Replacing regional 'R' funding, which will expire in March 2015.

The Transport Agency has worked closely with the Ministry in the development of the GPS and the investment signals that the Agency has been communicating to RTCs and approved organisations are consistent with the priorities outlined in the draft. The draft GPS and supporting documentation can be found on the Ministry of Transport website.

The Draft GPS can be viewed at:

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/gps2015/>

FAR review further update

As indicated in the last report the Board of the Transport Agency recently made some key decisions on Funding Assistance Rates (FAR) following consultation on the FAR Review Options Discussion Document. The decisions will come into force from the next NLTP period (2015-18). The overall NLTF co-investment rate remains at 53%. This means that across the whole programme, the NLTF will fund an average of 53% of local transport programmes.

Once transition has been completed, most councils will receive a normal funding assistance rate of 52%. The 1% difference between the average co-investment rate of 53% and the rate most councils will receive (52%), makes enough National Land Transport Fund revenue available to provide higher funding assistance to the councils that need it. There is still work to do on how to identify those councils and how to set those rates.

Subject to some transitional arrangements each approved organisation will receive one funding assistance rate. That means the same rate will be applied for all transport activities (except for emergency works and any targeted rates).

To ensure the changes don't cause undue hardship to councils, new funding assistance rates will transition in over nine years (three NLTP investment periods).

For the next NLTP investment period (2015-18), councils' normal funding assistance rates will decrease by no more than 1 percentage point per year. This means if a council's starting rate is 60%, its rate for 2015-16 will be no less than 59%, its rate for 2016-17 will be no less than 58% and its rate for 2017-18 will be no less than 57%. It also means some councils will receive larger changes during years 6-9. Conversely, any increases to normal funding assistance rates will be phased in as they become affordable.

Further decisions have been made around emergency works, targeted enhanced funding assistance rates, total mobility services, special purpose roads (including DoC and Waitangi National Trust roads), level crossings and administrations fees. The decisions have been communicated in full to councils and Regional Transport Committees.

This FAR review is part of a suite of broader policy changes and initiatives to focus the local government sector on key investment questions, such as being clear about the outcomes we're seeking, the right activities to achieve that outcome, the right level of service and related standards and getting the right balance of contribution between direct land transport system users and local communities/ratepayers.

Safety: Working Together to Prevent Truck Rollover

A truck rolls over every two to three days on New Zealand roads. Truck rollovers cause deaths and serious injuries every year, not to mention the vehicle and product-loss costs that add up to tens of millions of dollars. The industry knows it has a problem, but it has struggled to reduce the number of rollover crashes. So the Transport Agency is embarking on a programme to work with the industry in helping to bring the truck rollover crash rate down – and keep it down.

The goal of the programme is to reduce the numbers to those of comparable countries – and that means we need to reduce our rate by half. As part of this work, and the safer speeds programme, we're setting out to radically change the cornering speed of trucks on our roads.

This won't be a simple fix – truck rollovers happen for a range of reasons, so we need to take a comprehensive approach. We'll need to take a fresh look at speed and stability from a trucking perspective to address the issues. Some of the factors we need to consider are covered in our Stability Guide, which we'll update as part of the project.

The programme kicked off in late June when The Agency teamed up with the Road Transport Forum, ACC and Police to take a champion series of the VicRoads Rollover Prevention Programme around the country. This was an awareness building exercise – a forerunner to an extensive rollover prevention programme, which is planned for 2015.

The workshops attracted around 200 industry representatives and the feedback has been very positive. The challenge now is to maintain the momentum we've built and to increase industry ownership of this problem.

Online innovations to improve 50MAX uptake

The two innovations, a zoomable online map and an electronic permit application form, underline our commitment to moving more freight on fewer trucks. The introduction of a zoomable online map for 50MAX, in particular, is seen as a major improvement for operators. Principal Project Manager - Business Improvement, Grant Foster explains the new online map is a specific response to feedback from operators who found the initial mapping provisions a bit cumbersome.

The new online map went online in mid-May, and Grant says with many operators carrying tablet devices or smart phones, this is now the most convenient and sensible option to plan a 50MAX travel route. The new map will make it easier to pre-plan routes before taking the load, and regularly check routes that will change over time.

The second innovation benefits anyone who is applying for a 50MAX permit, be they an operator or a vehicle or trailer manufacturer. With permit numbers for the new generation of truck now nearing one thousand, applicants should be pleased with the new online application form. Introduced at the beginning of March, the new online form makes it easier to send the application and the required attachments to the Agency, for operators and manufacturers who seek permission to travel New Zealand's roads in 50MAX trucks.

“Applications for 50MAX permits are usually turned around with 48 hours, so having an electronic application process that identifies potential errors and confirms the application has been received will make the whole process easier for those who apply, and us as processors of the application. It will make everything run even more smoothly,” Grant says.

Grant expects the 50MAX developments will show the way for other NZ Transport Agency permitting processes, particularly in the freight transport area. “We really are moving forward in terms of optimising freight, and I think the lessons we are learning here with the 50MAX roll-out will be extremely useful as we review our other processes, such as permitting for other high productivity motor vehicles (HPMVs).”

