

Robyn Scherer

From: Angela Brown on behalf of Reception Richmond
Sent: Monday, 7 May 2012 8:42 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Regional Land Transport Programme

2340

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 7 May 2012 7:32 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Regional Land Transport Programme

Website Submission - Draft Regional Land Transport Programme

Title *
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EditableLiteralField827
Organisation
Position

Would you like to present your submission in person at a hearing?

No

If yes, what is your preferred hearing location?

Richmond

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Your comments *

I believe the Council MUST make the Turners Bluff repair a high priority. The road is dangerous already and the risk of collapse extremely high. Would the Council like to be sued by a Coach of American tourists? This bend is already so sharp that buses cross the central line, the risk of accident is ever present. The money must be put into the budget urgently.

**Attach a file to your submission
Referrer**

Robyn Scherer

From: Angela Brown on behalf of Reception Richmond
Sent: Friday, 4 May 2012 11:10 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Regional Land Transport Programme

2341

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 4 May 2012 9:57 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Regional Land Transport Programme

Website Submission - Draft Regional Land Transport Programme

Title *
Mr

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Rich

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Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

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Your comments *

I wish to submit that the TDC takes the opportunity to include improvements to the Kaiteriteri Road in its bid for funding support from the central government Land Transport Fund.

The debarke over Turners Bluff sees that dangerous part of the road still not addressed in spite of 99 submissions made to the councils draft 10 year plan by road users.

If the TDC cant find the money in its budget, then surely applying to central government is a must.

Attach a file to your submission

Referrer

Robyn Scherer

From: Angela Brown on behalf of Reception Richmond
Sent: Friday, 4 May 2012 8:19 a.m.
To: Robyn Scherer
Subject: FW: Submission on TDC LTP

2342

From: sandy.stephens@clear.net.nz [<mailto:sandy.stephens@clear.net.nz>]
Sent: Thursday, 3 May 2012 9:27 p.m.
To: Reception Richmond
Subject: Submission on TDC LTP

I wish to submit that the TDC include improvements to the Kaiteriteri Road in its bid for funding support from central government's Land Transport Fund. Continuing widespread concern among users of this road have been submitted *ad nauseum* over past years, all to no avail. What does it take for those outside Richmond to get due consideration for the Regional Land Transport funding?

The Kaiteriteri Recreation Reserve Board has already put the case for this road to be accorded high priority, not least as a safety measure but also for the many additional reasons cited in past submissions on the road from Riwaka to Marahau via Kaiteriteri. It is unbelievable that this road, especially the dangerous area around Turners Bluff (on which I have already submitted) is not included in TDC's draft 10 year Plan!

I cannot comprehend the mentality behind priorities TDC sets when such a vital road link is continually neglected in favour of less urgent roading elsewhere over the past and the coming decade. What will it take to get action on this – horrific crashes? Pedestrians struck by vehicles and whatever they tow? Cyclists thrown off their bikes by passing vehicles? Shame.

Alexandra Stephens
35 Anarewa Crescent
Stephens Bay
RD2 Motueka 7197

Robyn Scherer

From: Angela Brown on behalf of Reception Richmond
Sent: Thursday, 3 May 2012 9:12 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Regional Land Transport Programme

2343

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Thursday, 3 May 2012 7:55 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Regional Land Transport Programme

Website Submission - Draft Regional Land Transport Programme

Title *

Mr

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**Organisation
Position**

Would you like to present your submission in person at a hearing?

No

010

If yes, what if your preferred hearing location?

Richmond

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Your comments *

I note the significant works planned for the Motueka Valley road and then compare its relative isolation to the daily traffic flows and summer peaks of the Kaiteri Road. I think the TDC Longterm Plan submission process has raised the profile of the Kaiteri road conditions and the fact that Kaiteri residents have been patiently waiting long enough. More and more cyclists are using this road to access the bike park and I can see dangerous overtaking manoeuvres on the tight blind corners that do endanger lives. It is time the TDC transport committee defines its plans to tackle the issues with this road.

Attach a file to your submission
Referrer

Robyn Scherer

From: Edna Brownlee on behalf of Reception Richmond
Sent: Monday, 30 April 2012 9:38 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Regional Land Transport Programme

2344

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Sunday, 29 April 2012 9:16 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Regional Land Transport Programme

Website Submission - Draft Regional Land Transport Programme

Title *
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Organisation
Position

Would you like to present your submission in person at a hearing?

No

If yes, what is your preferred hearing location?

