
MINUTES
of the
TASMAN REGIONAL TRANSPORT COMMITTEE MEETING
held
9.30 am, Monday, 19 March 2018
at
Tasman Council Chamber, 189 Queen Street, Richmond

Present: Councillors S G Bryant (Chair), C M Maling, D E McNamara, D J Ogilvie and P F Sangster and Mr J Harland

In Attendance: Committee Advisers – Inspector I McKenzie, Mr K Thompson and Ms J Murray,

Transportation Manager (J McPherson), Activity Planning Manager (D L Fletcher), Activity Planning Adviser (D Bryant) and Executive Assistant (R L Scherer)

1 OPENING, WELCOME

The Chairman noted that Karen Lee has resigned her position as an adviser to the Tasman Regional Transport Committee. It has been agreed that the role will not be replaced.

The Chairman advised the Committee that Inspector Iain McKenzie had resigned as the Police representative on the Tasman Regional Transport Committee. Staff will present a report to the Full Council meeting on 5 April 2018 recommending the appointment of Inspector John Mattison as the Police representative on the Tasman Regional Transport Committee.

2 APOLOGIES AND LEAVE OF ABSENCE

Moved Cr Ogilvie/Cr Sangster
TRTC18-03-1

That apologies from Committee Advisers Mr W Findlater and Ms D Smith be noted.
CARRIED

3 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

Nil

5 CONFIRMATION OF MINUTES

Moved Cr Maling/Cr Sangster

TRTC18-03-2

That the minutes of the Tasman Regional Transport Committee meeting held on Monday, 27 November 2017, be confirmed as a true and correct record of the meeting.

CARRIED

6 PRESENTATIONS

Nil

7 REPORTS

7.1 Submissions Hearing - Regional Land Transport Plan - Mid-Term Review

The Chairman invited submitters to present their submission to the Committee.

Christine Boswijk (submission #17653) spoke about the speed limit on State Highway 60 between Three Brothers Corner and Mapua. Ms Boswijk spoke about how dangerous road the road is and urged the Committee to consider an 80 kmh speed limit on this section of the highway.

Bill Unwin (#17541) spoke about the dangerous road between Three Brothers Corner and Mapua. He stressed the dangers he experiences exiting and entering his property noting the NZTA recommendation to carry out a U-turn manoeuvre on Maiseys Road. Mr Unwin urged the Committee to show leadership and take responsibility for the safety of motorists on this stretch of road and to reduce the speed limit to 80 kmh as soon as possible. He suggested that if the Council did not reduce the speed limit there would be more accidents, more injuries and more deaths on the coastal highway.

Charlie Rhodes (#17567) urged the Council to reduce the speed limit on the Appleby Highway. He noted that vehicles travel too fast on this stretch of highway and it is dangerous to carry out a U-turn manoeuvre to enter his property. Mr Rhodes suggested that there are too many changes in the speed limit between Three Brothers Corner and Maiseys Road.

Alex Davidson (#17594) urged the Committee to consider a reduction to the speed limit on Riwaka-Sandy Bay Road where there are a number of blind corners and private accessways. He noted that a lot of cyclists use this road. He asked the Committee to also consider extra signage to make motorists more aware of the dangers on this road.

Jackie McNae spoke on behalf of **Alandale Orchards Ltd** (Sue and Neil McCliskie # 17705). Ms McNae noted the McCliskie's concerns about safety on the stretch of State Highway 60 between Three Brothers Corner and Maiseys Road. Ms McNae noted that the Appleby community had experienced significant growth in horticultural production and in population numbers and that the speed limit was too high on this stretch of road.

Kim Woods (#17599) urged the Committee to lower the 80 kmh speed limit from the northern end of the Appleby straight to the passing lane starting at the Maisey Road-Westdale Road intersection. He spoke about the number of accidents on this stretch of road including two deaths and six serious injuries. Mr Woods suggested that the excessive speed of vehicles, limited sight lines, inadequate warning signage and the unsuitable camber of the road point to a need to reduce the speed limit as soon as possible. Mr Woods also suggested that the reduced speed limit should be enforced by the Police.