“All this will help to make road freight transport more efficient and safer for New Zealand. We have very high safety standards for 50MAX and other HPMVs, including increased resistance to rollover and the inclusion of electronic braking systems. And we are particularly pleased that quite a number of operators are also investing in additional safety measures, such as speed limiting, GPS monitoring, weight load cells and Electronic Stability Control.”

2. Central Region Events

Changes in the Regional Director role in Central Region

Jenny Chetwynd has resigned the Central Regional Director position to take up a new role in the Transport Agency's National Office. The Agency is in the final stages of recruiting a permanent replacement for the Central Regional Director role. In the meantime Kate Styles is Acting Regional Director and Lyndon Hammond will be acting as the Central contact for all RTC meetings.

3. Delivery of the National Land Transport Programme

National Land Transport Programme

Government \$212m package announced

The government has announced \$212 million from the Future Investment Fund for a package of 14 regionally important State highway projects. Top of the South projects include the construction of Opawa and Wairau Bridge replacements in Marlborough, and the investigation and design of the Southern Link in Nelson.

State Highway Programme

Maintenance & operations	Maintenance Programme Progress	The 2014/15 programme has been approved. We will be treating 0.82km on SH6, within the Nelson City Council area. Rocks Rd, rock fall netting repairs have recently been completed. Further rock fall and erosion control work is programmed for the 2014/15 year with work to be completed to priority areas.
	Structures maintenance	Repairs have been completed to the Rocks Rd seawall
	Safety Programme	We have completed safety barrier installations on SH6 the Whangamoas.
Safety Projects	Minor Safety	Additional safety barriers and stopping bay signage has been installed on SH6 Whangamoas
		SH6 Tahunanui 40km/hr school variable speed zone approved

REGIONAL REPORT

Transport Planning	Transportation Planning activities	<p>The joint Three Roundabouts Saxton Fields project has undertaken two Investment Logic Mapping workshops and one level of service meeting. A separate report will be submitted by Council officers on the outcomes of those workshops.</p>
		<p>The draft Top of the South Passing Opportunities investigation has finally been completed and is with Council for comment.</p>

Regional Report



PDF RAD A1225845

Nelson Highway & Network Operations	Phase	Total 2012/15	2012/13	2013/14	2014/15	Funding Priority (NLTP)	Comments on Progress
Rai saddle curve realignment	Design	357,100	257,600	61,300	0		Design complete. RMA Consents and property purchase outstanding- updating the project details (cost/benefits) early 2014.Land Purchase negotiations continuing. RMA consents being prepared for lodgement - awaiting input from Iwi
SH6 / Quarantine Rd roundabout	Design	212,000	0	218,400	0		Design proceeding. Andrew James reviewing the safety of the roundabout. Draft contract documents due early in July. Design complete. Safety Audit started.
Rocks Rd walk cycle project	Investigation	110,000	0	113,300	0	Approved	60% progress - Consultation planned for 24th July to 25th August.
SH6 Nelson Stock Effluent Facility Improvements *	Design	80	0	82.4	0	Probable	Meeting held with NCC (Alec Louverdis) on 21 May to confirm effluent will be trucked to Fittal St. dump station. MoU signed. Lease Agreement to be signed by NCC. Draft Contract Documents and Operation Manual sent to NCC. Awaiting NCC confirmation they have finance for construction. Awaiting approval of Consents from TDC. Target date for advertising August.
SH6 Nelson Stock Effluent Facility Improvements *	Construction	468	0	0	482.2	Probable	Contract advertising delayed. Now expected in August.

Note: *While this is a Nelson \$R funded project it will be constructed within TDC region

Lyndon Hammond
Regional Manager, Planning and Investment
18 July 2014

Top of the South Technical Officers Group - Terms of Reference

1. Purpose of Report

- 1.1 To receive the Top of the South Technical Officers Group Terms of Reference.

2. Delegations

- 2.1 This report relates to the business of the Regional Transport Committee however no decision is required.

3. Recommendation

THAT the report Top of the South Technical Officers Group – Terms of Reference (A1221247) and its attachment (A1179060) be received.

4. Background

- 4.1 On the 20 March 2014 Transport Officers from Nelson City Council, Tasman District Council, Marlborough District Council and the New Zealand Transport Agency met to discuss establishing a Top of the South Transport Technical Advisory Group.
- 4.2 Following this meeting a Terms of Reference was drawn up and endorsed by the management of the four organisations. The Terms of Reference is Attachment 1.

5. Discussion

- 5.1 The objectives of the Technical Advisory Group are listed in the Terms of Reference and are repeated below:
- To enable strategic discussions amongst officers on matters relating to the delivery of the transport projects in the combined Top of the South regions.
 - To provide a management and technical forum for the organisations to share transport information and ideas.
 - To further identify and progress opportunities for integration, collaboration and co-ordination.

- To provide a formalised contact point for transport matters at a management and technical officer level.
- To provide professional support and technical expertise to members of the Regional Transport Committees and other transport organisations as and when necessary.

