

Report No:	RGB12-02-01
File No:	E855
Report Date:	07//02/12

Report to: Golden Bay Community Board
Meeting Date: 14 February 2012
Report Author: Carolyn McLellan, Chair
Subject: RGB12-02-01

Welcome to the first Golden Bay Community Board report for 2012.

We concluded our December meeting on Tuesday 13th December and we all resolved to have a month off Community Board stuff and just enjoy our Golden Bay summer with all the wonderful activities planned for the locals and holiday makers. However, events were to change all of our plans.

1. Civil Defence Emergency

On 14 December 2011 a State of Emergency was declared, which was to last the full two weeks permissible under the Civil Defence and Emergency Management Act. The Emergency Operation Centres at Richmond and Takaka were staffed for a good proportion of this time by Council staff from Tasman and Nelson and other emergency services and welfare agencies were involved. A dedicated team of geo-tech specialists, locally and from across the country were also deployed during the emergency. After having the estimated 169 year floods the previous December (2010) in the Aorere it was just heartbreaking to see and hear of the devastation wrought to eastern Golden Bay particularly Wainui, Ligar, Tata, Pohara, Clifton areas. This rainfall is estimated to be a one in 500-year event and it will be many years before the scars on the landscape and private properties are healed.

There have been many stories detailing personal harrowing experiences and acts of heroism. Over and over we have all heard said the most amazing thing in all of this was that no one was killed. We have been informed that these huge movements of water, land, trees, boulders and soil which collects up and destroys everything in its path are known as "Debris Flows" which are known to be one of the most dangerous and deadly of land and water movements. Knowing and seeing what has happened in such a short space of time without warning, it is indeed a miracle that there was no loss of life or serious injury; for that we are very thankful. The cleanup will take a long time.

We had 6 houses red-stickered (they have been re-assessed and this number may now have changed); these property owners will now need to find a new home for their family. First of course they need to work their way through the EQC and insurance process which is not easy.

The issues of empty sections which are uninsured will need to be carefully worked through as the debris accumulated on their land (that has come from further up the hill) will in turn affect others further down the valleys and hills. Individual landowners will be hard pressed financially to clear their uninsured sections and it may need some innovative solutions between Council and insurers to find a fair and equitable solution that ensures that people and properties are kept safe in the event of more heavy rain. To those who have lost their homes, farms and gardens we offer our sympathy; we have been out and around the district and our hearts go out to you all, it has been absolutely disastrous.

We also say a huge thank you to all those who have provided machinery to move the large stuff and those who have sweated on the end of a shovel and all those who have helped in so many ways. It has once again shown the commitment to one another and the wonderful power of this special community to make a difference when the chips are down.

Roads will need to be re-instated such as SH60 at Birds Hill which is in the jurisdiction of NZTA, and the Totaranui/Wainui road that is funded by Central Government as a Special Purpose Road.

To have Birds Hill restored to two lanes as soon as practicable is a very high priority. The most up to date information is that the contract has been award to MWH who are doing the geo-tech work and will prepare a proposal and a preliminary estimate. Funding has been secured for this road and it is estimated that it will be completed by the end of June 2012.

It is essential that the Golden Bay Community Board works to ensure that everything possible is done to have a Totaranui road link restored to this beautiful and remote part of the Abel Tasman Coast. There have been suggestions that it may be cheaper to use a different route and we need to be confident that engineers and geo tech experts will pursue all options. Golden Bay's economy depends on tourist roads such as this and the reduced turnover has been very significant for retailers and businesses have been well down on previous years' takings for the traditional holiday period. Council has advised that the road to Wainui will be one lane only for at least a year.

The whole community of Golden Bay depends on a vibrant and financially successful holiday season to ensure that our wonderfully diverse businesses are able to keep trading during the less profitable time of the year.

There are many people who deserve thanks and recognition: Roger Ball, Roger Broadhurst and all the Civil Defence team and the council staff both in the Takaka Office and in Richmond who worked very long hours.

I would suggest a letter to Adrian Humphries, Recovery Manager, who has done a simply outstanding job and has really worked hard to keep as many people as possible informed. He has disseminated information at the meetings and has answered all questions posed and has presented with a touch of humour. His manner has been very appropriate for the situation.