Mr Bob Hoskins spoke to the submission from **Nelson Grey Power** (#17660) and emphasised the growth in Tasman's population and the resultant pressure on the capacity of our roads. Mr Hoskins suggested that the Council needs to plan for efficiencies including a link between Nelson city and Three Brothers Corner. Mr Hoskins suggested it is timely for both Nelson City Council and Tasman District Council and the New Zealand Transport Agency to inform the public know on what they are doing to relieve congestion in the region.

Gary Stocker presented the submission on behalf of the **Automobile Association** (#17617). Mr Stocker spoke about growth in the region and the Automobile Association's support for the southern link. He urged Councils to work with central government to recognise growth in the Nelson-Tasman region. He spoke about the Government's focus on infrastructure that supports large urban areas especially for rail, cycling and walking. Mr Stocker noted that the current NZTA study of SH60 is a key issue for Tasman and that the Automobile Association supports the whole of route approach. He urged the Committee to ensure that the views of the local community are not overlooked by those who make decisions on a national basis. Mr Stocker spoke about the lack of passing opportunities on Tasman Roads and the Association's support for the Hutcheson Bridge to be two-laned. Mr Stocker suggested that the Salisbury/Champion roundabout is not working. He asked that the Regional Land Transport Plan also allow for the continued upgrade of Whakatu Drive.

Rachel Stevenson (#17621 and #17622) spoke about her concerns over the speed on the Appleby Highway and suggested that lowering the speed limit to 80 kmh on this stretch of road is a practical solution. Ms Stevenson spoke about the inconsistent speed limit changes on this stretch of road. She also asked that school bus signs be installed near the Lansdowne Road intersection where school children are required to cross the road. She also asked that speed limit signage be installed at the Lansdowne Road corner. Ms Stevenson emphasised that the biggest issue on this stretch of road is the speed limit and that traffic volumes have increased significantly.

Kate Malcolm (#17634) spoke about transport choices and urged the Committee to consider transport policies alongside planning policies. Ms Malcolm spoke about Wensley Road as an arterial route used by cyclists; she considers the road is very dangerous with cars travelling too fast. She asked that cyclists be given priority. She spoke about the concrete kerbing on Hart Road which juts out to the cycling path. Ms Malcolm suggested that the draft RLTP should be in line with the Government Policy Statement.

David Kemp (#17633) spoke about the speed limit on SH60 with frustrated drivers and poor signage contributing to accidents. He suggested that the speed limit signage should be more visible. Mr Kemp also spoke about the overgrown hedge at the intersection of River Road which impedes visibility for motorists turning on to the state highway.

The meeting adjourned for morning tea at 10.40 am

Inspector Iain McKenzie left the meeting.

The meeting reconvened at 11.00 am

Mike McGee (#17656) spoke about the intersection of Maiseys Road and State Highway 60 and noted that NZTA had been very slow in installing right hand turning lanes at this intersection. He suggested that media coverage had prompted the work to be done. Mr McGee said that he had experienced an accident at this intersection which involved the vehicle that rear-ended his vehicle being wrote off and people injured. He asked that the Committee consider more right hand turning lanes between Maiseys Road and McShane Road, for example at the Rabbit Island turnoff. He suggested that this needs to happen quickly. Mr McGee spoke about the S-bends before Maiseys Road which cannot be driven at 100 kmh due to the poor camber. He also suggested that the Appleby Bridge needs a separate cycle lane and that the Bartlett Road and Swamp Road intersections need to be upgraded as soon as possible.

Mark Lile spoke on behalf of **GP Investments** (#17657). He noted that GP Investments strongly support the southern link to improve resilience and provide an adequate level of service on our transport system. It will also assist economic growth and employment for the region. Mark spoke about the significant amount of traffic that use “rat runs”, eg Port Hills, Champion/Hill Street to avoid Gladstone Road. He urged the Council to upgrade the Gladstone Road intersection as soon as possible to meet the significant growth that is happening/about to happen in Lower Queen Street. Mr Lile noted that GP Investments support the funding for the Champion Road/Salisbury Road roundabout.

Mark Lille spoke on behalf of **Raine Estate (Oaklands Ltd) and Summerset** submissions (#17659 and #17658). He noted that both parties strongly support the southern link and further expenditure to resolve the problems associated with the growth in traffic numbers on Gladstone Road. The submitters also support the expenditure for the Champion/Salisbury Road roundabout. The submitters suggested that the Hill Street intersection/Suffolk Road extension was not necessary and that both councils should sort out the highway issues first otherwise the proposed extension will also become a “rat run”. Mr Lile noted that both submitters support the proposed under pass near the Champion Road/Salisbury Road roundabout.

