

# RECENTLY RELEASED LGOIMA RESPONSES:

## E-Buses - updated 05.11.2023

### Releases:

1. TDC's decision to remove upwards of 20 car parks clearly affects [the] commercial development at Central Park in The Meadows Development. We hereby request a written statement from Tasman District Council detailing the findings on material issued of fact – released on 23.08.2023..... 3
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10. Please provide details of the current status of the proposed change i.e. has it be decided on by the department of which you are part; or is it currently simply the departments “preference”? – released on 25/10/2023 .....	25
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1. TDC's decision to remove upwards of 20 car parks clearly affects [the] commercial development at Central Park in The Meadows Development. We hereby request a written statement from Tasman District Council detailing the findings on material issued of fact – released on 23.08.2023

i) Please note that a decision has not formally been made by the Council, so the information about options previously investigated and supplied in this response simply reflects staff work to date. A report will be prepared for presentation to the Council on 21 September 2023 following consultation during August 2023.

ii) The new Route 1 bus service finishes its route in Richmond West on Berryfield Drive. The bus needed to travel down Berryfield drive and turn around near Central Park to provide services for as much of the Richmond West Catchment as possible.

The original plan was for the bus to perform a 180 degree turn at the roundabout on Summersfield Boulevard. However, in May, it was identified that the bus was unable to complete the manoeuvre. Options needed to be considered. The options were:

1. Route through Central Park Avenue and Summersfield Boulevard

2. 180 degree turn at the roundabout at Borck Avenue, but this roundabout was found to be too small

3. 180 degree turn at the roundabout at Kotata Street, but this roundabout was found to be too small and meant the route would be shortened and therefore residents living closer to McShane Road would need to walk further

4. Route through Summersfield Boulevard and Midlane Crescent: This route was considered too narrow for the bus to navigate

5. Route down Lower Queen Street, McShane Road to Berryfield Drive. This would lengthen the route which have additional costs for the bus service through adding route length which would increase the cost, and would also lengthen the journey time for some passengers, which could discourage people from using the service. Note that Coman Place was not an available option at that time, and has not been vested in Council as a public road.

(i) Referring to the Regional Public Transport Plan, on page 31 there is a map of the Nelson/Tasman bus routes. This includes the bus stopping in the middle of Berryfields but does not note how the bus turns around.



2. Information received from third parties or generated by Tasman District Council which it has relied on in making the decision – released on 23.08.2023

Tasman District Council staff members had a long series of conversations with Nelson Coachlines regarding the routing of the bus services in Richmond West where considerations were made into the logistics of turning the bus within the subdivision. It was found that the buses were unable to complete a 180 degree at the roundabouts along Berryfield Drive. Options for the bus routes were looked at including the option to run the bus down Lower Queen Street to McShane Road and back to Berryfield Drive. This would mean the route would be longer and longer routes mean that there would be additional costs to Tasman District Council, change the consistent two-way routing that had been planned and previously communicated to stakeholders, and change the level of service to bus users.

The inability to turn the bus by Berryfield Drive meant that Richmond West residents would have a lower level of service because passengers prefer two-way routing. It was also considered important to keep route 1 through Richmond West consistent with route 5 (to Mapua and Motueka), so as not to confuse passengers.

3. The reasons for the decision – released on 23.08.2023

As noted previously, a decision has not formally been made. Reasoning for the proposal to have the bus use part of Summersfield Boulevard and Central Park Lane are given above.



4. The alternative options that were assessed and the advantaged and disadvantages; – released on 23.08.2023

The alternative options were outlined at the start of the letter.

5. What steps, if any, Tasman District Council took to make itself aware of and obtain the views of its communities and understand the likely impact of the decision on wellbeing of people in the community – released on 23.08.2023

In terms of the wider public transport plan, the Nelson Tasman Regional Public Transport Plan was released in 2021 and contained the objectives to provide frequent, attractive economic and viable transport choices for all sectors of the community. Prior to the Plan's release, a survey was produced that showed that people wanted improvements to the frequency, timetables, routes and fares. The new services to Berryfields enable Berryfield residents to travel directly to Motueka, Richmond and Nelson. The services also bring passengers to the business hubs in Berryfields. This plan was publicly consulted on.

In August 2023, a letter was sent out to the affected residents and property owners in relation to the proposed yellow stopping lines in Central Park Lane and Summersfield Boulevard asking for feedback on the proposal.

Please find **[through the link below]** the Regional Public Transport Plan 2021 – 31

[Regional Public Transport Plan 2021 – 31.pdf](#)

6. What steps, if any, Tasman District Council took to consult with the community and in particular those persons who will be impacted by Tasman District Council's decision – released on 23.08.2023

See above

7. Please provide a copy of the first recommendation(s) within Council Offices to change the bus-top configuration in Wallace Street both in 2020 (temporarily) and now again in 2023 – released 25/10/2023

The agenda and minutes from the Motueka Community Board Meeting on the 18 August 2020 where the bus stop outside of the law firm was approved is available to view via our website: [All meetings | Tasman District Council \(cwp.govt.nz\)](#)

Please find **attached** the minutes from the Motueka Community Board meeting on the 19 October 2021, where the board agreed to write to Council's Transportation Manager requesting the bus stop remain in the new location.

- "MCB\_20211019\_MIN\_4020.pdf"

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**MINUTES**  
of the  
**MOTUEKA COMMUNITY BOARD MEETING**  
**Poari hapori ki Motueka**  
held  
**4.00pm, Tuesday, 19 October 2021**  
at  
**Motueka Office, 7 Hickmott Place, Motueka**

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**Present:** B Maru (Chairperson), Board Members D Armstrong (Deputy Chairperson), R Horrell, J Tomsett and Councillors B Dowler, D Ogilvie, T Walker

**In Attendance:** Group Manager - Community Infrastructure (R Kirby), Team Leader – Customer Services (E Gee), Youth Council (A Takahashi)

**Part Attendance:** Communications Officer (T O'Connell) via Zoom

**1 OPENING, WELCOME, KARAKIA**

Chair Maru welcomed everyone to the meeting and Member Tomsett read aloud a karakia.

**2 APOLOGIES AND LEAVE OF ABSENCE**

Nil.

**3 PUBLIC FORUM**

**Rachel Mason**

Ms Mason told the Board that the Nelson Tasman Community Transport Trust were still working through launching the community bus at Level 2. Ms Mason read out a formal thank you letter for the recent discretionary fund grant received and thanked the Board for its continued support.

**Nick Hughes**

Mr Hughes expressed his dissatisfaction at not receiving a response from the Chief Executive Officer and Council actions against Jaquie Griffiths regarding a boundary adjustment. Mr Hughes complained that Council was using the Tasman Resource Management Plan to instruct the

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removal of illegal buildings across the District. Mr Hughes told the Board that he would continue to use Facebook to voice his concerns.

**Ray Hellyer**

Mr Hellyer told the Board that it had come to his attention that Brett Stevens had been put on a Dangerous Person register. Mr Hellyer expressed his dissatisfaction of a compliance staff member's actions and named the staff member. Chair Maru reminded Mr Hellyer of the rules for Public Forum. Mr Hellyer told the Board that it should go back to Council and request that Brett Stevens be removed from the Dangerous Person register, or, add the compliance staff member to the register.

**Greg Jones**

Mr Jones requested a renewed letter of support from the Board for Motueka Kai Fest 2022.

**Kevin Fourie**

Chair Maru spoke to a tabled document from Mr Fourie regarding Covid-19 vaccination. Mr Fourie would like to know if the Board would host or facilitate an event to support vaccination.

**4 DECLARATIONS OF INTEREST**

Nil.

**5 CONFIRMATION OF MINUTES**

**Moved Board Member Horrell/Deputy Chair Armstrong  
MCB21-10-1**

That the minutes of the Motueka Community Board meeting held on Tuesday, 21 September 2021, be confirmed as a true and correct record of the meeting.

**CARRIED**

**6 PRESENTATIONS**

Nil.

**7 REPORTS**

**7.1 Motueka Community Board Chair's Report**

**Motueka Seniors Collaboration**

Chair Maru to write a letter to support and host a positive ageing forum in Motueka.

**MCB Special Projects**

Chair Maru confirmed that the proposed special projects would be advertised on Wednesday 20 October with submissions to be received by 5 November.

**TDC Coastal Management presentation**

The Board agreed to wait until Motueka ward specific information was available.

The Board had a discussion about wetlands development at the Motueka river.

**Dog Friendly Park**

The Board discussed locations for the Dog Friendly Park and acknowledged that a workshop would be held with staff.

**Cr Ogilvie Update**

Cr Ogilvie spoke to his update included in the agenda.

The Board discussed the new Motueka Library. Chair Maru agreed to write to Jamie McPherson, Transportation Manager, requesting that the bus stop remain in place to retain current carparks. Cr Walker requested an updated budget and a copy of the proposed landscape plan, Stages 1-3. Cr Ogilvie agreed to pass the request onto the Project Manager, Adam Henderson.

