

REPORT

TO: Motueka Community Board Members
FROM: David Ogilvie, Chair
DATE: 1 February 2011
SUBJECT: Report to meeting of 8 February 2011 – RMCB11-02-01

1 Welcome

Welcome to our first meeting of 2011. It is already developing into a vital year, as we make preparation for resolving (or progressing) the issues of 2010, as well as those which will arise this year.

- Hopefully, some of the recommendations of the Motueka Transport Study will be effected. The public response to the survey should help with this.
- The Motueka Central and West Strategy is to be presented to the Environment and Planning Committee at its next meeting (10 March 2011) and the next stage of submissions follows.
- Lower Motueka River Stopbank feasibility study continues, based on the report to Council in December 2010.
- Details of the reviewed Government subsidy for domestic water could impact on the reticulation programme and policy.
- Coastal Tasman pipeline is at the Environment Court
- A review of the Motueka Parks and Reserves management is due this year.
- The Motueka swimming pool proposal should progress towards the construction phase.

This is a brief summary of the highlights! The year will certainly bring forward a wealth of matters arising from the Annual Plan (for example), preparation for the three-yearly review of the LTCCP (10 year plan) and of course the proposed union with Nelson City Council (should the Commission decide to proceed) will be a dominant factor.

2011, therefore, promises to be a dynamic year for us, requiring the Board to be fully committed in its role, representing the community and advocating on its behalf.

2 Entry to Motueka

The entry to Motueka (South from Nelson) has the potential to be very attractive – the Moutere inlet, Moutere river, “Rest Awhile” reserve, round-a-bout, wide grass berms along a wide High Street to the Clock Tower corner.

There have been a number of worthwhile projects in recent years to maximise this entry; the latest being the “Motueka” sign. Plantings along the estuary, at the “Rest Awhile”, along High Street, and the round-a-bout have been initiated by community groups but without any over-riding plan.

Is it timely to seek funding for a Landscape Design to provide an “overall” plan, making use of the sign and those plantings currently in place?

3 Town Presentation

Despite the spring-time criticism, the High Street Golden Elms have looked beautiful over the summer period for our visitors. Also, the various gardens, parks and street plantings are giving Motueka a deserved reputation as an attractive town. The trees along Motueka Quay, along Tudor Street, Memorial Park, Fearon’s Bush, and Thorp’s Bush stand out but there are many private property plantings which also enhance the town.

The national award, presented to Keep Motueka Beautiful, for Motueka as “The Best Town in New Zealand” highlights this situation. Our reputation as a “Growing Region” underlines this factor where plants, shrubs, flowers and trees flourish in our climate and environment.

Notwithstanding, there is opportunity to improve and to mark our town and district as a special place, to protect and develop the positive features.

Motueka featured with Highly Commended Awards for Tasman Nelson Environment for the Greenwood Health Centre (Commercial/Emerging) and to the Motueka Arts Council “Welcome to the Godwits” (Heritage/Events and Culture).

4 Motueka Bypass Route

The public meeting on 30 November 2010 that I co-hosted with West Coast Tasman MP Chris Auchinvole was clear in its strong preference for the Chamberlain Street – Anderson Road - Swamp Road option for a Motueka Bypass, subject to any engineering issues with a new bridge being resolved.

Equally strong was the indication that there should not be a “temporary” bypass (or a “heavy traffic” diversion) along either Thorp Street east or Queen Victoria Street west.

There were 85 people at the meeting and the two “straw votes” on those matters were very clear. Consequently, it is appropriate that the Board convey both messages to NZTA and the Tasman District Council (with copies to the relevant consultants Opus and MWH NZ Ltd).

Recommendation

That the Motueka Community Board write to NZ Transport Agency (copy to Opus) and to Tasman District Council (copy to MWH NZ Ltd) reporting on the public meeting’s strong preference:

- a) For Chamberlain Street/Anderson Road/Swamp Road as the long term route for the Motueka Bypass;**
- b) That neither an east or a west “temporary” bypass (or a “heavy traffic” diversion) along Thorp Street (east) or Queen Victoria Street (west) be considered.**

That NZ Transport Agency and Tasman District Council finalise the Chamberlain Street option as the preferred route (for planning and LIM purposes).

That the formal opening of the Motueka Bypass take place by November 2025, certainly no later than November 2030.

