



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

**Thursday 27 November 2014
Commencing at 9.00am
Council Chamber
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.

27 November 2014

A1275842

Page No.

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. Public Forum

4. Confirmation of Minutes

4.1 Works and Infrastructure Committee - 16 October 2014 **9-18**

Document number A1263244

Recommendation

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

4.2 Works and Infrastructure Committee to deliberate on submissions to the draft Water Supply Bylaw and Wastewater Bylaws – 16 September 2014 **19-21**

Document number A1250686

Recommendation

THAT the minutes of the meeting of the Nelson City Council – Works and Infrastructure Committee to deliberate on submissions to the draft Water Supply Bylaw and Wastewater Bylaw, held on 16 September 2014, be confirmed as a true and correct record.

5. Status Report – Works and Infrastructure 27 November 2014

22

Document number A1150321

Recommendation

THAT the Status Report – Works and Infrastructure 27 November 2014 (A1150321) be received.

6. Chairperson’s Report

TRANSPORT AND ROADING

7. St Vincent Street Facilities – Stage 2

7.1 Document number A1250319

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.

Note: At the 16 October 2014 Works and Infrastructure Committee meeting this item of business was adjourned. Supplementary information is now provided in the report below (A1269674). The original report (A1250319) is circulated again as attachment 1 to the supplementary information.

7.2 St Vincent Street Cycle Facilities – Stage 2, Supplementary Information

23-34

7.3 Document number A1269674

Recommendation

THAT the report St Vincent Street Cycle Facilities – Stage 2, Supplementary Information (A1269674) and its attachments (A1250319, A1270960 and A1271000) be received.

8. Walkway – Stanley Crescent to Haven Road 35-40

Document number A1253923

Recommendation

THAT the report Walkway – Stanley Crescent to Haven Road (A1256726) and its attachments (A1269872 and A1269871) be received;

AND THAT it be accepted that reinstatement of the existing walkway is not the favoured option to link Stanley Crescent to Haven Road;

AND THAT signage and road calming measures to improve pedestrian safety in Beachville Crescent between Maori Road and Stanley Crescent be further investigated as a viable long-term solution;

AND THAT this will be undertaken to guide Long Term Plan deliberations.

9. Haven Road/Halifax Street Intersection Investigation 41-48

9.1 Document number A1213127

Recommendation

THAT the report Haven Road/Halifax Street Intersection Investigation (A1213127) and its attachments (A1269497 and A1269498) be received;

AND THAT Council Officers ensure that the pedestrian routes between Haven Road/Washington Valley to the CBD are accommodated within the New Zealand Transport Agency investigation into the Southern Arterial.

10. Transport Asset Management Plan 2015-25 49-51

10.1 Document number A1269536

Recommendation

THAT the report Transport Asset Management Plan 2015-2025 (A169536) and its attachment (A1156705) be received.

Recommendation to Council

THAT the draft Transport Asset Management Plan 2015-2025 (A1156705) be adopted as the version to inform the Long Term Plan 2015-2025.

Note: Attachment 1, draft Transport Asset Plan 2015-25 has been circulated separately

BUILDING

- 11. Delegation for award of contract for the Suter Redevelopment 52-54**

Document number A1265933

Recommendation

THAT the report Delegation for award of contract for the Suter Redevelopment (A1265933) be received;

AND THAT the award of the physical works contract for the Suter Redevelopment be referred to Council for consideration at a meeting in 2014.

WATER, WASTEWATER, STORMWATER

- 12. Solid Waste Asset Management Plan 2015-2025 55-57**

Document number A1269644

Recommendation

THAT the report Solid Waste Asset Management Plan 2015-2025 (A1269644) and its attachment (A1267559) be received.

Recommendation to Council

THAT the Draft Solid Waste Asset Management Plan 2015-2025 be adopted as the version to inform the Long Term Plan 2015-2025.

Note: Attachment 1, draft Solid Waste Asset Management Plan 2015-2025 has been circulated separately

PUBLIC EXCLUDED BUSINESS

13. 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 – 16 October 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)(h) To carry out commercial activities
2	Port Nelson Road Stopping This report contains information regarding road stopping.	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)(c) To protect information that is subject to an obligation of confidence • Section 7(2)(h) To carry out commercial activities • Section 7(2)(i) To carry out negotiations

<p>3</p>	<p>Tasman Heights Road Stopping</p> <p>This report contains information regarding road stopping.</p>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> • Section 7(2)(b) 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 • Section 7(2)(i) To carry out negotiations
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14. Re-admittance of the public

Recommendation

THAT the public be re-admitted to the meeting.

Note:

- **Lunch will be provided at 12.30pm.**
- **Youth Councillors Carla Lindley and Jackie Liang will be in attendance at this meeting.**

Minutes of a meeting of the Works and Infrastructure Committee

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

On Thursday 16 October 2014, commencing at 9.02am

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

In Attendance: Councillors P Matheson, B McGurk and M Ward, Group Manager Infrastructure (A Louverdis), Communications Manager (P Shattock), Group Manager Corporate Services (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.***

Barker/Skinner

Carried

2. Confirmation of Order of Business

The Chairperson advised that there would be a public forum presentation.

3. Interests

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

4. Public Forum

Roger Gibbons spoke about the St Vincent Street Cycleway and tabled document (A1262238). He advised that he was in support of the cycleway however, he believed there were safety issues in relation to the preferred option 5.

Mr Gibbons advised that he had been in discussions with council officers and discussions had been positive. He advised that he favoured option 1, and saw option 5 as the next best option, however believed this option required 'Stop' signs at the Countdown/Warehouse intersection.

In response to questions, Mr Gibbons advised that he had not witnessed any accidents or an increase in cyclists using the cycleway, and that his safety concerns were for cyclists rather than motorists.

In response to a further question, Mr Gibbons said he believed parking between a cycleway and roadway was unwise and that cars should be parked against the kerb, as this traditional way of parking cars was safer.

5. Confirmation of Minutes

5.1 4 September 2014

Document number A1245605, agenda pages 8-12 refer.

Resolved

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.

Lawrey/Noonan

Carried

5.2 16 September 2014

Document number A1251114, agenda pages 13-17 refer.

Resolved

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.

Lawrey/Copeland

Carried

6. Status Report – Works and Infrastructure 16 October 2014

Document number A1150321, agenda pages 18-19 refer.

Group Manager Infrastructure, Alec Louverdis explained that items within minutes which had no outstanding actions would not be contained in the status report and that updates, if any, would be provided in the Councillors Newsletter.

Resolved

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

Lawrey/Acland

Carried

7. Chairperson's Report

The Chairperson gave a verbal update in relation to buildings noted within the Property Asset Review, and the possibility for buildings to be utilised by community groups. He asked that Council Officers note these opportunities when reviewing Council properties, and councillors were in support of this idea.

The Chairperson advised that the Property Asset Review would be completed in approximately 6 weeks.

BUILDINGS

8. Council Owned Earthquake Prone Buildings – Earthquake Assessment Update #2

Document number A1250395, agenda pages 20-28 refer.

Team Leader Engineer, Mel Large joined the meeting.

In response to a question, Ms Large said that strengthening of Broadgreen House was expected to be done by December 2014, however if this was not the case it would be delayed until 2015, and she advised that the appropriate Health & Safety procedures were being followed.

Mr Louverdis explained to councillors that minimal work would be carried out on the Anchor Building as it was a health and safety risk to pedestrians, and this was separate from the Property Assets Review.

There were concerns that the Refinery Gallery should be more highly prioritised within the scheduled assessments table under 5.18 of the report.

In response to a question, Mr Louverdis explained that no-one had approached Council about tenanting the Anchor Building and in its current state it could not be occupied.

Resolved

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.

Davy/Lawrey

Carried

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

Document number A1247499, agenda pages 29-33 refer.

Property and Facilities Asset Manager, Michael Homan joined the meeting.

In response to questions, Mr Homan said that the Highland Pipe Band would utilise 81 Achilles Street for two nights a week and the weekend, and that they would also be using the building for storage.

Mr Homan advised that the lease would be for 6 months and then on a month by month basis. He also said that there was a focus on sharing premises with other organisations however, this had not been discussed with the group.

Mr Homan informed councillors that for the Highland Pipe Band to move into 81 Achilles Street, Council needed to secure a lock up area and tidy up cabling within the building.

In response to a further question, Mr Homan advised that he was aware of discussions around community groups wishing to be accommodated at Saxton Field.

Mr Homan advised that there were no immediate plans to remove the skatepark located near the Highland Pipe Band Hall however, he said that it could be removed at some stage in the future to align with the Rutherford Park development plan.

Resolved

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.

Lawrey/Copeland

Carried

Councillor Davy moved the recommendation to Council, seconded by Councillor Noonan.

Councillor Copeland moved an amendment, seconded by Councillor Lawrey

AND THAT every effort is made to increase the amenity value of the site

Councillors discussed the amendment. It was noted that the officer's report addressed aesthetic improvements by stating that the removal of the Highland Pipe Band Hall would improve access to the Trafalgar Centre and that the area would be grassed.