Our own councillors, Martine Bouillir and Paul Sangster, have both contributed very positively; Martine has been exceptional with her information sharing and co-ordination and Paul has mobilized a team of Periodic Detention people who he has taken around to homes and properties where there has been a need for digging out or whatever – wonderful practical help that has been so appreciated; a very big ‘thank you’ to so many who did so much to help.

The Golden Bay Community Board and the Golden Bay councillors look forward to being represented at the local Golden Bay Civil Defence debrief.

(See Hydrology summary by Martin Doyle and Monique Harvey attached to this report.)

Recommendation:

“THAT the Golden Bay Community Board makes contact with NZTA to request that two lanes be restored as soon as practicable on Birds Hill, SH 60, and every effort be made to ensure that a road to Totaranui is re-established.

Further:

That the Golden Bay Community Board sends letters of appreciation to: Adrian Humphries for his outstanding work as Recovery Manager; to the Civil Defence team and the Council staff in both Takaka and Richmond offices.”

2. New CEO for Tasman District Council

The new Tasman District Council CEO has now been appointed – Lindsay McKenzie is currently CEO of Gisborne District Council, which like Tasman is a unitary authority; he will be taking up his appointment in May.

3. Mayoral Fund

There have been several enquiries from the public as to how to make application for assistance from this fund for victims who have been devastated by the flood and landslides. As yet no criteria have been set.

4. James Road Bridge Opening

The official opening will take place on 2 February at 10.00am at James Road, Bainham, and will be followed by morning tea at the Bainham Hall.

Council's Engineering Services meeting will be held at the Bainham Hall at the conclusion of the celebrations.

The James Road Bridge replaces the one lost in the Aorere flood of December 28th 2010.

This bridge has been designed for full Class 1 loading and spans the Aorere gorge with steel through truss structure with a single span of 60m and a concrete deck.

The finished bridge has used 80 tonnes of structural steel and 500 tonnes of reinforced concrete. Deck width: 4.3m; cost estimated to be \$1.35M including contingencies.

The contractor, Concrete Structures NZ Ltd, is very experienced in building large span bridges such as this and the locals have been very impressed at the speed of the construction and the wonderful team who were working on-site. The bridge was finished well within scheduled timeframe. The large 250-tonne crane that was used to install the trusses can still be seen onsite.

Recommendation:

“THAT the Golden Bay Community Board writes to Engineering Services congratulating them on the completion of the James Road Bridge contract and also writes to Concrete Structures Ltd thanking them for their work on this bridge.”

5. Old Golden Bay County Council Table

The original Golden Bay County Council and Golden Bay Community Board table was given to the Golden Bay Museum when the offer of the present table was made to the Councillors by the Power Board around 1998. The old table is taking up a lot of storage room and is no longer required by the museum. It has significant historical value for Golden Bay Local Government and a decision is needed as to where and what its fate should be.

We can either reinstate it in the meeting room and find another home for the present table or find a home for the old table.

Recommendation:

“THAT the Golden Bay Community Board discusses and makes a decision about the historic Golden Bay County Council table.”

6. Driver licensing

Both Restricted and Full practical tests will be held in Nelson from February 2012. This is a new initiative designed to make our roads safer and to try and find ways of reducing the numbers of youth fatalities on our roads. While all this is commendable it could present problems for us here in Golden Bay. We need to ensure driver licensing renewals, plates, registration continue to happen here in Golden Bay to ensure our residents are not disadvantaged and request that Richmond (as the closest centre with lights and roundabouts), be considered as an alternative testing venue.

Mayor Richard Kempthorne is extremely supportive of the case for Golden Bay to retain as many services as are appropriate.

Recommendation:

“THAT the Golden Bay Community Board discusses whether to write to LTSA regarding the changes to practical driver licence tests in Golden Bay. If the tests are not to be retained in GB we request that Richmond be considered as a testing centre which will reduce the overall travelling time for Golden Bay drivers.”

Further, the GB Community Board wishes to ensure that all other services, such as driver licence renewals, plates, vehicle registrations continue to happen in Takaka.”

27 January 2012 - Tougher restricted driving tests on the way

The NZ Transport Agency is reminding young drivers that practical driving tests are about to get a lot harder.