5 Proposal for the Union of Nelson City and Tasman District

- (a) The submission process concluded in the week prior to Christmas 2010. The Local Government Commission heard the Board's submission on 16 December 2010 at Motueka. I attended the sessions (morning and afternoon) locally and also the morning session at Takaka where most Golden Bay presentations supported further investigation into the proposal.
- (b) The next stages:-
- (1) The Commission may carry out other investigations and inquiries, so it has sufficient information on which to make a decision.
 - (2) The Commission will issue a draft reorganisation proposal based on the proposal (or a modification of the proposal) **OR** decide not to proceed further with the proposal.
- (c) If the Commission issues a Draft Reorganisation Scheme a further consultation process will begin:-
- (1) Public are invited to make submissions.
 - (2) The Commission considers those submissions and decides to continue **OR** to decline.
 - (3) Should the Commission continue with the proposal, it will issue a Final Reorganisation Scheme which is put out for a vote by the residents in each council area.
 - (4) If the majority in each area supports the Scheme, it becomes the reality. If either community votes against the Scheme, it fails and each Council carries on as before.
- (d) The time-frame for these processes is fluid and will allow the Councils to hold discussions between themselves, and also for each Council to engage their own community, as to whether the Scheme is workable and for the mutual benefit of its residents.

6 Footpaths

The Council tender for footpaths and mobile scooter crossings has been delayed since additional funding may be available.

Steve Elkington indicated that the following paths in Motueka are being investigated:

Huffam Street	Motueka	190	Old Wharf Road to Monahan Street
Old Wharf Road	Motueka	45	Huffam Street to start of existing path near Recreation Centre
North Street	Motueka	140	Everett Street to end

Queen Victoria Street	Motueka		Green Lane to Whakarewa Street
Thorp Street	Motueka	140	No 52 to Fearon Street beside Cemetery
Poole Street	Motueka		Atkins Street towards Queen Victoria Street (to be investigated)

The list is very pleasing, although I wondered whether the Queen Victoria Street path could be extended to King Edward Street as a shared cycle-lane/footpath for High School students to use, plus it would link up (not directly) with the southern part of Queen Victoria Street.

7 Pram Crossings/Mobile Scooter Ramps

No.	Street Name	Intersecting Street Name	No Xings	Date	Relevant Comments
1	Naumai Street	Oaks Lane	1	2010 – 2011	Footpath also
2-3	Thorp Street	Greenwood Street	2	2010 – 2011	Residential – busy
4-5	Clay Street	Moffatt Street	2	2010 – 2011	Residential – central
6	Poole Street	Atkins Street	1	2010 – 2011	Residential – East side
7-8	Inglis Street	High Street	2		North side, especially
19-20	Woodlands Avenue	Lowe Street	2		Steep – retirement home
21-22	Woodlands Avenue	Wratt Street	2		Steep – retirement home
9	York Street	Clay Street	1	2010 – 2011	Residential – central
10-11	Trewavas Street	Mountview Place	2	2010 – 2011	Residential
12	Atkins Street	Fry Street	1		North side
13	Poole Street	Wilkie Street	1		West side
14	Parker Street	Wilkie Street	1		East side
15	Fearon Street	High Street	1		East side
16	Ledger Avenue	Marion Place	1		West side
17-18	Saxon Street	Inglis Street	2		North and South

Nine crossings are scheduled for 2010-2011 and the others are based on my own investigation and responses from residents. The “high standard” reference is to include “tactile pavers” which are useful for visually-impaired people, although some have complained they are slippery when wet.

8 Council Projects

- a) The wastewater pipeline (new gravity main) has been constructed in Queen Victoria Street, Atkins Street and Parker Street.

- b) The footpath, School Road Riwaka, outside the school is being constructed by Concrete and Metals.
- c) Skatepark/BMX track upgrade has been well received.

9 NZTA/Community Board Meeting

I have recorded from minutes of 19 November 2010 the Motueka items raised at the quarterly liaison meeting. Their next meeting will probably follow ours with NZTA (31 March 2011, 1.30 pm to 4.00 pm). It is our responsibility to set the agenda and I will endeavour to have a "draft" ready for 8 March 2011.

High Street/State Highway 60 is a major factor in Motueka, demonstrated by the public meeting attendance and Guardian survey responses.

The rough surface/flooding problem is a current issue (opposite Birdhurst, south of the Motueka bridge) which requires immediate attention. Refer to the newspaper Photo/article.

Recommendation:

That the Motueka Community Board request NZTA to repair the poor road drainage (SH 60/High Street North) opposite Birdhurst.

10 High Street, Motueka – Improvements

The Motueka Community Board published a list of ten traffic improvements as recommended by the 2010 Motueka Transport Study (Guardian on 24 November 2010). The Community Board was seeking local Motueka responses to those ten recommendations, as a basis for reference to the NZ Transport Agency and the District Council. (The Board asked residents to mark their top 4 choices).