The amendment was put and lost, and the meeting returned to the original motion.

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.

Davy/Noonan

Carried

TRANSPORT AND ROADING

10. Trial Closure of Beatson Road: Follow Up Report

Document number A1251300, agenda pages 34-37 refer.

Manager Operations, Shane Davies joined the meeting.

In response to a question, Mr Davies advised that the trial could be longer. There was agreement to make the trial for a period of two weeks.

In response to a question, Mr Louverdis advised that once Council approved the recommendation then residents would be given advanced warning of the trial but would not be engaged on the merits of the trial.

Resolved

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

AND THAT a two week 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.

Davy/Barker

Carried

11. Tahunanui Cycle Network Investigation

Document number A1251007, agenda pages 38-44 refer.

Engineering Adviser, Sue McAuley and Senior Asset Engineer – Transport and Roading, Rhys Palmer joined the meeting.

In response to questions, Ms McAuley advised that in relation to option 4 discussions had not taken place with landowners regarding possible land purchases, and clarified that a sharrow was a shared lane bicycle road marking.

In response to a question, Mr Palmer advised that option 4 would join onto Wakatu Drive and connect to the railway reserve, and that an opportunity for the future would be a link through to Nayland College.

Ms McAuley advised that the loss of carparking would affect 30-35 bays along Beach Road in Tahunanui. She advised that the majority of options affected this parking, and that the cost of option 4 of \$0.73 million did not include any land purchases.

In response to a further question, Ms McAuley said that it was proposed to widen the cycleway through Beavens Way, off Muritai Street as there were visibility issues. The cycleway would link to Rocks Road using the existing cyclepath network at Beach Road lights.

There were discussions in relation to the loss of car parking spaces, however it was noted that the parking strategy was currently being considered and that option 4 was the most direct route for cyclists. It

was mentioned that Nelson was obtaining the reputation of being cycle friendly and that a loss of some carparks may be acceptable to ensure safe travel for school children.

It was noted that the NZ Cycling Conference was being held in Nelson as it was a progressive cycling region therefore this linkage was important.

Resolved

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.

Lawrey/Copeland

Carried

12. St Vincent Street Cycle Facilities – Stage 2

Document number A1250319, agenda pages 45-50 refer.

In response to a question, Ms McAuley informed councillors that whilst it is possible to relocate the bus stop on St Vincent Street, its current location was the best location for bus passengers.

In response to a question, Mr Palmer said that the safety review had been conducted on Stage One of the project from Totara Street to Gloucester Street and it had identified conflict zones and the need for additional signage.

In response to a further question, Mr Palmer said that motorists give way to cyclists at driveways, however at intersections cyclists needed to give way to motorists. He said that the road markings would be advertising to motorists that the cycleway was two way and that all measures would be taken to protect all users.

Ms McAuley advised councillors that the Nelson community had been consulted with in relation to the original design in November 2012. Letters were sent to all land owners and occupiers on St Vincent St

from Totara St through to Haven Road along with advertisements in Live Nelson. She said that frontage landowners on the section of St Vincent St now being designed received letters then, and that further consultation would commence with them once decisions had been made for moving forward.

In response to a question, Ms McAuley said that a traffic count had not been conducted at the St Vincent Street entrance to the Warehouse and Countdown carpark. She also confirmed that preliminary conversations had commenced with frontage property owners on the eastern side of St Vincent Street in relation to widening the footpath to provide a shared path on the eastern side. This required Council to obtain a license to occupy some private property to widen the footpath into the private landscaping strip. This would enable the provision of a shared path without the need to replace the angle parking with parallel parking. There was support from the landowner for this.

In response to a question, Mr Palmer said that cycle experts were divided in relation to vehicles having the right of way unless there was a raised crossing for cyclists however he indicated that this was not feasible on St Vincent Street.

In response to a further question, Mr Palmer said that an investigation was underway in relation to slowing traffic movements at the St Vincent Street/ Gloucester St roundabout and that linkage across Anzac Park would be considered when a decision was made in relation to the Southern Link.

There were discussions that further information was required in relation to traffic counts at the entrance of Countdown and Warehouse, along with a clearer presentation of the proposal. Ms McAuley tabled documents (A1252265) and (A1263101).

Group Manager Infrastructure, Mr Louverdis explained that the original design constructed on the southern section of cycleway was to be continued through this section of St Vincent St. However following discussions regarding the operation of the southern section and due to the volume of traffic movements at the Warehouse/Countdown driveway, an alternative proposal to continue the cycleway northwards has been investigated. This report was intended to gain Council support for this variation in the design. He confirmed the original consultation was not a Special Consultative Procedure (SCP).

Mr Louverdis explained that Option 5 was a workable option, and that the project was to be constructed this year.

There was discussion that the item be adjourned so further information could be considered.

Resolved

THAT the item of business being discussed be adjourned to the Works and Infrastructure Committee meeting in December 2014.

Barker/Noonan

Carried

Attendance: The meeting adjourned for morning tea at 11.01am and resumed at 11.14am. During this time Councillor Acland left the meeting.

The Chair thanked Tracy Neal from the Nelson Mail as it was her last meeting at Nelson City Council.

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 – 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:	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

Works and Infrastructure Committee Minutes – 16 October 2014

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
	Washington Valley Property Disposal		commercial activities
3	<p>Millers Acre – Lease Proposal</p> <p>This report contains information regarding:</p> <p>Tenancy Proposal</p>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> • Section 7(2)(h) To carry out commercial activities • Section 7(2)(i) To carry out negotiations

Davy/Barker

Carried

The meeting went into public excluded session at 11.10am and resumed in public session at 11.50am.

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 11.50am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

**Minutes of a meeting of the Works and Infrastructure Committee
to deliberate on submissions to the draft Water Supply and
Wastewater Bylaws**

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

On Tuesday 16 September 2014, commencing at 9.04am

Present: Councillor E Davy (Chairperson), Her Worship the Mayor 9R
Reese), Councillors I Barker, R Copeland, M Lawrey (Deputy
Chairperson), and T Skinner, M Ward

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

Apologies: Councillors L Acland and G Noonan

1. Apologies

Resolved

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

Lawrey/Copeland

Carried

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

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

4. Analysis of Submissions on the Draft Wastewater Bylaw

Document number A1241824, agenda pages 5-56 refer.

Senior Asset Engineer – Utilities, Phil Ruffell joined the meeting and
spoke to the report.

Mr Ruffell said in relation to the comments from the Hon Jo Goodhew,
the draft Wastewater Bylaw intended to specify appropriate discharges

and that he would not recommend changing this in line with the comments. He said this was different to regular resource management policies as one could not discharge a substance unless it complies with the regulations in the Bylaw.

Mr Ruffell said, in relation to cytotoxic ingredients, that officers would ensure the Bylaw reflected that these were prohibited. In response to questions, Mr Ruffell said officers only know when prohibited substances had been added to the wastewater system further down the line. He said they had a long term implication in that they may create a reduction in efficiency.

In relation to the submission from Tasman District Council (TDC), Mr Ruffell explained officers from Tasman and Nelson were endeavouring to ensure all policies were as aligned and consistent as possible. To this effect, he said, changes from TDC would be incorporated.

Attendance: Her Worship the Mayor joined the meeting at 9.11am.

In response to questions about the scope of the Bylaw, Mr Ruffell said the Bylaw would impact on only a small number of home occupations, where for example the property owners were operating a mechanical wash-down bay or hairdressing salon. He said such operations required the operators to ensure appropriate steps were taken to avoid prohibited discharges.

In response to further questions, Mr Ruffell said the process in the Bylaw identified two categories of trade waste discharges. He said category A established a trade waste rate based on the level of solids discharged by significant contributors, like King Salmon. He said category B imposed a flat trade waste rate, which would capture the few home occupations that produced discharges requiring regulation by the Bylaw.

Mr Ruffell confirmed that the draft Bylaw did not seek a change to this trade waste system.

In relation to questions about heat pumps, Mr Ruffell said the Bylaw did regulate condensing and cooling water, however he did not foresee any issues associated with systems unless these appliances were to dump into the wastewater system.

Resolved

THAT the report Analysis of Submissions on the Draft Wastewater Bylaw (A1241824) and its attachments (A1241830 and A1241833) be received;

AND THAT the draft Wastewater Bylaw be amended to reflect the Committee's decisions on submissions (and comments).

Davy/Lawrey

Carried

Recommendation to Council

THAT the Wastewater Bylaw, as amended to reflect the Works and Infrastructure Committee's decision on submissions, be adopted.

Davy/Lawrey

Carried

5. Approval of Draft Water Supply Bylaw (No. 223)

Document number A1246105, agenda pages 57-58 refer.

Resolved

THAT the report Approval of draft Water Supply Bylaw (A1246105) and be received.

Davy/Lawrey

Carried

Recommendation to Council

THAT the Water Supply Bylaw (A1181471) be adopted.