Richmond

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Your comments *

I wish to submit that the TDC take this opportunity to include improvements to the Kaiteriteri Road in its bid for funding support from central government's Land Transport Fund. I hope that the council does not intend to ignore the 99 submissions that were made to the draft ten-year plan making it clear that there is widespread discontent and concern among users of this road. The figures quoted in the Kaiteriteri Recreation Reserve Board's submission would surely hold some weight with NZLT if the council listed the safety of these road users as a priority. How is it that is doesn't even make the ten year list? Folly!

**Attach a file to your submission
Referrer**

Robyn Scherer

From: Valerie Gribble
Sent: Wednesday, 16 May 2012 9:24 a.m.
To: Robyn Scherer
Subject: FW: Submission on Draft Tasman Regional Land Transport Programme 2012-2022

Is this for you?

2345

From: Shelley Williams **On Behalf Of** Reception Richmond
Sent: Monday, 14 May 2012 3:02 p.m.
To: Valerie Gribble
Subject: FW: Submission on Draft Tasman Regional Land Transport Programme 2012-2022

From: Jo-Anne Vaughan [mailto:jaavn@xtra.co.nz]
Sent: Monday, 14 May 2012 2:47 p.m.
To: Reception Richmond
Subject: Submission on Draft Tasman Regional Land Transport Programme 2012-2022

To: The RLTP Draft 2012 – 2022
Tasman District Council.

From: Josephine Anne Vaughan,
20 Hiawatha Lane,
Takaka,
Golden Bay.
Phone (03) 5256031

I am submitting to ask that you give the Abel Tasman Drive cycle lane from Pohara to Takaka high priority in your draft programme for 2012–2022. I submitted on this via the LTCCP process and I can only repeat what I said.

There are nearly 800 people living in Pohara and beyond, Golden Bay's largest settlement. They are dependent upon Abel Tasman Drive as their only access out of the area. The road is narrow and dangerous for cycling and residents feel land locked, only able to travel by a motorised vehicle. Those who do cycle speak of fear and near misses. This community is desperate to be able to safely cycle to town, facilities and schools.

A cycle lane for Abel Tasman Drive has been proposed in other annual plans and keeps being put back. Currently it is still planned but not in the 2012-22 plan. I am asking that it be regarded as an urgent priority with work starting in the next three years.

Cycle lanes should not be confused with the current fashion of creating cycleways for leisure cycling. Roadside cycle lanes are an infrastructural issue, regarded in Europe as a normal adjunct to building roads and highways.

Families in the Pohara/Ligar Bay community find themselves driving a car as their only choice, some needing two family cars to enable children to be driven to various activities.

Some forecasters are saying the cost of petrol is likely to double in the next ten years.

Having had two unprecedented “off the scale” heavy rain events in Golden Bay between 28th December 2010 and 14th December 2011 locals are becoming extremely aware that the climate is changing. We are more slowly coming to the realisation that carbon dioxide in the atmosphere from burning fossil fuels is the cause and more of us are trying to take individual responsibility for reducing our carbon footprint.

Quite apart is the growing awareness of cultural obesity and heart disease due to lack of exercise.

I believe that this cycle lane should occupy higher priority than most of the listed priorities in places that I recognise from your 21 RTC Priority List, and would be the only Golden Bay item.

Yours sincerely,

Jo-Anne Vaughan.

Karen and Wayne Mackey
21 Wensley Road
Richmond 7020
NELSON

Phone 03 5445146
e_mail Karenmackey@snap.net.nz

21 May 2012

Draft Tasman Regional Land Transport Programme 2012-15

Tasman District Council

Private Bag

RICHMOND 7050

E_mail rtip@tasman.govt.nz info@tasman.govt.nz

Dear Councillors

Submission on Draft Regional Land Transport Programme 2012-15

With reference the above draft programme we would like to make representation on Priority 21- Wensley Rd Improvement which appears to have a budget of \$1,211,500.

We have requested copies of the draft plans of the proposed roading improvements however for whatever reason these have not been provided so our submission is somewhat limited until we have this information. For the budget to be estimated to the nearest \$500 we would assume a draft plan exists which shows the roading re-alignments and land to be acquired detail.

From what we can ascertain to date:

- The road width will be increased to 24m(narrowest existing section 12m in width)
- Land will be acquired under the Public Works Act- we assume this to include ours
- Traffic volumes to double in the long term
- The status of Wensley Rd will change to "arterial"

The impact of the above on Wensley Rd residents, most we expect will currently have no idea of what is planned by the TDC(we would suggest a mail drop asap), will be significant and far from minor.

- Road safety- entry and exiting driveways will become difficult and dangerous
- Environment- increased pollution and road noise especially if the road is widened
- Land value- land value will be materially lowered
- Personal enjoyment- it would appear we will lose a significant portion of our native garden, noise levels will increase, outdoor use will be limited and car / heavy transport pollution will be an issue

Also we would raise the issue of what happens to the traffic at Oxford St ?.