The Board had a discussion regarding some newly zoned residential land in Motueka. The Board discussed infrastructure for the sections. Cr Ogilvie told the Board that various sites were being assessed for a new wastewater treatment plant. Member Horrell requested more information. Chair Maru to follow up with Dwayne Fletcher, Strategic Policy Manager, for an update.

The Board discussed the Future Development Strategy. Cr Dowler said that staff had recently told a developer that he could not carry out a project in Motueka due to predicted sea level inundation. Mr Kirby advised Cr Dowler to speak with Dennis Bush-King, Group Manager – Environmental Assurance.

**Items from Board Members**

The Board Secretary confirmed that a service request had been raised to clear the build up of logs under the Motueka bridge.

The Board agreed that there was an opportunity to submit on the Future Development Strategy by 26 October. Members could include the re-zoning of land in their submissions.

The Board discussed parking at Kaiteriteri. Chair Maru agreed to speak with David Ross, Chair of the Kaiteriteri Recreation Reserve Board, to find out if there were any development plans for parking.

**Motueka Youth Council**

Ms Takahashi told the Board that Youth Council was currently taking a look at rubbish bins around the town and discussing if any change was required.

*Board Member Tomsett exited the meeting at 4:41 pm.*

*Board Member Tomsett returned to the meeting at 4:43 pm.*

The Board discussed the High Street Motueka Speed Review and members agreed to submit personally.

The Board noted the Street Naming Policy included in the correspondence report.

Chair Maru noted recent emails circulated from Tapu Bay residents regarding Tapu Bay Reserve. Chair Maru assured the Board that staff had advised a plan was underway.

The Board noted the meeting request for Peach Island landowners.

Cr Walker told the Board that she had requested a service request for broken concrete at Stephens Bay carpark.

**Items from the Public Forum**

The Board agreed for the Board Secretary to update the letter of support for Kai Fest.

Dangerous Persons Register – The Board discussed the matter and agreed it can advocate to Council regarding Council policies but complaints need to be made to the appropriate Council Committee. Mr Kirby told the Board that Council had a responsibility to protect the health and safety of staff. Cr Walker told the Board that as issues are raised in the Public Forum it raises awareness and places Members at risk. Mr Kirby agreed to pass the comments on.

Freedom camping – the Board discussed staff enforcement.

Community bus – noted.

Covid-19 vaccinations – The Board acknowledged the letter from Mr Fourie and noted that Mayor King had been in attendance at Super Saturday.

Cr Walker told the Board that she had not been silenced on matters as referred to by Mr Hughes at Public Forum.

**Moved Board Member Tomsett/Deputy Chair Armstrong  
MCB21-10-2**

**That the Motueka Community Board receives the Motueka Community Board Chairperson's report RMCB21-10-1.**

**CARRIED**

**7.2 Financial Summary**

The Financial Summary report was taken as read.

**Moved Board Member Tomsett/Cr Dowler  
MCB21-10-3**

**That the Motueka Community Board receives the Financial Summary report RMCB21-10-2.**

**CARRIED**

**7.3 Action List**

The Board discussed the Action List.

**Moved Chairperson Maru/Cr Ogilvie  
MCB21-10-4**

**That the Motueka Community Board receives the Action List report RMCB21-10-3.**

**CARRIED**

**7.4 Special Projects Action List**

The Board discussed the email received from Steve Elkington, Senior Road Engineer, regarding a shared walkway at Queen Victoria Street.

*Board Member Tomsett exited the meeting at 5:40 pm.*

*Board Member Tomsett returned to the meeting at 5:42 pm.*



**Moved Board Member Horrell/Cr Dowler  
MCB21-10-5**

That the Motueka Community Board move up to \$10,000 from the Special Projects fund to put towards a shared footpath from King Edward Street to Green Lane, along Queen Victoria Street, with a request that Council match dollar for dollar. The Board note that this opportunity has been made available through a partnership with Network Tasman.

**CARRIED**

The Special Projects Action List was taken as read.

**Moved Chairperson Maru/Cr Dowler  
MCB21-10-6**

That the Motueka Community Board receives the Special Projects Action List report RMCB21-10-4.

**CARRIED**

Cr Dowler agreed to email Mr Elkington regarding the shared pathway.

**8 CORRESPONDENCE**

**8.1 Correspondence**

The Correspondence report was taken as read.

**Moved Cr Walker/Deputy Chair Armstrong  
MCB21-10-7**

That the Motueka Community Board receives the Correspondence Report RMCB21-10-5.

**CARRIED**

**9 CONFIDENTIAL SESSION**

Nil

Member Tomsett closed the meeting with a karakia.

The meeting concluded at 5:54 pm.

Date Confirmed:

Chair:

8. Please find **attached** the minutes from the Motueka Community Board meeting on the 16 November 2021, where Council staff provided the Motueka Community Board with an overview of bus routes and agreed that the bus stop could remain in place.  
- "MCB\_20211116\_MIN\_4021.pdf"

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**MINUTES**  
of the  
**MOTUEKA COMMUNITY BOARD MEETING**  
held  
**4.00pm, Tuesday, 16 November 2021**  
at  
**Motueka Office, 7 Hickmott Place, Motueka**

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**Present:** B Maru (Chairperson), D Armstrong (Deputy Chairperson) via Zoom, Board Members R Horrell, J Tomsett and Councillors B Dowler, D Ogilvie, T Walker

**In Attendance:** Group Manager - Community Infrastructure (R Kirby), Team Leader – Customer Services (E Gee), G Knowles (Golden Bay Community Board Deputy Chairperson), Communications Officer (T O'Connell) via Zoom, Youth Council (A Takahashi)

**Part Attendance:** Senior Infrastructure Planning Advisor (D Bryant)

**1 OPENING, WELCOME, KARAKIA**

Chair Maru welcomed all and Member Tomsett opened the meeting with a karakia.

**2 APOLOGIES AND LEAVE OF ABSENCE**

Nil.

**3 PUBLIC FORUM**

**Rachel Mason**

Ms Mason invited the Board to the launch of the local community minibus Saturday 27 November. Ms Mason encouraged the Board to spread the word in the community.

Chair Maru acknowledged Deputy Chair Armstrong's attendance via Zoom and invited Golden Bay Community Board (GBCB) Deputy Chairperson Grant Knowles to sit at the table.

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**Ngawaina Joy Shorrock**

Ms Shorrock, Te Awhina Marae Manager, apologised to the Board for missing the last meeting and it was agreed that Ms Shorrock provide an update during the Chair's report later in the meeting.

**4 DECLARATIONS OF INTEREST**

Nil.

**5 CONFIRMATION OF MINUTES**

Moved Cr Ogilvie/Board Member Horrell  
MCB21-11-1

That the minutes of the Motueka Community Board meeting held on Tuesday, 19 October 2021, be confirmed as a true and correct record of the meeting.

**CARRIED**

**6 PRESENTATIONS**

Nil.

**7 REPORTS****7.1 Motueka Community Board Chair's Report****Bus Shelter – Wallace Street**

Senior Infrastructure Planning Advisor, Drew Bryant, provided the Board with an overview of the new Motueka bus route planned for 2023. Mr Bryant told the Board that Tasman District Council was working closely with Nelson City Council to devise new routes before going out to tender. Mr Bryant confirmed that the temporary bus shelter in Wallace Street would remain in place for now. The Board discussed bus stops and potential routes. Chair Maru thanked Mr Bryant.

**Acknowledgement – Rae Dalzell**

Chair Maru acknowledged that the Board had met with Ms Dalzell earlier that afternoon to recognise her support in the community.

**Motueka Youth Council end of year**

Chair Maru confirmed attendance.

**Support for Short Film**

The Board noted that the filming had already taken place.

**Cr Ogilvie Update**

The Board discussed the update included in the agenda.

**Community Infrastructure Group Activity Report**

The Board acknowledged the report included in the agenda. Chair Maru commented that it was good to capture customer satisfaction with Motueka stormwater but what do we do with it. Mr Kirby clarified that the satisfaction was captured in a customer telephone survey. Ms Shorrock

told the Board that the Marae had ongoing flooding issues. Cr Ogilvie explained that the Catchment Management Plan would be out for public consultation early next year and there would be consultation with local iwi. Ms Shorrocks agreed to speak with iwi but also requested consultation with the Marae.

The Board agreed that the Brooklyn bridge upgrade was impressive.

Member Tomsett sought clarification regarding MRF contamination, Mr Kirby responded that it referred to contamination of recyclables. Cr Walker suggested education for visitors to the area and Mr Kirby responded that Council was already doing a lot of education. The Board Secretary told the Board that there had been a recent agreement for Council to trial bins with lids in Kaiteiteri to deter animals.