Davy/Lawrey

Carried

There being no further business the meeting ended at 9.41am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Works and Infrastructure Committee to deliberate on submissions to the draft Water Supply and Wastewater Bylaws - 16 September 2014

Status Report – Works and Infrastructure 27 November 2014

Date of meeting/Item	Action Resolution	Officer	Status
28/11/13 W&I Committee The Brook Area Walking and Cycling Improvements Project	AND THAT the proposals shown in Attachment 1 (A580995) be approved for implementation in 2014/15.	Alec Louverdis	27/11/14 Tender to be advertised 21 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	27/11/14 Work on site underway. UNDERWAY

27 November 2014

REPORT A1269674

St Vincent Street Cycle Facilities – Stage 2, Supplementary Information

1. Purpose of Report

To provide supplementary information to accompany report St Vincent Street Cycle Facilities - Stage 2 (Attachment 1) previously presented to the 16 October 2014 meeting of this Committee.

2. Delegations

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

3. Recommendation

THAT the report St Vincent Street Cycle Facilities – Stage 2, Supplementary Information (A1269674) and its attachments (A1250319, A1270960 and A1271000) be received.

4. Background

Stage 1 of the St Vincent Street Cycle Facility has been operating for approximately 6 months. A post construction Road Safety Audit has been completed and the recommendations are being implemented shortly, they include the removal of parking spaces adjacent to the busier driveways, installation of concrete islands and visibility posts in the buffer zone and more signage and pavement markings to increase driver/cyclist awareness.

At its meeting in October 2014 the Committee received a report (Attachment 1) requesting approval for the proposal to change the design of Stage 2 of the St Vincent Street Cycle Facilities being from Gloucester Street to Haven Road. No decision was made pending the supply of more information for the Committee's consideration.

The original report (Attachment 1) remains as presented previously. The requested supplementary information is presented in this report and previous common sections have not been repeated.

The objective of this project is to provide a low cost cycle facility linking the Railway Reserve with the CBD. The facility and the Walk/Cycle school package in general, targets the 'interested but concerned' cyclists who need a separated facility to encourage them to cycle. Research indicates the most growth in cycling in this group is experienced when consistent separated facilities are provided.

The previous report contained information noting that the scheme implemented for Stage 1 (Totara Street to Gloucester Street) was not appropriate for Stage 2 and that officers had discussed a workable solution with the adjacent landowner.

The link to Anzac Park and Rutherford Street is essential to complete the cycling link through to the CBD.

5. Discussion and Supplementary Information

Traffic and Pedestrian Volumes

Traffic counts have been undertaken at the Warehouse/Countdown access to better understand the number of users

A manual count was undertaken during peak hours at the Warehouse/Countdown access. This indicated 2,054 vehicles using the access over the peak hours, roughly split 50/50 in direction between entry and exit. This volume compares to 2000 vehicles for a similar time period on Toi Toi Street, 810 vehicles on Totara Street and 580 vehicles on Parere Street.

These counts clearly show the access to the Warehouse/Countdown area is used by over twice as many vehicles as the other side roads along St Vincent Street. The counts undertaken indicate approximately 84 pedestrians crossing the driveway on the east side of the road, with 108 using the west footpath during the peak hours surveyed. Similarly the counts showed 72 bicycles travelling southbound on St Vincent Street and 35 travelling northbound over the peak hours.

Access Guidelines and Issues

Pedestrian design guidelines are provided in the Land Transport NZ publication "Pedestrian planning and design guide 2007". Section 14.77 deals with Driveways. The relevant guidelines specify:

The give way obligations of drivers and pedestrians should be clear,

The road user rules states 'a driver entering or exiting a driveway must give way to a road user on a footpath'

If it is desired that pedestrians give way to a high - volume access way to a development, the entrance should be designed as an intersection.

When deciding whether to design a high volume intersection as an intersection consider:

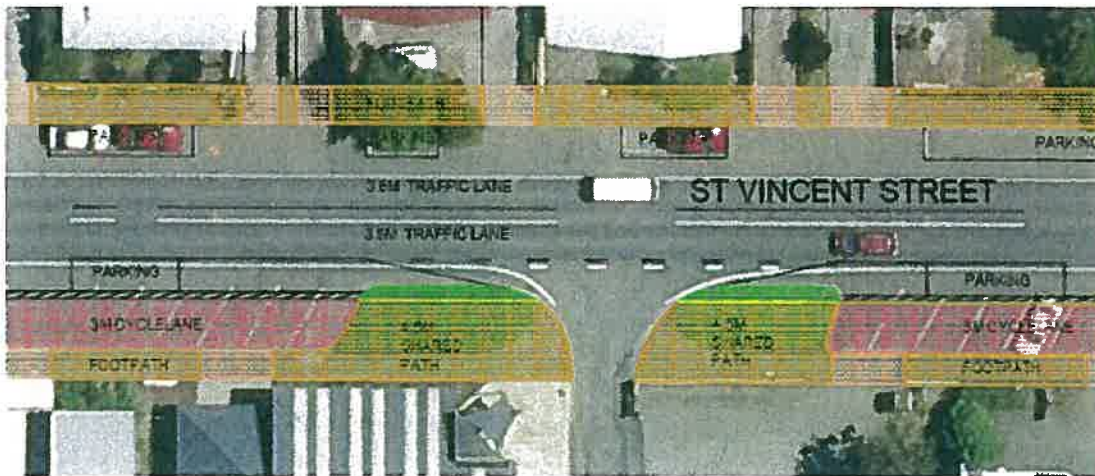
Is the driveway busy enough? – at least above 500 vehicles a day?

Is the driveway traffic volume substantially greater than pedestrian path volume?

Is the strategic function of the pedestrian path less important than the traffic access function?

Drivers and pedestrians should be provided with clear clues that they are at either a driveway or an intersection.

The plan below is extracted from the original report to Council in November 2012 showing a typical concept design for "...road intersections and high volume commercial entrances..." where cyclists will give way.



The competing demands for footpath space in the Warehouse/Countdown driveway area were clearly understood, given the location of the bus stop, bus shelter, palm trees, and power transformer. There is not enough footpath width to allocate separate facilities adjacent to this driveway without compromising the adequacy of each of them. A more efficient and safer option is to clearly sign it as a shared path where shared path protocols exist.

The current design of the Warehouse/Countdown access driveway is not clear for either motorists or pedestrian. Drivers are presented with intersection visual clues, however, pedestrians have a continuous footpath. It is proposed that clear "clues" will be provided in the signing, lining and kerb layout of the proposed shared path intersection with the Warehouse/Countdown access to indicate the change in give way expectations.

6. Options

Cycle Lane Options Gloucester Street to Warehouse/ Countdown Access

Initially it was proposed the cycle facility through this section from Gloucester Street to Haven Road would be designed as a 2 way segregated cycleway from Gloucester Street to just south of the Warehouse/Countdown access with a shared path provided north of the Warehouse/Countdown access to Haven Road due to width constraints alongside the Warehouse building. Since detail design of this section has commenced the Options were revisited as a result of the opposition received from property owners regarding the loss of parking. The following options were developed and reviewed:

- Option 1: Do nothing, no provision for cyclists along this section: not recommended as there would then be a gap in the cycle route between the constructed Stage 1 and Anzac Park/Rutherford Street
- Option 2: Conventional on road cycle lanes: not recommended as a safe or attractive facility for the interested but concerned target group for this route;
- Option 3: Separated cycleway - A separated 3m wide cycleway, continuing the design constructed in Stage 1: not recommended
- 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 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; not recommended following consultation
- Option 5: Shared path - widened into private property to provide a 3m minimum shared path; the preferred option.

This report is only proposing changes to the section south of the bus stop at the Warehouse/Countdown driveway. Given the facility north of the Warehouse/Countdown access will be a shared path, this report proposes to alter the location of that design changeover from a separated 2 way cycleway to shared path from just south of the Warehouse Driveway to the intersection of St Vincent Street and Gloucester Street.

This will reduce costs and will reduce the number of parking bays lost as discussed in the October report. It will result in a consistent shared path facility from Gloucester Street north to Haven Road, then diverting east to link along the southern boundary of Anzac Park to Rutherford Street.

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

As previous report.

8. Alignment with relevant Council Policy

As previous report.

9. Consultation

All landowners were sent information regarding the cycleway when the project commenced in November 2012.

This design at the side roads was the subject of a pre construction safety review and was discussed with and supported by the Active Transport Advisory Group (whose members comprised Bicycle Nelson Bays, Automobile Association, Nelson Marlborough District Health Board, Police, Nelson Youth Council and a Walking advocate) during the initial design process and more recently with Bicycle Nelson Bays.

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.

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

As previous report

11. Conclusion

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, motorists and the increased cycle numbers it is anticipated this facility will encourage. The separated cycle path design would also result in a significant reduction in parking bay numbers.

Should it not be possible to agree a license to occupy the adjacent property to accommodate the shared path, the option is to return to the original design and construct a separated 2 way cycleway on the east side with the loss of parking calculated previously (Option 3 Attachment 3).

