



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

**Thursday 16 October 2014
Commencing at 9.00am
Council Chambers
Civic House
110 Trafalgar Street, Nelson**

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Luke Acland, Ian Barker, Ruth Copeland, Matt Lawrey (Deputy Chairperson), Gaile Noonan and Tim Skinner

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. Interests

- 1.1 Updates to the Interests Register
- 1.2 Identify any conflicts of interest in the agenda

2. Confirmation of Order of Business

3. Public Forum

4. Confirmation of Minutes

- 4.1 4 September 2014 **8-12**

Document number A1245605

Recommendation

THAT the minutes of the meeting of the Nelson City Council – Works and Infrastructure Committee, held on 4 September 2014, be confirmed as a true and correct record.

- 4.2 16 September 2014 **13-17**

Document number A1251114

Recommendation

THAT the minutes of the meeting of the Nelson City Council – Works and Infrastructure Committee, held on 16 September 2014, be confirmed as a true and correct record.

- 5. **Status Report – Works and Infrastructure 16 October 2014** **18-19**

Document number A1150321

Recommendation

THAT the Status Report – Works and Infrastructure 16 October 2014 (A1150321) be received.

6. Chairperson’s Report

BUILDINGS

7. Council Owned Earthquake Prone Buildings – Earthquake Assessment Update #2 20-28

Document number A1250395

Recommendation

THAT the report Council Owned Earthquake Prone Buildings – Earthquake Assessment Update #2 (A1250395) and its attachments (A573820, A573853 and A573921) be received;

AND THAT it be noted that critical structural weaknesses have been identified at the Anchor building (258 Haven Road) and the Reliance Engineering building (236 Haven Road);

AND THAT the critical structural weakness be addressed at the Anchor Building at an estimated cost of between \$2,000 and \$10,000 to mitigate the risk of localised collapse of the southern wall that would result in debris falling onto the footpath and carriageway, funded from provision in the current 2014/15 financial year;

AND THAT Council note that no work will be undertaken on the Reliance Engineering Building at this stage as the building is not expected to collapse or cause serious injury during a moderate earthquake event.

8. Highland Pipe Band Hall – New Lease and the Demolition of the Existing Building 29-33

Document number A1247499

Recommendation

THAT the report Highland Pipe Band Hall – New Lease and Demolition of The Existing Building (A1247499) and its attachment (A1255052) be received;

AND THAT the Highland Pipe Band be granted a temporary lease of 81 Achilles Street, provided that a Detailed Seismic Assessment of 81 Achilles Street does not show up any critical structural weakness.

Recommendation to Council

THAT Council approve unbudgeted operational expenditure of \$50,000 to demolish the building and make good the site currently occupied by the Highland Pipe Band Hall this financial year.

TRANSPORT AND ROADING

9. Trial Closure of Beatson Road: Follow Up Report 34-37

Document number A1251300

Recommendation

THAT the report Trial Closure of Beatson Road (A1251300) and its attachment (A1213688) be received;

AND THAT the Trial Closure of Beatson Road, during the weekday morning peak, in early November, be approved;

AND THAT the findings of the Trial Closure of Beatson Road be reported back to a future Works and Infrastructure Committee meeting;

AND THAT the Trial Closure of Beatson Road be funded from existing budgets.

10. Tahunanui Cycle Network Investigation 38-44

Document number A1251007

Recommendation

THAT the report Tahunanui Cycle Network Investigation, (A1251007) and its attachments (A1251882 and A1252296) be received;

AND THAT approval be given for officers to proceed with the community engagement phase of the study, indicating support for Option 4 as a basis for further development and consultation.

AND THAT the engagement run during November and include an open day at Tahunanui;

AND THAT the outcome be reported back to a future Works and Infrastructure Committee meeting to guide the upcoming LTP.

11. St Vincent Street Cycle Facilities – Stage 2 45-50

Document number A1250319

Recommendation

THAT the report St Vincent Street Cycle Facilities – Stage 2 (A1250319) and its attachment (A1252265) be received;

AND THAT the revised design for Stage 2 (between Gloucester Street and Haven Road) shown in plan A1252265 be adopted.

PUBLIC EXCLUDED BUSINESS

12. Exclusion of the Public

Recommendation

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure – Public Excluded Minutes – 4 September 2014	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(h) To carry out commercial activities • Section 7(2)(i) To carry out negotiations
2	Works and Infrastructure – Public Excluded Status Report – 16 October 2014 This report contains information regarding: Washington Valley Property Disposal	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(b) To protect information that may disclose a trade secret or the commercial position of a person • Section 7(2)(h) To carry out commercial activities
3	Millers Acre – Lease Proposal This report contains information regarding: Tenancy Proposal	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(h) To carry out commercial activities • Section 7(2)(i) To carry out negotiations

13. Re-admittance of the public

Recommendation

THAT the public be re-admitted to the meeting.

Minutes of a meeting of the Works and Infrastructure Committee

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

On Thursday 4 September 2014, commencing at 9.00am

Present: Councillor E Davy (Chairperson), L Acland, I Barker, R Copeland, M Lawrey (Deputy Chair), G Noonan and T Skinner

In Attendance: Councillor M Ward, Chief Executive (C Hadley), Group Manager Infrastructure (A Louverdis), Group Manager Community Services (C Ward), Chief Financial Officer (N Harrison), Manager Administration (P Langley), and Administration Adviser (G Brown)

Apologies: Her Worship the Mayor, R Reese

1. Apologies

Resolved

THAT apologies be received and accepted from Her Worship the Mayor.

Lawrey/Copeland

Carried

2. Confirmation of Order of Business

The Chairperson advised that there was a public forum presentation.

He said that there was no further change to the order of business.

3. Interests

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

4. Public Forum

4.1 Angus McNeill

Angus McNeill spoke about the Maitai River Walkway, and tabled a document (A1243040). He discussed the delay in the completion of part of the walkway from the Trafalgar Street Bridge to the library.

The Chair provided an update (A1238801) and indicated that the walkway would be open on 5 September 2014, with the exception of access to the pontoon and the Akersten Street link which was scheduled to open around 19 September 2014.

In response to a question, Group Manager Infrastructure, Alec Louverdis advised that the part of the walkway between the library and Trafalgar Street was closed as it was unsafe for pedestrians and cyclists as construction work had commenced. He said that there were complex issues with the area near Crowe Horwath with respect to their earthquake strengthening however progress was being made.

5. Confirmation of Minutes – 24 July 2014

Document number A1224712, agenda pages 6-20 refer.

Resolved

THAT the minutes of the meeting of the Nelson City Council – Works and Infrastructure Committee, held on 24 July 2014, be confirmed as a true and correct record subject to the editorial change in item 11 of 'property' to 'priority'.

Lawrey/Skinner

Carried

6. Status Report – Works and Infrastructure – 4 September 2014

Document number A1150321, agenda pages 21 refer.

Resolved

THAT the Status Report – Works and Infrastructure 4 September 2014 (A1150321) be received.

Davy/Copeland

Carried

7. Chairperson's Report

The Chairperson provided a verbal update. He advised councillors that a request had been made for a further report for the trial closure of Beatson Road, which would be considered at the Works and Infrastructure meeting on 16 October 2014.

8. Approval to Award Contract for Corder Park Pump Station

Document number A1231449, agenda pages 22-25 refer.

In response to a question, Mr Louverdis informed councillors that this project whilst having a large dollar value was not a significant issue as specified in Council's Significance Policy and that the project was approved through the Annual Plan and Long Term Plan.

Senior Asset Engineer – Utilities, Phil Ruffell joined the meeting. In response to a question he advised that the Corder Park pump station would have approximately a life of 50 years, however maintenance on pumps would be required within the 10 – 20 year span.

In response to a question, Mr Louverdis advised that a contingency for projects was standard practice and that 10% was appropriate in this case. He said that there was always a degree of uncertainty with projects, however a process was in place for significant issues to be reported back to the Works and Infrastructure Committee.