#### **Items from Board Members**

Ms Shorrocks provided some updates to the Board from the Te Awhina Marae. Ms Shorrocks said that the Marae was very busy and had become a local hub during Covid-19, her role would continue for six months and that the Marae was working through a redevelopment project. Ms Shorrocks told the Board that the Marae was growing and she would aim to attend quarterly Board meetings and provide updates.

Cr Dowler told the Board that the Nelson Tasman 100<sup>th</sup> Aviation Anniversary recently held in Motueka had gone well and passed on thanks from the committee for the recent donation.

Cr Walker said she was concerned about the anti-social behaviour escalating in youth. The Board discussed actions and Chair Maru agreed to give the matter some thought. The Board agreed it was a community issue.

#### **Motueka Youth Council**

There was a discussion regarding Decks Reserve, Miss Takahashi told the Board that the whole playground would be redesigned to become more inclusive. Chair Maru confirmed that special project funds for the carousel would be held while the project was on hold. It was noted that the upgrade to Thorps Bush playground had been finished.

#### **Moved Chairperson Maru/Cr Dowler MCB21-11-2**

**That the Motueka Community Board receives the Motueka Community Board Chairperson's report RMCB21-11-1.**

**CARRIED**

#### **7.2 Financial Summary**

The Financial Summary report was taken as read.

The Board discussed Community Board Members' Reimbursements, GBCB Deputy Chair Knowles clarified the rate allowed per member. The Board Secretary to contact staff and seek clarification.

#### **Moved Chairperson Maru/Cr Walker MCB21-11-3**

**That the Motueka Community Board receives the Financial Summary report RMCB21-11-2.**

**CARRIED**

### 7.3 Action List

The Board discussed the Action List.

Mr Kirby told the Board that there would be an update on the “old” library in February.

Cr Dowler told the Board that he had spoken with staff regarding the priority list for street lighting out to 2023 and there was a lack of funding to include the Lower Moutere Highway.

Cr Dowler updated the Board on the trees at the Aerodrome, the conclusion being that the trees are in good condition following an arborist report.

Chair Maru confirmed that there was a meeting planned with staff, community house and Age Concern regarding a positive ageing forum in Motueka.

Cr Dowler told the Board he had been in communication Senior Road Engineer, Steve Elkington, regarding the shared pathway from King Edward Street to Green Lane, Mr Elkington had confirmed that special projects funds were no longer required.

**Moved Board Member Horrell/Board Member Tomsett  
MCB21-11-4**

**That the Motueka Community Board receives the Action List report RMCB21-11-3.  
CARRIED**

### 7.4 Special Projects Action List

The Board discussed the Special Projects Action List.

The Board reviewed the results from submissions for Special Projects 2021/22 and agreed on the following projects:

- Dog friendly park - \$5,000
- Motueka Recreation Centre - \$10,000
- Motueka Security Camera - \$5,000
- Motueka murals - \$5,000
- Estuary loop - \$10,000

The Board discussed the projects and allocated Members as overseers.

Chair Maru congratulated Deputy Chair Armstrong on completion of the social seating project. The Board noted a suggestion for social seating at Decks Reserve.

**Moved Chairperson Maru/Board Member Tomsett  
MCB21-11-5**

**That the Motueka Community Board receives the Special Projects Action List report  
RMCB21-11-4.  
CARRIED**

## 8 CORRESPONDENCE

### 8.1 Correspondence

The Correspondence report was taken as read.

**Moved Cr Ogilvie/Cr Walker  
MCB21-11-6**

**That the Motueka Community Board receives the Correspondence Report RMCB21-11-5.  
CARRIED**

Mr Kirby provided an update from Team Leader – Infrastructure Planning, Wouter Wootman. Mr Wootman confirmed that all eight iwi had been approached and a hui was planned for tomorrow to discuss and develop the Catchment Management Plan, contact would also be made with Ms Shorrock.

**9 CONFIDENTIAL SESSION**

Nil.

The meeting concluded at 5.42pm.

Date Confirmed: 21 December 2021

Chair: Chair Maru

9. Please find **attached** relevant correspondence.  
 - “Combined Correspondence\_Redacted.pdf”

Redactions have been made under section 7(2)(a) – protection of privacy under the Local Government Official Information and Meetings Act (LGOIMA)

### Wallace Street Parking Proposal

16 Jul 2020

The Tasman District Council is constructing a new library at Decks Reserve in Motueka. The new library will impact parking in two ways. An area of the car park will be used for the construction compound from approx Sept 2020 to Nov 2021. The Resource Consent will require the library to provide a certain number of parking spaces for the library (likely to be 7).

Community feedback has raised concerns about access to parking during construction and once the library is open. Three locations have been considered; outside the library, outside the Japanese Gardens, and outside the Fletcher Vautier Moore building.

#### Outside Library

The Transportation Team has identified a parking layout on Wallace Street which improves the bus stop facility and increases the total number of parking spaces available by 8 spaces.

The rationale for this layout is:

- Having the bus stop close to the library to create a local transport hub for Motueka (e.g. to enable the use of the bus stop for a future TDC bus service)
- Library users have a convenient bus stop location
- The bus stop makes use of existing build-outs for buses to safely stop at the bus stop.
- Angle parking along the northern side of Wallace Street to increase parking spaces
- Modifications to the parking on the southern side of Wallace Street to accommodate angle parking on the northern side
- A wider footpath for pedestrian safety - although this would require additional funding.



#### Outside Japanese Gardens

An alternative option has been considered to move the bus stop eastwards in front of the Japanese Gardens. This option increases the available parking by 6 spaces and puts the bus stop further away from the library and iSite, which is less convenient for the public. This option is not recommended.





**Outside Fletcher Vautier Moore Building**

The Community Board has also suggested a location outside the Fletcher Vautier Moore building, closer to Motueka High Street. The Transport Engineer's advice is,.....

**Recommendation**

**That the Motueka Community Board approves the location of the bus stop on Wallace Street, Motueka, being moved to adjacent to the new Motueka Library, as outlined in the plan contained in this report.**

**From:** [Steve Elkington](#)  
**To:** [Jamie McPherson](#); [David Ogilvie](#)  
**Cc:** [Adam Henderson](#); [Drew Bryant](#)  
**Subject:** Wallace St Bus Stop Concept  
**Date:** Wednesday, 29 September 2021 9:55:07 am  
**Attachments:** [image003.jpg](#)  
[Wallace St Bus Stop Concept.docx](#)

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Hi Jamie,

I met with Adam Henderson on site at the new Mot Library to discuss the location of the Bus Stop and Bus Shelter. I suggested extending the kerb from the kerb build-out in front of the Public toilets far enough for a 12m long BS and then turning the kerb into meet the existing roadside kerb. This means easy access and egress for the bus driver and limits the loss of up to 3 parks, see concept above. If u r agreeable, then I will arrange Robert to draft a presentable working drawing for construction. The kerbed area would have a finished Asphalt surface. Funding of this work could come from several sources including PT Infrastructure.

Hi David,

Do u see any issue why the MCB wouldn't support this concept, alternatively, is for the bus to pull parallel to the existing roadside kerb which could mean losing up to 12parks?

Cheers



**Steve Elkington** | Community Infrastructure  
Senior Road Engineer  
Extension 775 | Mobile+64 27 221 2942 | DDI+64 3 543 8575



**From:** [David Ogilvie](#)  
**To:** [Steve Elkington](#)  
**Cc:** [Jamie McPherson](#)  
**Subject:** Re: Wallace St Bus Stop Concept  
**Date:** Wednesday, 29 September 2021 10:28:42 pm  
**Attachments:** [image003.jpg](#)

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Thanks Steve,  
Two questions:— why is this preferable to the current site, outside the Solicitors?  
—will your proposed site interfere with people accessing the Library, from the existing carparks and/or footpath?

As mentioned earlier, buses are not frequent (early morning from Takaka & late afternoon returning) although the proposed LTP public bus schedule will increase activity.  
At present, because of the low frequency, the bus stop is vacant & this allows an open entry & exit from the Deck's Reserve carpark on to Wallace St.

Overall, the two key factors are 1. Losing a minimum number of carparks & 2. Providing a Bus shelter.

I'll have a site-inspection & respond, but your consideration of my two questions above would be helpful.

Regards,  
David Ogilvie

Sent from my iPad

David Ogilvie  
Councillor  
Mobile+64 27 431 4656

On 29/09/2021, at 9:55 AM, Steve Elkington  
<[Steve.Elkington@tasman.govt.nz](mailto:Steve.Elkington@tasman.govt.nz)> wrote:

Hi Jamie,

I met with Adam Henderson on site at the new Mot Library to discuss the location of the Bus Stop and Bus Shelter. I suggested extending the kerb from the kerb build-out in front of the Public toilets far enough for a 12m long BS and then turning the kerb into meet the existing roadside kerb. This means easy access and egress for the bus driver and limits the loss of up to 3 parks, see concept above. If u r agreeable, then I will arrange Robert to draft a presentable working drawing for construction. The kerbed area would have a finished Asphalt surface. Funding of this work could come from several sources including PT Infrastructure.

