
MINUTES
of the
TASMAN REGIONAL TRANSPORT COMMITTEE MEETING
held
9.30am, Tuesday, 20 April 2021
at
Tasman Council Chamber, 189 Queen Street, Richmond

Present: Councillors S G Bryant (Chair), Cr C Butler, Cr B Dowler, Cr A Turley, Cr D Ogilvie and Waka Kotahi (NZTA), Director Regional Relationships, Ms E Speight

Committee Advisors: Ms J Murray

In Attendance: Engineering Services Manager (R Kirby), Transportation Manager (J McPherson), Activity Planning Manager (D Fletcher) Activity Planning Advisor, Transportation (D Bryant), Transportation Planning Officer (Clare Scott), Executive Assistant (L Turpie), Executive Support Officer (C Vass), and Waka Kotahi (NZTA) System Manager Top Of The South (Andrew James).

1 OPENING, WELCOME

Chairman Cr Bryant welcomed everyone to the meeting.

2 APOLOGIES AND LEAVE OF ABSENCE

Senior Sergeant Grant Andrews

Moved Cr Turley/Cr Dowler

TRTC21-04-1

That apologies be accepted.

CARRIED

3 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

Nil

5 CONFIRMATION OF MINUTES

Moved Cr Turley/Cr Dowler

TRTC21-04-2

That the minutes of the Tasman Regional Transport Committee meeting held on Tuesday, 16 February 2021, be confirmed as a true and correct record of the meeting.

CARRIED

Moved Cr Dowler/Cr Butler

TRTC21-04-3

That the minutes of the Tasman Regional Transport Committee Submissions Hearing meeting held on Thursday 9 April 2021 be confirmed as a true and correct record of the meeting.

CARRIED

6 PRESENTATIONS

Nil

7 REPORTS

7.1 Regional Land Transport Plan 2021 Deliberations

Mr Drew Bryant summarised the report and advised that 37 submissions had been received and a small number of changes had been made to the resolutions.

The draft Climate Change report was published and a recommendation was made around carbon emissions and this has affected the recommendation which can be found on page 25 of the Regional Land Transport Plan.

Mr Bryant explained that there were three Stormwater Bridge projects in the Long Term Plan and not in the Regional Land Transport Plan. These bridge projects have now been added to page 58 of the Regional Land Transport Plan as significant projects funded from other sources.

In response to one submission about resilience policies Mr Bryant recommended we include an additional policy that reflects our current practices of improving road resilience in relation to greater and more frequent storm events. This was included in page 39 of the Regional Land Transport Plan.

Mr Bryant advised that in regards to the Climate Change Headline Target it was changed to reflect advice from the Climate Change Commissions Draft report.

Response to another submission regarding airport passenger numbers, the original document was based on best information pre-Covid, we now have more information from Nelson Airport which takes post-Covid into consideration.

Mr Bryant advised that the Berryfield and Lower Queen Street intersection project be moved out by one year. There was concern from a committee member about pushing this out for one year. Mr McPherson responded that we are pushing ahead but the land acquisition cannot be undertaken as fast as we initially hoped but we are still hoping to make good progress and the change in timing reflects a pragmatic view in the time to complete.

In regards to the Motueka High Street upgrade Ms Speight advised that the safety elements of

the additional funding project can be incorporated into the existing funded work. She also advised the High Street project is expected to be completed in the first quarter of next year.

In regards to the resolution of the walking and cycling programme Mr Bryant advised that a revised walking and cycling programme be considered by Full Council through the Long Term Plan. This revision would have cost implications which would need to be considered within the wider debt and rates cap. Mr Bryant advised that these were gross estimates and the Council would be seeking funding from Waka Kotahi.

In response to a suggestion from a committee member the resolution removed the Takaka Commercial Street project from being included in the advanced programme. In response from another committee member the Motueka East Cycling project was removed from the resolution from being included in the advanced programme.

A committee member expressed support for the resolution and strongly encouraged 6b 'bringing forward the Wensley-Salisbury separated cycle facility' and for this to remain in the resolution.