There were 104 responses.

The top 4 preferences indicated were as follows:-

1. Install traffic signals at the High Street, Pah Street, and Greenwood Street intersection – (83 responses).
2. Construct a round-a-bout at the Clock Tower corner – (71 responses).
3. A pedestrian crossing between The Warehouse and New World – (63 responses).
4. Construct a round-a-bout at the Woodland Avenue, High Street, Whakarewa Street intersection – (44 responses).

The other preferences, in order, were:

5. Re-direct heavy "through" traffic west to King Edward Street, Queen Victoria Street, Pah Street, Atkins Street, and Parker Street – (42 responses).
6. Re-direct heavy "through" traffic east to Old Wharf Road, Thorp Street and Staples Street – (35 responses).

7. Re-locate the three pedestrian crossings closer to “pedestrian desire” lines – (25) responses.
8. Improve Tudor Street and Wallace Street intersections to get better traffic flow – (16 responses).
9. Create off-street parking areas on the western side of High Street – (12 responses).
10. Marking of parallel parking bays along High Street to provide defined parking spots – (3 responses).

The first 3 preferences are very strong, and probably no surprise to Motueka residents who drive or walk High Street on a regular basis. Traffic signals at the Pah Street/Greenwood Street intersection is clearly an urgent message.

A number of other suggestions were made for traffic improvements, in particular:-

- A by-pass with a new bridge would resolve Motueka traffic issues. Anything else is short-term and costly.
- No exits onto High Street from either The Warehouse or New World.
- No right-turning into High Street from Pah Street and Greenwood Street.
- No right turns into Wallace Street.
- Allow parking on one side of High Street only, but provide a cycle-lane, trees and shrubbery.
- More parks for disabled persons in the central section (ie between Tudor Street and Pah/Greenwood Streets).
- Create a cycle lane along east side of High Street.
- Reduce parking in High Street and create spaces for benches and pedestrians.
- Make Wallace Street pedestrians only.
- Improve the rear lanes and area from Tudor Street to Greenwood Street with benches and trees.
- Enhance Wallace Street, access lanes (eg between Astrolabe and Paper Plus), Deck’s Reserve, rear lanes and car parking with large trees, seats etc to create a shady, less sterile and friendly atmosphere in this locality.
- An “over-pass” between New World and The Warehouse (ie pedestrian bridge).
- Greenwood Street and Wallace Street pedestrian crossings are traffic hazards, but an “island” as in Pah Street could help.
- High Street crossing at Tudor Street corner is too close to the corner and needs to be re-located.
- Create a pedestrian “light” crossing for New World/The Warehouse rather than a conventional crossing.
- Jay-walking is a major issue. Can the Police issue instant fines?
- Install a pedestrian crossing in Whakarewa Street between the High School and High Street.
- Reduce High Street speed to 30kph, with soft speed humps.
- Thorp Street/Staples Street intersection improvements, and walkway there.
- Make one side of Inglis Street no-parking. For funeral traffic, Inglis Street is not sufficiently wide for four cars.
- Extend Manoy Street to link with Talbot Street.
- Extend Woodland Avenue to link with Huffam Street.

- Encourage commercial and retail development in the Port and Marina area and emphasise the link between town and the sea.

104 responses from Motueka residents was excellent, and exceeded expectations. High Street traffic is undoubtedly an important concern, and for too long many of the issues have not been seriously addressed, sometimes dismissed and disregarded.

Traffic signals at the High Street, Pah Street, Greenwood Street intersection have been requested continuously but rejected by State Highway authorities (yet we see them installed elsewhere). Signals in that location would give certainty to all road users, make crossing from one side of Motueka to the other side easier, and create a safe and pleasant traffic environment. It has been identified consistently as the main traffic improvement for High Street.

The number of further comments by those who answered the survey was most interesting, with many indicating more seats, and streetscaping particularly in the Wallace Street, Deck's Reserve areas.

Another concern related to the pedestrian crossings, some recommending re-location and for The Warehouse/New World site a pedestrian bridge.

Provision for cycle-lanes was mentioned, with one resident suggesting removal of all parking on the east side and replacing with seating, shrubbery, and a cycle lane to create a more friendly environment.

Others used the opportunity to recommend improvements in other localities.

Overall, a very pleasing response, and it is to be hoped that practical, worthwhile and long-term improvements will be a consequence.

11 Memorial Park Boundary

Board members will be aware of the various fire attacks on the boundary hedge in Memorial Park, adjacent to Pah Street.