Hi David,

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12parks?

Cheers

<image003.jpg>

**Steve Elkington** | Community Infrastructure  
Senior Road Engineer  
Extension 775 | Mobile+64 27 221 2942 | DDI+64 3 543 8575

<Wallace St Bus Stop Concept.docx>

**From:** [Brent Maru](#)  
**To:** [Jamie McPherson](#); [Drew Bryant](#)  
**Cc:** [Emma Gee](#); [Richard Kirby](#); [Steve Elkington](#); [Adam Henderson](#)  
**Subject:** Re: Bus Stop - Wallace Street, Motueka  
**Date:** Thursday, 4 November 2021 10:30:16 am  
**Attachments:** [image313585.jpg](#)  
[image302353.png](#)  
[image231459.png](#)  
[image307192.jpg](#)

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I am expecting that we have a pretty light agenda this month, add to Chairs report?

Brent Maru  
Mobile: 027 285 7075

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**From:** Jamie McPherson <Jamie.McPherson@tasman.govt.nz>  
**Sent:** Thursday, November 4, 2021 9:06:16 AM  
**To:** Brent Maru - External <[REDACTED]@gmail.com>; Drew Bryant <Drew.Bryant@tasman.govt.nz>  
**Cc:** Emma Gee <Emma.Gee@tasman.govt.nz>; Richard Kirby <Richard.Kirby@tasman.govt.nz>; Steve Elkington <Steve.Elkington@tasman.govt.nz>; Adam Henderson <Adam.Henderson@tasman.govt.nz>  
**Subject:** RE: Bus Stop - Wallace Street, Motueka

Hi Brent

Thanks for that, we have been discussing this internally and I think it would be worth a more detailed discussion involving our transport planner Drew and MCB to consider the range of matters that are pointing to the site outside the library being preferable. Matters include:

- The need to provide high quality facilities including shelter – the footpath at site outside FVM is not wide enough, without making a larger buildout/widening which would impact parking on the other side of the road
- The future bus route planning that Drew has been doing shows a better fit outside the library for the routes being considered
- Proximity to cables for charging anticipated electric buses. Also opportunity to direct charge from library solar panels

How would you like to discuss this, and who would you like to involve?

Cheers  
Jamie

**Jamie McPherson**  
Transportation Manager  
DDI +64 3 543 7256 | Mobile +64 27 600 8447 | [Jamie.McPherson@tasman.govt.nz](mailto:Jamie.McPherson@tasman.govt.nz)  
Private Bag 4, Richmond 7050, NZ



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**From:** [REDACTED]@gmail.com <[REDACTED]@gmail.com>  
**Sent:** Thursday, 4 November 2021 8:32 am  
**To:** Jamie McPherson <Jamie.McPherson@tasman.govt.nz>

**Cc:** Emma Gee <Emma.Gee@tasman.govt.nz>; Richard Kirby <Richard.Kirby@tasman.govt.nz>  
**Subject:** Bus Stop - Wallace Street, Motueka

Good morning Jamie,

I am following up from our last Board meeting and emailing to request on behalf of the Motueka Community Board that the bus stop in Wallace Street remain in its current location. The Board believe the current site is working well and the loss of carparks in relocating this would outweigh any other benefits.

Regards

Brent Maru  
Motueka Community Board Chair

**From:** [Chris Blythe](#)  
**To:** [Drew Hayes](#); [Jamie McPherson](#)  
**Cc:** [Mike van Enter](#); [Steve Elkington](#)  
**Subject:** Planning for Wallace St bus stop  
**Date:** Monday, 21 September 2020 9:08:13 am

---

Hi Jamie and Drew

The new parking layout has been done at Wallace St (thanks Steve!), the temp bus stop is outside Fletchers, and the bus shelter is on its way to being removed and put into storage. Drew and I presented to the Motueka Community Board a while back about the 3 main options for the final bus stop location, and said we'd bring back a recommendation report to them in the next few months.

The library is planned to be open around Nov 2021, so we have some time to work on his plan. I was wondering what rough timeline we should work to. When should we go back to the board with proposals? How much work needs to be done on options etc etc

And who will do this!

Any thoughts?

Chris

**Chris Blythe** | Engineering Services

Senior Project Manager

**Extension** 366 | **Mobile**+64 21 054 6293 | **DDI**+64 3 543 7266

**From:** [Chris Blythe](#)  
**To:** [Jamie McPherson](#)  
**Cc:** [Steve Elkington](#)  
**Subject:** bus stop on Wallace  
**Date:** Friday, 14 August 2020 4:03:59 pm

---

Hi Jamie

Taking the report about the temp bus stop to comm board on Tuesday. I haven't had a chance to liaise with Fletchers, where our preferred location is. I've emailed today asking for feedback. If they are really unhappy about it would we choose another location or progress anyway? The alternative is outside the Japanese Gardens I think.

**Chris Blythe** | Engineering Services  
Senior Project Manager

**Extension** 366 | **Mobile** +64 21 054 6293 | **DDI** +64 3 543 7266

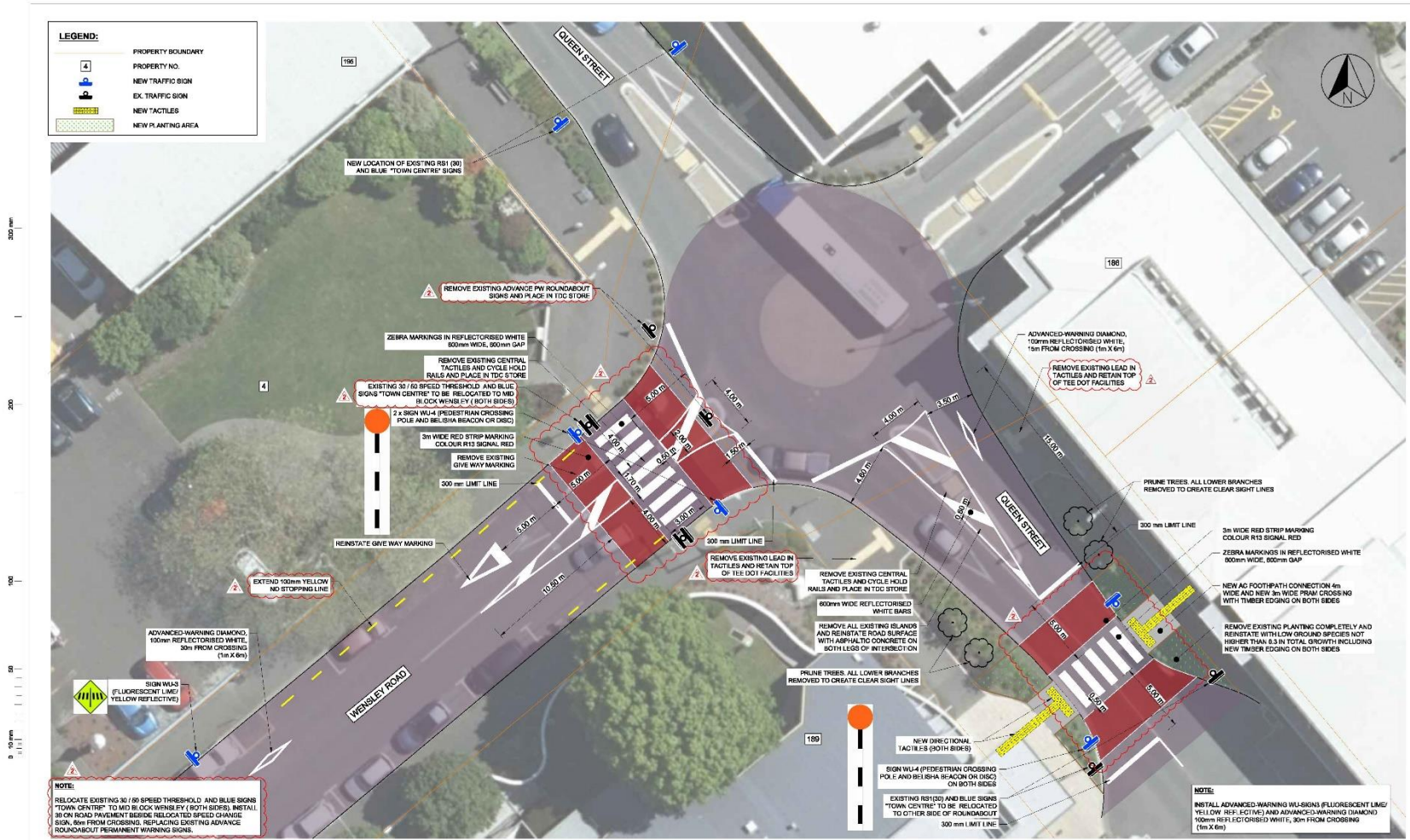
10. Please provide details of the current status of the proposed change i.e. has it be decided on by the department of which you are part; or is it currently simply the departments "preference"? – released on 25/10/2023  
The current bus stop location was the location preferred by the Motueka Community Board in 2020. Further work is underway now to confirm the preferred location for the permanent bus stop so Full Council approvals can be sought, and relevant physical improvements can be made.
11. Does the present proposal require formal consent by Council – or is it within the control of Officers? – released on 25/10/2023  
The final bus stop location, once options have been discussed and consultation has been concluded, will require formal approval by the Full Council.
12. What is the timing for the formal decision and construction of permanent bus stop? – released on 25/10/2023  
Still to be confirmed as further consideration of options is underway.
13. Can you please provide me with all reports on the current noise level of buses – released 2/11/2023  
Council does not hold this information, I therefore refuse your request in relation to question one under section 17(g) of the Local Government Official Information and Meetings Act
2. Can you advise how much the buses weight – released 2/11/2023  
Council does not hold this information, I therefore refuse your request in relation to question two under section 17(g) of the Local Government Official Information and Meetings Act.
3. Can you please provide me with the noise assessment for when platforms are in place – released 2/11/2023  
Council does not hold this information, I therefore refuse your request in relation to question three under section 17(g) of the Local Government Official Information and Meetings Act
4. Can you please confirm what will be the gradient of the platforms? – released 2/11/2023  
The entry ramp is 1:15, and the exit ramp is 1:30
5. Can you confirm what noise assessment have been done, and what mitigation can be provided it will be an issue for people living in houses by these platforms – released 2/11/2023  
Council does not hold this information, I therefore refuse your request relation to question five under section 17(g) of the Local Government Official Information and Meetings Act