In our view other options need to be looked at more closely including:

- Making the Oxford St ring road work properly to take traffic of Wensley Rd
- Making greater use of Hill St making access to schools /deviation via Champion Rd
- Limiting development south of Bateup Rd

In summary as the current proposal stands and without clarity around the detail of the proposals we strongly oppose any alteration to Wensley Rd and any further subdivisions south of Bateup Rd.

We would also advise that we would like to be make a presentation to Regional Transport Committee on the proposed Wensley Rd Improvement.

Yours sincerely

Wayne Mackey

2346

Karen Mackey

016

2347

TIAKINA TE TAIAO

SUBMISSION DRAFT TASMAN REGIONAL LAND TRANSPORT PROGRAMME

2012 – 2015

INTRODUCTION

1. Tiakina Te Taiao Ltd (Tiakina) is an iwi mandated resource management entity that provides a proactive and professional iwi resource management and environmental advisory service to elevate iwi values and profile in resource management. Tiakina also advocates for the protection of cultural heritage. Likewise, Tiakina provides cultural, social and educational aspects for understanding on Council urban and rural development, and enhancement and protection of the natural environment from a Māori worldview for the wider Tasman and Nelson communities.
2. Tiakina represents the following iwi: Te Ātiawa, Ngāti Koata, Ngāti Tama and Ngāti Rarua and Ngāti Rarua Ātiawa Iwi Trust (NRAIT). The sixth member is Wakatu Incorporation (a Māori Incorporation originally constituted under the Māori Reserved Land Act 1955, by the Wakatu Incorporation order 1977), which represents approximately 4,000 owners who descend from Ngāti Koata, Ngāti Rārua, Ngāti Tama and Te Ātiawa. Collectively the four Tainui-Taranaki iwi in western Te Tau Ihu are acknowledged and recognised as tangata whenua, manawhenua iwi and continue to hold Māori customary title to whenua (land), wai (water), moana (sea) and flora and fauna.
3. Tiakina advises Council on iwi being engaged and consulted in Council processes and procedures. Tiakina assists in managing the environment and ngā taonga tuku iho which are core to manawhenua iwi identity and survival. Therefore the role of Tiakina is to enable manawhenua iwi to meet their obligations as kaitiaki of their lands and natural resources, and the right to use and develop those resources sustainably. Further, to raise awareness of tikanga and mātauranga Māori in resource management and environmental research and development of community based initiatives.

KEY ISSUES

Te Tiriti o Waitangi/The Treaty of Waitangi

1. There is no reference to Te Tiriti o Waitangi/The Treaty of Waitangi and the principles that underpin the relationship between Council, NZTA and tāngata whenua in the Tasman district.
2. Tiakina recommends the inclusion of a new section in this draft RLTP that addresses Te Tiriti o Waitangi/The Treaty of Waitangi obligations.

Engagement with Iwi and Maori

3. There is currently one iwi representative on the Regional Transport Committee. A workshop should be held with iwi trusts to outline the role and purpose of this position, the RTC and Land Transport Management Act. These workshops can be held at the Marae and will help build iwi capacity and participation in these processes.
4. The RTC should also meet with Iwi Trusts to discuss this draft programme to identify any cultural issues. Iwi input ahead of public consultation is important so early identification of cultural issues and mitigation measures can be raised and noted in the draft programme and work plans. Also engagement with iwi trusts will build partnership relationships between NZTA and Iwi.
5. The cultural landscape is significant in Tasman and any land transport programme will need to take into account iwi values. Any road activities and earthworks have the potential to affect Iwi cultural values and significant areas of waahi tapu and pa areas. For example the recent road re-alignment project at Turners Bluff.
6. There should be a budget allocated for Cultural Impact Assessments (CIA's). These reports outline iwi cultural values, identify any adverse effects on the environment, cultural heritage and values as a result of the road programme and outline recommendations to mitigate any effects.
7. Iwi goals and aspirations are for a safe and sustainable land transport system but these must be balanced with the preservation and protection of cultural heritage areas especially those located on the coastal environments.
8. Provision should be made for the use of Te Reo Maori signage. Iwi wish to be involved in the design and development of these signs. Any proposals for road names should involve iwi consultation.
9. The destruction of native flora and fauna due to road works is a major concern for iwi. The use of flora and fauna in restoration programmes are highly recommended.
10. The acquisition of Maori land is a major concern for iwi. This programme should highlight any areas where land may need to be acquired for roading purposes.