6. Options

6.1 This section is not required as no decision is required.

7. Assessment of Significance against the Council's Significance Policy

7.1 This section is not required as no decision is required.

8. Consultation

8.1 No consultation has been carried out.

9. Alignment with relevant Council Policy

9.1 This section is not required as no decision is required.

10. Inclusion of Māori in the decision making process

10.1 No consultation with Iwi has been undertaken.

11. Conclusion

11.1 That the objectives of the Top of the South Technical Officers Group be noted and Terms of Reference received.

Rhys Palmer

Senior Asset Engineer – Transport and Roading

Attachments

Attachment 1: Top of the South Technical Advisory Group Terms of Reference
([A1179060](#))

Top of the South Technical Advisory Group

Terms of Reference

1. Background

As an outcome of successful collaboration discussions throughout 2013, it is considered that Marlborough District Council; Nelson City Council; Tasman District Council and The Transport Agency should form a Technical Advisory Group (TAG) as a working group of technical transport officers. This group would be administered jointly by all Councils with input from the New Zealand Transport Agency.

2. Objectives

1. To enable strategic discussions amongst officers on matters relating to the delivery of the transport projects in the combined Top of the South regions (TOTS).
2. To provide a management and technical forum for the organisations to share transport information and ideas.
3. To further identify and progress opportunities for integration, collaboration and co-ordination.
4. To provide a formalised contact point for transport matters at a management and technical officer level.
5. To provide professional support and technical expertise to members of the Regional Transport Committees and other transport organisations as and when necessary.

3. Functions

1. To provide advice to the Regional Transport Committees (jointly or severally) on the following matters:
2. The preparation of a Regional Land Transport Plan, or any variations to the Plan, any reports on the Plan prepared under the Land Transport Management Act.
3. To provide any technical advice and support the Regional Transport Committees may request on its transport responsibilities generally.
4. To provide advice to the Regional Transport Committees on monitoring and reviewing progress towards the adoption and implementation of the Regional Land Transport Plan.
5. To provide advice to the Regional Transport Committees on monitoring the implementation of the Regional Land Transport Plan / National Land Transport Programme.

6. To advise the Regional Transport Committee on any significant legislative and policy changes, programmes, plans or reports relating to the TOTS transport systems.
7. To liaise with Ministry of Transport, the Commissioner of Police, District/City Councils, and other interested parties on land transport matters, and advise the Regional Transport Committees on any appropriate new initiatives.
8. To liaise with neighbouring regions and districts on cross-regional transportation matters, and advise the Regional Transport Committees on any appropriate initiatives relating to these issues.

4. Membership

The membership of the TAG comprises management and technical representatives from the following organisations:

- Marlborough District Council
- Tasman District Council
- Nelson City Council
- The Transport Agency

The Transport Agency will be represented by officers from both Highways and Network Operations (HNO) and Planning and Investment (P&I).

Marlborough Roads staff can represent the Marlborough District Council at any meeting.

It may be necessary to invite support people from the organisations listed above which provide specific advice to the TAG on certain matters – for example maintenance, freight, passenger transport, rail, environmental, walking and/or cycling, policy and land use planning and any other relevant interest groups as appropriate.

5. Member responsibility

TAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members are expected to regularly report back to their respective organisations on matters discussed at TAG meetings.

6. Organisation and Procedures

6.1 Meetings

It is anticipated that the TAG will meet every month unless the meeting is cancelled by mutual agreement.

Meetings will be hosted on a rotational basis by each of the three partner organisations.

6.2 Convenor

The host organisation will provide the convenor and administration services for the group for that meeting.

6.3 Attendance

If members are unable to attend TAG meeting, each member can nominate an alternative representative of their organisation who has the member's proxy to attend in their absence.

Each member (or member's representative) may also invite a support or technical advisor to attend the meeting with them. The role of that person is to provide advice to the respective member.

6.4 Servicing

Notice of meetings, agenda preparation and meeting notes will be the responsibility of the Convenor. An agenda is to be circulated to members prior to the meeting and where possible agenda item contributions from members circulated in good time beforehand.

6.5 Minutes

Minutes of each meeting are to be taken. Minutes are to be circulated to meeting attendees and confirmed as accurate at a following meeting.

The meeting notes may include a list of actions agreed to by participants.

Endorsed by:

..... Marlborough District Council

..... Tasman District Council

..... Nelson City Council

..... NZ Transport Agency (HNO)

..... NZ Transport Agency (P&I)

Dated: 20 March 2014

Regional Land Transport Plan 2015-2018

1. Purpose of Report

- 1.1 To receive the programme and proposed outline of the Regional Land Transport Plan 2015-2018.
- 1.2 To consider a joint front section for the Regional Land Transport Plan 2015-2018 with Tasman District Council and Marlborough District Council to frame the strategic transport issues and challenges that face the Top of the South.

2. Delegations

- 2.1 This is a decision of Council.

3. Recommendation

THAT the report Regional Land Transport Plan 2015-2018 (A1222058) be received.