The NZTA has been working for several months to develop a longer and more challenging restricted driving practical test to improve the safety of young and novice drivers as part of the Government's *Safer Journeys* road safety strategy.

The new test will come into effect one month from today – on 27 February 2012 - and the NZTA is reminding young drivers and their parents that a substantial amount of supervised practice will be needed to prepare for and pass the harder test.

NZTA Chief Executive, Geoff Dangerfield, said the more challenging test has been specifically designed to encourage learner drivers to clock up 120 hours of supervised practice before they sit the test.

“The experience that young drivers gain in the learner licensing phase can help protect them once they start to drive alone. Research shows that young drivers who complete 120 hours of supervised practice on their learner licence have a solo-driving crash rate 40% lower than those who only complete 50 hours.

“The new test is aimed squarely at raising the standard of driving for young people in order to reduce needless deaths and injuries on our roads.”

Young drivers are most at risk during the first six to 12 months of their restricted licence phase, when they start to drive solo, and are four times more likely to crash than learner drivers.

Mr Dangerfield said the new restricted test requires a more complex driving environment, including minimum levels of traffic, multiple lanes and merge lanes within a 60-80 km/h speed zone.

“The new testing routes have been thoroughly investigated and carefully developed in order to ensure that a consistently high standard is applied across the country.”

Mr Dangerfield said the nature of the more complex and challenging test means that many current test locations will no longer be suitable, and practical testing will be discontinued at 36 locations across the country. Overall test capacity will be maintained by increasing testing capacity at the remaining 52 practical testing sites. Learner licence theory testing will continue to be available at all current testing sites.

“We are very aware that these changes will make it less convenient for some people to sit their practical tests, particularly in some rural areas, and we have not made these decisions lightly. But the reality is that we must raise driving standards if we are to reduce the appalling number of young people killed and injured on our roads every year, and we need a more challenging test to do that.”

NZTA crash statistics show that more than 700 Kiwi teenagers have died in road crashes in the past decade, with an average of one teenager killed on New Zealand roads every week in recent years. New Zealand has the highest road death rate in the OECD for 16-17 year olds, and the fourth highest road death rate for 18-20 year-olds.

“Road crashes are the single biggest killer of teenagers in New Zealand, and our teen crash rates are among the worst in the developed world. That’s a situation no-one should accept, and New Zealanders are looking for decisive action to reduce this needless waste of young life and young potential. Raising the standard of driving required to gain a licence with harder tests is an essential part of the solution.”

Mr Dangerfield said the NZTA was working with the New Zealand Automobile Association to develop a community-based programme to help disadvantaged drivers around the country to prepare for the new restricted test, helping offset the fact that the new testing regime will require more commitment and more time from young drivers and their families.

Making the restricted driver licence test more difficult is a key element of the Government’s *Safer Journeys* action plan to improve the safety of young drivers. Other changes introduced last year to increase the minimum driving age to 16 and lower the youth alcohol limit for teen drivers to zero are part of the same package.

Safer Journeys is the Government’s ten year road safety strategy designed to reduce death and serious injuries on our roads. Improving the safety of road users is one of the four elements of the system. Safe roads and road sides, safe speeds and safe vehicles complete the set.

Further information about the content of the new restricted driver licence test is available on the NZTA website at <http://www.nzta.govt.nz/licence/photo/new-restricted-test.html>

ENDS

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7. Amalgamation Decision

The final decision on the union of Tasman and Nelson City has been released and the printed documents will be available at the Golden Bay Service Centre; the proposal will proceed to a vote on 21 April 2012. There will be polls in each of Tasman District and Nelson City and in order for the amalgamation to proceed more than 50% of the valid votes cast in each area have to be in favour of the amalgamation. If less than 50% of the valid votes cast in one or both districts are against amalgamation, then it will not proceed.

Additional information regarding voting criteria and other matters will be covered in my March report.

8. Items relevant to Golden Bay from the Full Council Meeting held on 26 January 2012

1. Tourism Targeted Rate

I have taken this piece directly from Council website:

“The Tasman District Council is proposing to change the way it collects the current Targeted Tourism Rate.

Introduced two years ago, the targeted rate was paid by those in Tasman who benefitted directly through tourism to the region, with the monies collected being provided to Nelson Tasman Tourism to fund destination marketing.

