
MINUTES
of the
SUBMISSIONS HEARING MEETING

held
9.30 am, Thursday, 21 April 2022
at
Tasman Council Chamber, 189 Queen Street, Richmond,
Topic: Draft Walking and Cycling Strategy Hearing

Present: Deputy Mayor S Bryant, Councillors C Butler, C Mackenzie, T Tuffnell, A T Walker

In Attendance: Strategic Policy Manager (D Fletcher), Transportation Officer (C Scott), Infrastructure Planning Advisor (D Bryant), Executive Assistant (T Fifield), Executive Support Officer (A Brough)

1 OPENING, WELCOME

Mr Fletcher opened the meeting with a karakia.

2 APOLOGIES AND LEAVE OF ABSENCE

There were no apologies

3 REPORTS

3.1 Walking and Cycling Strategy Submissions Report

Clare Scott, Transportation Planning Officer, presented the report.

Ms Scott said we received over 230 submissions to the draft Strategy and overall it was a positive response. She outlined the key themes and statistics that came out in the submissions.

Three zoom sessions were held for public consultation and a separate zoom meeting was held for some residents in Murchison due to a mail delay. The deadline for submissions was extended and we received four more submissions from Murchison.

Crs thanked staff for their work on the Strategy. A Cr noted that she would like to see the process reviewed due to the mail delay to ensure this doesn't happen again.

Moved Deputy Mayor Bryant/Cr Butler
SH22-04-1

That the Submissions Hearing Panel:

- 1. receives the Walking and Cycling Strategy Submissions Report RSH22-04-1; and**
- 2. agrees to accept the late submissions from Erin Walker, Margaret Pearl, Janelle Hocking and Murchison Sport Recreation and Cultural Centre due to mail delays; and**
- 3. receives the 238 submissions on the draft Walking and Cycling Strategy contained in Attachments 1, 2 and 3 to this report RSH22-04-1.**

CARRIED

4 HEARING OF SUBMISSIONS

David Bartle (31093)

Mr Bartle said the Walking & Cycling Strategy is a great initiative and he strongly supports it. Building safe cycling networks will link into improving the built environment. It incentivises behavioural changes as well as active transport choice and opportunities to reduce our CO² emissions.

Mr Bartle said the Strategy is vulnerable and presently Council is financially constrained – some aspects in the Strategy such as social marketing could be seen as extravagant. He said shop owners will want to park outside their property. He said to manage these risks, the Strategy should have three additions: agile infrastructure and rapid installation, include an active funding plan and some explicit evaluation feedback mechanism to show Council's innovative approach.

Roger and Sarah Frost (29721)

Mr Frost was delighted when he read the Strategy. He commented on the Murchison maps that he provided and pointed out that the map in the Strategy has a shorter 50 kmph speed restriction shown – the current speed restriction goes from the Matakitaki Bridge beyond Grey Street. He also thought the area was a little restricted in that the main walkways around town were off the map and he still considers them part of Murchison so expanded the area to show those.

Mr Frost suggested (on the second map), that the 50 kmph highway speed restriction should extend beyond the Matakitaki Bridge to the junction with Matakitaki West Bank Road where the skyline walkway starts. The speed limit is currently 100 km. He thought that a shared pathway with a clip on to the bridge, with the current speed restrictions, may be okay.

He recommended the 50 kmph speed limit should be extended to the east of the junction with River View Road which is currently 100 kmph. He suggested that the slower speed area be extended 150 m along SH 6 to include the whole of the frontage of Murchison Area School. Another option is to put a bridge across the old Matakitaki Bridge which still has the bridge supports and there are possibilities for other walkways within the growth zoning change proposal.

A Cr noted that the main road through Murchison is owned by Waka Kotahi.

In response to a question, he said Cycle Tour of Aotearoa comes through Murchison. Mr Frost said he sometimes feels that cyclists and walkers are in a bit of a risky situation in some parts of the town.