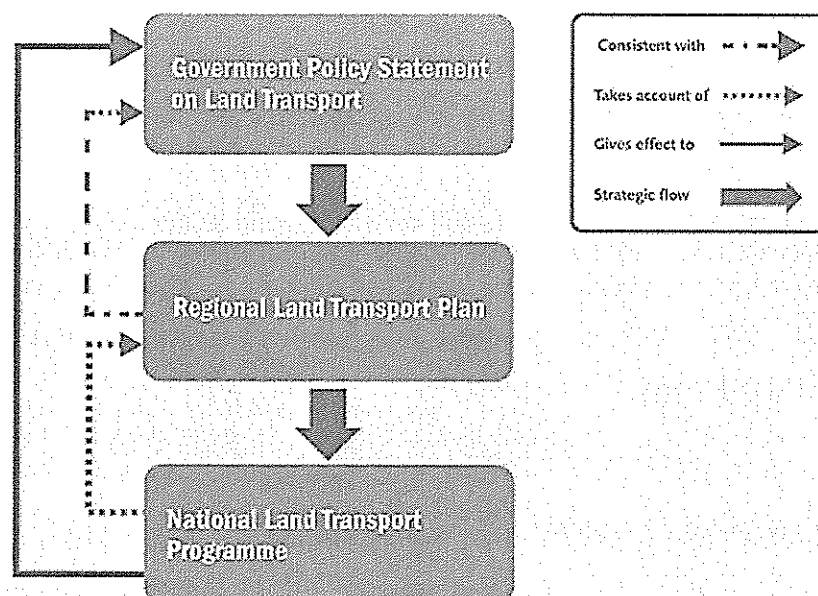
Recommendation to Council

THAT the strategic front end of the Regional Land Transport Plan 2015-2018 be written in conjunction with Tasman District Council and Marlborough District Council, subject to similar agreement by Tasman District and Marlborough District Councils.

4. Background

- 4.1 The Regional Land Transport Plan 2015-2018 (RLTP) is the Regional Transport Committee's (RTC) document that sets out how it will optimise the land transport programme.
- 4.2 The plans include all land transport activities a region intends to progress over a six-year period.
- 4.3 When a RTC adopts an RLTP, it must be satisfied that it is consistent with the Government Policy Statement (GPS) on Land Transport. This is a new requirement under the 2013 Land Transport Management Act (LTMA) Amendment.

- 4.4 RLTPs should be outcome focused, optimised across the whole of transport-system, demonstrate a one-network approach including activities or journeys that have inter-regional significance, show value for money, and have a clear strategic case for planning and investment.
- 4.5 The National Land Transport Programme (NLTP) takes account of the Regional Land Transport Plans, but overall, must give effect to the GPS. The figure below demonstrates this graphically.



- 4.6 The New Zealand Transport Agency planning and investment team has stated in many forums over the last year that joint planning on the strategic transport issues and challenges that face the Top of the South will give the region a collective voice and give the region the best chance in securing investment from the National Land Transport Fund.
- 4.7 Officers from the three Unitary Authorities that make up the Top of the South are working together as detailed in report A1221247 also presented at this 1 August 2014 RTC meeting. One of the purposes of this is to enable strategic discussions amongst officers on matters relating to the delivery of the transport projects in the combined Top of the South region.

5. Discussion

RLTP Purpose

- 5.1 RLTPs are six-year documents that provide strategic context and direction for each regional programme. Key considerations include:
- developing a significance policy to prioritise significant activities;

- developing the front end strategic case using business case approach principles;
- having a programme of activities, not just projects, with clear linkages between all activities and agreed outcomes, e.g. relationship between investing in different modes and activities funded outside the National Land Transport Fund;
- setting out land transport objectives, policies and measures for at least 10 financial years;
- considering the infrastructure implications and/or public transport service improvements that are needed to support growth areas;
- considering the feasibility and affordability of alternative regional land transport objectives;
- identifying performance measures that will be used to monitor activities.

5.2 The RTC's must:

- be satisfied that the regional land transport plan:
 - contributes to the purpose of the Land Transport Management Act 2003; and
 - is consistent with the Government Policy Statement on land transport; and
- have considered:
 - alternative regional land transport objectives that would contribute to the purpose of this Act; and
 - the feasibility and affordability of those alternative objectives; and
- have taken into account any:
 - national energy efficiency and conservation strategy; and
 - relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
 - likely funding from any source.

Programme

- 5.3 Every six years each Regional Council, or in our case each Unitary Council, must ensure the RTC prepares for Council approval a RLTP.
- 5.4 The RTC must complete a review of the RLTP during the six month period immediately before the expiry of the third year of the plan.
- 5.5 This RLTP is required to be approved by Council by 30 April 2015.

5.6 The detailed programme for the RLTP development is shown in the table below:

Date	Activity	Outcome Desired	Action / Decision by
1 August 2014	RTC direction on joint (NCC, TDC, MDC) front section for RLTP	Direction to officers	RTC / Council
28 August 2014	Council meeting – Present draft RLTP for approval to submit to NZTA moderation process by end September	Approval to submit draft to NZTA	Council
30 September 2014	Submission of draft programme into NZTA's web portal Transport Investment Online		Council officers
3 October 2014	Scheduled RTC meeting		
Mid Nov 2014	Present final draft to RTC's for approval to consult	That RTCs will uphold Councils desires. If this is suspect then prudent to add report to Council here	Individual RTCs, and also Council if necessary
December 2014	Prepare consultation material	All done by end Dec for holidays	Council officers
January – February 2015	Special consultation	The right debate is out there	Council officers
Early March 2015	Hearings	RTCs listen and evaluate / review	RTC
Early April 2015	Present report to RTCs on hearings and recommendation on final RLTP	RTC sign off	RTC
Late April 2015	Present to Council's for adoption (or otherwise)	Council signoff and submit to NZTA by 30 April 2015	Council
30 April 2015	Upload approved RLTP into NZTA's web portal Transport Investment Online		Council officers