Ms Speight advised Waka Kotahi are going through all of the funding proposals from around the country and what is key is that these projects are in the Waka Kotahi climate change targets. All of these projects have real value and will make climate change emissions lower.

Mr Fletcher noted that as the Hearings were heard just over a week ago reports have some updated resolutions. The Regional Transport Committee can make recommendations but does not have the authority to make decisions as these will go to the Full Council for consideration and adoption.

Meeting adjourned at 1045am for morning tea.

Meeting reconvened at 11am.

**Moved Cr Dowler/Cr Turley
TRTC21-04-4**

That the Tasman Regional Transport Committee

- 1 receives the Regional Land Transport Plan 2021 Deliberations report RTRTC21-04-1; and**
- 2 agrees that the submissions focusing on public transport be considered as part of the Regional Public Transport Plan deliberations; and**
- 3 agree to make the following amendments to the Regional Land Transport Plan 2021:**
 - a) change the 'Carbon Emissions' headline target to align with the Climate Change Commission's target of a 47% reduction in transport generated carbon emissions by 2035; and**
 - b) include three stormwater driven projects that affect the roading network in the list of 'Regionally significant expenditure from other funding sources' table; and**
 - c) included another policy in the RLTP confirming resilience is considered as a part of prudent asset management; and**
 - d) Amend the Death and Serious Injury (DSI) ratings in the information reading significant safety projects; and**
 - e) Update the table 'Linking Transport Objectives and Significant Activities' on page 56 to reflect the review of the sustainability alignment of the listed projects, carried out by Council officers and Waka Kotahi; and**

- f) **Update the strategic context section to reflect the most up to date forecasts for aviation growth and to add commentary which identifies the assumptions on which these figures are based; and**
- g) **Update the Tangata Whenua section on pages 14-15 to clearly outline the special status of iwi as the tangata whenua of Te Taihū, and how they will be involved in ongoing engagement with Council and Waka Kotahi to implement the Regional Land Transport Plan; and**
- 4 **notes that staff propose to recommend to Full Council that the Berryfield / Lower Queen Street intersection be deferred by a year;**
- 5 **notes that Waka Kotahi have now incorporated the 'Motueka Upgrade Additional Scope' project into the 'SH60 Motueka High Street Safety Improvements project' and consequently, the 'Motueka Upgrade Additional Scope' project will be removed from Waka Kotahi's work programme and the RLTP;**
- 6 **recommends to Full Council that it consider bringing forward the following key elements of the walking and cycling programme as part of its Long Term Plan deliberations:**
 - a) **constructing cycle lanes in Mapua (\$260k), and**
 - b) **bringing forward the Wensley-Salisbury separated cycle facility (\$12.1m) by two years to be constructed between Y4 and Y7; and**
- 7 **notes staff will work with Nelson City Council staff and Marlborough District Council staff to prepare and circulate a revised draft Regional Land Transport Plan prior to the next Regional Transport Committee Meeting on 1 June 2021.**

CARRIED

7.2 Regional Public Transport Plan 2021 Deliberations

Ms Scott advised that meetings were held last Friday and we received 143 submissions and all with the exception of one were in support. Ms Scott clarified some of the resolution points below;

2a. Another 12 months was required to refine the routes and timetables. In response to a question about the 15 minute frequency Ms Scott said that this frequency may need to be analysed further.

2b. Stage 2 is four return bus trips to Motueka and 6 return trips to Wakefield. If this timetable was brought forward to 2023 then there would no longer be community funding and it would be replaced with a council supported scheduled bus service.

2c The Nelson City Council has recommended the bus service provider pay the living wage.

2d. Route 2 was originally through Tahunanui Drive but has now changed to Muritai Street.

3a. Bring forward all urban routes from 2026 to 2023.

3b Bring forward all regional routes to four to six trips per day to 2023. In response to a question about the number of services and would there be enough patronage, Ms Scott said that when services are available people would use the services due to increased convenience which encourages patronage. She also said that if we only provided reduced routes people would not use the service and use private vehicles.