11. This transport programme has the potential to impact on kaimoana and mahinga kai areas, rongoa plants and waahi tapu areas. Iwi consultation is a priority in any work programme.
12. Ensure regional transport strategies are developed with input from Iwi. Workshops may be held at Marae to facilitate participation of Iwi Maori communities.
 - o Improve accessibility and safety of public transport for Maori
 - o Develop measures to increase walking/cycling for whanau ora in communities
13. To make provision for budget for iwi monitoring for road works close to waahi tapu areas. For example, MDF plant to the port, Moutere Highway/Waimea west intersection, Mouteka Valley widening programme, improvements to Lower Queen/Landsdowne intersection, McLeans Corner realignment and Mouteka Valley bridge realignment programme ie Ngatimoti, Peninsula, Riwaka & Motueka.

Submission Hearing Presentation

We request the opportunity to be heard in support of this submission.

Ngā manaakitanga o te Runga Rawa

Kura Stafford
Manager

Tiakina te Taiao
PO Box 1666
Nelson
Phone 03 5467842/0275467842

NEW ZEALAND AUTOMOBILE ASSOCIATION -- NELSON DISTRICT

PO Box 164
Nelson 7010
Ph 03 546 3906

20th May 2012

2349

RLTP submissions
Tasman District Council
Private Bag 4
Richmond 7.50

RE: Draft Tasman Regional Land Transport Programme 2012 - 2022

We, The NZ Automobile Association Nelson District an Incorporated Society have 21,549 personal membership and 11,317 vehicle based membership in the Nelson Tasman area. We give close constructive attention to any matters that affect road users.

- Mobility is crucial in every one's life today with the private vehicle being an essential mode of transport
- Road safety is paramount to reduce fatality and accident rates.
- Transport roading network planning to improve economic efficiency has to be high priority.

We acknowledge that The RTC is required to determine a regional priority for all activities proposed by NZTA and activities purposed by Tasman District Council.

We are informed of the Government Policy Statement on Land Transport Funding that sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years. Under these circumstances the setting of priorities becomes the sole determinant of future projects. We are aware the delivery of the programme is reliant on Tasman District Council and NZTA securing the funds and delivering the programme.

Order of Priorities by the NZAA Nelson District Council

For the reasons stated above, the setting of priorities is crucial to achieve the most efficient process in which to use the limited funds available. To this end and to clearly express our view we have used your table on page 29 & 30 to present our order of priorities.

Comments:

1. For unknown reasons The Motueka Study Project has been passed by. We have been active to bring this matter forward on the basis that the study concentrates on low cost in the short to medium term projects on High Street. We strongly support NZTA and TDC in progressing this project. We submit that this New Motueka Study Project be place on the priority list at number 1.
2. We submit that the single most important expenditure should be towards maintenance of the roading network or improvements to the road surface.
3. Capital expenditure should be limited to intersection improvements with road widening be removed from the priority list in the mean time. We suggest determination of capital projects beyond the current three term should only be prioritised after design & cost estimate has been completed.
4. The road to Kaiteriteri should be assessed under the "strategic fit" that takes into account the special attributes as a high profile tourist destination and entry to the Iconic Able Tasman National Park. We submit that The Able Tasman Park is of National and also International importance, improving road access to Kaiteriteri is urgent and should be recognised within the "NZTA Assessment Process".

**ROAD TRANSPORT
ASSOCIATION** 

2350

**SUBMISSION : DRAFT REGIONAL
LAND TRANSPORT PROGRAMME
For TASMAN 2012 - 2015**

16th May 2012

1. INTRODUCTION

Road Transport Association New Zealand (RTANZ) is a constituent member of the Road Transport Forum NZ, representing goods road transport operators. The Association represents approximately 500 members, operating approximately 2000 trucks and commercial vehicles in the South Island north of the Waitaki River, including Nelson/Marlborough and the West Coast. Approximately 18% of members are based within the Tasman region while others operate frequent or occasional services from other regions to destinations within Tasman.

Members service all sectors of the economy and operate fleets ranging from single vehicle owner operators to fleet operators with in excess of 100 trucks in multiple locations. Many members offer multi-faceted operations including road transport services, contracting, warehousing, import and export services, customs clearing, freight forwarding, container handling and storage. There is also a sizable workforce that requires transport to undertake their jobs and range from small fleets to very large fleets that employ up to 1000 staff.

As a consequence the road transport industry is a highly significant provider of services to the Tasman economy within the region and inter-regionally.

2. BACKGROUND

The purpose of this submission is to request that the Tasman District Council take into consideration the requirements of transport operators who service the various primary, business and retail sectors contained within the Tasman economy. These requirements would ensure operators are then able to provide a safe, efficient and cost effective service to their customers and continue their sizable contribution to regional growth within the greater Tasman area.