Jean Gorman (29853 and 31092)

Ms Gorman supports the Strategy. She noted cycleway signs need to be larger and road marking needs to be employed to help guide them. She said signage needs to be improved by SH 6 by Appleby Bridge. She said Queen Street is too narrow and it's dangerous for cyclists when people open their car doors. Traffic needs to be slowed down using an enforced speed limit.

She noted cycleway markings on Wensley Road are inconsistent. An alternative route could be negotiated with the Church by going from Wensley Road towards the cemetery and using Hunt Street to access the centre of town.

Ms Gorman spoke of dangerous places to cycle in Wakefield (Pitfure Road and Edward Street), the centre of Brightwater was narrowed and it's dangerous and road marking is inconsistent. There is limited focus in the Strategy on the use of bikes with linkages for long distance travel – there are no large safe places to leave bikes by the bus stops or at Nelson Airport.

Garrick Batten (29871)

Mr Batten believes the Strategy hasn't given walking the priority – it's more in favour of cycling. He spoke about cyclists cycling on the footpaths and shared pathways and that walkers have no warning when cyclists are approaching. He suggested that the Strategy includes positive actions to educate cyclists, scooters and skateboarders on their responsibilities of shared pathways.

Mr Batten believes walkers should walk on the right of shared pathways.

Robin Schiff (29881)

Ms Schiff is very positive about the Strategy and congratulated Council on the visionary upgrade to the cycleways and walkways for Tasman. She has lived in the Netherlands and spoke about the Systematic Safety Guidelines. She said in Netherlands where streets are 50 kmph, the cycleways and roads are physically separated from each other. In areas where it is 30 kmph (all residential areas), cyclists and vehicles shared the road and there were speed bumps which worked well.

She hasn't yet brought a bicycle because she believes it is too dangerous to cycle in Richmond - if there were connecting pathways to Nelson, she would buy a bicycle.

Ms Schiff said even if there is less parking, safer cycleways are better for walkers too and the town centres become more attractive - it would transform Richmond.

In response to a question, Ms Schiff said that in the Netherlands cyclists are never on footpaths. Ms Scott clarified the Strategy does separate walkers and cyclists.

Jace Hobbs (29933)

Mr Hobbs said he ran a bike importation business for 12 years and served on Auckland City Council's 30 year transportation plan for 1.5 years. He said cities are faced with making investments for car travel and then they have a greater problem in converting when they see the problems of congestion. He said they looked at communities around the world that had been known for their innovative transport - business and industry saw these places as desirable places to locate as it attracts good quality jobs and benefits the community. He said the property around the hubs where cycle traffic goes through has become more valuable.

He encouraged Councillors to commit the funding for the Strategy.

Erhard Wingles (29926)

Mr Wingles said he lives in Collingwood but cycles to Takaka a lot and has noticed an increase in cyclists over the years. He sees approx. seven cyclists every day travelling to work or to go

shopping. He said Birds Hill and the road to Milnthorpe are very narrow and dangerous and lots of trucks travel slowly to avoid an accident. He said that through Milnthorpe, if trucks realise there is a cyclist, they stay behind the cyclist for the whole way through the park to avoid an accident. He said it would be hard to widen the road at Milnthorpe - it would be better to put in a separate cycleway.

A Cr noted that the highway is Waka Kotahi controlled and funded and they are considering a speed reduction from Collingwood to Takaka.

A morning tea adjournment was taken from 10.30 am to 10.40 am.

Jane Murray (31100) NMDHB

Ms Murray spoke on behalf of the public health service and said walking and cycling have a wide range of positive benefits to individuals and congratulated Council for focusing on schools as a priority. They recommend that some of the language of the Strategy is strengthened, for example, principal 3 states it will “support” improvements to the active transport network but they would like it changed to “make” improvements to the active transport network.

They also recommend wording for Policy 1 be altered – Council will “support” safe and connected active transport routes should be changed to “prioritise” safe and connected active transport routes.

Ms Murray said they also recommended wording changes to the Council will “work towards ensuring” that all urban streets have an effective 30 kmph speed limit to the Council will “ensure” that urban streets have an effective 30 kmph speed limit.