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 (Attachment 3)

Rhys Palmer

Senior Asset Engineer – Transport & Roading

Attachments

Attachment 1: St Vincent Street Cycle Facilities - Stage 2 [A1250319](#)

Attachment 2: St Vincent Street stage 2 Option 5 [A1270960](#)

Attachment 3: St Vincent Street stage 2 Option 3 [A1271000](#)

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 principle 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

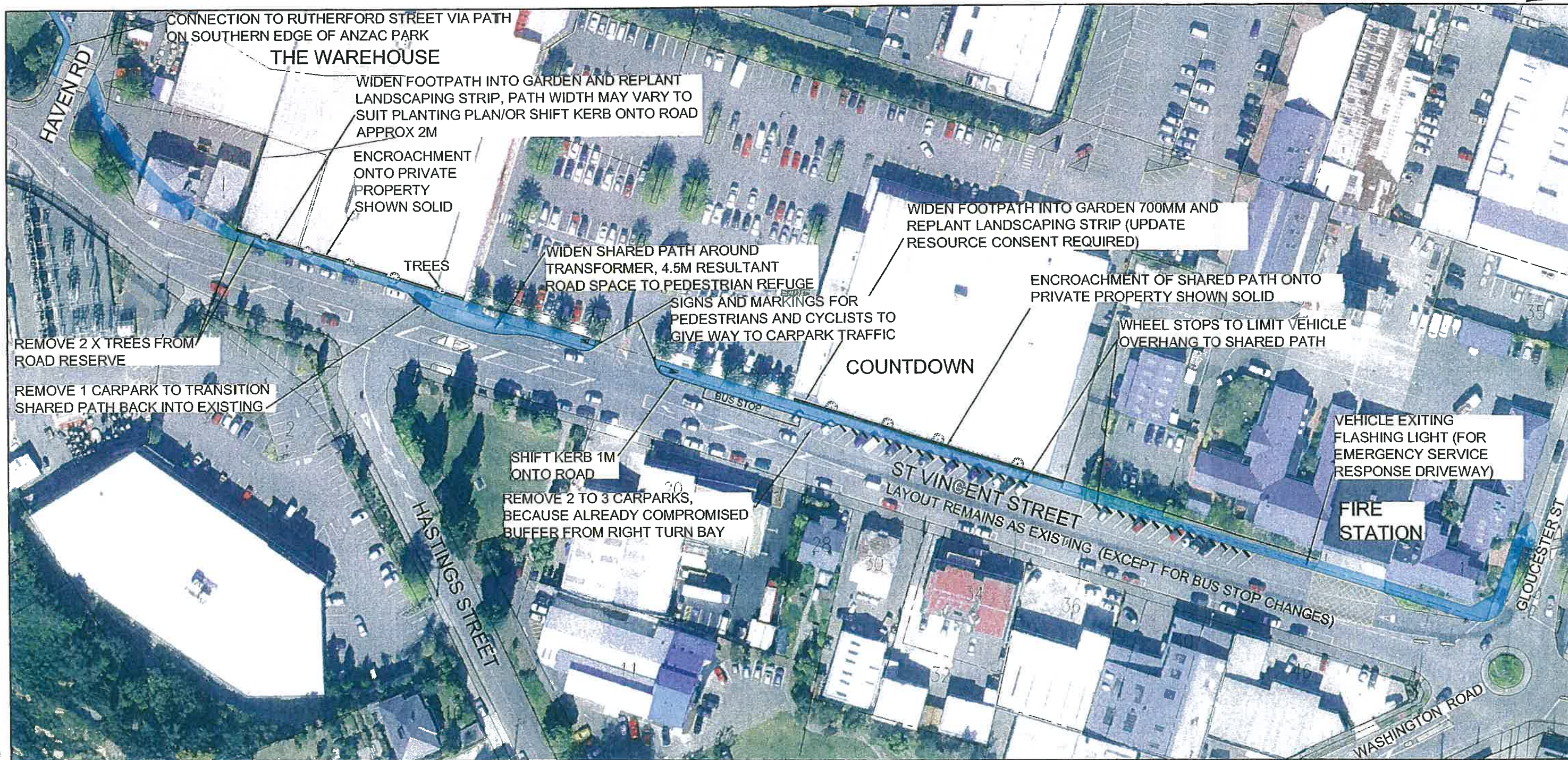
- 11.1 The separated cycle path layout as delivered in Stage 1 of St Vincent Street is not suited to Stage 2 due to the location of the high use access way to the Warehouse and Countdown, the complexity of the movements of pedestrians, bus users and potential cyclists and motorists, and the reduction 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](#)

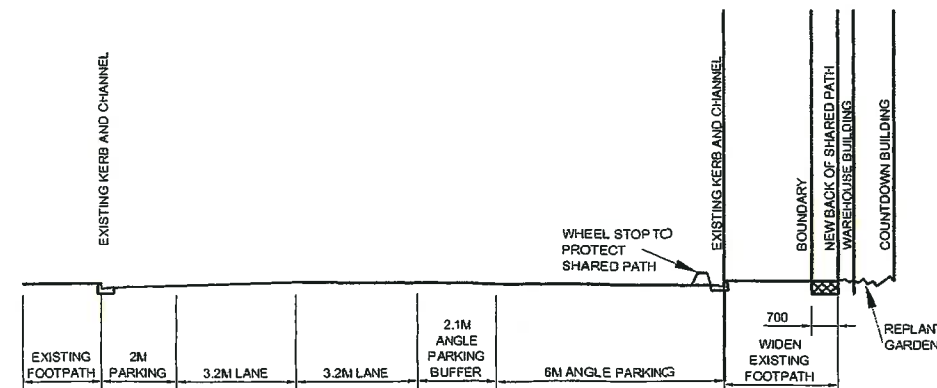
Previous Report



PLAN ST VINCENT STREET GLOUCESTER STREET TO HAVEN ROAD OPTION 5 WIDEN EXISTING PATH

SCALE 1:500 (AT A1)

- PROPOSED SHARED PATH
- SHARED PATH ENCROACHMENT ONTO PRIVATE PROPERTY (FORMAL LANDOWNER AGREEMENT REQUIRED) EXACT EXTENT TO BE CONFIRMED
- LANDSCAPING AND TREES



ST VINCENT STREET - OPTION 5 WIDEN EXISTING
GLOUCESTER TO COUNTDOWN (1:100 AT A1)

A1270960

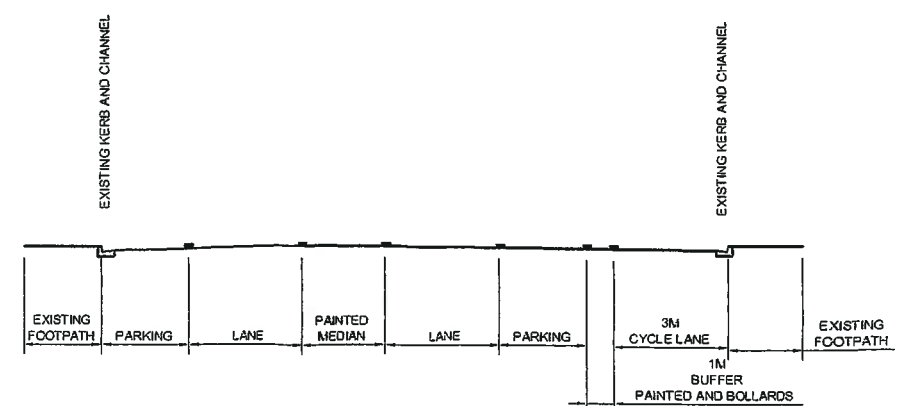
	JOB TITLE	ST VINCENT STREET CYCLE FACILITIES		APPROVED	EXECUTIVE MANAGER NETWORK SERVICES	SURVEYED:	CHECKED:	SCALE: 1:500, 1:100 AT A1	No.	DATE:	AMENDMENTS	Dm	Ch'd	Ap'd	MEASUREMENTS SHALL NOT BE SCALED FROM THIS DRAWING
	SHEET TITLE	OPTION 5 WIDEN EXISTING PATH		DATE	DESIGNED:	RECOMMENDED:	FBK:	PRINTED ON: Not Set	CONTRACT No:				SHT 1 OF 1 SHS		
INFRASTRUCTURE		PLAN No:	31 OCT 2014												



PLAN ST VINCENT STREET GLOUCESTER STREET TO HAVEN ROAD OPTION 3 SEPARATED CYCLE FACILITY

SCALE 1:500 (AT A1)

- PROPOSED SHARED PATH
- SEPARATED CYCLE FACILITY



ST VINCENT STREET - OPTION 3 SEPARATED CYCLE FACILITY
COUNTDOWN TO GLOUCESTER STREET

A1 @ 71000

	JOB TITLE	ST VINCENT STREET CYCLE FACILITIES		APPROVED	SURVEYED:	CHECKED:	SCALE: 1:500, 1:100 AT A1	No.	DATE:	AMENDMENTS	Dm	Ch'd	Ap'd	MEASUREMENTS SHALL NOT BE SCALED FROM THIS DRAWING
	SHEET TITLE	OPTION 3 SEPARATED CYCLE FACILITY		EXECUTIVE MANAGER NETWORK SERVICES	DESIGNED:	RECOMMENDED:	FBK:							
INFRASTRUCTURE PDF A1278815				DATE	DRAWN:	PRINTED ON: Not Set	LBK:							PLAN No: 31 OCT 2014

27 November 2014

REPORT A1253923

Walkway – Stanley Crescent to Haven Road

1. Purpose of Report

- 1.1 To consider walking access from Stanley Crescent to Haven Road.

