

I hereby give notice that an ordinary meeting of the Golden Bay Community Board will be held on:

Date: Monday 8 April 2024
Time: 1.00pm
Meeting Room: Golden Bay Service Centre
Venue: 78 Commercial Street, Tākaka

Golden Bay Community Board Hapori Whānui ō Mohua

MINUTES ATTACHMENTS

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Golden Bay Cycle and Walkways Society Inc.

Submission: Port Taranoko Structure Plan

27 February 2024

Summary

- The road between Pohara and Port Taranoko is narrow, with no shoulders and has a high risk to people walking and cycling.



- The Golden Bay Cycle and Walkways Society Inc. (GBCWS) is of the view that the proposed development at Port Taranoko will significantly increase the risk to vulnerable road users (people walking and cycling) between Pohara and Port Taranoko unless there are specific activities undertaken to protect them.
- TDC has a statutory responsibility and commitments to ensure that safety is not compromised through the Tasman Resource Management Plan, the Nelson Tasman Land Development Manual, and the Walking and Cycling Strategy 2022-2051
- However, the GBCWS has been advised that TDC has not done any planning, or allocated funding, for protecting vulnerable users.
- The GBCWS will prepare a concept design for a separated shared pathway for TDC's consideration with expectation that TDC will fulfill their responsibilities.

Who Are We?

The Golden Bay Cycle and Walkways Society Inc. (GBCWS) is a volunteer organization with the goal of promoting cycling and walking in Golden Bay. We have undertaken advocacy, prepared a 20 year strategy for the development of the Golden Bay cycling network, and also built cycle paths and trails.

Our Position on the Proposed Development

We support the development of Port Taranaki as this will bring many benefits to Golden Bay.

It is **critical** that the development be done in a holistic manner which properly considers the impact on the vulnerable users we represent: people walking and cycling.

- Abel Tasman Drive to Port Taranaki is a key element of the proposed Golden Bay Cycle Route 1 from the Heaphy Track to Taranaki.
- In May 2019 when the Port Taranaki Development was first proposed, one of our Committee members—Dr. Christopher Bennett—presented to TDC and the Golden Bay Community Board a road safety assessment of Abel Tasman Drive from Pohara to Port Taranaki (Annex 1 to this submission).
- We endorse his main conclusion that: “Due to the very narrow 1 km route from Port Taranaki to the existing Pohara shared path it is essential that any upgrade of Port Taranaki protect vulnerable road users by extending the shared path from Pohara to Port Taranaki.”



We Object to the Current Approach Which Endangers Vulnerable Users

Tasman District Council's Port Taranaki Structure Plan under 'Access and Transport'¹ states: **"Cycle and walkways between Pohara and Totaranui are currently in the planning stage."**

We were encouraged to read this public commitment. However, discussions with TDC have advised that this statement is misleading:

- The planning referred to is that done by ourselves²; there is no planning being done by TDC; and,
- "We also fully understand the safety and amenity issues for people walking and cycling on this section of road. Unfortunately, given the extensive civil works likely to be required, and the constrained funding environment that Council is currently operating under, **funding is unlikely to be allocated in the draft LTP to extend walking and cycling facilities beyond Pohara Valley Road.**"³

So contrary to the above statement by TDC which clearly implies a commitment to addressing the safety of people walking and cycling:

- there is no planning being done; and,
- there is no funding available for protecting vulnerable users.

This approach of **ignoring the needs of vulnerable users** is contrary to TDC's:

- Tasman Resource Management Plan which requires under 16.2.20 (18) that Resource Consents for developments consider **"The potential effect of the activity on the safety and efficiency of the road network"**⁴.
- Nelson Tasman Land Development Manual which aims to ensure **"a safe, efficient and high amenity environment for all users of the transport system"** and **"a transportation network that is safe for all users"**.
- Walking and Cycling Strategy 2022-2051 which promises:
 - P5. **"What about the rural cycleways? Key hazardous locations, or pinch points, on rural cycle routes will be looked at as part of the short to medium term actions."**
 - P6. **"On high speed roads (over 50 km/h), cycle facilities will be fully separated from the vehicle traffic."**
 - P18. **"Specific hazardous locations on cycling routes that are a safety risk to cyclists will be improved."**