They also recommend:

- the policies have no mention of integrating public transport to active transport;
- cycling infrastructure – would like to see the requirement for minimum cycling parking requirements;
- an audit is done on the number of water fountains and toilet facilities in relation to key active transport routes and that upgrades are planned for these; and
- urge Council to use the innovative streets funding to make safety improvements to the intersection at William Street and Hill Street.

Grant Knowles (29932) Golden Bay Community Board

Mr Knowles spoke on behalf of the Golden Bay Community Board and said the Strategy is an excellent initiative and the Board are supportive. The Board has noted there are concerns by Collingwood residents to secure walking access around the town and for the extension on the proposed shared path by west of Zatori. They would like to see more active transport and it is a bit of a problem in Golden Bay as there are lots of little settlements. He said the future expansion of existing cycleways is something they see is really important especially to Ligar Bay, Tata Beach and beyond to Wainui.

He said there is more tourism in Golden Bay actively coming through and more people are cycling the Heaphy track and between the national parks. He spoke about widening shoulders which would make a significant difference to cyclists on rural roads and investigating alternatives to timber edging on the cycleways.

In response to a question, he stated it is better to have a sealed cycleway than unsealed if it's affordable as it's less maintenance but any cycleway is better than none.

Richard Struthers on behalf of Christine Pullar (29939)

Mr Struthers spoke on behalf of Christine Pullar and said that the section of Abel Tasman Drive between Pohara and Ligar Bay and onto Tata Beach is very narrow and has major industrial activities (Port Tarakohe and Pohara Top 10 holiday park). It is a focal point between Pohara and Tata Beach and moving into the Abel Tasman National Park. He said currently anyone that occupies this stretch of road occupies the carriageway – laybys could be created and shoulders widened which would get walkers/cyclists off the road. If a cycleway was created, it would also connect communities.

Richard Struthers (31010)

Mr Struthers said the Strategy is very positive. He acknowledged the focus is on high density urban areas but it is not entirely applicable to Golden Bay. He said active transport in Golden Bay won't occur with minor adjustments to urban cycleways – the main value will come from improving the connectivity between outlying townships (Tata Beach, Ligar Bay, Pohara onto Takaka and heading up SH 60). There is a huge amount of encroachment onto the road corridor which is limiting the development of cycleways.

Mr Struthers said the construction of the shared pathway in Pohara has been fantastic.

He said because the Takaka-Pohara track is unsealed, it is becoming a single lane track in places and as a result people are choosing not to ride it. In his submission, he has made a number of suggestions to improve the track.

In response to a question, Mr Struthers said that the biggest gains would be looking at connectivity between scattered population centres (along Abel Tasman Drive and out to East Takaka). He does support the 30 kmph speed reduction through the Takaka business area.

Arran Tandy (29914) Off the Beaten Trail Accommodation & Bike Tours

Mr Tandy, from Murchison, runs a small business and has an interest in biking in the area. He said the infrastructure in Murchison is limited and there is a little cycleway from Murchison to the camp which he thought is going to be upgraded. He would like to see the cycleways/walkways lengthened to adjoining valleys past the camp and south over the bridge and north to the Mangles.

In response to a question about the proposed Murchison cycleway through the township, he said there is already a great cycleway from the camp to the town, but he doesn't think it is the highest priority. He said it is the 100 km stretch of road that is the worry.

Richard Struthers (31026) Golden Bay Cycle and Walkways Society Inc

Mr Struthers spoke on behalf of the Golden Bay Cycle and Walkways Society. He appreciates the engagement with Council and Waka Kotahi. He noted that Pohara is a major township and there are no footpaths or provision for walkers/cyclists. The Society suggested that the cycleway be shifted to the western side of the road through Commercial Street which has less business activity on it.

The Society feels the Strategy needs to broaden its focus beyond urban areas to include the peri-urban areas and rural areas. They acknowledge that some of the zoning falls under Waka Kotahi. He said any work done on SH 60 in Golden Bay or SH 6 around Murchison, if Council will prioritise these in its Strategy, it would attract better attention from Waka Kotahi to prioritise the work.