In response to a question, Mr Ruffell said that the Corder Park pump station would reduce the pressure profile of the pumping station at Neale Park. However, he advised that the Neale Park pump station would be improved in the future.

Resolved

THAT the report Approval to award contract for Corder Park Pump Station (A1231449) be received;

AND THAT the tender for \$4,784,350 from Downer NZ Ltd be accepted;

AND THAT this acceptance be on the basis that this is a multi-year contract over two financial years and that the contract be considered a committed contract with funding to be approved to complete the project in the 2015/16 financial year.

Davy/Lawrey

Carried

9. Exclusion of the Public

Resolved

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Works and Infrastructure Committee – Public Excluded – 24 July 2014	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: • Section 7(2)(h) To carry out commercial activities
2	Public Excluded Status Report – 4 September 2014 This report contains information regarding: Washington Valley Property Disposal	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: • Section 7(2)(i) To carry out negotiations
3	Washington Valley Property Disposal This report contains information regarding the sale of property.	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: • Section 7(2)(i) To carry out negotiations

Davy/Noonan

Carried

Works and Infrastructure Committee
4 September 2014

The meeting went into public excluded session at 9.25am and resumed in public session at 9.36am.

10. Re-admittance of the Public

Resolved

THAT the public be re-admitted to the meeting.

Davy/Lawrey

Carried

There being no further business the meeting ended at 9.36am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Minutes of a meeting of the Works and Infrastructure Committee

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

On Tuesday 16 September 2014, commencing at 9.42am

Present: Councillors E Davy (Chairperson), Her Worship the Mayor (R Reese), Councillors I Barker, R Copeland, M Lawrey (Deputy Chairperson), and T Skinner

In Attendance: Group Manager Infrastructure (A Louverdis), and Administration Adviser (L Laird)

Apology: Councillor L Acland and G Noonan

1. Confirmation of Order of Business

There was no change to the order of business.

2. Interests

No updates were made to the Interests Register and no conflicts with items of the agenda were declared.

3. Transport Asset Management Plan

Document number A1233079, agenda pages 4-6 refer.

Senior Asset Engineer – Transport and Roading, Rhys Palmer, joined the meeting and presented the report. Mr Palmer presented a PowerPoint presentation (A1247926).

There was a discussion about the statistics used in the AMP, and whether they were the most up to date. There was general agreement that the figures used should be the most up to date to ensure any conclusions made in the document reflect the most current transport environment.

Committee members agreed that the draft AMP required further work before it could be recommended to Council for approval. The Committee progressed through the document page by page providing feedback on proposed changes to the AMP.

3.1 Page 1

There was agreement that parking should be added to the 'Transport Activity' section. It was noted that the upcoming Parking Strategy would be reviewed by the Planning and Regulatory Committee, and after that would fit within the roles and functions of the Works and Infrastructure Committee for implementation.

There was a discussion about the direction of the AMP. Officers advised that the document was driven by the 2009 Regional Land Transport Strategy (RLTS), which was due to expire in July 2015. Committee members expressed concern that the guiding document of the AMP would soon expire.

Mr Palmer further advised that the 2015 Regional Land Transport Plan (RLTP) was being drafted, and would be reviewed by the Nelson City Council Regional Land Transport Committee the following day, for recommendation to Council for approval. Mr Palmer said the RLTP would provide guidance for the subsidised transport programme, and the AMP would also cover the unsubsidised programme. It was noted that the draft 2015 RLTP was guided by the Government Policy Statement (GPS).

Committee members expressed a preference for waiting until the draft 2015 RLTP and the Parking Strategy were finalised to approve the AMP. Officers advised that this would jeopardise the preparation of the Long Term Plan. However, it was acknowledged that by delaying the approval of the AMP, more defined outcomes for the Southern Link proposal and the Parking Strategy would be known, which could be fed into the AMP.

The Group Manager Infrastructure, Alec Louverdis, said co-ordinating all the relevant draft transport documents (including the RLTP, draft GPS, AMP, Parking Strategy) was a significant feat, with tight deadlines that all needed to come together. He encouraged committee members to remain focussed on completing a draft Transport AMP for approval by Council to ensure there were agreed outcomes for the Long Term Plan, noting that the draft AMP could be added to before the LTP was finalised.

Committee members agreed the value of assets managed by this AMP were the largest governed by the Council and required a robust and carefully considered AMP.

Attendance: the meeting adjourned for morning tea from 10.38am to 10.50am.

The Committee continued to discuss changes to the AMP.

It was agreed additional forecasts about 'people movements' should be added to ensure detail about all forms of travel, including commercial travel like freight, was well covered. Committee members were of the

opinion that this would better support the direction of the AMP and define its outcomes.

It was also agreed that issues around land use across the city should be included to outline how transport impacted on how people move around the city.

In response to a question, Mr Palmer said the AMP could not only include aspirations, and had to provide actions where an outcome was stated.

It was agreed additional contextual information about the 2015 RLTP should be included.

3.2 Page 2

It was agreed that the reference to the Peak Hour Clearways was to be removed from the AMP.

It was agreed that the AMP should inform the Council about ongoing traffic volumes to help inform the required arterial network.

It was noted that reference to the Parking Strategy 2014-2024 should be expanded to include how the document would be implemented, and what priority it would be given.

3.3 Page 4

It was noted that the information in the AMP should be updated with results from the 2014 Residents Survey as soon as possible, and that any certainty regarding the One Network Road Classification should be added to the document.

3.4 Page 5

The Committee discussed the results about public satisfaction with the transport activity section. There was agreement that the section should include sensible evidence-based statements about the transport environment in Nelson currently, particularly around bicycle and car-use trends.

3.5 Level of Service Summary Table (pages 6-8)

The Committee discussed the table, noting the importance of levels of service in the AMP.

3.5.1 Maintenance

It was agreed that officers would further define the levels of service in relation to maintenance before re-submitting the AMP to the Committee, especially the smooth travel exposure, which was a new performance indicator.

Attendance: Councillor Copeland left the meeting at 11.45am.

It was noted that the performance indicator relating to the percentage of local roads that have been resurfaced was a new indicator and should be considered by officers as a range rather than an exact figure.

It was noted that the AMP did not contain measures about how footpaths were commissioned, and how fast they were degrading. It was agreed that officers were to report back to the Committee about how the legislation dealt with performance indicators that were not measured.

3.5.2 Local Roads, Walking, Cycling and Schools

The Committee discussed the performance target associated with the walking and cycling indicator. There was agreement that the data included in the AMP relating to this indicator was paramount. Committee members also agreed that the performance target should be set at a level that could be achieved.

It was agreed that officers would reconsider the data used in relation to this indicator and consider adjusting the performance target.

3.5.3 Arterial Traffic

It was agreed officers should put some context around the arterial traffic indicator, that was specific to the Nelson area, but also that provided a comparison with larger cities like Auckland and Wellington.

3.5.4 Road Safety

It was noted that the AMP should include some information about the partnership with the Police.

In response to concerns from some committee members, Mr Palmer advised that road safety for motorcyclists would come through in the analysis of crash data. It was further agreed that additional information around motorcycle use trends would be helpful to understand if this performance target was appropriate.

Attendance: Councillor Ward left the meeting at 12.02pm.

It was noted that officers would report back about why the performance target in relation to the 'number of crashes involving pedestrians' was not met for 2013. It was further noted that information about pedestrian safety should be included in the AMP to help inform an appropriate performance target.

3.5.5 Parking

It was agreed that the performance indicator about long-stay parking spaces should be re-worded to include detail about the measure, and

that this level of service be consistent with the outcomes of the Parking Strategy.

3.6 Page 9

It was noted that the project referred to in the AMP, to link the Plant and Food Building on Wakefield Quay to the Maitai Walkway, had yet to be discussed with and agreed by Council. It was agreed that officers should ensure information included in the AMP remained current with Council resolutions and policies to reflect the current situation in the final approved AMP.