3c Having priority and express lanes is a key factor to encourage users so buses are quicker than taking the private car. Calculations are based on an estimated \$2 flat fare.

Mr Fletcher advised that a \$300,000 additional operating increase per year is meant to reflect an aspiration and if the opportunity becomes available it would be an advantage for us to talk with Waka Kotahi or others to fund. One disadvantage of this is that we received a lot of submissions on this and if we don't realise the savings then there would be disappointed people in the community.

In response to a question about airport buses connecting into the schedule, Ms Scott said the airport connection would be via route 2, it is not a direct bus route but goes via a super hub in Tahunanui. Ms Scott also clarified that the 15 minute frequency is only available for people who live in the Richmond/Annesbrook corridor into Nelson for the full trip from Richmond to Nelson. Ms Scott also noted that one of the changes was going via Nayland Road and not Main Road Stoke which reduced frequency to every 30 minutes but increased public use on Nayland Road.

In response to a question asking if anyone had spoken to the airport, Ms Scott advised that discussions would take place over the next few months. Ms Speight advised the funding model takes into account carbon emissions

Ms Scott said that Nelson City Council was having their meeting tomorrow and if they did not support these resolutions this would have an impact and a final document would be prepared and presented on 1 June and would then go to Full Council for Adoption.

Moved Cr Turley/Cr Butler
TRTC21-04-5

That the Tasman Regional Transport Committee

- 1 receives the Regional Public Transport Plan 2021 Deliberations RTRTC21-04-2; and**
- 2 agrees to the changes proposed in the Regional Public Transport Plan 2021, as highlighted in track changes format in Attachment 2, including the changes proposed in resolution 3 and the following:**
 - a) recognition that refinement of new routes and timetables will need to be made in the 12 months following the adoption of the plan;**
 - b) earlier removal of the funding for the Wakefield and Motueka community bus services, on the basis that stage 2 frequencies for the proposed regional routes in resolution 3 will start in 2023/2024;**
 - c) consequential cost impact of a decision by Nelson City Council to require its bus service provider to pay the living wage;**
 - d) The return of Route 2 to Muritai Street; and**
- 3 recommends to Full Council that the following changes to the draft RPTP be included in the Long Term Plan, on the basis that external additional funding is secured from non-rates sources, or that savings are made in other transport related activities;**
 - a) bring forward the proposed Stage 2 frequency for all urban services during weekdays to 2023, being a 30-minute frequency; and**
 - b) bring forward to 2023 the proposed stage 2 frequency for regional routes during weekdays, being four return trips a day to Motueka/Māpua and six return trips per day for Wakefield/Brightwater; and**

- c) **incorporate bus priority provisions from the Nelson Future Access Plan and the Richmond Programme Business Case into future route planning;**
- 4 **notes that officers will work with Nelson City Council to prepare and circulate a revised draft Regional Public Transport Plan prior to the next Regional Transport Committee Meeting on 1 June 2021.**

CARRIED

7.3 Regional Transport Committee - Waka Kotahi Update

Ms Speight talked to her power point presentation. She noted that the new Chief Executive and Board wanted a very clear compass and together with local government and key partners create a land transport system connecting people, products and places for a thriving Aotearoa.

In response to a question about the Wakefield speed review and why the process takes so long, Ms Speight said Waka Kotahi have many reviews that are being processed across the country and this is quite complex but we are getting better and faster. Some internal work has been analysed where normally the internal process takes about 40 weeks but we can shorten this.

Ms Speight also noted that Waka Kotahi are looking at road safety cameras and how to use and deploy these in the future.

In response to a question about speed change locations and priorities, Ms Speight said the government had quite clear guidelines for Waka Kotahi to target the top ten percent locations and whether it is a speed environment to assess structure changes.

In response to a question about Waka Kotahi funding for the Aotearoa Urban Streets Guide, Ms Speight responded that government sets the funding parameters at a national level and Waka Kotahi have to make decisions about regional funding.

8 CONFIDENTIAL SESSION

Nil

The meeting concluded at 1210pm.

Date Confirmed: 20 April 2021

Chair: Cr Bryant