RLTP Outline

5.7 A provisional table of contents for the RLTP is as follows:

- Foreword – by RTC chair
- Contents
 - **Part A** (common to all three unitary authorities)
 - Introduction - Purpose
 - Consultation
 - The Land Transport Management Act 2003
 - Government Policy Statement
 - The National Land Transport Programme
 - Definitions
 - Regional Setting - Transport Network Pressures
 - Transport Objectives, Polices and Measures
 - Significance Policy
 - The Regional Plan- Activities of inter-regional / regional significance
 - Prioritised Regionally Significant Activities
 - Regionally significant activities to be funded from sources other than the National Land Transport Fund
 - Assessments
 - **Part B** (specific to each authority)
 - Regionally specific transport objectives (if any, over 10 yrs)
 - Locally specific transport policies and measures (if any, over 10 yrs)
 - Regionally specific activities proposed by the local authority
 - Regionally specific activities proposed by the NZ Transport Agency (relating to the state highway)
 - Any other regionally specific activities proposed by the NZ Transport Agency that aren't state highway related
 - **Part C** (specific to each authority)
 - Activity Assessments
 - Revenue and Expenditure 10 year Forecast
 - Monitoring

- **Appendix A** – Significance Policy
- **Appendix B** – Summary of Consultation

6. Options

- 6.1 There are two options available to Council.
- 6.1.1 The first is to prepare the strategic front end (Part A in section 5.7 above) with the neighbouring unitary authorities.
- 6.1.2 The second is to prepare the strategic front end as Council’s own document but ensure that the strategic transport issues and challenges that face the top of the south are accounted for.
- 6.2 Officers recommend the first option provided our neighbouring unitary authorities are also in agreement.

7. Assessment of Significance against the Council’s Significance Policy

- 7.1 This is not a significant decision in terms of Council’s significance policy.

8. Consultation

- 8.1 When preparing a RLTP a Regional Transport Committee:
- must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and
 - may use the special consultative procedure specified in section 83 of the Local Government Act 2002.
- 8.2 Typically the Regional Transport Committee uses the special consultative procedures specified by the Local Government Act 2002. Following public hearings and deliberations on the submissions, a final Regional Land Transport Programme will be developed by the Regional Transport Committee and submitted to the Nelson City Council for adoption.

9. Alignment with relevant Council Policy

- 9.1 The RLTP will be developed in parallel with the long term plan such that activities align.
- 9.2 There are no known inconsistencies with previous council decisions.

10. Inclusion of Māori in the decision making process

- 10.1 Māori will be an identified stakeholder and consulted with during the special consultative procedure process.

11. Conclusion

- 11.1 A joint front section (Part A in section 5.7 above) for the Regional Land Transport Plan 2015-2018 with Tasman District Council and Marlborough District Council that frames the strategic transport issues and challenges that face the Top of the South will give the region a collective voice. It will enable the Top of the South to demonstrate a one-network approach and give activities or journeys that have regional and inter-regional significance the priority they deserve. Joint up planning will give the region the best chance in securing investment from the National Land Transport Fund.

Rhys Palmer

Senior Asset Engineer – Transport and Rooding

Attachments

None.

Waimea Road/The Ridgeway Intersection Improvements

1. Purpose of Report

- 1.1 To remove the Waimea Road/The Ridgeway Intersection project from the Regional Land Transport Programme.
- 1.2 To consider investigating a speed reduction on Waimea Road to mitigate the road safety issues at the Waimea Road/The Ridgeway intersection.

2. Delegations

- 2.1 This is a decision of Council.

3. Recommendation

THAT the report Waimea Road/The Ridgeway Intersection Improvements (A1213609) be received.

Recommendation to Council

THAT the Waimea Road/The Ridgeway Intersection project be removed from the current Regional Land Transport Programme 2012-2015;

AND THAT Council officers investigate the viability of reducing the current 70km/h speed limit on Waimea Road at its southern end to 50km/h and should it be identified as viable then initiate the process of reducing the speed limit;

AND THAT should the speed limit be successfully changed to 50km/h, minor improvements be undertaken at the intersection of Waimea Road/The Ridgeway to improve the safety of the intersection, funded from Council's allocation (\$32,900) in the 2014/15 year.

4. Background

- 4.1 The 2012-2015 Regional Land Transport Programme states the following in relation to this intersection:

This intersection has been recognised as a high speed, unsafe intersection by Council and the Regional Transport Committee for a number of years although any work on it has been delayed pending the outcome of the ATS. The investigation should include a crash accident analysis, consideration of a roundabout, traffic lights and other intersection improvements. The key driver for this project is safety, although any solution should not, as much as is practical, deliver traffic delays. The design should allow for buses on Waimea Road and The Ridgeway in the future. Consideration of attracting traffic to The Ridgeway through the intersection safety improvements should also be considered. Investigation budget includes \$15,000 for community engagement. The design and investigation should determine the economic efficiency of the project to determine its funding eligibility.

- 4.2 An investigation into the safety and capacity of the intersection and options to upgrade it has been undertaken.