Resolved

THAT the report Transport Asset Management Plan 2015-2025 (A1233079) and its attachment (A1156705) be received;

AND THAT officers be instructed to review the draft Transport Asset Management Plan after taking into account feedback from the Works and Infrastructure Committee, the draft 2015 Regional Land Transport Plan, the Parking Study and other pertinent issues before bringing this back to the Works and Infrastructure Committee in a timely manner to guide Long Term Plan deliberations.

Davy/Barker

Carried

4. Apologies

Resolved

THAT apologies be received and accepted from Councillors Acland and Noonan.

Davy/Skinner

Carried

There being no further business the meeting ended at 12.26pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Status Report – Works and Infrastructure 16 October 2014

Date of meeting/Item	Action Resolution	Officer	Status
28/11/13 W&I Committee The Brook Area Walking and Cycling Improvements Project – Public Feedback	AND THAT the proposals shown in Attachment 1 (A580995) be approved for implementation in 2014/15.	Alec Louverdis	16/10/14 Design continuing. Physical works tender planned for November 2014. UNDERWAY
12/6/14 W&I Committee Auckland Point Pedestrian Crossing Safety Improvements	AND THAT the zebra crossing on Haven Road at Auckland Point be reconfigured during the 2014/15 financial year to have a single lane in each direction.	Alec Louverdis	16/10/14 Design complete. Still on schedule to commence Nov 2014. NOT YET STARTED ON SITE
25/09/14 Governance Committee	At the Governance Committee, councillors requested an update, via the W&I status report, on the Fire Service non-compliance issue.	Alec Louverdis	16/10/14 This issue relates to how the fire service measures distances of buildings from fire hydrants to enable effective fire fighting. Previous legislation measured “as the crow flies” whereas the new legislation takes into account physical features on the ground which is more appropriate. Work commenced in 2013/14 and overall 15-20% of the work is complete. Funding exists in the current financial year in the amount of \$99,358 to continue this work and \$600,000 is included in future years to complete this work. It is envisaged that it will take

Date of meeting/Item	Action Resolution	Officer	Status
			approximately 4 years to complete. The work physically involves installing new water hydrants around the city and in some cases extra sections of new or upgraded mains. FOR INFORMATION

16 October 2014

REPORT A1250395

Council Owned Earthquake Prone Buildings – Earthquake Assessment Update #2

1. Purpose of Report

- 1.1 To provide an update on earthquake assessments of Council owned buildings undertaken since July 2014.

2. Delegations

- 2.1 The Works and Infrastructure Committee is delegated to make decisions on building services and structures.

3. Recommendation

THAT the report Council Owned Earthquake Prone Buildings – Earthquake Assessment Update #2 (A1250395) and its attachments (A573820, A573853 and A573921) be received;

AND THAT it be noted that critical structural weaknesses have been identified at the Anchor building (258 Haven Road) and the Reliance Engineering building (236 Haven Road);

AND THAT the critical structural weakness be addressed at the Anchor Building at an estimated cost of between \$2,000 and \$10,000 to mitigate the risk of localised collapse of the southern wall that would result in debris falling onto the footpath and carriageway, funded from provision in the current 2014/15 financial year;

AND THAT Council note that no work will be undertaken on the Reliance Engineering Building at this stage as the building is not expected to collapse or cause serious injury during a moderate earthquake event.

4. Background

- 4.1 Council resolved in July 2014 that further reports be presented to the Committee as detailed assessments and costs of strengthening works for Council owned buildings are received.
- 4.2 This report provides a summary of the latest assessments completed.

Section 124 notices

- 4.3 Since July 2014, two further Section 124 notices have been issued to Council (Energy Centre at Founders and the Bakery at Founders), taking the total section 124 notices currently in place to 14 (Founders Duncan House, Founders Granary, Highland Pipe band hall, Hunter Furniture, Mediterranean Food Warehouse, Melrose, Plant & Food, Refinery, Riverside façade, State Advances, Trafalgar Centre and Zumo).

Progress on Structural Strengthening of Earthquake Prone Buildings

- 4.4 Strengthening work has been completed to the Riverside Pool façade, Duncan House and the Granary at Founders and once Code of Compliance for these have been issued, the Section 124 notices will be lifted.
- 4.5 Work on the Energy Centre to achieve >34%NBS has been completed in time for the Arts Festival.
- 4.6 Construction work for Melrose house is continuing, completion is expected in December 2014.
- 4.7 Design and consenting is progressing for the Founders Bakery with construction expected to commence in January 2015.
- 4.8 Consenting process for Broadgreen House is progressing and construction will commence before Christmas.

Financial

- 4.9 Funding is provided in the current financial year as below:
 - 4.9.1 Detailed assessments - \$360,000;
 - 4.9.2 For potential capital remediation works - \$690,039.

5. Discussion

Assessment Summary Update

- 5.1 The table on the next page details the seismic assessments completed since July 2014.

Name	ISA (initial) (% NBS)	DSA (detailed) (% NBS)	CSW	Cost to strengthen (\$) Construction only		
				34%	67%	100%
Stoke Memorial Hall	20%	24%	No	\$230,000	\$420,000	\$530,000
Community Arts	15%	67%	No	N/R	N/R	\$5,000
Anchor building	5%	22%	Yes	\$65,000	\$255,000	\$290,000
Trafalgar Street Hall	25%	67%	No	N/R	N/R	\$15,500
Founders Windmill	21%	>34%	No	N/R	TBC	TBC
Reliance Engineering	21%	<34%	See 5.12	\$30,000	Nothing additional to 34%	Nothing additional to 34%

NOTE: The costs noted above exclude design, consent fees, supervision, administration and contingency.

Anchor Building, 258 Haven Road

- 5.2 The detailed seismic assessment determined the building to have a seismic capacity of 22% NBS.
- 5.3 The assessment also identified a critical structural weakness (CSW) in the lateral support of the south wall, as a result of a large rectangular void being created in the floor plate. Failure of this connection could lead to partial collapse on the right hand side of the southern wall. Should the wall collapse outward, debris is likely to fall onto State Highway 6.
- 5.4 In addition during a moderate earthquake event it is likely to see the external brick facades dislodging from the concrete walls and spilling onto the north-bound carriageway and it is expected the bulk of this debris will be contained within the first 5m. The first 4.5m includes the footpath, cycle way and bus stop. There is likely to be damage to cars parked in the parking lots on either side of the building.
- 5.5 The building was constructed circa 1929 and is registered with Heritage NZ as a Category 2 building.
- 5.6 The building is located less than five metres from the edge of the northbound carriageway on State Highway 6.
- 5.7 The building is currently vacant and there are no plans to source a tenant for this building.
- 5.8 The cost (including design, consent fees, supervision, administration, heritage aspect of the category 2 listed building and contingency) to address the critical structural weakness is estimated between \$2,000 and \$10,000 depending on conditions enforced by Heritage NZ. This would

not result in the % NBS increasing as the CSW is a localised weakness of the wall.

- 5.9 Council Officers recommend that the CSW be addressed to limit the risk of masonry falling onto the carriageway. Further to this it is recommended that a pull out test be completed on the bricks to further quantify the risk of falling masonry in the event of a moderate earthquake. This will require Heritage NZ consent and may take some time to secure.
- 5.10 Funding is available to complete this work from the provision in the current 2014/15 financial year.

Reliance Engineering Building, 236 Haven Road

- 5.11 The detailed seismic assessment determined the building to have a seismic capacity of less than 34% NBS.
- 5.12 Critical structural weaknesses have been identified as some critical elements necessary to transfer lateral load to the ground are missing. However it is recognised that secondary load paths provided by girts and cladding will provide bracing assistance, hence this critical structural weakness is likely to cause an increased level of damage but unlikely to cause premature collapse of the building.
- 5.13 The building performance in its current state is more susceptible to damage under extreme wind events than a moderate earthquake event.
- 5.14 The building is currently being leased to Reliance Engineering for the next two years. Council currently realises a rental of \$100,000 per year.
- 5.15 The cost (including design, consent fees, supervision, administration and contingency) to address the critical structural weakness is estimated at \$65,000. Addressing the critical structural weakness would result in the building being rated at 100%NBS.
- 5.16 The original building was erected in 1950's with extensions later added. The building has withstood several extreme wind events including July 2008 and April 2014 with no damage or adverse effects.
- 5.17 Officers do not recommend spending any money on this building or closing the building as the critical structural weakness is unlikely to cause premature collapse of the building.

