

Minutes of a meeting of the Regional Transport Committee

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

On Friday 3 October 2014, commencing at 1.10pm

Present: Councillor E Davy (Chairperson), Her Worship the Mayor (R Reese), Councillor B McGurk, and Lyndon Hammond (NZTA)

In Attendance: Group Manager Infrastructure (A Louverdis), Senior Asset Engineer Transport and Roading (R Palmer), Engineering Adviser (S McAuley), Asset Engineer – Transport (C Pawson), Administration Adviser (G Brown), P Hookham and A James (NZTA)

Apologies: Councillor R Copeland

1. Apologies

Resolved

THAT apologies be received and accepted from Councillor Copeland, and Lyndon Hammond for lateness.

Davy/McGurk

Carried

2. Confirmation of Order of Business

There were no changes to the order of business.

3. Interests

There were no updates to the Interests Register, and no conflicts of interest with agenda items were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes – 17 September 2014

Document number A1250521, agenda pages 4-15 refer.

Resolved

THAT the minutes of the meeting of the Nelson City Council – Regional Transport Committee, held on 17 September 2014, be confirmed as a true and correct record.

McGurk/Her Worship the Mayor

Carried

6. Chairperson's Report

There was no Chairperson's Report.

7. Draft Regional Land Transport Plan 2015-2021

Document number A1249393, agenda pages 16-87 refer.

Senior Asset Engineer – Transport and Roading, Rhys Palmer suggested to the committee that the activities within Tables 4 and 6 of the Regional Land Transport Plan (RLTP) needed to be reprioritised, and it was noted that State Highway (SH) 6 Rai Valley and SH6 Whangamoia realignments needed to be given a higher priority rating.

NZTA Representative, Andrew James advised that on page 47 in Table 2 the Southern Link; investigation, design and planning; the organisation responsible needed to be amended to NZTA.

Mr James clarified that in Table 4 the Rocks Road walking and cycling project included three projects and that these would be constructed as a package. Mr James clarified that the Whakatu/Quarantine intersection improvements include an upgrade to the roundabout entry lanes which would alleviate traffic pressures from Quarantine Road, and that \$200,000 funding would be received from developers for these projects and an additional lane northbound from the over bridge could be added.

In response to a question, Mr Palmer advised that table 4 included projects of regional significance and these were agreed to with Tasman District Council (TDC).

Attendance: Lyndon Hammond from NZTA joined the meeting at 1.23pm.

Mr James advised that the Whakatu/Quarantine Road projects would cost approximately \$2million each and that he would check the profile, however these projects were covered in the SH Asset Management Plans. He explained that the key point from these tables was whether the projects were allocated by profile or by a different manner and he indicated that currently, it looked like in a different manner.

Mr Palmer explained that the order was proposed at a joint RTC meeting and that it had remained in this order to maintain consistency. However, he indicated that it would not be an issue to change the

format although TDC and Marlborough District Council (MDC) would need to be advised.

There were concerns raised that the community would be advised of the \$16million for the Rocks Road walking and cycling project and would not view this as addressing any safety concerns. It was suggested that a number of submissions would be received due to the increased figure, and that credibility could be lost due to this change. It was discussed that the project was initially estimated at \$6million.

Mr Palmer clarified that \$15million would be used for the Rocks Road walking and cycling project with the balance being utilised for the Tahunanui Cycling Network and the Maitai Bridge. He advised that the Rocks Road Steering Group discussed two viable options from consultation the first being a \$13 million contribution from NZTA and \$2million from NCC or \$19million from NZTA and \$500,000 from NCC. Mr Palmer informed the committee that a figure in the middle was used and that this was as a placeholder.

It was discussed that the cost benefit ratio of the Rocks Road package compared to the realignments in SH6 needed to be considered.

NZTA Representative, Lyndon Hammond agreed that this was part of the process to consider the cost benefit ratios. He indicated that the Rocks Road package had cost \$3million to date on components of the project and due to the fact this was an integrated approach it had a higher profile rating. He said that components of the Rocks Road package dealt with safety issues as well.

There was agreement that the Rocks Road Walking Cycling project be prioritised before the Whakatu Drive northbound capacity improvements, but after the Whakatu Drive/Quarantine Road intersection improvements. Mr James informed the committee that the design for the Whakatu Drive improvements were near completion and that the resource consent was approved.

In response to a question, Mr Palmer said that the Whakatu Drive improvements were part of the regional objectives and that the Rocks Road Cycling and Walking project should not be split into individual projects as this would not deliver the full benefits of the package.

There was general agreement that the SH6 Rai Saddle realignment be the highest priority then SH6 Whakatu Drive/Quarantine intersection improvements followed by the Rocks Road walking and cycling project in Table 4. It was discussed that this was the first cut at assessing these projects and it was indicative based on previous assessments.

Mr Hammond advised the committee that the draft State Highway Asset Management Plan (SHAMP), included an assessment of these projects based on information present at the time, and that the draft Government Policy Statement (GPS) and the Future Investment Fund

would look at these projects going forward. He said that NZTA would compare these documents to ensure alignment.

In response to a question, Mr Palmer said that consultation would be in November/December for the Regional Land Transport Plan 2015-2021.