5. Discussion

- 5.1 The Ridgeway provides the primary transport link to the upper section of Stoke and forms one of the three main links running the length of Stoke. At peak times, especially during the morning peak, vehicles turning right out of The Ridgeway experience significant delays of close to a minute.
- 5.2 Vehicle speeds on Waimea Road in the vicinity of the existing intersection are around 70km/h which, combined with the high traffic volumes, contribute to the poor safety record of this intersection.

6. Options

- 6.1 Two improvement options were identified as worth considering. Option 1 a roundabout and Option 2 traffic signals.

Option 1 – Improved Roundabout

- 6.2 An improved roundabout with variations on the layout and operation was investigated. This option gave a benefit cost ratio (BCR) of around -3.8 with the construction cost estimated to be \$1.4M.
- 6.3 Any roundabout option will provide an increased level of service for The Ridgeway traffic in the morning peak hour. In the evening peak hour the traffic on Waimea Road is continuous without gaps that would allow right turning traffic from the Ridgeway to access Waimea Road.

Option 2 – Traffic Signals

- 6.4 The second option that was developed was a signalised intersection. The BCR for the signals was calculated at -9.3 with an estimated construction cost of \$1.2M.
- 6.5 Both options reduce the delay to the Ridgeway traffic however they significantly increase the overall delay at the intersection by imposing delays on the greater volume Waimea Road.
- 6.6 The BCR is negative for both the roundabout and signal options primarily due to the delay experienced by the very large number of users on Waimea Road that need to slow or stop to allow traffic from The Ridgeway to enter Waimea Road.
- 6.7 The crash rate has improved since the change in give-way rules with the resulting benefits in road safety far outweighed by the travel time cost of the delays to the through traffic.

Alternative Option

- 6.8 Under the safe system approach that has been adopted by NZTA, the focus has shifted from the existing crash rate to the potential for serious injury or death. In this location the predominant crash type is side impact. The potential for death or serious injury for this crash type increases dramatically with an impact speed of above 50km/h. With operating speeds of around 70km/h on Waimea Road, the potential for crashes involving death or serious injury is high.
- 6.9 Minor improvement options to improve safety at the intersection should be investigated. Specifically, there is the opportunity to tighten up the radius of the bend that vehicles turning left off Waimea Road travel through to reduce their speeds onto the local road network combined with drop in the speed limit to 50 km/h.
- 6.10 There is a risk that the reduction of the speed limit on this section to 50km/h would not be accepted or able to be approved due to the limited adjacent development. If this was the case then no change to the left-turn radius would be appropriate.

7. Assessment of Significance against the Council's Significance Policy

- 7.1 This is not a significant decision in terms of Council's significance policy.

8. Consultation

- 8.1 Letters requesting feedback on the current intersection operation were posted and hand delivered in late January 2014 to all of the owners and occupiers of properties that are adjacent to the intersection as well as the following stakeholders:

- AA
- Road Transport Forum
- NZ Police
- NZ Fire
- St John Ambulance
- Bicycle Nelson Bays
- Accessibility for All
- Walk Nelson Tasman
- Waimea Business Association
- Iwi
- Enner Glyn School

8.2 No responses were received from any of the owners or occupiers. The following responses were received from the other stakeholders.

Interest Group	Waimea Road / The Ridgeway
AA	<p>The problems are well known here, the solutions more difficult. Our initial view is that installing a roundabout would provide the best solution but is there sufficient room to build one of sufficient size?</p> <p>A left field suggestion from AA was to provide two separate legs on The Ridgeway. The first leg would provide for the left turn out and the right turn in from Waimea Road, the second leg would provide for the right turn out of The Ridgeway and the left turn in movements. This arrangement would separate the right turn in vs. right turn out conflict and simplify both movements.</p>
Road Transport Forum	Did not raise any issues.
NZ Police	Upgrade the priority giveway to traffic signals is preferred.
NZ Fire	No response
St John Ambulance	No response

Interest Group	Waimea Road / The Ridgeway
Bicycle Nelson Bays	<p>We understand that a reduced speed limit at this intersection may be an option to improve safety and we would support that.</p> <p>Otherwise the feedback we have is that it's a tricky intersection generally and cyclists would like to be able to make use of the Arthur Cotton underpass.</p> <p>Unfortunately this is currently very poorly signposted, dark, and has steps, so it isn't really a viable alternative for cyclists. We understand that upgrading the underpass is scheduled and we suggest that if it provides a safe and convenient (rideable) option for cyclists this will allow for greater numbers of cyclists on this route, and for the needs of less experienced cyclists. This would be an important link to connect with the scheduled off-road cycle path beside Waimea Road and through to the Railway reserve path, St Vincent St and the CBD.</p>
Accessibility for All	<p>I suggest a roundabout might be the answer - but would need more traffic count info to know if traffic will back up to Beatsons roundabout, this could be an issue. However it would be fair and safer than the current situation.</p> <p>The intersection at Waimea Road and The Ridgeway could do with having a look at the visibility factors. There are issues around judgment of the speed of the vehicles using Waimea Road as it is a 70km zone and doesn't change down to 50km until closer to the Waimea/Beatson Road roundabout. Making sure the vegetation on that corner is regularly trimmed back is about all I can think of and of course to consider changing the speed limit.</p> <p>Waimea/Ridgeway - I would prefer to see lower speed limits there or perhaps have something similar to a school zone speed advisory sign there alerting others to be considerate to those trying to merge. Alternatively, have another roundabout and improve the underpass there for pedestrians and cyclists.</p>