Priorities for 2014/15

- 5.18 The following detailed assessments are scheduled for completion in 2014/15.

Name	ISA	Status
Founders Chapel	13%	Near Completion
Wakapuaka Crematorium	14%	Progressing
Hunting and Fishing	16%	Progressing
Old Trafalgar Grandstand	16%	Progressing
Wakapuaka Community Hall	18%	Progressing
Founders Anchor Inn	18%	Not started
Founders Maritime Museum	19%	Not Started
Founders Port Building	19%	Not started
Refinery Gallery Timber	20%	Not Started
Four Seasons	24%	Not started
Woodturners Building	29%	Not Started

6. Options

- 6.1 The work Council is undertaking fits in well with the purpose of local government, as it provides for good quality local infrastructure, provides a public service and meets regulatory requirements that will guide good decision making.
- 6.2 Should Council agree to address the critical structural weakness of the Anchor building the solution will be further developed to ensure the solution is cost effective.
- 6.3 Strengthening these buildings will increase the resilience of Nelson in the event of an earthquake.

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

- 7.1 This is not a significant decision.

8. Alignment with relevant Council Policy

- 8.1 This work aligns with the 2014/15 Annual Plan.
- 8.2 This work is aligned to Council's current Earthquake Prone, Dangerous and Insanitary Buildings Policy.
- 8.3 This work is consistent with Nelson 2060, particularly providing a strong economy and sustainable city.

9. Consultation

- 9.1 No consultation has been undertaken as this stage. Future significant decisions to be made by Council will be guided through consultation through the Long Term Plan or Annual Plan process.

10. Inclusion of Māori in the decision making process

10.1 No specific consultation has been undertaken with Māori.

11. Conclusion

11.1 Detailed assessments on buildings with ISAs less than 34%NBS commenced last financial year and are due to be completed in 2014/15.

11.2 Remedial works have commenced on some buildings.

11.3 Budgets exist to complete the detailed assessments and undertake limited remedial works as-and-when required following these assessments. Future budgets for any additional remedial works will be required.

11.4 The updated status lists are shown on the accompanying attachments.

11.5 Two additional buildings (Anchor building and Reliance Engineering) have been identified as having critical structural weakness.

11.6 Officers recommend that work be completed on the Anchor building to address the CSW identified.

11.7 Future decisions on the future of other building assets (demolition, retain, dispose) will need to be made by Council.

Mel Large
Team Leader Engineer

Attachments

Attachment 1: List of initial assessments (<34% NBS) [A573820](#)

Attachment 2: List of initial assessments (34% - 67% NBS) [A573853](#)

Attachment 3: List of initial assessments > 67% NBS [A573921](#)

Complete List of Initial Assessments - Buildings		
High Risk -Buildings rated below 34%		
Description	ISA (NBS%)	Revised %NBS following DSA
Anchor Building	5	22
Zumo	5	27
State Advances Building	8	17
23 Halifax Street (Old Mediterranean Foods)	8	25
Melrose House	10	<34
Founders Granary	10	<34
Highland Pipe band hall	11	14
Refinery Building - Concrete building	11	11
Founders Energy Centre	12	<34
Founders Goodmans bakery	12	<34
Founders Chapel	13	
Hunter Furniture	13	<34 Building East 50 Building West
Wakapuaka Crematorium	14	
Hunting & Fishing	16	
Old Trafalgar grandstand	16	
Wakapuaka Community Hall	18	
Founders Anchor Inn	18	
Founders Maritime Museum	19	
Founders Port Building	19	
Stoke Hall	20	24
Refinery Gallery timber	20	
Reliance engineering	21	<34
Four Seasons (Haven Road)	24	
Founders Duncan House	25	15
Trafalgar Centre	28	<34
Woodturners Building	29	
Plant and Food (Wakefield Quay)	38	32
<i>NOTE: The list excludes sheds, garages, toilets, shelters, bridges etc</i>		

A573820

1554638 A1260393

Complete List of Initial Assessments - Buildings	
Moderate Risk- Building rated between 34% and 66%	
Description	ISA (%NBS)
	<33 (But not earthquake prone)
Broadgreen House	
Tahuna Campground - Info build	>34
Tahuna Campground - Office building	>34
Founders Windmill	>34*
Tahuna Campground - Unit 85 & 86	34
Brook camp cabin Q	35
Andrews farm office	35
Founders school	36
Maitai camp Kitchen	36
Founders Tobacconist	38
Founders General Store	38
Stoke Community Centre	39
Savings Bank	39
Riverside Pool Club Rooms	40
CAB Plunket house	40*
Founders Cottage Hospital	40*
Tahuna Police Station	41
Former Maitai Club	42
Youth Nelson (Pioneer Park)	42*
Elma Turner library	42*
Brook Camp Cabins J K M N O P R	43
Tahuna Conference Center	45
Founders Railway Cottage	47
Founders Firestation	49
Nightingale Library	50
Tahuna Campground - Family Unit	50
Tahuna Campground - Studio Units	50
Brook Camp Kitchen/TV	51
Hockey Pavillion (Old Building)	52
Broadgreen Root Cellar	53
Waahi Takaro Pro Shop	53
Tahuna Campground - Cottage	62
Riverside pool (excl frontage)	65
* Initial seismic assessments have been updated following completion of Detailed Seismic Assessment or initial assessment has been revised following new guidance documents for the IEP Process in November 2013	

A573853

155408 A1260393

Complete List of Initial Assessments - Buildings	
Low Risk Buildings rated above 66% NBS. No Action Required	
Description	ISA (%NBS)
Community Arts (25 Paru Paru)	67*
Trafalgar Street Hall	>67*
Recycling - shop	>67
Recycling - ticket office	>67
Tahuna Campground - Guest Lounge	>67
Trafalgar Park Pavilion	67
Broadgreen Office	69
Founders Law	70
Founders Nelson Mail	70
Founders Bank of NSW	70
Founders Livery Stable	70
Founders Museum	70
Founders Baigent Workshop	70
Nayland Pool complex	74
Founders Rutherford cottage	74
Tahuna Campground - Unit 1 & 2	75
Tahuna Campground - Unit 3 & 4	75
Saxton Stadium	75
Founders Jaycee centre	75*
Orchard Flats Community Hall	76*
Beach Café & Toilets	76*
Saxton Netball Pavilion	80/100
Water Treatment Plant Building	85
Trafalgar Park - Media Facilities	85
Tahuna Campground - Unit 8 & 9	87
Isel House	97
Stoke Library	99
Youth Nelson Computer Room - Pioneer Park	100
Saxton Hockey/ Softball Pavilion	100
Saxton Oval Pavilion	100
Saxton Cricket Pavilion/Utility	100
Marsden Valley Sexton Office and amenities	100
Soccer Building	100
* Initial seismic assessments have been updated following completion of Detailed Seismic Assessment or initial assessment has been revised following new guidance documents for the IEP Process in November 2013	

Highland Pipe Band Hall – New Lease and the Demolition of the Existing Building

1. Purpose of Report

- 1.1 To consider the demolition of the building currently occupied by the Highland Pipe Band at Rutherford Park and the temporary relocation of the band to 81 Achilles Street (ex Hunting and Fishing).

2. Delegations

- 2.1 Demolishing of buildings is the responsibility of full Council.
- 2.2 Group Manager, Infrastructure has delegation to enter in to leases of a short term nature (less than 5 years).

3. Recommendation

THAT the report Highland Pipe Band Hall – New Lease and Demolition of The Existing Building (A1247499) and its attachment (A1255052) be received;

AND THAT the Highland Pipe Band be granted a temporary lease of 81 Achilles Street, provided that a Detailed Seismic Assessment of 81 Achilles Street does not show up any critical structural weakness.