This submission generally supports the draft Regional Land Transport Programme 2012-15 but would like to comment regarding initiatives and policies that the Association and industry considers require attention.

3. KEY ISSUES

The Association has identified three issues for comment:

1. Infrastructure related to road transport
2. Modal Choice – Improved Productivity
3. Environmental

3.1 Infrastructure

A secure infrastructure is critical to the economic wellbeing of the Tasman regional economy and the Association supports the programmes continued direction on this. As has been outlined in previous submissions by the Association the need for an efficient link from the east and west and to the port of Nelson remain the highest concern for the Association.

As was demonstrated late last year with the adverse weather conditions and resulting heavy rainfall it was realized that if you do not have secure routes or if the traffic pattern changes this can and will have a major down side effect on the efficiency of freight movements within the Tasman region. The impact on infrastructure from an event like this can be severe and in our view a high priority should be placed on safeguarding these routes and restoring transport networks for the future.

In relation to specific activities noted in the draft plan the Association supports the following

- State Highway – Maintenance, renewal and construction work as outlined
- Local Roads – Maintenance, renewal and construction work as outlined
- HPMV – Investigation, design and construction of sections identified (MDF & 88 Valley to Port)
- Richmond - Roundabout and intersection improvements – Champion & Salisbury

As outlined in the Draft RLTP the Government Policy Statement sets the priorities to be considered when allocating funding such as a strong focus on economic growth and productivity, value for money and a safe environment for all road users. The Association would like to see the Tasman District Council continue to apply these priorities as it strives to provide a secure and resilient transport network that improves journey time, eases congestion, and provides more efficient freight supply chains.

3.2 Modal Choice

Productivity

Increasing vehicle weights and dimensions have shown improved productivity for road transport operators resulting in direct benefits to the economy.

Studies undertaken for Road Transport Forum NZ show that reductions in freight costs from an increase in productivity provide economic benefits enabling expansion of markets. Consequently it can be expected that additional freight would be generated as a result of improved productivity which will benefit the regional economy but may not result in a reduction in truck numbers.

As transport operators continue to embrace the opportunity High Productivity Motor Vehicles (HPMV'S) provide, the focus continues to be put on the lack of routes available due to age and condition of the roading network and structures such as bridges and culverts which prohibit full utilization of this mode.

It is acknowledged by the Association that the draft RLTP has included two important sections of road for upgrading to HPMV standard. However, given the growth in the key primary industries in the greater Tasman area the Association recommends that this programme should include further provision for investigation and corresponding improvement to the network to allow operators the opportunity to fully utilise HPMV's in the efficient movement of freight on a wider number of roads with the region.

Other benefits of HPMV trucks are fewer trucks on the road/safer communities, fewer drivers required, less emissions / reduced carbon foot print.

3.3 Environmental

Stock Truck Effluent Disposal

For many years now our industry and other regions have worked well to provide a number of stock truck effluent disposal sites. With the growth in the movement of stock we believe that this program needs to be an ongoing activity and that Tasman District Council needs to work with its adjacent Councils to provide a network approach to this developing and growing issue.

Member need and Association support continues for a site on SH 6 to be established and operational as soon as possible.

Referring back to the Code of Practice developed by the National Stock Effluent Working Group some 15 years ago it details three protocols that were to be adhered to, to minimize the risk to the public of effluent being spilled onto the roading network.
These were:

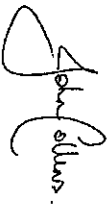
- that farmers would stand their stock for the required time prior to transport,
- local bodies and others must install and maintain effluent disposal sites
- And finally stock transport operators would install holding tanks and use the strategically placed effluent disposal sites.

Stock transport operators have followed this code of practice and fitted holding tanks to their vehicles at considerable cost, however a large number of local councils have not met their commitment to build and maintain effluent disposal facilities and this needs to be addressed.

4. HEARING

We request that we be heard in support of this submission.

Please contact the undersigned at the above address or by email to icollins@rtanz.co.nz or by phone on 027 444 8136.



John Collins
Area Executive – Region 4
Road Transport Association NZ Inc

2012-11-08 2:02 PM
2012-11-08 2:02 PM

TASMAN REGIONAL LAND TRANSPORT PROGRAMME
2012 – 2015

Submission by Motueka Community Board

2351

A. LOCAL ROADS

It is of considerable concern that the Programme (2012 – 2015) does not include any Motueka Ward road projects. The \$510,000 allocated is for Richmond items.

- (1) The major concern relates to the Riwaka – Kaiteriteri Road. A comprehensive plan to upgrade this road was prepared in 1999 – 2000 and this has been postponed repeatedly.

The Council's work, recently, on Turner's Bluff is acknowledged but it appears that the widening, realignment and associated works for this section may now be shelved, or seriously delayed.