Interest Group	Waimea Road / The Ridgeway
Walk Nelson Tasman	<p>Waimea Road carries 28,000 vehicles/day and is a significant barrier for pedestrians. It is currently extremely difficult for mobility impaired to cross this road especially with the difficult underpass at Arthur Cotton Bridge.</p> <p>The desire to cross this road will increase with the proposed shared use path on the opposite side of Waimea Road as shown below.</p> <p>I would like to see some pedestrian volume counts and some assessment of suppressed demand and economic assessment of a modern accessible underpass at this key location or an at grade signalised crossing.</p> <p>With the traffic volume and speed in this location a refuge island crossing does not provide a suitable level of service for primary school children or elderly or mobility impaired.</p> <p>A suitable crossing will encourage a higher commuter ratio from this area to nearby employment hubs like Nelson Hospital, Annesbrook business park and Vanguard Valley.</p>
Iwi - Kura Stafford	No response
Iwi - Poneke Rene	No response
Iwi - Lea Jane Hemi	No response
Iwi - Jennie Smeaton	No response

9. Alignment with relevant Council Policy

9.1 The current Annual Plan has \$70,000 of subsidised funds allocated to the detailed design of any change in intersection control. With the larger scale improvements not able to be justified it is recommended that the Council portion of this (47% or \$32,900) be reallocated to investigate lowering the speed and the investigation and design of minor improvements should the speed limit be able to be reduced.

10. Inclusion of Māori in the decision making process

10.1 Local Iwi were consulted.

11. Conclusion

- 11.1 The scheme assessment investigation work identified two broad options that were worth assessing. Both the roundabout option and the traffic signals option give a negative BCR. As a result, large scale improvements to the intersection to improve access for those turning from The Ridgeway are not financially viable.
- 11.2 It is therefore recommended that this project be removed from the Regional Land Transport programme.
- 11.3 It is also recommended that Council officers investigate the potential for reducing speeds on this section of Waimea Road to mitigate the road safety risk and allow the implementation of minor safety improvements at the intersection.

Rhys Palmer

Senior Asset Engineer – Transport and Roading

Attachments

None.

Regional Land Transport Programme 2012-2015 Status Update

1. Purpose of Report

- 1.1 To receive the Regional Land Transport Programme (RLTP) 2012-2015 Status Update.

2. Delegations

- 2.1 This report relates to the business of the Regional Transport Committee (RTC) however no decision is required.

3. Recommendation

THAT the report Regional Land Transport Programme Status Update (A1223552) and its attachment (A1191076) be received.

4. Background

- 4.1 The RTC is required to monitor the implementation of the Regional Land Transport Programme.

5. Discussion

- 5.1 The status update is included as Attachment 1.
- 5.2 There was \$21.X M available from the regional fund at the start of the 2012-2015 RLTP. The status update in Attachment 1 shows that if all the projects that were identified are progressed to completion an overspend will result.
- 5.3 The forecast overspend will need to be considered during the development of the RLTP for 2015-2018 and the projects prioritised in order to match the available funding.

6. Options

- 6.1 This section is not required as no decision is required.

7. Assessment of Significance against the Council’s Significance Policy

7.1 No decision is required.

8. Consultation

8.1 The Regional Land Transport Plan requires this status update to be published and forwarded to the New Zealand Transport Agency and the Commissioner of Police.

9. Alignment with relevant Council Policy

9.1 Not inconsistent with Council policy.

10. Inclusion of Māori in the decision making process

10.1 No consultation with Māori has been undertaken.

11. Conclusion

11.1 That the status update report be received.

Rhys Palmer
Senior Asset Manager – Transport and Roading

Attachments

Attachment 1: Regional Land Transport Programme 2012-2015 Status Update
[A1191076](#)