Recommendation to Council

THAT Council approve unbudgeted operational expenditure of \$50,000 to demolish the building and make good the site currently occupied by the Highland Pipe Band Hall this financial year.

4. Background

- 4.1 In 2010 Council adopted the Rutherford and Trafalgar Parks Reserve Management Plan. That plan called for a Development Plan to follow that would translate the vision of the management plan into practical design, consistent with the policies contained within.

- 4.2 Council adopted the Rutherford and Trafalgar Parks Development Plan on 18 July 2013.
- 4.3 Clause 4.11 of that report addressed a number of community leases. It was proposed that the lease for the Highland Pipe Band (and a number of other community groups) not be renewed and the buildings in question not be viewed as permanent features of the park.
- 4.4 Council further resolved that Council works with affected groups to facilitate options for relocation and co-location as appropriate.
- 4.5 Council officers have been in discussion with the Highland Pipe Band regarding alternative locations for some time. Unfortunately due to their activity limited options have been identified.
- 4.6 In November 2012 an Initial Seismic Assessment rated the building at 11%NBS.
- 4.7 The Detailed Seismic Assessment rated the building at 14%NBS. This assessment also identified a critical structural weakness and interim remedial measures were undertaken.

5. Discussion

Maitai Walkway / Highland Pipe Band Hall

- 5.1 The nearly completed Maitai walkway project has resulted in a significant improvement to the aesthetics of the wider area bordering the Maitai River.
- 5.2 The Highland Pipe Band building is in close proximity to the walkway. Whilst vehicle access is possible it creates a "pinch point" for the existing road access to the Trafalgar Centre. The removal of the building would improve the walkway experience and also improve access to the Trafalgar Centre which Council has resolved to re-open.
- 5.3 The building at 81 Achilles Street (ex Hunting and Fishing) is vacant. This building has a low Initial Seismic Assessment rating of 16% NBS however no critical structural weaknesses have been identified. It is currently being used for storage.
- 5.4 A detailed seismic assessment is underway. It is recommended that before entering into a lease with the Highland Pipe Band that this assessment is completed.
- 5.5 The Highland Pipe Band is in agreement to a six month lease of this building followed by a month by month lease thereafter. The rent will remain consistent with the rent they pay at their current location.
- 5.6 Council officers will continue to work with the Pipe Band to find a long term home for the band.

Demolition

- 5.7 An amount of \$50,000 has been estimated to demolish the Highland Pipe Band building including reinstatement of the land to grass and consents. This work will be tendered in accordance with Council procurement policy.
- 5.8 No existing funding is available to demolish this building and authority to spend unbudgeted monies from operational expenses is requested.

6. Options

- 6.1 Option 1 – Status Quo. Allow the Highland Pipe Band to remain in situ until a long term alternative location is found.
- 6.2 Option 2 – Following the receipt of the Detailed Seismic Assessment Council demolish the existing building and relocate the Highland Pipe Band to 81 Achilles Street (ex Hunting and Fishing) for no less than six months.

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

- 7.1 The relocation of the Highland Pipe Band and the demolition of the existing building are not significant in terms of policy.

8. Alignment with relevant Council Policy

- 8.1 This recommendation is consistent with both the Reserve Management Plan for Rutherford and Trafalgar Parks and the subsequent development plan.
- 8.2 There are no approved funds to demolish the Highland Pipe Band Building. Approval of unbudgeted operational expenditure is required.

9. Consultation

- 9.1 Council officers have been working with the Highland Pipe Band for some time to find alternative locations. The Highland Pipe Band has confirmed the temporary location to 81 Achilles Street as a viable short term option.

10. Inclusion of Māori in the decision making process

10.1 Maori have not been consulted on the possible demolition of the building.

11. Conclusion

11.1 The removal of the Highland Pipe Band building will result in improved traffic flow to the Trafalgar Centre. It will also improve the aesthetic outcome of the recent upgrade of the Maitai walkway.

11.2 The building located at 81 Achilles Street is the only alternative location currently available.

11.3 A detailed Seismic Assessment on 81 Achilles is expected to be completed late October 2014.

11.4 A number of buildings are scheduled for demolition as part of the Rutherford and Trafalgar Parks Development Plan and this opportunity presents itself now.

Michael Homan

Property and Facilities Asset Manager

Attachments

Attachment 1: Site Plan – Highland Band Building [A1255052](#)

Attachment 1



Attachment 1 : Site Plan

 Nelson City Council
 te kaitiaki o whakatū

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Scale 1:750



Date 30/09/2014

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33

PDF A1260393

A1255052

Trial Closure of Beatson Road: Follow Up Report

1. Purpose of Report

- 1.1 To seek approval to undertake a trial closure of Beatson Road.

2. Delegations

- 2.1 Any decision to temporarily close Beatson Road falls within the delegated authority of the Works and Infrastructure Committee.

3. Recommendation

THAT the report Trial Closure of Beatson Road (A1251300) and its attachment (A1213688) be received;

AND THAT the Trial Closure of Beatson Road, during the weekday morning peak, in early November, be approved;

AND THAT the findings of the Trial Closure of Beatson Road be reported back to a future Works and Infrastructure Committee meeting;

AND THAT the Trial Closure of Beatson Road be funded from existing budgets.

4. Background

- 4.1 Following the Works and Infrastructure Chairman's report dealing with the use of Beatson Road as a short cut to avoid morning peak hour traffic on Waimea Road, the Committee resolved on 1 May, that a staff report be prepared considering the closure of the roundabout exit onto Beatson Road for a trial period of approximately three weeks.
- 4.2 A report was presented to the 24 July Works and Infrastructure Committee detailing the proposed trial closure of the entrance of Beatson Road, at the Whakatu Drive roundabout, to eastbound traffic at all times during the trial period. The trial closure was not approved.

4.3 The Chairman again requested at the Works and Infrastructure Committee that the trial closure be considered for the morning peak only.

5. Options

Closure Proposal

- 5.1 Officers propose that the entrance to Beatson Road, from the Whakatu Drive roundabout, be temporarily closed to eastbound traffic during the weekday morning peak period, from 7:30am until 9:30am, for 1 week. It is proposed that the trial closure be programmed for early November.
- 5.2 The closure will be constructed of temporary materials that can be erected and removed each day before and after the closure period. Appropriate advanced warning signage will be erected and used in conjunction with electronic Variable Message Signage and a detailed communications plan.

Monitoring

- 5.3 It is proposed that monitoring be undertaken for 1 week prior and during the temporary closure. This monitoring will include:
- Traffic surveys on Waimea Road to determine traffic volume and speed;
 - Traffic Surveys on Beatson Road and Ulster Street at their intersections with Waimea Road to determine the change in volume of traffic exiting from Beatson Road into Waimea road during the period of the closure;

Estimated Costs

5.4

No.	Description	Dollars
1.	Physical Works	\$ 3,500
2.	Newspaper and Radio Advertising	\$ 2,000
3.	Monitoring	\$ 3,000
Total		\$ 8,500

- 5.5 Although a specific budget line has not been allocated for this work, officers recommend that these costs be absorbed within the NZTA subsidised Network and Asset Management work activity.

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

6.1 This project is not significant in terms of the Council's Significance Policy.

7. Consultation

7.1 The Local Government Act enables Local Authorities to temporarily close roads under Schedule 10: Conditions as to Stopping of Roads and the Temporary Prohibition of Traffic on Roads. The Act requires Council to give public notice of its decision to temporarily close a road.

7.2 Public notification is proposed via a newspaper advert and a letter delivered to those residents living in the Beatson Road area, refer to Attachment 1. The advert and letter would give residents a 1 weeks' notice of the proposed temporary closure.

7.3 Communications would include radio advertising for one week prior to the temporary closure and during the closure. Live Nelson, Facebook and Twitter would also be utilised prior to and during the closure. Electronic Variable Message Signage would be in place one week prior to the temporary closure and for the full duration of the closure.