There was a discussion regarding the HPMV projects within table 6 and that further information was required in relation to these. Mr Hammond clarified that the four HPMV activities in table 6 needed to be removed.

There were concerns raised around congestion on Parkers Road and it was confirmed that if improvements were not included in the table lists then these suggestions could not be added as they have not been referenced in the local programme or Asset Management Plan. It was reiterated that only the highest priority projects were included in the RLTP tables.

In response to a question, Mr James clarified the SH minor improvements included two intersections at Rai Valley/Collins Whangamoas and the Glen/Clifton Terrace.

It was noted that there was an error in table 6 and that the Maitai Shared Path (Saltwater Creek Bridge) and Tahunanui Cycle Network be removed from the table as they were included in the Walk/Cycle schools package in Table 4.

Mr Palmer advised that the HPMV Upgrades to Maitai Valley Road had two outcomes, one for seismic strengthening of the bridges at the Dam and the other to make the roads compliant for 50MAX vehicles, however funds were primarily for work on the bridge not widening of the roads as this would be extensive. It was noted that a name change for the project should be considered.

In response to a question, NZTA representative Peter Hookham advised that the Enhanced Network Resilience Nelson project needed to remain as this was a study for a business case to reduce road closures.

Mr James informed the committee that if Cable Bay Road became a HPMV road then it would trigger a higher priority, however he said that he had spoken with individuals at the quarry and was advised that there was no increase in tonnage coming from the quarry so there was no reason to consider Cable Bay Road as an HPMV route. Mr Palmer clarified that there was no proposal to make Cable Bay Road a full HPMV route but it was a 50MAX route.

In response to a question, Mr James said the Gentle Annie Saddle was significant for cyclists. However, Cable Bay Road intersection was not a safety issue unless increased tonnage was coming out of Cable Bay Road; if this occurred the intersection would be reviewed. It was

suggested that the quarry did not apply for a resource consent due to the state of the intersection.

There was agreement that the Public Transport Integrated Ticketing should be in the approved activity table as it was currently underway.

Mr Palmer discussed the CBD Traffic Impact of Southern Link, he said that the number assumes \$300,000 with \$100,000 being absorbed with the southern link. Mr Hammond advised that this would be part of the overall assessment of the Future Investment Fund. It was agreed to remove this as funding would come from the Future Investment Fund.

In response to a question, Mr James said that the weigh facility upgrade would happen on the existing site out at Hira and that it would be within the pavement.

It was noted that the retaining wall at Snows Hill was on the eastern side of the Girls College and that it needed to be brought forward so it would be included in the next three year term.

There were discussions relating to the Quarantine/Nayland intersection upgrades in table 6 and it was suggested that the roundabout was not coping with current traffic flows. It was noted that Pascoe Street, SH6 and Nayland Road should be considered together. Mr James said that studies had proved that upgrading the SH intersection first before improving local roads was the best way to proceed. Mr James also indicated that these upgrades did not include Pascoe Street.

It was agreed that the Quarantine/Nayland intersection upgrades funding be moved into year two so it could inform the next RLTP.

There were concerns that the Waimea Road/Van Diemen Street Junction improvements were too far ahead. Mr Palmer advised that there was a delay with the investigation for traffic on Waimea Road and the disbenefits of this, he said that local impact needed to be considered.

It was suggested that the "Proposed Funding" column in table 6 be removed.

Mr Palmer spoke to attachment 4 'RLTP Performance Monitoring Data' and explained that this information helped with identifying appropriate targets and that the performance monitoring data could be included as part of the RLTP.

There was a discussion around the risk of having increased targets within the RLTP Performance Monitoring Data and whether information could be reduced down to specifics, e.g. freight. Mr Palmer informed the committee that data was recorded in the asset management system and that indicators were used instead of measures as Council did not currently have a robust data set.

In response to a question, Mr Palmer advised that HPMV's needed a permit and that 2 tubes across the road would provide this information.

Mr Hookham referred to appendix 7 and suggested that information received by NZTA in relation to the policing investment framework could be embedded into appendix 7 to assist with understanding police contribution, and he clarified that this was a requirement. It was agreed that this information would be incorporated into appendix 7 and that these changes would be forwarded to TDC and MDC.

Mr Hookham advised that d) within appendix 8 needed to be amended to say National Land Transport Programme by 1 July 2015 instead of National Long Term Programme by 30 September 2015 and that a further point should be added to say the final version of the RLTP needed to be published by 30 July 2013.

In response to a question, Mr Palmer advised that the RLTP was reviewed every 3 years and that the document itself would have a 6 year lifecycle while the activity tables would be updated in 3 years.

Resolved

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1249393) and its attachments (A1245894, A1244851, A1228159 and A1249001) be received.

Davy/McGurk

Carried

Recommendation to Council

THAT Council approve the draft Regional Land Transport Plan as amended by the Regional Transport Committee on the 3 October 2014;

AND THAT Council approve the upload of the draft Regional Land Transport Plan onto the New Zealand Transport Agency website for moderation by 17 October 2014.

Davy/McGurk

Carried

There being no further business the meeting ended at 2.33pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Regional Transport Committee
3 October 2014