The proposed change to be included in the upcoming draft Long Term Plan consultation is that the tourism rate be reduced significantly and spread across all rateable properties in the District.

“Over the last two years the Targeted Rate has been managed by the Council, there has been considerable discussion about the annual return and the number of properties that have not been identified leading to accusations of inequity as well as the time the Council has had to invest in the management of the rate for the level of return. For these reasons the Council is proposing a district-wide charge,” said Mayor Richard Kempthorne.

The proposed rate is \$20 plus GST per rateable property.

The Draft Long Term Plan will be released for public consultation on 23 February, closing 30 March.”

2. Community Board targeted Rates

Unfortunately this rate stays:

Golden Bay to pay \$13.24 (GST exclusive)

Motueka to pay \$10.73 (GST exclusive)

Once again the unfairness of this where we pay twice for our own governance, once through the general rate and then again through this targeted rate, was pointed out to the councillors.

Staff time is no longer charged out to community boards - this is a very positive change. We would have hoped that this would have reduced the amount we needed to pay.

We were given a commitment that election costs would also be abolished. The election paper comes out with the Mayoral candidates, the Council candidates and the Community Board candidates (if there is an election) all on the one paper and all arriving in one envelope and returned in the one envelope. This should be covered in the governance amount paid in the general rate as it is for all other ratepayers. We are paying twice for elections and by doing so subsidise everyone else's election costs.

Unfortunately the commitment to remove the election costs has not eventuated and a reduced election component has been included. So how did the targeted rate get up to \$13.24 plus GST when some costs have been removed? Now all the community board mileage is charged against the Community Board instead of taking it from the general pool. This penalizes our rural community where members have large distances to travel. The only way to save on this is to ensure we vote for Community Board members who live right in town and don't use their cars at all. They would be cheap to fund with this latest charge. This is yet another blow for a rural area such as Golden Bay.

Motueka members have very minimal travel costs due to their smaller urban area so their Community Board targeted rate has been able to be reduced very significantly.

In fact Motueka's targeted rate (\$10.73) includes an amount of \$4.00 that the Motueka Community Board has chosen to have added on to pay for special projects in their area; their targeted rate then is actually \$6.73.

The fact that Council has voted to spread the cost of Tourist Promotion and administration over all ratepayers instead of the unpopular Tourism targeted rate is a direct contradiction to what they have voted to do with the community boards.

This new calculation of the Targeted rate for Community Boards goes forward to the Draft Long Term plan and I urge Golden Bay Ratepayers to submit against this latest version of the targeted rate which is an injustice for the Golden Bay Community.

Recommendation

“THAT the Golden Bay Community Board submits against this Targeted rate for Community Boards.”

3. A booklet has been published by MAF on the history of the Mapua Cleanup

All ratepayers continue to pay this Mapua clean up rate so it is of great interest to us all. Council is purchasing copies of the book and it will be available in our libraries.

4. The group who formed the Rototai Health Centre Trust in November 2011 requested Council to appoint a member to their Trust. Council declined this request.

5. Council will appoint an independent Electoral Officer Mr Warwick Lamp for the Amalgamation poll. This is to ensure that this poll be seen to be conducted completely independently.

Christchurch firm Electionz.com will be contracted as the service provider to carry out the actual poll.

6. Aerodromes

Copied from the meeting papers:

“During the workshops Councillors considered options for reducing the general rate requirement for the Motueka and Takaka aerodromes and asked staff to review the work programme for this activity to bring to Council a work programme and levels of service that would enable these facilities to operate without support from general rates. Measures that could be considered to achieve this objective include:

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 Consideration of lower levels of service for Takaka, including if necessary the closing of the cross runway, in due course.

3.11. During the workshops the Councillors considered the contribution required to support the Motueka and Takaka aerodromes and asked staff to bring back the above changes for consideration”

The report detailing the changes has not yet been presented to Council. These changes will be part of the Draft Long Term Council Plan.

7. Port Tarkohe

Copied from the meeting papers:

“3.12. During the workshops Councillors considered options for reducing the general rate requirement for Port Tarkohe and asked staff to bring to Council a work programme and levels of service that would enable these facilities to operate without support from general rates. Because of the debt associated with the Port, this cannot be achieved immediately.