8. Alignment with relevant Council Policy

8.1 This trial closure is not inconsistent with any Council policies.

9. Inclusion of Māori in the decision making process

9.1 Māori have not been specifically consulted on this issue.

10. Conclusion

10.1 The Works and Infrastructure Committee chair requested a follow up report to investigate the trial Closure of Beatson Road.

10.2 Officers recommend that the trial closure is applied to the weekday morning peak, 7:30 to 9:30, in early November and that the residents of the area be advised one week in advance of the proposed trial.

Shane Davies
Manager Operations

Attachments

Attachment 1: Map showing approximate location of closure [A1213688](#)



A1213688

Trial Closure Beatson Road: Appendix 1.

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Scale 1:4,000



Date: 11/11/11

A1213688

16 October 2014

REPORT A1251007

Tahunanui Cycle Network Investigation

1. Purpose of Report

- 1.1 To receive the Tahunanui Cycle Network Investigations Report, and to approve proceeding to community engagement on the options identified in the report.

2. Delegations

- 2.1 The Works and Infrastructure Committee has delegated authority in regard to the provision, operation and maintenance of roads, streets, bridges, cycleways and walkways and public transport.

3. Recommendation

THAT the report Tahunanui Cycle Network Investigation, (A1251007) and its attachments (A1251882 and A1252296) be received;

AND THAT approval be given for officers to proceed with the community engagement phase of the study, indicating support for Option 4 as a basis for further development and consultation.

AND THAT the engagement run during November and include an open day at Tahunanui;

AND THAT the outcome be reported back to a future Works and Infrastructure Committee meeting to guide the upcoming LTP.

4. Background

- 4.1 This investigation was commissioned in March 2014 to identify a viable cycle network through Tahunanui to close the key missing link in the cycle network between Rocks Road and the Railway Reserve/coastal shared paths. The study, undertaken by Opus Consultants, investigated the opportunities to provide a network

that caters for all cycle users. It identified 12 initial options which have now been reduced to the 7 options presented in this report.

- 4.2 A copy of the full report will be available in the Councillors Lounge and on the Google drive.
- 4.3 The provision of a cycle link between the CBD and Tahunanui was one of the outcomes from the Arterial Traffic Study. Links which provide a more local function have also been included in this assessment.
- 4.4 The study adopted 4 criteria for the types of cyclists using the network, based on international Levels of Service. These are:
- Strong and Fearless, who will travel by bike regardless of the conditions;
 - Enthused and Confident, who cycle when on road space is provided;
 - Interested but concerned, who require physical separation from motorised traffic or where speeds and volumes are low;
 - No Way, No How, very unlikely to cycle whatever the facilities provided.

The options prepared cater for a wide range of cyclists from part of the Interested but concerned category through to the Strong and Fearless group.

- 4.5 The Rocks Road Shared Path is envisaged to be the premium tourist path from the CBD southwards. The full potential use of this route is not expected to be achieved until an appropriate ongoing cycle route is provided from the southern point of Rocks Road connecting with the Railway reserve corridor at Annesbrook and/or the Coastal shared path near the airport. This route will also serve to provide safer routes to the Nayland schools/college from the Tahunanui catchment.
- 4.6 The consultant was required to initially deliver a complete list of all options available through the area. This was then reduced to a shorter list after a community workshop was held to gather community information and preferences.
- 4.7 The short list of options comprise five main north/south routes, with two east/west routes, as shown in Attachment 1.

5. Discussion

Route evaluation

- 5.1 The various options developed in this stage of the study have been selected to serve both a network of cycle routes providing a local

function plus a continuation of the Rocks Road/Railway Reserve/Coastal routes. The assessment of the options has taken this into consideration and has identified those routes which will provide this function.

- 5.2 The location of the industrial area of Tahunanui has influenced the location of the preferred routes as the volume of heavy traffic on Pascoe Street results in this not being a suitable cycling route for all users even though it services the employment area.

Parking

- 5.3 The provision of cycling facilities often has an impact on the parking provided along the route and this has been taken into consideration in the assessment and evaluation of the options. There are some situations where the loss of parking can only be minimised.
- 5.4 Four of the five north/south routes use Beach Road to connect with Rocks Road and initial design indicates the loss of some parking on Beach Road. This is not desirable and further work will be undertaken to investigate better route options.

6. Options

- 6.1 Seven options have been developed through the study area as shown in Attachment 1. All options have the potential for sections of other options to be added to improve the level of service achieved by the route. The full potential of this "mix and match" will be investigated further in the design of the network. The costs identified are purely indicative and require further work depending on the development of the option.

Option 1

- 6.2 Rocks Road/Tahunanui Drive/Annesbrook Drive: Provides a direct route for commuter/confident cyclists. Officers do not recommend this option be pursued at this stage due to cost of \$2.6M and impact on commercial premises and parking.

Option 2

- 6.3 Muritai Street/Pascoe Street/Whakatu Drive underpass: Provides a direct route through centre of catchment area and links to underpass on school route. Not pursued at this stage as requires schoolchildren to ride on 1.5m wide cycle lanes on Pascoe Street and through industrial area. Cost \$1.09M.

Option 4

- 6.4 Roto Street/Bolt Road: Provides link on local roads through the centre of the catchment area. Adopted as a preferred option for further design development. Pinch point in walkway off Beavens

Way will require further investigation and possible land purchase.
Cost \$0.73M.

Option 6

- 6.5 Tourist/ airport route around edge of Nelson Golf Course. Links well into Coastal route. Not pursued at this stage due to being too far west to provide improved cycling for much of the Tahunanui community. Cost \$1.9M.

Option 6a

- 6.6 Variation to Option 6 using on road route. Not pursued at this stage due to route being too far west. Cost \$2.07M.

Option 8

- 6.7 Cross link, Whakatu Drive underpass/Blackwood Street/Bolt Road, provides useful east/west link to connect the paths. Requires land purchase and is located through industrial area. Cost \$1.17M.

Option 9

- 6.8 Cross link on Green Street, useful local link connecting east/west to school routes, cost range from \$0.53M to \$1.13M. Option to be developed further with potential for a low cost option through use of Sharrows and signing.

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

- 7.1 This is not a significant decision under the Council's Significance Policy

8. Alignment with relevant Council Policy

- 8.1 The provision of improved cycling facilities in Tahunanui is a key link in the cycling network for Council to achieve its sustainable transport objectives as recommended in the Council's strategic documents Nelson 2060, the Long Term Plan 2012-2022 and the Transport Asset Management Plan 2012-2015.

9. Consultation

- 9.1 A stakeholders' workshop was held in March 2014 to receive and discuss the community's views on the options for a cycling link through Tahunanui. Approximately 27 people attended the workshop. A list of attendees is attached as Attachment 2.
- 9.2 It is recommended the options presented in this report be developed and discussed with the community during November. All invitees and attendees of the workshop will be sent an information letter requesting their views and feedback, and an open afternoon

will be held in Tahunanui to enable face to face discussions to be held with the community.

10. Inclusion of Māori in the decision making process

10.1 Iwi will be included on the list of those who will receive the invitation to provide feedback.

11. Conclusion

11.1 The study, following a stakeholders' workshop, has identified a number of possible options each with varying price tags, advantages and disadvantages.

11.2 Officers recommend that community engagement commence with Council noting their preference for Option 4.

11.3 Officers also recommend that all options, including the preferred option, be presented to the community for their comment. Option 4 is the preferred option because it serves the greatest number of residents in the Tahunanui area, provides the link between Rocks Rd and the Coastal paths, it caters for the largest range of cyclists and is affordable.