Kathy Tohill-Curnow met with Constable Heney and myself to discuss the matter and, generally, it was agreed to remove the rest of the hedge and in the short term replace it by continuing the two-rail, ranch-style fence. This initial decision is to be referred to the Reserves Manager (Beryl Wilkes) and to both sports clubs, cricket and football.

Interestingly, Motueka Police would welcome more lighting at the rear of Memorial Hall as well as increased lighting in central streets.

12 It's become a Motueka joke, but it really is serious!

"Don't turn right into High Street" is the current cry, "especially from November through to February" is often added. Motueka drivers follow this direction as much as they can, especially from 8.00 am to 6.00 pm for all seven days of the week. It applies to virtually every street leading onto High Street from Parker Street and Fearon Street in the north, to Clock Tower corner in the south.

It helps to explain the public demand for traffic lights at Pah Street/Greenwood Street intersection and round-a-bouts at Clock Tower corner and the Woodlands Avenue/Whakarewa Street corner.

It will need to be one of the Board's main concerns when it meets NZTA/TDC engineers at the end of March 2011.

In the meantime, drivers rely on luck, or calculated risk-taking, or the goodwill of other drivers, should turning right into High Street become necessary.

David Ogilvie
Chair

Meetings and Activities : December 2010/January 2011

December 2010

3	Motueka High School "Community Issues" class Presentation of their Bypass survey Active Transport Forum : address in Nelson "The High Cost of Free Parking" Christmas Starlight parade in Motueka
5	Motueka A & P Association Show
6	Motueka District Museum Volunteers Christmas Party
8	Festival of Lights meeting : debrief of June 2010 event
9	Attended TDC Council meeting – morning session
11	Abbeyfield Motueka – residents Christmas BBQ District Museum: Opening of Exhibition "Distant Dreams"
13	Motueka District Museum – Trust Board meeting Abbeyfield Motueka – meeting Marahau Residents Association – monthly meeting
14	Motueka Community Board – monthly meeting
16	Submission to the Local Government Commission (Sue Piper, Gwen Bull, Grant Kirby, with Michael Coles and Donal Riezebos attending)
17	Local Government Commission at Takaka : morning session
23	Signed Consent Order with the TDC on the Water Allocation issue
28	Heavy rain event with the Motueka River at a "5 year flow level" (1000 cusecs). Aorere and Anatoki rivers above their highest level recorded – major flood damage.

January 2011

3	Opening of the Motueka Art Group's Annual Exhibition at the Chanel Art Centre
5	Inspected the round-a-bout/Rest Awhile area of the High Street south entry
8	Clock Tower Trust fund – raising at the Super Cross
12	Clock Tower Trust meeting – Debrief and farewell to Clare Hynd (Secretary/ Treasurer)
16	Tasman Bay Promotions BBQ – Farewell to John McManaway (10 years as Treasurer)
17	Our Town Motueka meeting Keep Motueka Beautiful meeting
24	Meet with Council, Police, and Fire Chief regarding the boundary hedge/fence at Memorial Park

Reports from Council/Committee Meetings

Creative Communities Grants (30 November 2010), Motueka applicants

Name	Amount \$
Motueka Recreation Centre	750
Senior Net Motueka Digital Interest Group	250
Motueka High School	1,238
Motueka Arts Council	1,500
Dana Orrock-Binnington	Nil

NZTA/TDC Liaison Meeting 19 November 2010 – Motueka items

- **Wallace Street** – to be looked at long term. Will not have a right turn bay in short term.
- **Riwaka Speed Limit** – not to be raised. TDC don't agree with keeping the limit at 50, NZTA are willing to listen
- **High Street : Church of Christ – No Parking Lanes** – Consultation is needed with residents. Cr Inglis to discuss with Community Board. The Church has purchased land for car parking.
- **Tudor Street** – monitoring of white line ongoing. If a right turn bay needs to go in, parking will be removed.
- **Annual Meeting with Community Boards** – Community Boards to set agendas. Mike Kargar, Robyn Gardiner (NZTA), Peter Thomson, Gary Clark (TDC) to attend.

Environment and Planning Committee 27 January 2011 Agenda items

- **Freedom Camping Regulation** – The Manager reported that a model bylaw is now not likely (from Government and LGNZ), but improved infringement powers would be made for those with bylaws in place by 31 May 2011. The Manager was seeking Council direction whether TDC should institute a Bylaw.
- **On-site Wastewater : National Environmental Standard (NES)** – Ministry for the Environment has advised that the proposed NES has been withdrawn.
- **New Dwellings in Motueka Ward : July – December 2010** – numbered 38 (compared with 28 in the same period 2009)