The road carries considerable traffic volumes, including large passenger service operators, not only during the summer months, and as a consequence of minimal maintenance and lack of upgrade, has become increasingly dangerous. Narrow and winding sections of the road make negotiation, with large transport vehicles, caravan and towing vehicular traffic very dangerous.

It is of the high priority, urgently needing complete realigning and reconstruction to minimise the possibility of a serious accident occurring.

- (2) Link Manoy Street and Talbot Street

Linking these two streets along the eastern boundaries of SportsPark and Motueka High School looks straightforward.

The 200 metre unformed legal road would pillow traffic between Whakarewa Street and Pah Street, linking particularly High School traffic with Memorial Park, Library and Parklands School.

It would ease some of the congestion on High Street itself. (On the east side of High Street, congestion has been reduced when Woodlands Avenue was linked directly with the New World supermarket). Much of the same would occur with the Manoy-Talbot streets link.

Should property ownership factors be a stumbling block for a “complete” linkage, a temporary restricted link, possibly considering a “one way” option between the two streets should be looked upon as an urgent alternative. For traffic movement reasons, this link is quite important locally.

(3) Parker Street, from Parkerfield to High Street

The asphalt seal along Parker Street is deteriorating, in places to the point of “break down”.

Parker Street was possibly one of the streets first sealed by the local Council in the 1950’s, and for many years it serviced a comparatively low level of traffic, much of it farm vehicles.

In recent years, there has been extensive subdivision including Parkerfield, Te Maatu & Brown Acre. At the same time, there has been residential growth along Atkins Street and Wilkie Street.

As a result of this development, the street’s asphaltic seal has degenerated.

An upgrade is required. The development roading levies might be an income source for this project. Is that practicable?

(4) Intersection Improvements

The Swamp Road / Anderson Road intersections in Riwaka with (a) Umukuri Road (b) Factory Road and (c) Dehra Doon Road / SH60 to be re-aligned.

Improved signage, road marketing and median barriers will improve the safety along this increasingly busy road.

Heavy traffic from Motueka Valley West Bank, plus traffic from Motueka avoiding the right-angled corners and speed restricted area of Riwaka are using this road en-route to either Golden Bay or Kaiteriteri.

A detailed investigation of Swamp Road, its intersections, width, drainage issues would be a first step requirement.

B. NEW & IMPROVED INFRASTRUCTURE FOR STATE HIGHWAYS

The \$835,000 allocated does not include any projects within the Motueka ward.

The Motueka Transportation Study was completed in 2010, and has received extensive local community discussion with projects prioritised. The Motueka Community Board meets with NZ Transport Agency on May 30th and these

projects will be discussed, especially the costings of individual projects, and possible re-prioritised following that meeting.

A recent survey of residents was carried out by the Motueka Community Board to gauge and prioritise options. From the results the following was acknowledged:

The current priorities are, from highest poll: (1) High Street intersection with Pah Street and Greenwood Street (traffic signals) (2) Round-a-bout at Clock Tower corner (3) Pedestrian crossing at New World / The Warehouse.

The State Highway situation will be further developed at the RLTP Hearing on June 8th, with the TDC / RLTC.

C. CYCLEWAYS

The State Highway's allocation is for \$76,400.

The District Council's allocation is for \$1,492,700 of which \$1,399,700 is for the year 2014 – 2015. There is no explanation for the substantial increase in Year 3.

It would be instructive to have details.

Cycling, as an alternative transport method, is noted favourably in the RLTP (as it is in the TDC policies) but the total allocation of less than \$1.5m is disappointing.

Cycleways (and cycle lanes) have a low cost relative to motor vehicle projects and consequently have a high B.C.R. Importantly, for reasons of convenience, cost and health, the number of cyclists has increased markedly in recent years.

The Council, through the RLTP (and other transport plans) is urged to increase its funding levels, to re-focus its transport priorities, and to encourage its transport advisors accordingly.

D. FOOTPATHS

There is no footpath component in the RTLP.

Where is funding allocated for this item?

Not only for pedestrians, but for those on mobile scooters, wheelchairs or in walking frames the high standard of our heavily-used paths is critical.

For Motueka ward; there is approx. 40km of footpaths with a replacement cost approximating \$1m. To maintain these and to sustain a renewal policy (e.g. of 1km annually) an annual budget of \$50,000 is necessary.

Are the footpaths being sustainably managed?


E. CONCLUSION

Notwithstanding the above comments, the Programme includes budget items for District-wide projects:-

- Sealed road re-surfacing (\$8.2m)
- Drainage renewals (\$4.3m)
- Sealed pavement maintenance (\$2.5m)
- Traffic service maintenance (\$1.5m)
- Minor safety improvements (\$3.2m) for example.