2. Delegations

- 2.1 The Works and Infrastructure Committee has responsibility for the provision, operation and maintenance of walkways linking streets to streets.

3. Recommendation

THAT the report Walkway – Stanley Crescent to Haven Road (A1256726) and its attachments (A1269872 and A1269871) be received;

AND THAT it be accepted that reinstatement of the existing walkway is not the favoured option to link Stanley Crescent to Haven Road;

AND THAT signage and road calming measures to improve pedestrian safety in Beachville Crescent between Maori Road and Stanley Crescent be further investigated as a viable long-term solution;

AND THAT this will be undertaken to guide Long Term Plan deliberations.

4. Background

- 4.1 Prior to the extreme rain event of 2011 which caused extensive damage to the City, Council maintained a public walkway over Wakatu Incorporation land, Matangi Awhio, linking Haven Road to Stanley Crescent. Extensive slips in December 2011 made the track unsafe and it was closed to the public. (Refer to Attachment 1 for location.)
- 4.2 During the 2014/15 Annual Plan deliberations a number of submissions requested the re-instatement of the track.

4.3 The Council resolved:

THAT an investigation be undertaken into options for reinstating walkway access from the bottom of Haven Road to Stanley Crescent and the results reported to the Works and Infrastructure Committee.

Officers have considered three options including the status quo (refer to Attachment 2)

5. Discussion

Option 1 Re-instatement of existing Matangi Awhio walkway

- 5.1 Wakatu Incorporation has advised that Council is welcome to rebuild the track at Council's cost, but Council would be responsible for ensuring the stability of the land and making good any erosion or other damage that occurred resulting from the track.
- 5.2 This is a steep site with several active slips. Council officers advise against the reinstatement of the track. Costs of retaining walls would be high, estimated to be in the order of several hundred thousand dollars and further slipping could still occur.

Option 2 Beachville Crescent

- 5.3 The roadside footpath from Haven Road to Stanley Crescent ends at the top of Maori Road. From the point where it becomes Beachville Crescent to the intersection with Stanley Crescent there is no footpath. This is the shortest road route between Stanley Crescent and Haven Road to Auckland Point School and town and is commonly used by pedestrians. In general vehicle drivers are aware that they are sharing the road with pedestrians and drive slowly but an investigation into further safety options such as implementing a 'residential shared zone' is recommended. ('Shared zones' have been implemented on Locking Street and include a speed limit reduction to 30kph, pedestrian right of way and signage.)

Option 3 Status quo

- 5.4 If no action is taken the shortest pedestrian route to town or to Auckland Point School would remain via Beachville Crescent and Maori Road. Drivers are generally aware of meeting pedestrians, including children, on Beachville Crescent. Although no known recent accidents have been recorded, for reasons of safety Option 2 is preferable to retaining the status quo.

Other suggested routes

- 5.5 Two other possible routes were suggested by the local community but are not being considered further. They are:

- Form a track over three titles of steep private land between Haven Road and Stanley Crescent to the south of Matangi Awhio. This is not being considered further because of the anticipated complexity of negotiating access with the owners over these steep pieces of land.
- Form a track along the unformed legal road at the end of Stanley Crescent through private land to Valley Heights Road. This would lead to the walkway down to Pioneer Crescent to Hastings Street. Although the landowner has advised that he would grant access across his property this route does not give immediate access onto Haven Road and is longer to Auckland Point School. The route along the unformed legal road would be steep and difficult to form.

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

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

7. Alignment with relevant Council Policy

- 7.1 This recommendation is in line with Council's outcome of 'People Friendly Places' by providing walking-friendly routes and fits with Nelson 2060 Goal 6 'We move from using fossil fuels to renewable energy sources' by extending the walking network.
- 7.2 The draft Transport Asset Management Plan 2015-25 identifies the need for work to be undertaken on residential shared zones in years 1 and 2 of the draft Long Term Plan 2015-25.

8. Consultation

- 8.1 This matter originated through the Annual Plan 2014/15 process but further specific consultation has not been undertaken.

9. Inclusion of Māori in the decision making process

- 9.1 The Wakatu Incorporation has been involved in this report as the owner of Matangi Awhio but consultation has not been undertaken with Maori.

10. Conclusion

- 10.1 Rebuilding a track across Matangi Awhio requires substantial retaining walls with no guarantee that further slipping will not occur. Given the risk and cost involved and other competing priorities for walkway routes elsewhere in the city it is recommended that this work not proceed.
- 10.2 Constructing an off-road footpath alongside Beachville Crescent is not feasible given the narrowness of the existing road and the adjacent steep terrain.

- 10.3 It is recommended that signage and road calming measures that improve pedestrian safety in Beachville Crescent be explored and consultation on amendments to the Speed Bylaw undertaken with the local community in 2015/16.

Andrew Petheram
Parks and Facilities Asset Planner

Attachments

Attachment 1: Matangi Awhio Walkway ([A1269872](#))

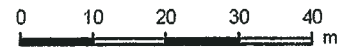
Attachment 2: Haven Road to Stanley Crescent Walkway Options ([A1269871](#))



Matangi Awhio Walkway



PO Box 645 Nelson 7040 New Zealand
 PH 03 5460200
www.nelson.govt.nz



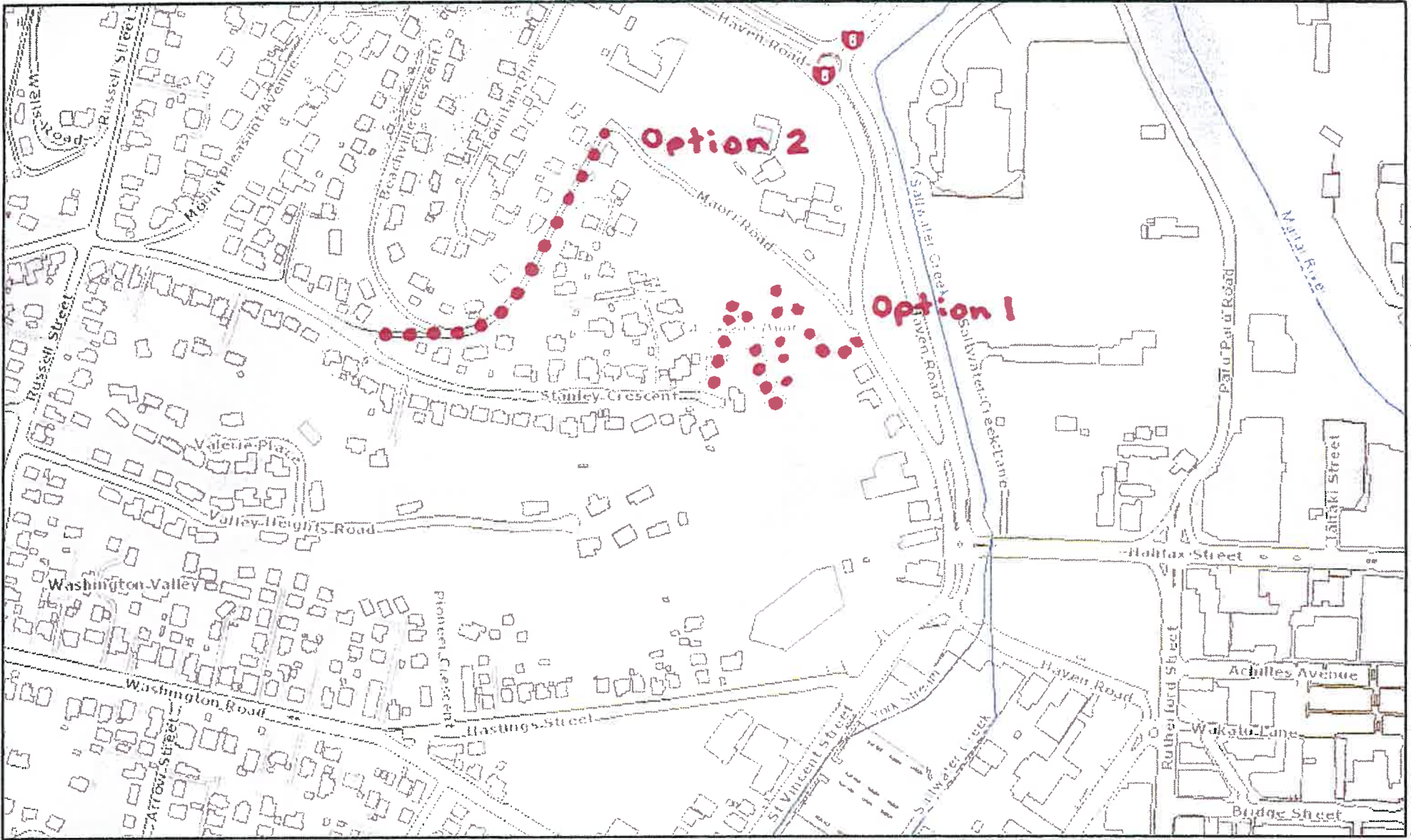
Scale 1:1,000



Date 29/10/2014

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Attachment 1.

