
Minutes of a meeting of the Works and Infrastructure Committee

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

On Tuesday 16 September 2014, commencing at 9.42am

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

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

Apology: Councillor L Acland and G Noonan

1. Confirmation of Order of Business

There was no change to the order of business.

2. Interests

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

3. Transport Asset Management Plan

Document number A1233079, agenda pages 4-6 refer.

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

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

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

3.1 Page 1

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

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

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

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

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

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

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

The Committee continued to discuss changes to the AMP.

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

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

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

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

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

3.2 Page 2

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

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

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

3.3 Page 4

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

3.4 Page 5

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

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

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

3.5.1 Maintenance

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

Attendance: Councillor Copeland left the meeting at 11.45am.

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

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

3.5.2 Local Roads, Walking, Cycling and Schools

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

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

3.5.3 Arterial Traffic

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

3.5.4 Road Safety

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

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

Attendance: Councillor Ward left the meeting at 12.02pm.

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

3.5.5 Parking

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

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

3.6 Page 9

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

Resolved

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

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

Davy/Barker

Carried

4. **Apologies**

Resolved

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

Davy/Skinner

Carried

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

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date