RLTP Priority	Project	2012 RLTP Estimates				Current Status (1/7/14)	
		Cost Estimate (\$M)	Local Share (\$M)	Regional Fund (\$M)	Regional Fund Cumulative (\$M)	Status	Expected Regional Fund Spend(\$M)
1	SH 6 Safety Retrofit	\$ 0.720	\$ -	\$ 0.720	\$ 0.720	Construction Complete using N Funds	\$ -
2	SH6 Nelson Stock Effluent Facility	\$ 0.548	\$ -	\$ 0.548	\$ 1.268	Design underway. Local share of \$320K required	\$ 0.610
3	SH6 Nelson to Blenheim/Richmond HPMV Route 4	\$ 1.148	\$ -	\$ 1.148	\$ 2.416	Further investigation found project not needed	\$ -
4	Waimea Road Package	\$ 2.349	\$ 1.104	\$ 1.246	\$ 3.662	Motueka Signals complete. Remaining projects not qualified.	\$ 0.659
5	Walk Cycle School Package (includes Rocks Road)	\$ 13.004	\$ 4.715	\$ 8.328	\$ 11.990	Package underway and tracking to meet programme and budget with the exception of Rocks Road. Rocks Road project design and consenting phase now scheduled 2014/15 & 2015/16 with construction in 2016/17. Cost to exceed RLTP estimate of \$5.7M	\$ 13.328 (Assumes Rocks Rd R Fund = \$10.7M)
6	NCC Minor Improvements	\$ 0.906	\$ 0.426	\$ 0.480	\$ 12.470	Underway	\$ 0.480
7	SH Property Acquisition	\$ 2.813	\$ -	\$ 2.813	\$ 15.283	Purchase for Rai Saddle underway	\$ 2.500
8	SH6 Three RAbouts	\$ 2.576	\$ 0.028	\$ 2.548	\$ 17.831	Deferred	\$ -
9	SH6 Quarantine Road	\$ 1.414	\$ -	\$ 1.414	\$ 19.245	Design Underway	\$ 3.886
10	SH6 Hillwood Dr Intersection Improvements	\$ 1.313	\$ -	\$ 1.313	\$ 20.558	Does not qualify	\$ -
11	SH 6 Rai Saddle Second Curve Realignment	\$ 4.798	\$ -	\$ 4.798	\$ 25.356	Design Complete.	\$ 7.230
12	SH 6 Cable Bay Intersection	\$ 0.852	\$ -	\$ 0.852	\$ 26.208	Design complete - Does not qualify	\$ -
13	SH6 The Glen Intersection	\$ 0.880	\$ -	\$ 0.880	\$ 27.088	Does not qualify	\$ -
14	SH 6 Teal River Bridge	\$ 2.100	\$ -	\$ 2.100	\$ 29.188	Design Complete - Does not qualify	\$ -
15	SH6 Whakatu 4 Laning northbound	\$ 1.467	\$ -	\$ 1.467	\$ 30.655	Prelim design complete - Yet to be approved	\$ 2.475
16	SH6 Atawhai Drive Intersections	\$ 2.558	\$ -	\$ 2.558	\$ 33.213	Does not qualify	\$ -
		\$ 34.681	\$ 5.169	\$ 32.493			\$ 31.168

Cable Bay Road Upgrade

1. Purpose of Report

- 1.1 To include the upgrade of the first 900m of Cable Bay Road in the Regional Land Transport Programme (RLTP) in the 2014/15 year.

2. Delegations

- 2.1 This is a decision of the Regional Transport Committee (RTC).

3. Recommendation

THAT the report Cable Bay Road Upgrade (A1223605) be received;

AND THAT the upgrade to the first 900m of Cable Bay Road be included in the Regional Land Transport Programme.

4. Background

- 4.1 In order to secure NZ Transport Agency funding the RLTP must include the project. Once this has occurred officers can make an application to the NZ Transport Agency for funding.
- 4.2 The first 900m of Cable Bay Road lacks shoulder support and drainage facilities to support the traffic loads that it is expected to carry from the surrounding development that includes quarrying, forestry and tourism activities.
- 4.3 The pavement surface has become unacceptably rough. In 2012 a 70km/h temporary speed restriction was placed on the road so that users travel at safe speeds.
- 4.4 At the 2 February 2012 Council meeting Cable Bay Road was considered as a High Productivity Motor Vehicle Route. Council resolved that:

AND THAT any decision on the Cable Bay Road HPMV route is postponed until such time as the road has been repaired and the intersection upgraded.

- 4.5 The 2014/15 Annual Plan included funding to upgrade the first 900m of Cable Bay Road to minimise ongoing maintenance costs. This secured the local share funding for the project.

5. Discussion

- 5.1 Since the 2 February 2012 decision to postpone any decision on HPMV vehicles on Cable Bay Road Council has approved network wide use of the smaller 50 MAX HPMV vehicles. The 50 MAX vehicles are more appropriate for our local road network as they have similar impact on the pavement structure and negotiated corners using a similar amount of road space as a standard 44 tonne Class 1 truck.

6. Options

- 6.1 The preferred option is to improve Cable Bay Road in 2014/15 as this will represent the least overall whole of life cost, provide a more appropriate width for the many different users of this road, allow the temporary speed restriction to be lifted and restore strength in the pavement to accommodate future freight from the adjacent quarries and forestry activities.

- 6.2 Two other alternatives exist:

- either include the road improvement in the development of the RLTP 2015-2018;
- do nothing and keep the temporary speed restriction and continue reactive maintenance.

- 6.3 It is recommended to proceed with the upgrade in the 2014/15 financial year as this will result in the least cost.

7. Assessment of Significance against the Council's Significance Policy

- 7.1 The proposed variation is below the significance thresholds in the RLTP meaning the Committee may vary the RLTP enabling a funding application to be made. This does not assure that funding will be approved.

8. Consultation

- 8.1 A special consultative procedure has already been undertaken as part of the annual plan included the improvement to this section of Cable Bay Road.

9. Alignment with relevant Council Policy

- 9.1 The improvement to Cable Bay Road has been included in the Annual Plan 2014/15 with a budget of \$330,000.

9.2 There are no known inconsistencies with any council policy or previous decisions.

10. Inclusion of Māori in the decision making process

10.1 A special consultative procedure has already been undertaken as part of the Annual Plan 2014/15 for the improvement to Cable Bay Road that included Māori.

11. Conclusion

11.1 That an application to include improvement to the first 900m of Cable Bay Road be included in the Regional Land Transport Programme.

Rhys Palmer
Senior Asset Engineer – Transport and Roading

Attachments

None.