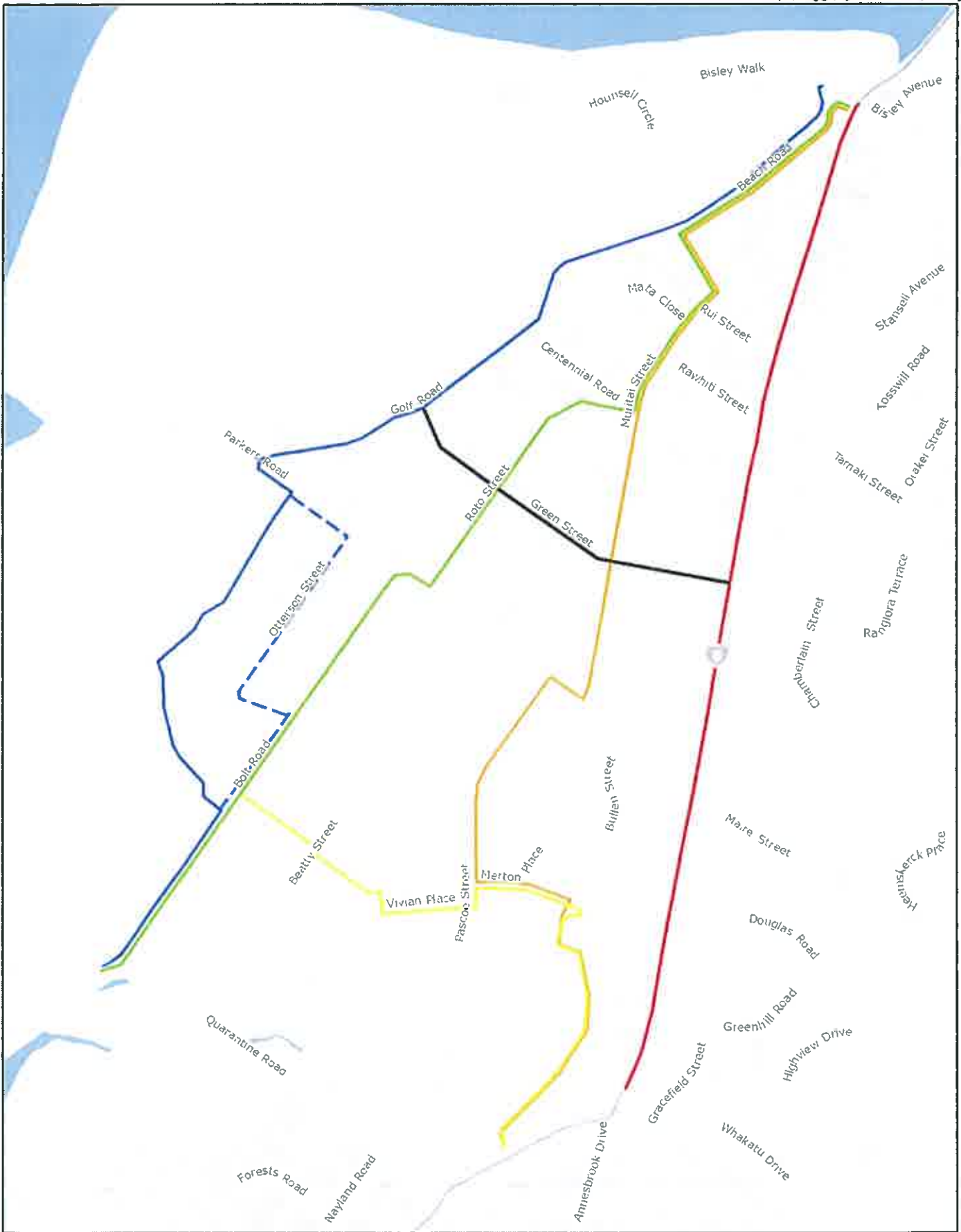
Rhys Palmer

Senior Asset Engineer – Transport & Roading

Attachments

Attachment 1: Tahunanui Cycle Study Options [A1251882](#)

Attachment 2: List of Agencies attending at Stakeholders Workshop [A1252296](#)



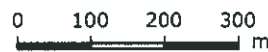
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Tahunanui Cycle Network Investigation

Attachment 1

Cycle Routes for Further Evaluation

- Option 1
- Option 2
- Option 4
- Option 6
- Option 6A
- Option 8
- Option 9



Scale 1:10,000



October 2014



File Ref. A1251882
SS. Original map size A4.

Agencies represented at Tahunanui Cycle Investigation Stakeholders Workshop

17th March 2014, Tahunanui Primary School

NZ Transport Agency

Automobile Association

Bicycle Nelson Bays

Nelson Tasman Cycle Trails Trust

Nelsust

Rob Stevenson

Tahunanui Primary School

Tahunanui Holiday Park

Nelson City Council

Wakatu Incorporation

Nelson Youth Council

Tahunanui Community Centre

Accessibility for All

Positive Aging Forum

Get Moving

Cycle Strategy

Nelson Residents Association

Nelson Motel Association / Tahunanui Business Association

Hugh Briggs

Opus International Consultants

16 October 2014

REPORT A1250319

St Vincent Street Cycle Facilities – Stage 2

1. Purpose of Report

- 1.1 To adopt a revised design for Stage 2 of the St Vincent Street Cycle Facilities.

2. Delegations

- 2.1 The Works and Infrastructure Committee has delegated authority to make decisions on the provision, operation and maintenance of roads, streets, and cycle ways.

3. Recommendations

THAT the report St Vincent Street Cycle Facilities – Stage 2 (A1250319) and its attachment (A1252265) be received;

AND THAT the revised design for Stage 2 (between Gloucester Street and Haven Road) shown in plan A1252265 be adopted.

4. Background

- 4.1 At its meeting in November 2012 Council resolved to support the plans to remove the angle parking on the east side of St Vincent Street and replace it with a two way cycleway and parallel parking. The following recommendations were adopted:

THAT Council support the St Vincent and Vanguard Streets improvements proposed in this report (1371966);

AND THAT Council notes where adjacent owners have resource consents, which have conditions which relate to the road reserve that require alteration to effect the proposals in this report, then agreement with the affected property owners will be required to vary these consents.

- 4.2 Stage 1 of the project, from Totara Street to Gloucester Street was largely completed in May 2014. There are still a number of refinements to be made to improve the safety as a result of the learning after the first few months of operation and following an independent safety review. This work is underway.
- 4.3 This section is working well, and has been well received by the community.
- 4.4 Stage 2, from Gloucester Street to Haven Road and Rutherford Street is scheduled for construction and implementation this financial year.

5. Discussion

Design Development

- 5.1 The initial concept design for Stage 2 supported by Council at the November 2012 meeting continued the same layout from Stage 1 and included the construction of a two way cycleway along the east kerb, replacing the angle parking bays with parallel parking. It is considered the project should provide a facility that has continuity of design and standard along this route.
- 5.2 Originally, there were only minor changes to the existing kerb and channel alignments in the original proposal.
- 5.3 The interaction of cyclists with motorists and pedestrians at the Warehouse/Countdown access has been a key concern for the designers and consequently options to mitigate safety and operational concerns were further developed. Opposition from landowners has also been strong.
- 5.4 The original design resulted in a reduction in parking numbers from 43 bays to 25 bays on the east kerb. The parking bays are currently unrestricted bays and are generally fully occupied during the day. Initial discussions with landowners indicated this loss of parking would be an extremely contentious issue with them. Parking on the west side was not affected.
- 5.5 The original design has been reviewed and 5 options developed for evaluation. The primary reason for the alternatives is to address the safety risk and operational issues at the Warehouse/Countdown access. The review also took into consideration the current status of the Southern Link. Productive preliminary discussions have also been held with affected frontage landowners.