Some Motueka ward projects will be included in the items listed (and others not listed).

Details of some of these are described in the 2012 – 2022 Long Term Plan, and it is expected that further information will follow once the Long Term Plan is finalised.


Paul Hawkes (Deputy chair MCB)

This submission has been prepared in accordance, with the Local Government Act 2002 and the TDC's delegations August 2011.



GREY POWER MOTUEKA



2352

0357

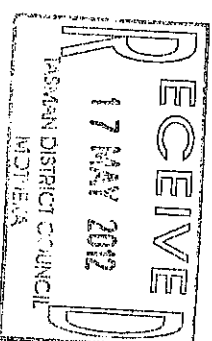
(The Active Organisation for those over 50)

PO Box 350, Motueka 7143,

Phone, 03 528 9076

Date, 17 May 2012

The Mayor,
Tasman District Council



Dear Richard,

Please find attached. a copy of the letter we sent on 28th January with its attachment, a letter we received from the Minister of Transport last year. Also a copy of the letter over the signature of the Transportation Manager dated 30th March who appears to have replied to our letter we sent to you on your behalf.

We are disturbed to find that the content of this letter is very similar to the responses we have received from Council on this issue for the last 8 or 9 years. We are particularly concerned about the quite unreasonable last sentence in this letter. 'I suggest that they go to the existing pedestrian crossing to cross this busy road safely.'

From where the walkway from the Warehouse meets the High St, which is right opposite from where the walkway from the New World Supermarket meets the High St, via the pedestrian crossing by the Tudor St intersection, is about one quarter of a kilometre. 270 to 280 metres by our calculations.

Also by using this route, one has to cross the bass of Tudor St, a busy intersection with High St with much turning traffic and where there is NO pedestrian crossing.

Our reason for stating that the last sentence in the letter over the signature of the Transportation Manager is quite unreasonable is because it shows no consideration has ever been given by either Council or NZTA (formally Transit NZ) to the elderly members in this community who Grey Power Motueka represents. An ever increasing percentage of the local population who have limited mobility and eyesight.

Ten years ago it was expected the two walkways from New World and the Warehouse would be joined by a pedestrian crossing. But for 10 years Grey Power Motueka has had to put up with the same reasons or excuses as listed in the letter over the signature of the Transportation Manager.

We suggest that an on site meeting would show several sites close to where these walkways meet the High St, where a pedestrian crossing could be positioned. No lights or centre island required. Just well marked crossing that should be considered separately from the other High St roading issues. This because compared with some of the others, it would be relatively inexpensive to implement.
Secondly because its long standing need.
And third. this is a pedestrian issue.
It is understood that Council is meeting with NZTA on 30th May.
The committee of Grey Power Motueka request that this correspondence be discussed at this meeting. ✱
Secondly we understand that submissions to the Tasman Regional Land Transport Programme close next week. The committee of Grey Power Motueka request that this correspondence be supplied as our submission. ✱

Yours Sincerely,

Jim Butler

Secretary



TAHAKA
TASMAN DISTRICT COUNCIL



29 January 2012

Mayor Kempthorne,
Tasman District Council,

Dear Richard,

Reference the attached copy of a letter from the Minister of Transport that the Grey Power committee received last December. The committee was enlightened by its content and determined that copies should be sent to the Mayor, certain Councillors and the Chairman of the Community Board.

When the Warehouse opened for business (it has recently held the 10th anniversary of this event) it became obvious there was a need for a pedestrian crossing over the Motueka High St from that vicinity to the New World Supermarket opposite. The need for this pedestrian crossing has been included in our Annual Plan submissions for most of the last 10 years, as many of our members no longer have the agility to cross the High St safely without a proper pedestrian crossing at this point.

Our request for this crossing has been echoed by other organisations and individuals over these last 10 years (a large number of students cross there daily and tourist season brings even more pedestrian traffic). In light of all the repeated requests over many years, it is surprising that no progress has been made towards getting this crossing installed. Thus our letter to the Minister. We can't imagine this is an expensive undertaking, and study of the Minister's letter leads us to feel that there must be something seriously wrong in the way that TDC has dealt with NZTA. Unless we're very much mistaken, the Minister's letter puts the ball squarely in your court.

Yours Sincerely

Secretary

cc, Crs Dowler, Inglis, Norriss & Wilkins and David Ogilvie



Office of Hon Steven Joyce

Minister of Transport

Minister for Communications
and Information Technology

Minister for Tertiary Education

Associate Minister of Finance

Associate Minister for Infrastructure

1 DEC 2011

Jim Butler

Secretary

Grey Power Motueka

PO Box 350

MOTUEKA 7143

Dear Jim

Thank you for your letter of 18 October 2011 expressing Grey Power's concern about the need for a pedestrian crossing at the southern end of High Street in Motueka.