6. Can you please provide me with a detailed design plan – released 2/11/2023

Please find **attached** the site layout plan and detailed design safe system audit for Wensley and Queen Street.

- “5-G3445.39\_Wensley-Queen-C401 (002).pdf”
- “VS-1180-05-SSA-QueensWensley\_SAT-resp.pdf”



**NOTE:**  
 RELOCATE EXISTING 30 / 80 SPEED THRESHOLD AND BLUE SIGNS 'TOWN CENTRE' TO MID BLOCK WENSLEY (BOTH SIDES). INSTALL 30 ON ROAD PAVEMENT BEHIND RELOCATED SPEED CHANGE SIGN, 50m FROM CROSSING, REPLACING EXISTING ADVANCE ROUNDABOUT PERMANENT WARNING SIGNS.

**NOTE:**  
 INSTALL ADVANCED-WARNING WLSIGNS (FLUORESCENT LIME/YELLOW REFLECTIVE) AND ADVANCED-WARNING DIAMOND 150mm REFLECTORISED WHITE, 30m FROM CROSSING (1m X 6m).

**PLAN LAYOUT**  
 SCALE: 1:125 (A1), 1:250 (A3)

REVISION	AMENDMENT	APPROVED	DATE
1	FOR CONSTRUCTION	H.A.	2023-03-27
2	FOR CONSTRUCTION - AMENDED EX. SIGNS AND RED ROAD MARKINGS	H.A.	2023-04-05



TRANSPORT

SCALE	ORIGINAL SCALE
1:125 (A1), 1:250 (A3)	A1

DRAWN	DESIGNED	APPROVED
S.GAULT	P.KORTEGAST	H.HATTWELL

DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
S.FORBES	E.COOPER	2023-03-27

CONSTRUCTION

PROJECT	DRAWING NO.	SHEET NO.	REVISION
TASMAN DISTRICT COUNCIL WENSLEY - QUEEN STREET, RICHMOND TRANSPORT CHOICES RICHMOND	1111	C401	2

**SITE LAYOUT PLAN**  
**WENSLEY - QUEEN STREET UPGRADE / QUEEN ST. CROSSING**  
 WSP PROJECT NO. (SUA-PROJECT)  
 5-G3445.39



Transport Planning and Design  
Level 1, 284 Kilmore Street  
[www.viastrada.nz](http://www.viastrada.nz)

# Queen Street Wensley Road roundabout

## Detailed design safe system audit



Report prepared for  
Tasman District Council  
March 2023



This document has been prepared for the benefit of Tasman District Council. No liability is accepted by ViaStrada Ltd, or any of its employees or sub-consultants with respect to its use by any other party.

Quality Assurance Statement		
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	Prepared by:	David McCormick
	Reviewed by:	Axel Downard-Wilke
Project number:	1180-05-01	
Project name:	Queen Street Wensley Road roundabout	
Document version	Date	
SAT response	4/04/2023	
Safety audit	31/03/2023	

### Disclaimer

The findings and recommendations in this report are based on the site visit undertaken by the safety audit team (SAT), an examination of available relevant plans, the specified road and environs, and the SAT's professional knowledge and experience. However, it must be recognised that no audit can guarantee the elimination of all possible safety concerns as all traffic environments consist of a multitude of elements that are never completely within the control of engineering design.

Safety audits, by nature, focus on aspects relating to safety and therefore do not constitute a complete review of design or assessment of standards with respect to engineering or planning documents. Similarly, the safety audit focuses on the plans provided and the relevant design stage.

This audit applies to the stated project. Whilst some issues covered are general and might be applicable to other locations, the SAT does not take any responsibility for transferral of concepts to other projects or locations.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.





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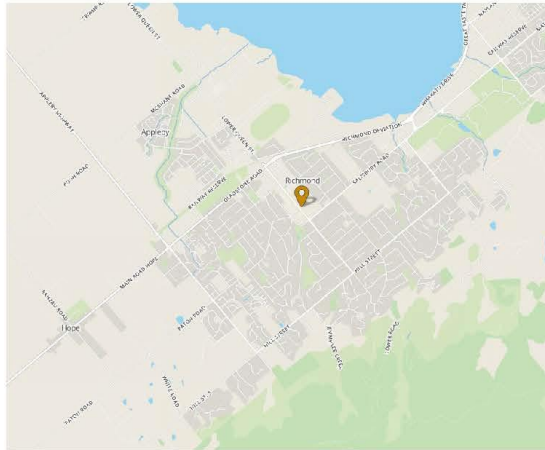
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## 1. Introduction

### 1.1 Brief and project description

ViaStrada (the safety auditors) have been commissioned by the client to undertake a detailed design stage safe system audit of Wensley – Queen Street intersection upgrade that complies with the Waka Kotahi NZ Transport Agency *Safe System audit guidelines* (2022).



**Figure 1-1: Location of audit**

The infrastructure assessed in this audit includes: proposed signage and road marking changes, existing vegetation and crossing points within the vicinity of the new intersection.

To date, WSP have completed site visit and completed a design memorandum for the roundabout and pedestrian crossings.

This safe system audit includes an identification of safety concerns (described in section 2.1 and detailed in section 4).

### 1.2 The safety audit team

The safe system audit was carried out by the Safety Audit Team (SAT) consisting of:

- Axel Downard-Wilke, the safety audit team leader of ViaStrada Ltd
- David McCormick, a safety audit team member of ViaStrada Ltd

### 1.3 Meetings and site visits

The SAT met online to review the drawings on 28 March 2023. The designer’s representative Peter Kortegast briefed the safety audit team on the project and clarified the scope of the audit.

The daytime site visit was undertaken on 29 March 2023 between the hours of 0930 to 1100.

No night time audit was completed.

### 1.4 Project information provided

The SAT has received the following plans and information on the roads and traffic within the audit area:




**Table 1-1: plans reviewed**

Document	Date	Description
TDC Wensley Rd Queen St Design Memorandum	29 March 2023	Design Philosophy and Approach Queen Street / Wensley Rd Roundabout Bus Access and Pedestrian crossings
5-G3445.39_Wensley-Queen-C401	27 March 2023	SITE LAYOUT PLAN WENSLEY - QUEEN STREET UPGRADE / QUEEN ST. CROSSING
5-G3445.39_Wensley-Queen-Vehicle Tracking-SK20	28 March 2023	Vehicle tracking for AT – Bus – 13.5m Tour Coach – Rear Street

## 1.5 Design vehicles

For intersections, Austroads *Guide to Road Design Part 4: Intersections and Crossings: General* (AGRD4, 2017) describes a design vehicle as the largest vehicle that can perform any particular turning movement from the appropriate approach lane to the appropriate departure lane with adequate clearances to features such as kerbs and roadside furniture.

The SAT has assumed the following design vehicles for this project:

- Large single deck coach bus

## 1.6 Items not covered

This detailed design safe system audit does not cover the aspects of:

- Street lighting
- Stormwater

## 2. Safe system audit procedure

The primary objective of a Safe System audit is to deliver a project that achieves an outcome consistent with the Safe System approach, that is, minimisation of death and serious injury. This audit follows the Waka Kotahi NZ Transport Agency *Safe System Audit Guidelines* (2022) with respect to identification of safety concerns.