6. Options

- 6.1 Five options were reviewed in the design process. All options are expected to be within the project budget: The options include
- Option 1. Do nothing, no provision for cyclists along this section;

- Option 2. Conventional on road cycle lanes;
 - Option 3. Separated cycleway. A separated 3m wide cycleway, continuing the design constructed in Stage 1;
 - Option 4. Shared path. There is currently a 2.2m wide footpath along side Countdown which could be converted into a shared path. This, however, would be below the accepted standard for a shared path and would require the kerb to be moved 1m into the road. The parking would have to be changed from angle parking to parallel parking to accommodate this footpath widening. This would result in a loss of 11 bays overall;
 - Option 5. Shared path widened into private property to provide a 3m minimum shared path;
- 6.2 Options 1 and 2 do not provide an appropriate cycling facility to service the St Vincent Street catchment and have been discarded.
- 6.3 Option 3 does not resolve the safety and operational issues at the Warehouse/Countdown access. There is not enough space to provide the turning lanes for the access, a separated cycle way, a footpath and space for the nearby bus stop and transformer that all occupy the road reserve.
- 6.4 Options 4 and 5 provide an improved operational layout at the Warehouse access. They provide an adequate width shared path, adequate separation of the bus stop/bus shelter from the shared path, provide all turning lanes at the access and leave space around the transformer whilst minimising the number of parking bays removed. Due to the volume of traffic it is proposed that cyclists will Give Way to vehicles using the access, and to fire engines exiting the fire station.
- 6.5 The potential parking bay numbers for the options (subject to detail design refinement) are indicated below.

Potential parking impact of options

	Option	East Kerb	West Kerb	TOTAL
1	Do nothing	26	43	69
2	Conventional On Road Cycle Lanes	14	26	40
3	Separated cycleway	26	25	51
4	Shared path existing	26	32	58
5	Shared path, widen existing	26	38	64

- 6.6 Initial consultation with the landowner has indicated that they agree in principal for the shared path to occupy private property. It will be necessary for Council to pay for an amendment to the Countdown Resource Consent to change the landscaping plan.
- 6.7 Option 5, shown in Attachment 1, provides the safest, most cost effective option with least loss of parking spaces.
- 6.8 Option 5 uses a far smaller amount of road space than options 2 or 3 and thus has the best chance of being able to be retained should the Southern Link proceed.

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

- 7.1 This is not a significant decision under the Council's Significance Policy

8. Alignment with relevant Council Policy

- 8.1 The proposal supports the sustainable transport direction adopted in the Transport Asset Management Plan 2012, the Long Term Plan 2012-2022, and Nelson 2060.
- 8.2 This project is included in the 2014/15 Annual Plan for construction.

9. Consultation

- 9.1 All landowners were sent information regarding the cycleway when the project commenced in November 2012.
- 9.2 Preliminary discussions have been held with directly affected landowners and occupants along the eastern side of the section of St Vincent Street from Gloucester Street to Haven Road. Further consultation will be undertaken with them as the detail design is developed.
- 9.3 Letters will be sent to the landowners and tenants on the west (unaffected) side of St Vincent Street informing them of the project.

10. Inclusion of Māori in the decision making process

- 10.1 No special consultation will be undertaken with Maori.

11. Conclusion

- 11.1 The separated cycle path layout as delivered in Stage 1 of St Vincent Street is not suited to Stage 2 due to the location of the high use access way to the Warehouse and Countdown, the complexity of the movements of pedestrians, bus users and potential cyclists and motorists, and the reduction in parking bay numbers.
- 11.2 It is recommended that a safer configuration is to provide a shared use path which has the advantage of less car park loss as shown in Option 5.

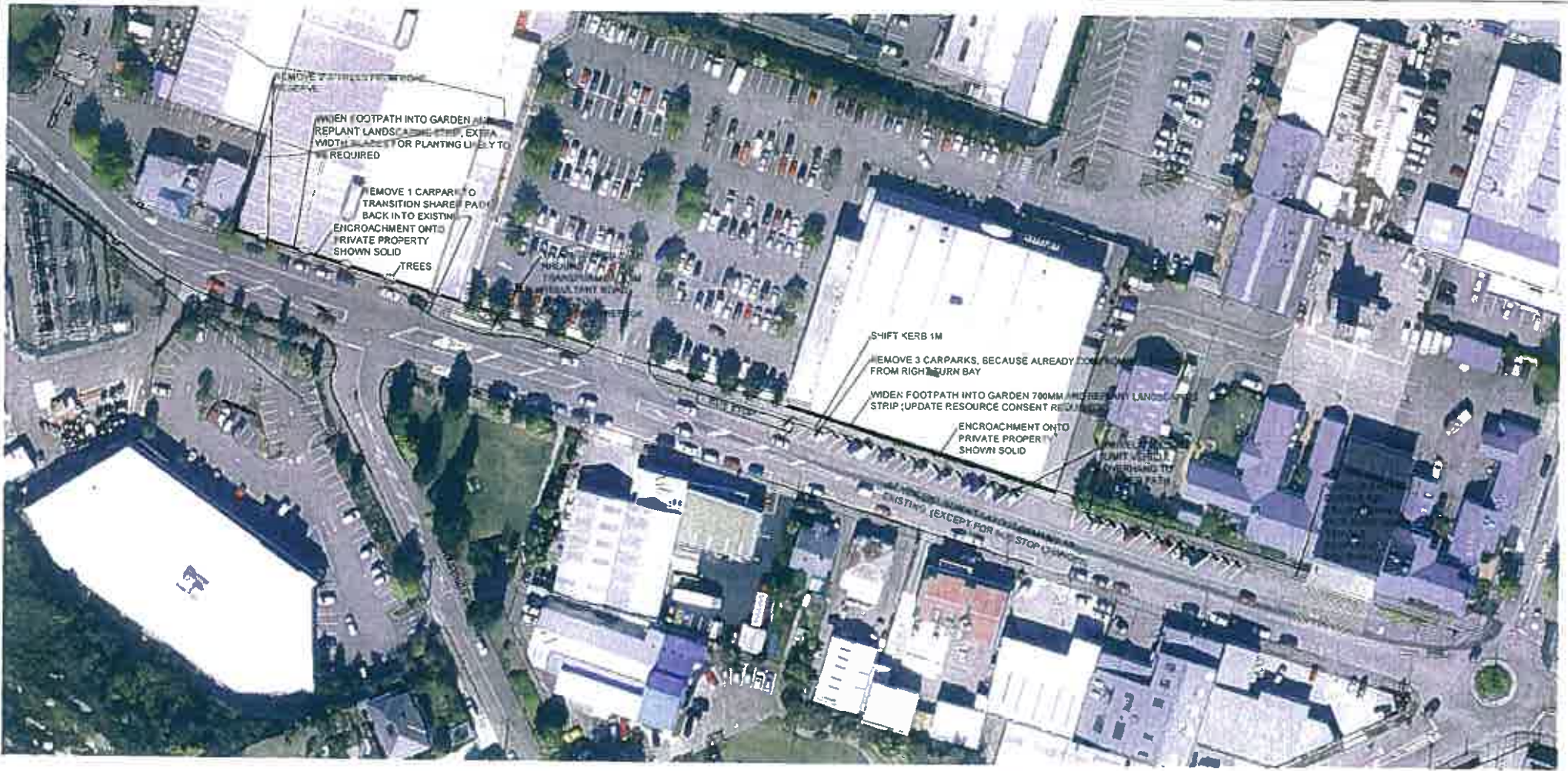
Rhys Palmer

Senior Asset Engineer – Transport & Roading

Attachments

Attachment 1: St Vincent Street stage 2 Option 5 - [A1252265](#)

ATTACHMENT ONE



PLAN ST VINCENT STREET GLOUCESTER STREET TO HAVEN ROAD OPTION 5 WIDEN EXISTING PATH
SCALE 1:500



JOB FILE

ST VINCENT STREET CYCLE FACILITIES

INFRASTRUCTURE SHEET NO.

PDF A1260393 OPTION 5 WIDEN EXISTING PATH

APPROVED	SUBMITTED	CHECKED	SCALE 1:500 AT A1	No.	DATE	AMENDMENTS	Dim	CA's	AP's	MEMORANDUM SHALL NOT BE SIGNED FROM THIS BOARD
(SIGNED) MANAGER (SIGNED) ENGINEER	(SIGNED)	RECOMMENDED:	FILE							SHT 1 OF 12 SHEETS
DATE	DATE	FORWARD OR Not Set	DATE							PLAN No.
DATE	DATE	JOB No.	CONTRACT No.							

NORTH

A1252265