¹ <https://shape.tasman.govt.nz/port-tarakohe-structure-plan/access-and-transport>

² Email 19/2/24 from Dwayne Fletcher Strategic Policy Manager

³ Email 21/2/24 from Bill Rice, Senior Infrastructure Planning Advisor Transportation

⁴ The GBCWS requested from TDC a copy of the Resource Consent to assess what the transport development requirements associated with the development as part of the consent were. Unfortunately, this was not a straight forward question to answer as there have been many consents issued so we paused our request.

Next Steps

It is our view that **TDC has a legal responsibility to enforce the requirements of the TRMP** and ensure that **the traffic generated from the proposed development does not reduce the existing unsafe situation further by increasing the risks to vulnerable road users.**

The only way that this can be achieved is through a **separated shared path** so that vulnerable users do not interact with the traffic arising from the Port Development.

In support of this, we have obtained TDC's LiDAR data for the area and are developing a concept design for the provision of a safe shared path between Pohara and Port Tarakohe to present to TDC.

We request that:

- TDC acknowledges their responsibility to ensure the safety of vulnerable users; and,
- Allocates funding to construct the proposed path, either from those benefitting from the Port Development, and/or as part of TDC's Long Term Plan.

Separately, we would appreciate a copy of the Resource Consent for the development to see what conditions of consent were applied to ensure that the development complies with the TRMP and NTLDM requirements of road safety.

Technical Note

Topic: **Protecting Vulnerable Road Users With Port Tarakohe Upgrade**
 Prepared For: Coastal and Catchment Public Consultations Team
 Version: Draft 1, 19 May 2019
 Author: Christopher R. Bennett¹

OVERVIEW

This technical note has been prepared in response to call for community feedback on the draft design ideas for the Port Tarakohe upgrade. This upgrade will see a potential ten-fold increase in the commercial activity at the port, as well as increased recreational use. The port improvements are an excellent opportunity for Golden Bay and will yield major economic and social benefits. **This note addresses an important omission: the need to protect vulnerable road users (cyclists and pedestrians) by creating a 1 km long shared use path from the end of the current shared path in Pohara to Port Tarakohe.** Failure to create such a shared use path will result in excessive road safety risks to vulnerable users during construction and operation of the improved Port. Unless this provision is made, the community should not support the Port improvement.

It is recommended that:

- a) We need to avoid repeating the mistake in the Pohara water connection project where road safety was not considered from the onset, resulting in two major road safety hazards being introduced to the corridor which will now require expensive retrofitting try and correct.
- b) Due to the very narrow 1 km route from Port Tarakohe to the existing Pohara shared path it is essential that any upgrade of Port Tarakohe protect vulnerable road users by extending the shared path from Pohara to Port Tarakohe. The likely cost of such a path would be on the order of 2% of the estimated port improvement costs.
- c) The shared path should have a minimum nominal width of 2 m, with reductions as necessary at several locations where it would not be viable to achieve that width.
- d) The shared path should have an asphaltic concrete surface like at Pohara to ensure that cyclists use it and not the road. It should also have barriers to prevent parking on—for example by climbers.
- e) There are several locations where the road itself will need strengthening and climate proofing—particularly given the expected increase in truck traffic—and so the provision of a shared path should be done in conjunction with a broader corridor assessment.

CURRENT SITUATION

The existing Average Daily Traffic (ADT) on Abel Tasman Drive towards Port Tarakohe is estimated (2017) at 632 veh/day, with 8% heavy traffic (<http://mobileroad.org>). The traffic in Golden Bay is very seasonal—particularly on this section of road which connects with the Totaranui campground. SH60 at Waitapu Bridge sees the peak flows over 100% higher than the ADT during summer periods. It is likely that the design traffic flows for this section during the peak period are on the order of 1200-1500 veh/day.

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