### 2.1 Identification of safety concerns

The identification of safety concerns is more akin to the traditional road safety audit, undertaken according to safe systems principles. Each issue is assessed in terms of the probability of a crash arising, the expected severity of that crash type, and the resulting crash risk rating. Recommendations to address this are provided.

#### 2.1.1 Crash probability

The probability of a crash is qualitatively assessed based on expected exposure (how many road users will be exposed to the site) and the likelihood of a crash resulting from the presence of the particular safety issue. Probability ranges from “very likely” to “very unlikely”, and have been based on the categories in the Austroads *Guide to Road Safety part 6: Road Safety Audit* (2022) but adapted for the 4-tier probability structure used in the NZ guide (Waka Kotahi, 2022).

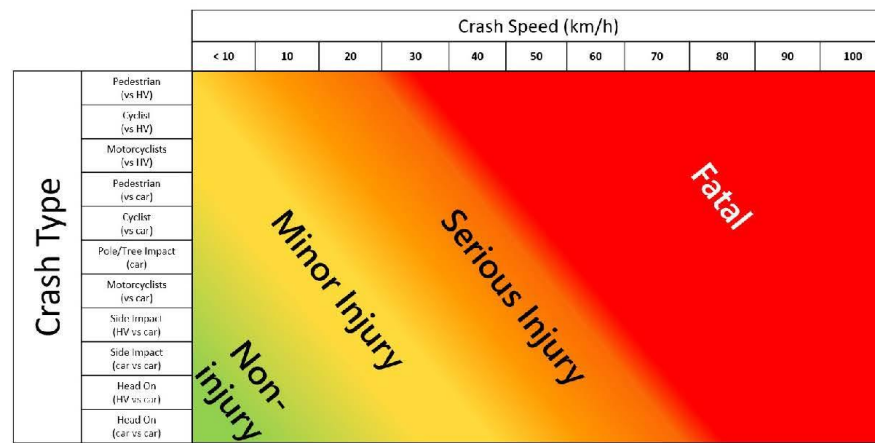


**Table 2-1: Relationship between crash probability and frequency**

Probability of a crash occurring	Frequency of crashes expected
Very likely	One crash every 3 months (4+ crashes / year)
Likely	One crash every 3-12 months (1-4 crashes / year)
Unlikely	One crash every 1-7 years (0.1-1 crashes / year)
Very unlikely	One crash every 7+ years (<0.1 crashes / year)

**2.1.2 Crash severity**

The expected severity outcome of a crash is qualitatively assessed based on factors such as expected speeds, type of collision, and type of user/vehicle/object involved; Figure 2-1, which is based on Austroads *Guide to Road Safety part 6: Road Safety Audit* (2022) but in colour instead of greyscale, gives an indication of the expected crash severity based on these factors. Table 2-2 describes the four crash severities used.



General indication only – professional judgement required

Figure 2-1: Expected crash severity by crash type and crash speed (adapted from Austroads GRS6, 2002)


**Table 2-2: Crash severity descriptions (adapted from Waka Kotahi Safe Systems Audit Guidelines, 2022)**

Severity outcome	Description
<b>Fatal</b>	Where Safe System boundary conditions are exceeded. A death occurring as the result of injuries sustained in a road crash within 30 days of the crash.
<b>Serious</b>	Where Safe System boundary conditions are exceeded. Injury (fracture, concussion, severe cuts or other injury) requiring medical treatment or removal to and retention in hospital.
<b>Minor</b>	Where Safe System boundary conditions are met. Injury which is not 'serious' but requires first aid, or which causes discomfort or pain to the person injured.
<b>Non-injury</b>	Where Safe System boundary conditions are met. Property damage crashes.

Reference to historic crash data or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, probability and severity that may result from a particular concern.

### 2.1.3 Crash risk rating

The probability and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Waka Kotahi Safety Concern Risk Rating Matrix shown in Table 2-3: Safety concern risk rating matrix (from Waka Kotahi Safe Systems Audit Guidelines, 2022) Table 2-3. The qualitative assessment requires professional judgement and experience from a wide range of projects of varying sizes and locations.


**Table 2-3: Safety concern risk rating matrix (from Waka Kotahi Safe Systems Audit Guidelines, 2022)**

		Severity outcome				
		Non-injury	Minor	Serious	Fatal	
		Property damage only (PDO)	Injury which is not 'serious' but requires first aid, or which causes discomfort or pain to the person injured.	Injury (fracture, concussion, severe cuts or other injury) requiring medical treatment or removal to and retention in hospital.	A death occurring as the result of injuries sustained in a road crash within 30 days of the crash.	
Probability of a crash	Very likely	Minor	Moderate	Safe System injury threshold	Serious	Serious
	Likely	Minor	Moderate		Serious	Serious
	Unlikely	Minor	Minor		Significant	Serious
	Very unlikely	Minor	Minor		Significant	Significant

While all safety concerns should be considered for action, the client will make the decision as to what action will be adopted. This report gives safety ranking guidance and it is acknowledged the client must consider factors other than safety alone. The suggested action for each concern category is given in Table 2-4.

**Table 2-4: Concern categories**

Risk	Suggested action
<b>Serious</b>	Serious safety concern that must be addressed and requires changes to avoid serious injury consequences.
<b>Significant</b>	Significant safety concern that should be addressed and requires changes to avoid serious injury consequences.
<b>Moderate</b>	Moderate safety concern that should be addressed to improve safety
<b>Minor</b>	Minor safety concern that should be addressed where practical to improve safety.

In addition to the ranked safety issues, it is appropriate for the SAT to provide additional comments such as: items where the safety implications are not yet clear due to insufficient detail for the stage of project; items outside the scope of the audit such as existing issues not impacted by the project; an opportunity for improved safety that is not necessarily linked to the project itself, or drawing/signage issues that should be addressed but are not necessarily safety related. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the SAT.



#### 2.1.4 Recommendations

Each issue is accompanied by a list of recommendations to address the issue. As per the safe systems framework, these are classified as relating to either:

- Primary treatments – i.e. those capable of virtually eliminating death or serious injury resulting from the particular safety issue; or
- Supporting treatments – reduce the overall harm caused by the safety issue.

#### 2.2 Project team response process

In accordance with the procedures set down in the Waka Kotahi NZ Transport Agency *Safe System Audit Guidelines* (2022) the audit report will be submitted to the client who will instruct the wider project team to respond.

No changes, however small they may appear, may be made to any of our writings in the main audit section of our report without our express review and consent. This restriction includes our SAT responses.

We do not consent to any changes ... to be made to the main audit section of our report.

The safety issues raised in this audit will require responses from the designer and, after the SAT has had a chance to clarify issues further, the project safety engineer. Finally, the client decision and action taken against the safety issues will also be recorded.

The following people have been identified by the client for these roles (Table 2-5).

*Table 2-5: project team members relevant to this audit (to be completed by the client)*

Role	Name	Organisation
Designer response	Peter Kortegast	WSP
Safety engineer	Mike van Enter	TDC
Client decision	Jamie McPherson	TDC
Action taken by		

### 3. Crash history

Waka Kotahi holds a national database of crashes (CAS) for New Zealand. Crashes are generally investigated for the previous five years to ensure a crash pattern is monitored, rather than one off events.

The only recorded crash between 2018 and 2022 involved a vehicle entering the roundabout without the driver seeing a motor cyclist to their right already within the roundabout. The motor cyclist sustained injury to their left leg but did not require medical treatment.



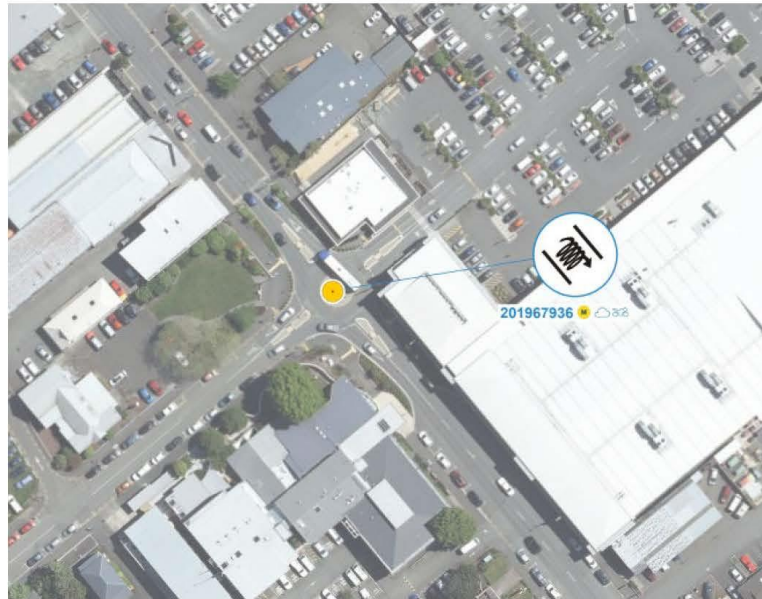


Figure 3-1: single crash at intersection between 2018 and 2022





#### 4. Identification of safety concerns

##### 4.1.1 Town Centre speed limit signage

Speed limit signage is installed at the top of their poles, which puts them out of visibility of drivers. They also look to be the minimum size for urban speed limits which is 600x600. Figure 4-1 shows the amount of compulsory and regulatory signage throughout the area, making it hard to determine the right sign to read.

