

PUBLIC FORUM SPIEL FOR 16.4.19, Jim Butler,  
Letter on Page 11 of you Agenda, Mr Chairman, Council's New  
Footpath Priority List over the signature of the Transportation  
Manager. I notice the letter is dated 14 March, so it was a pity  
it wasn't included in your agenda for your meeting on the 19th  
March, because the Transportation Manager would have liked  
your feedback by the 12th April. Not a good look Mr Chairman.  
I'm pleased to note that Poole St west of Atkin St features on page  
7 of the list. The Transportation Manager could be asked if this  
through traffic urban street, curbed and built up on both sides, is  
the only such street in the Tasman District without a footpath ?.  
There are 3 reasons why the Board should make a footpath for  
Poole St, west of Atkin St, its number one priority.  
First, a safety issues of not having a footpath on a through traffic,  
narrow urban street, built up on both sides.  
Secondly, the Motueka township, west of the High St, is short of  
walkways. Once clear of the built up area of Poole St, one is in  
the countryside until one reaches Pah St where there is already a  
walkway to the Marae over which a sealed footpath is now being  
extended.  
Thirdly, Poole St could have had a sealed footpath along this built  
up section for the last 16 years. It was top of the priority list in  
2002 for construction in the following year.  
But in 2002 this Board recommended that priority be given to  
provision of a second footpath in Tudor St, which proceeded. This  
was funded from the money allocated for the footpath in Poole St,  
which was then completely removed from the footpath  
construction programme.  
Power poles in the way make it too difficult to construct a  
footpath was the answer given to Grey Power's request to have  
the Poole St footpath put back in the footpath construction  
programme.

However since then, similar problems with power poles were encountered by footpath extensions in Whakarewa and Thorp Sts. These were overcome without much difficulty by bending the footpath round one side of the pole as can be seen on site. So where there is a will there is a way, Mr Chairman.

While my offer to lend my scooter to TDC staff has not been taken up yet, I am sure that if the Transportation Manager rode a mobility scooter from Greenwood St to Fearon St along the footpaths of Vosper and Saxon Sts, page 9, we would have no more footpaths constructed with concrete blocks in Tasman District

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# Call for action to advance Motueka's High Street bypass

Labour list MP Damien O'Connor and Motueka Community Board chairman David Ogilvie support the concerns of Riwaka resident Ian Walker regarding the importance of advancing the proposed Motueka bypass.

The issue was the focus of a meeting, initiated by Mr Walker, between the men last Friday.

Mr Walker said he was disturbed that the development of a bypass had been mooted as far back as 50 years ago. Lines had been drawn on maps for a long time and he is surprised at the procrastination.

In the 2010 Motueka transportation study the bypass is deemed to commence no sooner than 10 years and no later than 20 years from now.

Mr Walker discussed a single proposal from the options of a Queen Victoria St - River Road link or a Chamberlain - Swamp Road link.

The transportation study also suggests a short term heavy traf-

fic bypass solution via Staples St, Thorp St and Old Wharf Road from one end, and involving from the opposite end King Edward St, Queen Victoria St and a new northern outlet off Parker St.

Given the growth of the town Mr Walker says a difficult situation will arise if the status quo remained.

Local traffic was increasing as well as heavy truck use.

Mr Walker's suggests a group, including road contractors, orchardists and retailers to look at the problems and solutions for a bypass. Involvement of consultants, Council, Community Board and residents' groups would be necessary.

Damien O'Connor said the advancement of the Ruby Bay bypass, to be officially opened on October 22nd, resulted from community action and "we must be eternally optimistic" that the Motueka bypass can develop before the 20 year timeline.



Support to accelerate bypass: Damien O'Connor, Ian Walker and David Ogilvie.