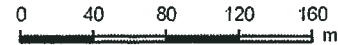


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Haven Road to Stanley Crescent Walkway Options



PO Box 645 Nelson 7040 New Zealand
PH 03 5460200
www.nelson.govt.nz



Scale 1:4,000



Date 29/10/2014

Haven Road/Halifax Street Intersection Investigation

1. Purpose of Report

- 1.1 To consider the investigation outcomes from the review of the layout and control at the intersection of Haven Road and Halifax Street.

2. Delegations

- 2.1 The Works and Infrastructure Committee has delegated authority to consider and decide on any matters relating to the provision of roads, cycleways and walkways.

3. Recommendation

THAT the report Haven Road/Halifax Street Intersection Investigation (A1213127) and its attachments (A1269497 and A1269498) be received;

AND THAT Council Officers ensure that the pedestrian routes between Haven Road/Washington Valley to the CBD are accommodated within the New Zealand Transport Agency investigation into the Southern Arterial.

4. Background

- 4.1 Previous studies identified this intersection as a significant barrier to pedestrians and cyclists wanting to access the CBD from the Washington Valley area and surrounding hillside suburbs. The Heart of Nelson document recommended a signal controlled intersection for this reason¹.
- 4.2 The crash reduction study of 2008 identified this intersection as having a poor safety record, especially in relation to cycle use. In the six years since this study, the crash record of the intersection has improved. A total of nine crashes have been recorded at the intersection in the last complete five year period. Two of these crashes involved cyclists. A further two additional crashes involving cyclists were reported to the 0800 Cycle Crash service.

¹ Heart of Nelson, Action C24

- 4.3 The crash reduction study identified the main safety deficiencies at the existing multi lane roundabout to be:
- Inadequate deflection² for vehicles travelling through the intersection on Haven Road in both directions resulting in high speeds on these approaches. The deflection is primarily governed by the size of the central island which is too small in this location.
 - Unbalanced speeds related to the lack of deflection and differing sightlines for each approach.
 - Layout of the cycle lane on the northern approach misleading cyclists and drivers as to who has right of way.
- 4.4 Further investigation work was undertaken in early 2014 to determine the viability of improvements to this intersection. The key objectives/outcomes for the intersection were identified as:
- Safe provision and improved amenity for pedestrians and cyclists
 - Arterial traffic capacity maintained or improved
- 4.5 As part changes to the lane layout on Haven Road between this intersection and SH6, a cycle box will be marked between the two southbound lanes. This is expected to improve safety for cyclists travelling through the intersection from the north.

5. Discussion

Two viable options were investigated as detailed below.

Option 1 – Traffic Signals

- 5.1 The second option that was developed was a signalised intersection (Refer to attachment 1 for details). The BCR for this intersection was calculated at -5.8 with an estimated construction cost in the order of \$700,000. The negative BCR means that the costs of the intersection far outweigh the transport related benefits and funding of the project would fall fully to Council with no contribution from NZ Transport Agency.
- 5.2 The modelling of this intersection showed that while the intersection would perform better than the single lane roundabout option in the peak times, in off-peak times it would perform poorly compared with the existing two lane roundabout arrangement.
- 5.3 This option provides for safer and more convenient pedestrian and cycle use although the benefits gained from these active mode movements do not outweigh the delay to the arterial motorised traffic at off peak times.

² Deflection is the horizontal distance that vehicles have to deviate from the straight through alignment if the central island was not located in the intersection. A greater deflection requires lower speeds for the same sized central island. Little or no deflection means vehicles can travel at high speed through the intersection.

5.4 This option is not recommended.

Option 2 – Improved Single Lane Roundabout

5.5 Option one was an improved single lane roundabout (Refer to attachment 2 for details). This option gave a benefit cost ratio (BCR) of around 3.5 which is likely to qualify the works for funding from the New Zealand Transport Agency. The cost of construction has been estimated to be in the order of \$700,000.

5.6 In this location a large proportion of traffic using the intersection does so during the off-peak times. This results in performance of the off-peak times heavily influencing the resulting BCR even if the performance of the roundabout during the peak is poor. In this case the queue lengths in particular are too long during the evening peak and would likely interfere with the operation of the nearby traffic signals.

5.7 Roundabouts in general do not provide a safe or convenient environment for pedestrians and cyclists. This option, while obtaining a positive BCR, is not recommended as it does not meet the project objective of “safe provision for pedestrians and cyclists”.

Alternative Option

5.8 The government has recently announced that it will be investigating the Southern Arterial using its 'Future Investment Fund'. This intersection is on the Southern Arterial Route. Significant investment at this location for a design that may not accommodate a significant increase in traffic volumes in this location is not recommended. It is recommended that Council ensure that any Southern Arterial route accommodates the pedestrian routes and the cycle network between Haven Road/ Washington Valley and the CBD as sought by the Heart of Nelson.

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

6.1 This decision is not a significant decision in terms of the Council's Significance Policy. The decision will result in no change to the provisions for the large majority of users.

7. Consultation

7.1 Letters calling for stakeholders views on the current intersection operation were posted and hand delivered 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

7.2 No responses were received from any of the owners or occupiers during the consultation period. The following responses were received from the other stakeholders.

Group	Summary Responses
AA	<ul style="list-style-type: none"> • Do not see the need or benefit that may arise from expensive reconstruction work. • The one concern is accommodating cyclist. We believe NCC is reviewing with intention to provide a crossing point in the vicinity of the intersection but not within the intersection.
Road Transport Forum	Requested justification for the project
NZ Police	Option two, upgraded roundabout preferred
Bicycle Nelson Bays	<ul style="list-style-type: none"> • Noted high number of cycle crashes and roundabouts generally don't provide a safe facility for cyclists, especially the less confident. • Roundabout option will have a poor outcome for cycling, especially with the St Vincent Street cycleway feeding numbers of cyclists down to this point, and a good number of these needing to cross to the north side of Halifax St. The off-road nature of this facility is likely to draw a higher percentage of less confident/more vulnerable cyclists which makes a good option for crossing of Halifax St essential. • Install traffic lights, with a treatment for cycles of the type variously outlined in the Christchurch Cycle Design Guidelines (2013) drawn up in consultation with NZTA.

Group	Summary Responses
Accessibility for All	<ul style="list-style-type: none"> • Install traffic signals. No changes need to be made to the Halifax/Haven Road intersection unless the Southern Link motorway goes ahead. What is needed here is education for the public. • Suggested that those turning to Haven Road from Halifax Street have to use the right hand lane and the left hand lane becomes left turn only. Measures are required to slow the traffic down from those travelling towards Halifax Street from SH6. They travel quickly and their view is such that they can see too much and do not adjust their speed appropriately for such an intersection. I would make the roundabout wider so that they were forced to slow down to negotiate the intersection. This has been applied to those coming from the direction of the Warehouse. • Out of Halifax Street has poor vision to the right this wouldn't be improved by a roundabout. Major problem is visibility, even roundabouts with plants and shrubs block the sight, instead of give way signs they almost need stop signs.
Walk Nelson Tasman	<ul style="list-style-type: none"> • Haven Road carrying 20,000 vpd is a significant barrier for pedestrians. It is currently extremely difficult for mobility impaired to cross this road especially with the difficult two lane approaches. • There is a heavily used route through Anzac Park to cross Halifax Street as shown below. Also to cross to the CBD from the small commercial area on Haven Road. • Would like to see some pedestrian volume counts and some assessment of suppressed demand. • 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. • Signalisation is the best option for pedestrians. • A suitable crossing will encourage a higher commuter ratio from this area to the CBD. • A high level of tactile warning tiles at this location would be desirable with hand rails. • As we are approaching the 100 year anniversary of WW1 there is the opportunity to include some memorial landscaping at this intersection upgrade on the corner of Anzac park.
Iwi - Ngati Toa Rangatira	<ul style="list-style-type: none"> • Do nothing is probably not a preferred option • Issues:- are with traffic turning right, both from Haven (countdown end) Road and from Halifax Street

7.3 The responses received during the consultation period varied widely although the key issues of providing arterial road capacity and more appropriate pedestrian crossing facilities were consistently identified. Preference for each of the options was split relatively evenly between traffic signals and a roundabout although two stakeholders identified that justification on the basis of a BCR would be unlikely.