3.13. Measures that could be considered to achieve this objective include:

- Increasing income through higher charges.
- Changing the proposed new berths to a small 18 berth facility.
- Reducing costs for the proposed new wharf.
- Private sector capital participation.

3.14. Notwithstanding these proposals the Port is still anticipated to require funding from general rates most years until 2016/2017 as shown below:

<i>Report Number</i>	<i>Rates requirement</i>
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Year	
2012/13	50,407
2013/14	-51,062 (surplus)
2014/15	21,531
2015/16	7,167
2016/17	-6,426 (surplus)

Port Tarakohe generated plenty of discussion. The Councillors are very concerned with the level of funding still required by the port.

The resulting resolution was:

The CEO, Manager Property Services, Accounting Manager, Mayor, Councillors King, Sangster, Bouillir and Board Member McLellan are tasked with reviewing the Port Tarakohe operations and reporting back to Corporate Services Committee in time for recommendations to be considered during the preparation of the final LTP.

The Golden Bay Community Board have always believed that all Board Members should be involved in the governance of the port and wish to see it included in the Boards delegated responsibilities.

Recommendation:

“THAT the Golden Bay Community Board writes to the Mayor requesting that Port Tarakohe be included in the Board’s governance responsibilities.”

9. Golden Bay A&P show

Once again a very well run and successful Show. Chris Choat organised the Tasman District Council trade stand and was awarded 2nd prize in the ‘Trades’ exhibits. Well done Chris.

Chris along with Ken Wright Council's Biosecurity Officer, the Mayor and the Community Board all were present to answer questions and generally provide a Council presence at the Show.

I believe it would be a retrograde step for Council to pull out of attending A & P shows as this is an opportunity to showcase Council's current projects while ensuring that ratepayers can engage with staff or elected representatives if they choose.

The Community Board raised approximately \$250.00 in a silent auction for the World Cup banners.

Recommendation:

"THAT the Golden Bay Community Board puts the money raised from the silent auction for the World Cup banners towards a community project, yet to be decided."

10. Various

Board member Leigh Gamby will be absent for approximately 12 weeks as he undergoes hip replacement surgery. We wish Leigh a speedy recovery.

Sympathy is extended to Nancy Heyes, our Board Secretary, her husband Alan and the family in their loss of Evelyn Richards, Nancy's Mum.

11. Thanks

To all those who worked in difficult circumstances this year to provide holiday activities, particularly **Dave Mayall** who ensured that Santa did get through in spite of all the rain; **Grant Knowles** who has organised a wonderful display of our talented local artists; and **Penny Griffith** who is organising the Abel Tasman 370th commemoration celebrations.

12. Dogs in Takaka

At the December 2011 meeting the GB Community Board was presented with a petition requesting that dogs be allowed in the CBD. This petition has been forwarded to the Environment and Planning Department. There was also a request by this group that the Dog Control Bylaw review period be brought forward.

Recommendation:

"THAT the GBCB discusses the request to have the review period brought forward."

13. Swimming and Diving - Reminder

Our rivers change every time there is a flood and it is important to remember to investigate the depth before swimming or diving. The old adage – “Look before you leap!” – certainly applies here.

14. Welcome to Golden Bay Signage

At the December meeting a presentation was made by Dean Atkinson regarding his ‘Welcome to Golden Bay’ logo.

Recommendation:

“THAT the Golden Bay Community Board discuss this logo and the possibility of new ‘Welcome to Golden Bay’ signage, which Mr Atkinson offered at no cost to the Board.”

15. Rockland Road Weedbusters – Request for Funding

Recommendation:

“THAT the Board considers this funding request from the Rockland Road Weedbusters Group and considers granting up to \$500.”

16. Engineering Meeting

The Council’s Engineering Committee meeting will be held in the Bainham Hall following the James Road Bridge Opening. This will be a first for Bainham to have a Tasman District Council committee meeting onsite and is an opportunity for local people to attend and if they wish, contribute to Public Forum.

17. Lower Aorere River Visit

Following the Engineering meeting, Golden Bay Federated Farmers has arranged for the Mayor and Councillors to visit the Lower Aorere Catchment for a firsthand look at the ongoing damage that is occurring on farms in that area. This damage originated from the 28 December 2010 weather event and flood.

Sue Brown’s address to Engineering Public Forum is attached.

Carolyn McLellan