Peter Olerenshaw spoke on behalf of **Nelsust** (#17690) – Nelsust would like an express bus service from Wakefield to Nelson (via Richmond) and return and suggest that if it was an express service it would attract more people. Mr Olerenshaw suggested that there is a huge trend towards the use of public transport. He asked the committee to consider the upcoming GPS regarding the Government’s recommendations on provision of public transport. Mr Olerenshaw urged the committee to re-prioritise its funding for the safe movement of cyclists and children.

Angus Malcolm (#17693) asked the Council to work towards reversing the trend where cars are prioritised over walking, cycling, scootering and mobility scootering. He said that there was too much reliance on private car travel and that the Nelson region could lead the way in reversing this reliance. Mr Malcolm suggested that the Council should identify arterial cycle routes within the District and give cyclists priority use of them. He also suggested that Tasman’s Great Taste Trail should be paved in the areas where it acts as commuter route between towns.

He urged the Council to show leadership and vision for alternative transport options.

Linda O'Connor (#17593) asked the Committee members to consider reducing the speed limit to 80 kmh from Paynes Ford Bridge to the Takaka township on a permanent basis. She noted that there had been an increase in traffic numbers in this area especially with the new community health facility. Also, there are no footpaths on this stretch of road further exacerbating the safety of pedestrians and cyclists. Ms O'Connor presented a petition on behalf of 99 individuals asking for this speed limit to be reduced.

Progressive Enterprises (#17210) – Matthew Grainger and Gary Clark, representing Progressive Foods, spoke about the Progressive Enterprises proposal to build a supermarket at the corner of Champion and Salisbury Roads. Mr Grainger noted that traffic generated from the supermarket will contribute 10-15% of traffic numbers at the roundabout during peak times. He noted that Progressive Enterprises supports the proposed underpass. Progressive Enterprises asked that funding for the Champion Road/Salisbury Road roundabout be brought forward to Year 1 of the Long Term Plan. Mr Grainger noted that Progressive Enterprises had also made a submission to Nelson City Council and are willing to make their own contribution to fast track the improved roundabout. Mr Grainger suggested that the supermarket is expected to be operational by December 2019.

Alan Gibbs (#17694) asked the Committee to reduce the speed limit on the Coastal Highway section of state highway 60 to 80 kmh.

Discussion

The Chairman spoke about the majority of submissions received regarding safety on State Highway 60 between Three Brothers Corner and the Mapua turnoff with many submitters recommending a reduction in the speed limit on this stretch of road to 80 kmh. A range of other interventions were also considered including turning lanes, roundabouts, road widening, widening of the Appleby bridge, the issue of slow moving agricultural machinery, school buses, cyclist, walkers.

A number of submissions focused on the promotion of active transport in the Tasman District.

Mr McPherson noted that staff are scheduled to meet with NZTA staff on 22 March 2018 and discussions will include lowering the speed limit on the section of SH60 between Three Brothers Corner and Maiseys Road. The Committee agreed to recommend to NZTA that they consider the whole route of SH60, ie Three Brothers Corner to Collingwood and advise the process for fast-tracking the reduction in speed limit on the section of the highway from Three Brothers Corner to Maiseys Road.

Mr McPherson suggested that the proposal to reduce the speed limit from the Paynes Ford Bridge to Takaka township deserved merit and would provide a low-cost option to increase safety on this stretch of road.

The committee agreed that they would continue their deliberations at the meeting scheduled for 9 May 2018.

Moved Cr Ogilvie/Cr Maling
TRTC18-03-3

That the Tasman Regional Transport Committee:

1. receives the Submissions Hearing - Regional Land Transport Plan - Mid-Term Review report; and
2. recommends to the New Zealand Transport Agency that they urgently review the speed limit on State Highway 60 from Three Brothers Corner to Collingwood; and
3. that priority is given to lowering the speed limit on the section of State Highway 60 from Three Brothers Corner to Maiseys Road.

CARRIED

8 CONFIDENTIAL SESSION

The meeting concluded at 12.25 pm.

Date Confirmed:

Chair:

Confirmed Minutes