Providing road marking thresholds and / or larger speed limit signs at a better height would provide better guidance for road users on the speed limit and change of environment. **Error! Reference source not found.** shows the speed limit change on Queen Street which can easily be missed and the wide open street currently doesn't read 30 km/h.



Figure 4-1: Signage clutter



Figure 4-2: 30 km signage easily missed on wide open street

		Comment
Probability of crash occurring		N/A
Expected crash severity		Non-injury
<b>Primary treatment recommendations:</b>		
4.1.1.1	N/a	
<b>Supporting treatment recommendations:</b>		
4.1.1.2		Provide threshold signage and road marking for speed limit changes

##### Responses:

Designer	Agreed. The threshold and speed limit signs should be relocated on the Wensley Street approach to mid-block on Wensley Road approach.
SAT	Noted



Safety Engineer	
Client	

##### 4.1.2 Speed limit on Wensley Road

The safety issue is the location of the speed limit change along Wensley Road. Currently on Wensley Road the speed limit is 50 km/h until the proposed pedestrian crossing, where the speed limit changes to 30 km/h. Currently sign posted but designs do show speed limit signage.

The crash type/s expected motor vehicles hitting pedestrians.

The risk factors are

- High traffic volumes along Wensley Road
- High pedestrian volumes throughout the area
- High bus volumes through the intersection



Figure 4-3: Existing speed limit change location

		Minor
Probability of crash occurring		Unlikely
Expected crash severity		Minor injury
<b>Primary treatment recommendations:</b>		
4.1.2.1		Move speed limit change location closer to Oxford Street intersection
4.1.2.2		Continue stormwater investigation to allow for RSP
<b>Supporting treatment recommendations:</b>		
4.1.2.3		Provide speed limit signage





Responses:	
Designer	Agreed. Relocate speed limit sign and continue secondary flow path analysis to consider installing a raised table in the future.
SAT	Noted
Safety Engineer	
Client	

4.1.3 Consistency of pedestrian crossing points

The safety issue is there are multiple types of crossing points in and around the proposed intersection. Both motor vehicle drivers and crossing point users will be unable to easily predict the type of crossing they are approaching / using.

The crash type/s expected motor vehicles hitting pedestrians.

The risk factors are

- Multiple types of crossing (Zebra crossing, centre refuge, no refuge)
- Back to back crossings within 15m of each other on stretches of Queen Street and Wensley Road
- High traffic volumes (Queens Street – 7,823)

Probability of crash occurring	Moderate
Expected crash severity	Likely
<b>Primary treatment recommendations:</b>	
4.1.3.1	Install RSP to reinforce the 30 km/h speed limit
<b>Supporting treatment recommendations:</b>	
4.1.3.2	Consider making all non zebra crossing crossings the same.
4.1.3.3	Determine if the roads with multiple crossing points require both crossing locations.

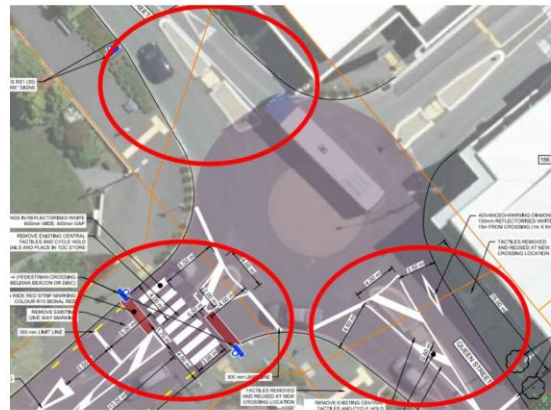


Figure 4-4: Red circles showing the three types of crossings at the roundabout

Responses:	
Designer	Agreed. Recommend undertaking a pedestrian crossing volume counts post installation and consider a review of other crossing points depending on demand of users. The shopping centre crossing leg is on private property and would require additional discussion with land owner.
SAT	Noted
Safety Engineer	



**Client**

**4.1.4 Warning tactiles**

The intention is to remove the directional tactiles on the Queen Street south leg. The design notes leave room for ambiguity and there is the risk of the contractor not understanding the designer's intention. As the pedestrian cut downs are proposed to remain in place, it is important that the warning tactiles also remain in place.

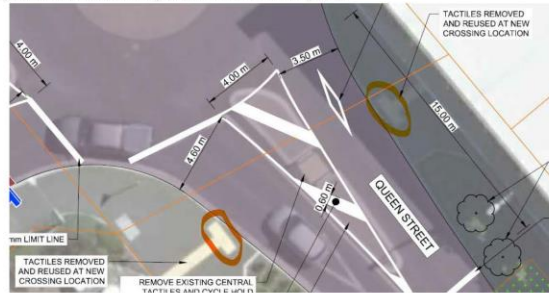


Figure 4-5: Warning tactiles highlighted

Comment	
Probability of crash occurring	N/A
Expected crash severity	N/A
<b>Primary treatment recommendations:</b>	
4.1.4.1	n/a
<b>Supporting treatment recommendations:</b>	
4.1.4.2	Amend design drawing to avoid ambiguity so that the warning tactiles will remain in place.

Responses:	
<b>Designer</b>	Agreed. Will make change to drawings to be clear that the top of the tee tactiles are being retained and the lead in tactiles are being removed. Alkone with the existing centre tactiles are being removed.
<b>SAT</b>	Noted
<b>Safety Engineer</b>	
<b>Client</b>	



**4.1.5 No cycling provisions**

The safety issue is no cycling provisions are provided throughout the proposed intersection upgrade.

The crash type/s expected motor vehicles to strike cycles moving to own the lane or travelling through the intersection.

The risk factors are

- No clear guidance for cyclists
- No road space allocation provided for cyclists

[Waka Kotahi best practice guidelines for Sharrows](#) discusses where it is appropriate to implement sharrows.

Responses:		Minor	
<b>Designer</b>	There are no sharrow markings within the existing Richmond Town Centre. I agreed with the auditors suggestion and perhaps as part of the design we add Sharrow markings on the Queen Street and Wensley Road Approaches to this intersection as part of this upgrade, subject to client approval.	Probability of crash occurring	Very unlikely
<b>SAT</b>	Noted	Expected crash severity	Minor injury
<b>Safety Engineer</b>		<b>Primary treatment recommendations:</b>	
<b>Client</b>		4.1.5.1	Provide traffic calming to reinforce 30 km/h speed limit
		<b>Supporting treatment recommendations:</b>	
		4.1.5.2	Consider the implementation of sharrows

**4.1.6 Removal of parking on Wensley Road**

The safety issue is removing the parking along Wensley Road will likely increase the speed along Wensley by reducing the side friction created from the all day parks. Currently the speed through this section is observed to be well below the posted speed limit of 50 km/h. Figure 4-6 shows how tight the carriageway is with both sides fully parked.

The crash type/s expected rear end crashes with motor vehicles travelling at speed on approach to Pedestrian crossing and Motor vehicles striking pedestrians.

The risk factors are

Minor	
Probability of crash occurring	Unlikely
Expected crash severity	Minor injury
<b>Primary treatment recommendations:</b>	
4.1.6.1	Consider RSP to reinforce speeds below vulnerable users tolerable limits
4.1.6.2	Alternatively, consider speed cushions for Wensley Road



- High traffic volumes along Wensley Road
- High pedestrian volumes throughout the area
- High bus volumes through the intersection



Figure 4-6: Wensley Road parking at full capacity

**Supporting treatment recommendations:**

- 4.1.6.3 Consider changing speed limit
- 4.1.6.4 Monitor operating speeds if parking removed

**Responses:**

<b>Designer</b>	Agreed as part of the separate work of parking removal on Wensley Road we could consider a traffic calming feature. As an interim action we could install a red colour surface and 30 sign on the road at the threshold point mid-way along Wensley Road where we intend to relocate the existing 30/50 thresholds. Relocating the existing PW advance roundabout signs. Which in this short urban mid block round are really not required. It should be noted that the Oxford Wensley Roundabout is
-----------------	--



	proiposed for a complete upgrade with tables as a dutch style roundabout and will be reduced to a 25 km/hr or less approach and circulating speed.
<b>SAT</b>	Noted
<b>Safety Engineer</b>	
<b>Client</b>	

4.1.7 Choice of plant species

The safety issue is the existing shrubs are growing too high, the plans only show removal of a section of them but requires all to be removed. Figure 4-7 shows plants species growing too tall and blocking visibility of users of the new proposed pedestrian crossing.