8. Alignment with relevant Council Policy

- 8.1 The recommendation is inconsistent with Council's previous adoption of the Heart of Nelson strategy, which identified a signalised control at this intersection although no assessments were undertaken at that stage to determine the feasibility of this. The focus of the Heart of Nelson strategy in this location is purely pedestrian and cycle driven as opposed to the more balanced assessments undertaken as part of this assessment stage.
- 8.2 The 2012-22 Long Term Plan allowed for \$68,000 for design in 2013/14 and \$611,000 for construction in 2015/16 on the basis that a signalised intersection will be developed in this location consistent with the Heart of Nelson strategy. Adoption of the recommendations in this report will result in removal of these items from the Transport Asset Management Plan.

9. Inclusion of Māori in the decision making process

- 9.1 The local iwi were provided with the same information as the other stakeholders and invited to provide comment. It is anticipated that iwi will be included more fully in the Southern Arterial investigation works to be undertaken by NZ Transport Agency.

10. Conclusion

- 10.1 The traffic modelling and economic analysis undertaken as part of the investigation shows that the traffic signal option that is identified in the Heart of Nelson strategy as providing the best outcomes for pedestrians and cyclists is not appropriate when assessed in the wider traffic and cost contexts.
- 10.2 The single lane roundabout option that gains a positive BCR does not provide significantly improved safety or convenience for pedestrians or cyclists. During the peak hours this option does not perform efficiently with excessively long queues.
- 10.3 Therefore it is recommended that Council ensures that the pedestrian routes and cycle network identified in the Heart of Nelson work is considered in the investigation into the Southern Arterial by the NZ Transport Agency.

Rhys Palmer

Senior Asset Engineer – Transport and Roading

Attachments

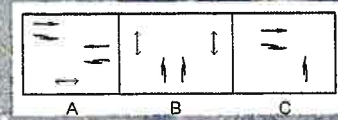
Attachment 1: Haven Halifax scheme plan traffic signals option 2014 MWH ([A1276100](#))

Attachment 2: Haven Halifax scheme plan single lane roundabout option 2014 MWH ([A1276101](#))

A1213127

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ORIGINAL SIZE: A1
 DATE: 11/11/2014
 BY: Henry Ware

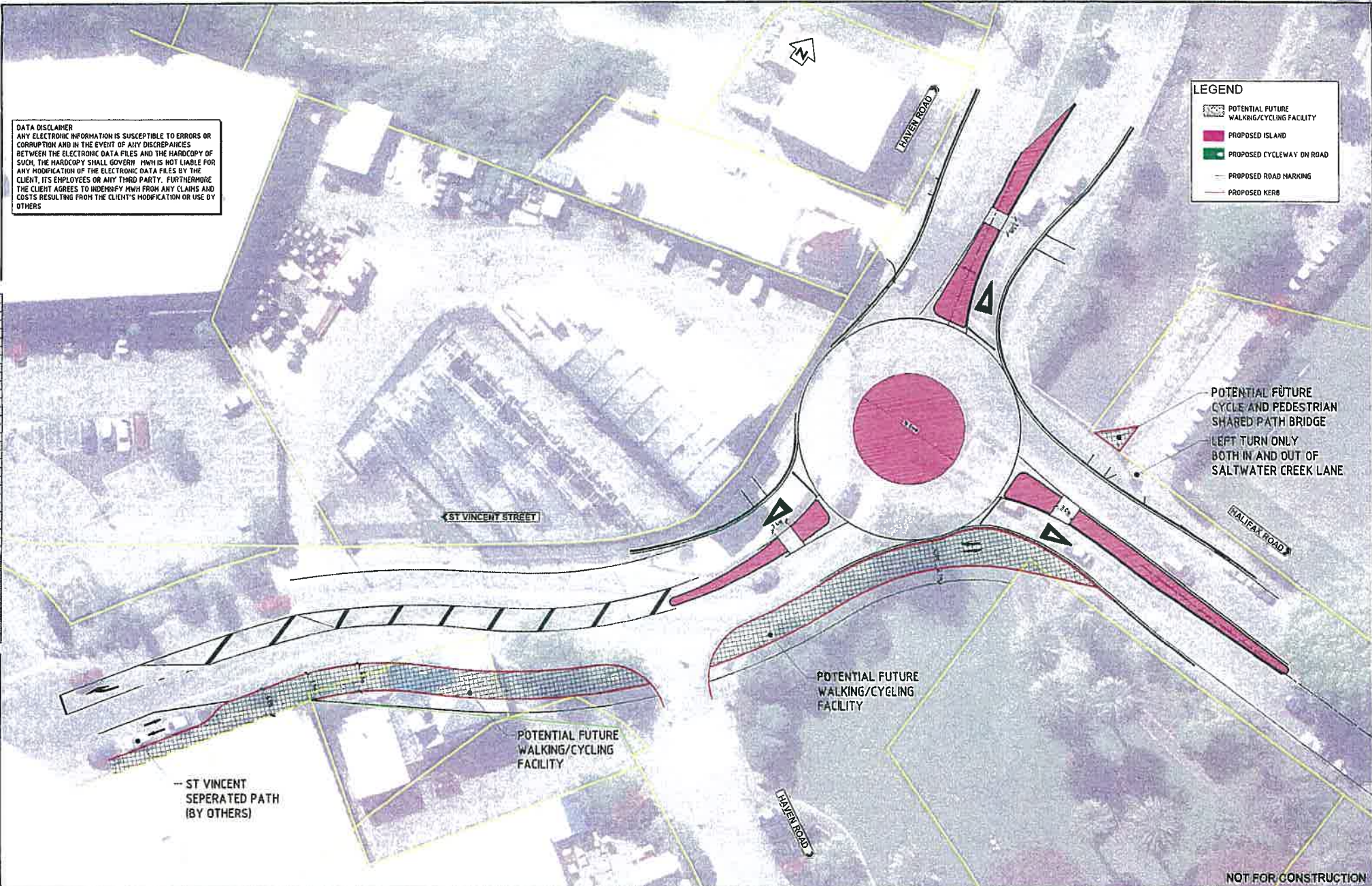


SURVEYED BY: J. Strydom DESIGNED BY: M. Ware DRAWN BY: M. Ware CAD REVIEW BY: DESIGN CHECK BY: DESIGN REVIEW APPROVED BY: DATE: 11/11/2014				HAVEN ROAD / HALIFAX STREET INTERSECTION IMPROVEMENTS		Status: WORKING PLOT
NOT APPROVED				OPTION 2 PLAN - TRAFFIC SIGNALS OFF-ROAD SHARED PATH		Scale: 1:250 Drawing No: 80502796-01-001-G012 Rev: A

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LEGEND	
	POTENTIAL FUTURE WALKING/CYCLING FACILITY
	PROPOSED ISLAND
	PROPOSED CYCLEWAY ON ROAD
	PROPOSED ROAD MARKING
	PROPOSED KERB

24.00m
 DO NOT SCALE - IN WORD DOCUMENT, A1
 19
 18
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Last modified: Nov 17 2016, By: Kerry Ware

REV	REVISIONS	DATE	APP	DATE

SURVEYED	M. King
DESIGNED	M. King
DRAWN	A. Ware
CAD REVIEW	
DESIGN CHECK	
DESIGN REVIEW	
APPROVED	NOT APPROVED
PROF. REGISTRATION	

	
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HAVEN ROAD / HALIFAX STREET INTERSECTION IMPROVEMENTS

SINGLE LANE ROUNDABOUT
 OPTION 1

Working Plot

Scale	1:250
Drawn No.	80502796-01-001-G021
Rev.	A

27 November 2014

REPORT A1269536

Transport Asset Management Plan 2015-25

1. Purpose of Report

- 1.1 To seek Council's agreement to adopt the draft Transport Asset Management Plan 2015-2025, as the version that will inform the Long Term Plan 2015-2025.

2. Delegations

- 2.1 The Works and Infrastructure Committee has powers to recommend to Council asset management plans which relate to transport.

3. Recommendation

THAT the report Transport Asset Management Plan 2015-2025 (A169536) and its attachment (A1156705) be received;

Recommendation to Council

THAT the draft Transport Asset Management Plan 2015-2025 (A1156705) be adopted as the version to inform the Long Term Plan 2015-2025.

4. Background

- 4.1 The Transport Asset Management Plan 2015-2025 sets out Council's detailed strategic direction for the activity for the next 10 years.
- 4.2 The plan forms the basis of meeting Council's obligations under section 93 and Schedule 10 of the Local Government Act 2002.
- 4.3 Preliminary drafts of the Asset Management Plan were considered at a Council workshop on 5 June 2014 and the Works and Infrastructure Committee meeting on the 16 September 2014. As a result of the workshop and meeting, amendments have been made to that draft plan.
- 4.4 The Transport Asset Management Plan is considered part of the 30 year Infrastructure Strategy signalled in the Local Government Act 2002 Amendment Bill (No.3).