The NZ Transport Agency (NZTA) informs me that a joint study was undertaken with Tasman District Council (TDC), dated April 2010, which identified a number of improvement opportunities for pedestrians and cyclists on SH 60 (High St). The improvements now require the support of TDC, the local Community Board, and representative groups, such as yourselves, to support these changes.

Once TDC has gained community support for the changes, these can be coordinated with the NZTA to submit for funding through the Regional Land Transport Programme funding process. The critical factor is that TDC must determine pedestrian desire lines and agree where the favourable crossing locations should be situated, taking account of vehicle access ways, existing parking demands and safety for all road users.

The NZTA will work closely with TDC in an effort to reach a satisfactory agreement with the community and, subject to funding, look to install safety improvements for the Motueka community.

Thank you for bringing this to my attention and I look forward to seeing progress on this matter.

Yours sincerely

Steven Joyce

Minister of Transport

Copy to: Dennis Bush-King, Acting Chief Executive Officer
Tasman District Council

034

30 March 2012

The Secretary
Grey Power Motueka
PO Box 350
Motueka 7143

Dear Secretary

Traffic Matters – High Street – Motueka

In reference to your letter and attached correspondence from the Minister of Transport we have the following points to make.

Tasman District Council has been working closely with the New Zealand Transport Agency to develop a plan to improve the traffic environment for motorists and other road users along the section of High Street where the retail activities occur.

The need for a pedestrian crossing in the vicinity has become more apparent in recent years. The bigger problem is that regardless of the need it is extremely difficult to provide a safe crossing point in this location due to a number traffic-related elements including:

1. The right turn bay into and out of New World;
2. The right turn bay into and out of The Warehouse;
3. The volume of turning traffic at this location;
4. The proximity of other intersections; and
5. The need to provide median islands to protect pedestrians crossing the road.

These elements make it a complex traffic environment and locating a pedestrian crossing would lead to crashes due to different expectations of the different road users. It should also be noted that simply painting a pedestrian crossing on the road does not make it a safe place to cross.

The letter from the Minister of Transport considers all the improvements that were considered as part of Motueka Transportation Study. This study had a number of recommendations regarding the location of the existing crossing rather than installing a new crossing in the vicinity of The Warehouse. While we can debate over who is responsible for taking the lead with regard to pedestrians improvement along this section of state highway, Council is interested in making a safe environment for all. As I have noted above Council is working with the Agency who will fund any work to develop solutions outlined in the Motueka Transportation Report. Any solution will require NZTA to approve funding for the works for which they will undertake.

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The work to date has identified the possible locations where treatments can be located. However there are consequences to these improvements which we are working through. For example to relocate the existing pedestrian crossings will require new islands and further parking restrictions to ensure any facility is safe. This will result in the loss of on- street car parking. This is a significant issue for the retailers along High Street. It would mean that the need for the current islands and extensions would cease and should be removed to encourage pedestrian cross in the right locations. This would result in the loss of the existing Golden Elm trees. Council is well aware of how important these trees are to the community.

While I suspect that will not answer your request for pedestrian crossing improvements, be assured that we are working on a solution that provides a compromise to meet all the objectives and which can gain funding.

Again thank you for your letter and until funds and an appropriate solution can be found the status quo will remain. If your members are struggling to cross the road at this point, I would suggest that they go to the existing pedestrian crossings to cross this very busy road safely.

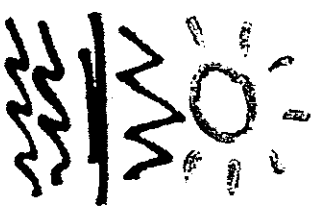
Regards

Gary Clark
Transportation Manager

Copy to: Eddie Anand, NZTA; Crs Dowler, Wilkins and Inglis; Motueka
Community Board; Minister of Transport

Golden Bay Community Board

C/- Tasman District Council
Golden Bay Service Centre
78 Commercial Street
P.O. Box 74
Takaka 7142
Phone 03 525 0020



2353

28th May 2012

Draft Tasman Regional Land Transport Programme 2012-2015
Tasman District Council
Private Bag 4
Richmond 7050

Dear Sir/Madam

GB Community Board submission – Draft 2012-2015 Regional Land Transport Programme

The Golden Bay Community Board supports the Draft Regional Land Transport Programme with the addition of a stock effluent dump site, preferably at Upper Takaka.

Yours faithfully

Carolyn McLellan
Chair
Golden Bay Community Board