The crash type/s expected pedestrians being struck by road users unable to see them.

The risk factors are

- Poor visibility of pedestrians
- Priority given to pedestrians at crossing location
- High volume of pedestrians

Probability of crash occurring	Unlikely	Minor
Expected crash severity	Minor injury	
<b>Primary treatment recommendations:</b>		
4.1.7.1	Consider replacing all vegetation in the area with plant species which will not block visibility	
<b>Supporting treatment recommendations:</b>		
4.1.7.2	Trim all vegetation to allow visibility of all types of pedestrians	
4.1.7.3	Include the existing vegetation into routine maintenance programme	





Figure 4-7: Photo showing height of vegetation vs pedestrian

Responses:	
Designer	Agree with the suggestion, but the trees are very important to the town centre design. All the vegetation surrounding the crossing 5m each side will be replaced with low growth species and suggest that post installation check is completed. The tree will be trimmed up consistent with other town centre crossings.
SAT	Our comments did not include the trees but were restricted to the ground cover planting; we agree that lifting the tree canopy as indicated on the design drawings is appropriate.
Safety Engineer	
Client	



4.1.8 Red surfacing layout

It is proposed that red surface marking is to be installed on the approaches to the two pedestrian crossings. These are shown to be 1 m in length.

The [Pedestrian network guidance](#) (PNG) provides guidance around the typical length of red surfacing at a zebra crossing of 3 m and to be full width of the road (where the road is undivided at the crossing; we suggest that the proposed flush median for Wensley Road does create a divided crossing). Raised zebra crossings have a reduced length of 2 m but continue to be full width of the crossing.

		Comment
Probability of crash occurring		N/A
Expected crash severity		N/A
<b>Primary treatment recommendations:</b>		
4.1.8.1		N/a
<b>Supporting treatment recommendations:</b>		
4.1.8.2		Install red surfacing road marking as per PNG
4.1.8.3		Truncate the proposed centre line on Queen Street at the limit lines to achieve compliance with PNG guidance.

Responses:	
Designer	Agreed. Will increase the width of the red surfacing to full width of road on both Wensley and Queen St approaches and widen to 3m band width.  Will Truncate centre line at limit line on Queen St.
SAT	Noted
Safety Engineer	
Client	

4.1.9 Pedestrian crossing corridor effect

The safety issue is pedestrians walking between the mall and the council building will be subject to corridor effect. Figure 4-8 shows the location of the crossing and through the pedestrian entry into the mall area.

		Minor
Probability of crash occurring		Unlikely
Expected crash severity		Minor injury
<b>Primary treatment recommendations:</b>		





The crash type/s expected motor vehicles hitting pedestrians.

The risk factors are

- Pedestrians being distracted
- Crossing straight out from pedestrian walkway
- Crossing directly outside Council building



Figure 4-8: Proposed crossing point location

4.1.9.1 Provide RSP to reinforce the posted speed limit

4.1.9.2 Alternatively, consider speed cushions for Queen Street

**Supporting treatment recommendations:**

4.1.9.3 Consider offsetting the crossing location to remove the corridor effect

**Responses:**

<b>Designer</b>	This is an interesting issue and I understand the concern of a corridor effect identified by the auditors. However I consider installation of tactile delineators, the kerb buildouts and the surface change to be sufficient to warn pedestrians and small wheeled pedestrians of the crossing point. This crossing point is the clear desire line for crossing pedestrians and will be
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	strongly dominated by crossing pedestrians. My suggestion is to again undertake post installation observations and ultimately once we have completed the secondary flow path analysis consider raised safety platforms if possible.
<b>SAT</b>	We suggest that given the speed environment on the approach to this crossing point, a speed cushion should be the minimum treatment prior to a decision on an RSP.
<b>Safety Engineer</b>	
<b>Client</b>	

**4.2 Mall car park**

**4.2.1 Pedestrian crossing lacking infrastructure**

The safety issue is the painted pedestrian crossing within the mall car park has non-compliant road markings and is missing signage and road marking. The crash type/s expected motor vehicles striking pedestrians.

The risk factors are

- Incorrectly road marked and signed pedestrian crossing
- Blocked visibility of footpaths leading to crossing
- Close proximity to roundabout intersection

[Waka Kotahi TCD manual part 5 – Pedestrian crossing zebra](#) is the relevant standard.

Probability of crash occurring	Unlikely	Minor
Expected crash severity	Non-injury	
<b>Primary treatment recommendations:</b>		
4.2.1.1	N/a	
<b>Supporting treatment recommendations:</b>		
4.2.1.2	Consider installing road marking and signage compliant with TCD manual	
4.2.1.3	Remove those lane lines that divide the crossing.	







Figure 4-9: Incorrectly marked Pedestrian crossing

Responses:	
Designer	Agreed. As part of this Project TDC can approach land owner and offer to upgrade if they are willing to allow this to happen. This is outside legal road jurisdiction.
SAT	Noted
Safety Engineer	
Client	

4.2.2 Poor visibility of crossing

Minor

Probability of crash occurring | Unlikely



The safety issue is drivers turning right from beside Sal's are unable to clearly see users on the pedestrian crossing. There is also no formal limit line or traffic control device to slow / bring drivers attention to the pedestrian crossing.

The crash type/s expected motor vehicles impacting pedestrians.

The risk factors are

- Building corners blocking visibility of pedestrians walking to the crossing
- Vegetation blocking visibility of drivers right turning beside Sal's
- Proximity of pedestrian crossing to right turn location
- Proximity of pedestrian crossing to the roundabout



Figure 4-10: streetview image showing how poor visibility of crossing is

Expected crash severity	Minor injury
<b>Primary treatment recommendations:</b>	
4.2.2.1	N/a
<b>Supporting treatment recommendations:</b>	
4.2.2.2	Provide road marking and signage as per TCD manual
4.2.2.3	Change the direction of flow in the car park to have vehicles entering not exiting along side Sal's
4.2.2.4	Alternatively, consider swapping the location of the exit lane and the two disability parks to put more distance between drivers turning and the location of the crossing.





Responses:	
<b>Designer</b>	Agreed. As part of this Project TDC can approach land owner and offer to upgrade if they are willing to allow this to happen. This is outside legal road jurisdiction. Perhaps a stop control could be considered.
<b>SAT</b>	We suggest that swapping the lane / parking arrangement would be more effective than a change to Stop control.
<b>Safety Engineer</b>	
<b>Client</b>	



## 5. Audit statement

We certify that we have used the available plans, and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified to improve safety.

The safety issues identified and noted in this report are summarised in Table 5-1.

*Table 5-1: Summary of Issues*

<i>Serious</i>	<i>Significant</i>	<i>Moderate</i>	<i>Minor</i>	<i>Comments</i>	<i>Total</i>
<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>11</b>
<i>Issue</i>					<i>Ranking</i>
4.1.1 Town centre speed limit signage					Comment
4.1.2 Speed limit on Wensley Road					Minor
4.1.3 Consistency of pedestrian crossing points					Moderate
4.1.4 Warning tactiles					Comment
4.1.5 No cycling provisions					Minor
4.1.6 Removal of parking on Wensley Road					Minor
4.1.7 Choice of plant species					Minor
4.1.8 Red surfacing layout					Comment
4.1.9 Pedestrian crossing corridor effect					Minor
4.2.1 Pedestrian crossing lacking infrastructure					Minor
4.2.2 Poor visibility of crossing					Minor



Queen Street Wensley Road roundabout safety audit

<b>Designer:</b>	Peter Kortegast	Position	WSP Senior Design Engineer
Signature		Date	4 <sup>th</sup> April 2023
<b>Auditor response:</b>	Axel Downard-Wilke	Position	Director – Principal Transportation Engineer & Transportation Planner
Signature		Date	4 April 2023
<b>Safety Engineer:</b>	_____	Position	_____
Signature	_____	Date	_____
<b>Project Manager:</b>	_____	Position	_____
Signature	_____	Date	_____
<b>Project sponsor - action completed:</b>	_____	Position	_____
Signature	_____	Date	_____
Audit report distributed on:	_____	Date	_____

7. How do you not know the weight of the buses you own? – released on 5/11/2023

The buses are owned by SBL who are contracted to provide the bus services. The buses are required to meet Waka Kotahi’s standards.

The larger EV buses are Foton C12s. Here is some information about the Foton C12s which is publicly available on [Foton’s website](#):

**Product Configuration**

Normal transportation



Overall Dimension	12000*2550*3100/3250 (For C12)
Wheelbase	5900
Curb Weight	12T
GVW	18T
Passenger/Seating Capacity	92/24-46
Body Structure	Monocoque/Semi-monocoque
Floor Structure	Low-entry/Low-floor/Two-step
Door Configuration	Two in-swing double wings door