5. Discussion

5.1 The Transport Asset Management Plan 2015-2025 sets out the background to the Council's transport activity. The following details are included:

- Levels of service
- Future demand issues
- Asset management systems
- Condition assessment
- Risk management
- Lifecycle management
- Ten year financial projections for operations and maintenance, renewals and capital expenditure
- Improvement Plan

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

6.1 The adoption of this recommendation is not a significant decision in terms of the Council's Significance Policy. Any decisions arising from the draft Transport Asset Management Plan which are considered to be significant will be consulted through the Long Term Plan 2015-25.

7. Consultation

7.1 The plan will inform the Long Term Plan 2015-25 and decisions arising will be consulted through that process.

8. Alignment with relevant Council Policy

8.1 This plan will inform the preparation of the Long Term Plan 2015-25 and will be amended following the adoption of the Long Term Plan. It is consistent with previous Council decisions.

8.2 Future work is included within this plan and additional costs are outlined for consideration in the Long Term Plan.

8.3 Nelson 2060 has been taken into account in the preparation of this plan.

9. Inclusion of Māori in the decision making process

9.1 No specific consultation with Māori has been undertaken, but discussions are scheduled to take place. Further consultation with Maori will be via the Long Term Plan.

10. Conclusion

- 10.1 The draft Transport Asset Management Plan 2015-2025 has been prepared to inform the Long Term Plan 2015-2025 and will support Council in meeting its obligations under section 93 and Schedule 10 of the Local Government Act 2002.

Rhys Palmer

Senior Asset Engineer – Transport and Roading

Attachments

Attachment 1: Transport Asset Management Plan 2015-25 ([A1156705](#))

Delegation for award of contract for the Suter Redevelopment

1. Purpose of Report

- 1.1 To delegate the award of the physical works contract for the redevelopment of the Suter Gallery to the full Council.

2. Delegations

- 2.1 The Works and Infrastructure Committee has delegated authority to approve this tender but due to tight deliverables it is not possible to wait until the next Works and Infrastructure Committee in February 2015 to award the contract.

3. Recommendation

THAT the report Delegation for award of contract for the Suter Redevelopment (A1265933) be received;

AND THAT the award of the physical works contract for the Suter Redevelopment be referred to Council for consideration at a meeting in 2014.

4. Background

- 4.1 The redevelopment of the Suter Gallery is a joint project between Council and the Bishop Suter Trust.
- 4.2 Progress to date includes:
- Signing of a Heads of Agreement on 2 July 2014 between the two parties,
 - Completion of the detailed design,
 - Lodgement of the building consent,
 - Advertisement of Expression of Interest and shortlisting of contractors, and
 - Pricing of the tender by the shortlisted contractors

5. Discussion

- 5.1 Pricing from the five shortlisted contractors was called on 19 September 2014 with a closing date of 16 October 2014 to allow for the evaluation to be done and a report requesting approval to award to be considered at the 27 November Works and Infrastructure Committee meeting. Due to the complexity of this project, and existing workloads, a number of the contractors requested an extension of time to price the works. In order to gain the best price it was considered prudent to grant an extension to 6 November.
- 5.2 Allowing this extension means that it would not be possible to undertake the evaluation, check references, discuss any clarifications with the tenderers and prepare a report for award prior to the deadline for the 27 November Works and Infrastructure Committee meeting.
- 5.3 The successful Contractor is required to commence works on site on 12 January 2015 and award by the end of December is critical to the success of the project as the timeline involves alternative storage, leasing and tenants.

6. Options

- 6.1 The first option is to allow the change in delegation. This will allow the consideration of the award of contract at the Council Meeting of 18 December 2014 thus allowing the project to remain on programme.
- 6.2 The second option is to decline the change in delegation and consider the approval to award in a future Works and Infrastructure Committee meeting in Feb 2015 thus delaying the commencement of the scheme by approximately three months.

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

- 7.1 Under Council's Significance Policy this is not a significant decision.

8. Alignment with relevant Council Policy

- 8.1 Agreeing to this change of delegation does not go against any previous council decision and will enable the project to move forward.
- 8.2 There are no direct costs associated with this decision. There could be indirect costs on the Bishop Suter Trust as they would need to rent alternative accommodation for a longer period should the approval to award be delayed.

9. Consultation

- 9.1 No consultation on this matter is required.

10. Inclusion of Māori in the decision making process

10.1 There has been no discussion with Māori.

11. Conclusion

11.1 Officers recommend that in order to adhere to tight timeframes that the Works and Infrastructure Committee delegate approval to full council to award the tender for the Suter Redevelopment.

Philip Hamblin
Major Projects Engineer

Attachments

None

27 November 2014

REPORT A1269644

Solid Waste Asset Management Plan 2015-2025

1. Purpose of Report

- 1.1 To seek Council's agreement to adopt the Draft Solid Waste Asset Management Plan 2015-2025, as the version that will inform the Long Term Plan 2015-2025.

2. Delegations

- 2.1 The Works and Infrastructure Committee has the powers to recommend to Council Asset Management Plans which relate to solid waste activities (Delegations Register 6.4.3).

3. Recommendation

THAT the report Solid Waste Asset Management Plan 2015-2025 (A1269644) and its attachment (A1267559) be received.

Recommendation to Council

THAT the Draft Solid Waste Asset Management Plan 2015-2025 be adopted as the version to inform the Long Term Plan 2015-2025.

4. Background

- 4.1 The Draft Solid Waste Asset Management Plan 2015-2025 (AMP) sets out Council's detailed strategic direction for the activity for the next 10 years and broad strategic direction for the next 30 years.
- 4.2 The plan forms the basis of meeting Council's obligations under section 93 and Schedule 10 of the Local Government Act 2002.
- 4.3 A draft of the AMP was considered at a Council workshop on 1 May 2014. As a result of that workshop some minor amendments were made to the draft plans. This draft included the regional landfill option.
- 4.4 The current draft before the Committee reflects a change to that discussed at the May 2014 workshop and refers to the status quo. The reason for this is a result of the continued deliberations by Council of the

matter pertaining to the Statement of Proposal regarding the Regional Landfill as required in terms of the Special Consultative Procedure.

- 4.5 The solid waste activity is not considered part of the 30 year Infrastructure Strategy signalled in the Local Government Act 2002 Amendment Bill (No.3).

5. Discussion

- 5.1 The AMP remains a draft until the Long Term Plan 2015-2025 (LTP) has been formally adopted. The AMP will be updated to reflect decisions made as part of the LTP process.
- 5.2 The AMP sets out the background to the Council's solid waste activity, and is based on the regional landfill proposal not going ahead.
- 5.3 The financial figures in the AMP reflect the loss of Buller Waste representing a loss of nearly \$300,000 annually. This has an effect on the solid waste account and poses an interesting question as to what Nelson sets as the gate charges.
- 5.4 The recent announcement by Tasman District Council with respect to the way they are planning to manage their waste collection and the proposed construction of a Material Recycling Facility in Richmond, which will have capacity to cater for the whole region, will have an impact on how Nelson City Council manages its solid waste in total.
- 5.5 There are a number of issues to consider and once officers have had the opportunity to consider these in the broader context of the management of solid waste a further report will be brought to Council for consideration in a timely fashion to guide any LTP considerations.
- 5.6 Any changes made by Council will be included in the Draft Asset Management Plan.

Areas of Focus

- 5.7 The following areas of the solid activity are considered to be the focus for these plans:
- Implementation of the Joint Nelson Tasman Waste Management and Minimisation strategy;
 - Landfill development plan;
 - Joint waste management strategies;
 - Investigate joint green-waste composting initiatives;
 - Investigate organic waste collection and treatment;
 - Commercial food waste collection and treatment.

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

6.1 The adoption of this recommendation is not a significant decision in terms of the Council's Significance Policy.

7. Alignment with relevant Council Policy

7.1 This AMP will inform the preparation of the LTP and will be amended following the adoption of the LTP. It is consistent with previous Council decisions.

7.2 Future work and development is included within this plan and additional costs are outlined for consideration in the LTP.

7.3 The AMP is aligned with the Joint Nelson Tasman Waste Management and Minimisation Plan.

7.4 This AMP aligns with Nelson 2060.

8. Consultation

8.1 The AMP will inform the LTP 2015-25 and decisions arising will be consulted through that process.

9. Inclusion of Māori in the decision making process

9.1 An overview of the Property and Facilities AMP was presented to a workshop with Iwi on 27 August 2014.

9.2 Te Tau Ihu Iwi partners will be invited to submit on any issues of interest through the LTP. There will also be further opportunities to work with Iwi partners on the various projects that are outlined in the AMP.

10. Conclusion

10.1 The Draft Solid Waste Asset Management Plan 2015-2025 has been prepared to inform the Long Term Plan 2015-2025 and will support Council in meeting its obligations under section 93 and Schedule 10 of the Local Government Act 2002.

Johan Thiar
Senior Asset Engineer – Solid Waste

Attachments

Attachment 1: Draft Solid Waste Asset Management Plan ([A1267559](#))