He said a cycleway from Totaranui to the Heaphy track would be a great investment.

He said the main aspects of the Society's own strategy be picked up at least in principle to the draft strategy.

Ms Scott clarified that the maps have separated cycleways along both sides of Commercial Street.

Paul McIntosh (30993) Mapua and Districts Community Association

Mr McIntosh spoke on behalf of the Mapua and Districts Community Association. They would like urgency and firmer deliverables to be achieved by 2025 - changing the mindset of people that currently see cyclists as a competitor on the road instead of co-users. He said many new residential developments are planned for Mapua and the timeframe for active transport systems is later with focus being on the urban areas. They are concerned that if the active transport networks via a system of paper roads are not mandated, that will leave it up to luck that the network will end up across multiple different developers being connected. They strongly encourage Council to consider this where rapid development is occurring.

The Association supports separate cycle lanes along Stafford Drive, Mapua Driveway etc, and slowed greenways in residential streets in Mapua/Ruby Bay. The Association thinks the current proposal 30 kmph of part of Aranui Road should be extended along the full length because they don't want to have areas where people are accelerating and de-accelerating between zones.

The Association believes there are subsequent gaps within some of the areas that have been flagged for future development.

The Association would support a thoughtful process in regard to facilities such as tables, seats, trees, shade and toilets, not just for recreational cyclists but for families and young people.

In response to a question, other than the Great Taste Trail, connectivity in some areas is envisioned and not in reality – to create an effective network there needs to be some coordinated planning between developers and Council.

He said there needs to be a master plan for the area well ahead of developments taking place – he said to get the cycleways and walking pathways into formal Council documents in the form of indicative walkways.

They want to create a safer and more effective network for school children.

John Palmer (30988)

Mr Palmer said he has lived in Richmond for 31 years. He owns a car but he walks and cycles whenever he can. The Strategy will affect everyone who lives in the urban areas in Tasman. He talked about climate change - the Strategy is key to this objective. There is growing traffic congestion at peak times of the day - a bypass will do little to solve the issues of too many vehicles moving within the Richmond township. He said there is a major move in parts of the world to reclaim urban areas for people, not vehicles, and this Strategy fits into this well.

He believes the Strategy does not go far enough and suggests Council makes all urban areas 30 kmph and this would see cyclists and vehicles co-exist.

He said on street parking is particularly important to the elderly, less mobile population, who enjoy visiting friends.

Steve Richards (30982) and Tasman Area Community Association (31044)

Mr Richards thanked Council for creating the Strategy which goes a long way towards making the community safer and connected. He said that the Strategy could go further - TACA would like to see Tasman Village included and 30 kmph through the urban area, a 50 kmph zone along the main road where the school is and 40 kmph past the school during school hours.

They would like to see all the other roads in the Tasman area reduced to 60 kmph as per Kina Road as there has been a big increase in walkers/cyclers using this road since it has been reduced.

He said Tata Beach, Onekaka and other small towns in Golden Bay should be included in the Strategy.

The Mapua to Richmond route is currently 80 kmph which is incredibly dangerous to cyclists so it would be great to see a sealed cycleway along this road. In his personal view, he believes Council should reduce the speed limits on the feeder routes to 60 kmph across the whole District.

In response to a question, the Council needs to look at reducing money on roads and increasing it on cycleways. From a climate point of view, the commuting cycleway is more important than maintaining the Great Taste trail.

In response to a question, the Mapua ferry is considered as a tourism operation.

Ms Scott clarified that a lot of the roads mentioned in relation to speed reduction will be addressed in the upcoming Speed Management Plan.

Phil Castle (31024)

Mr Castle said the Pohara-Takaka cycleway is fantastic. He said roads are getting busier in the area - he would like to see a cycleway out to Rangiheta and possibly Patons Rock. He said the cycleway to Pohara could be improved by extending it through the Pohara Valley Road. In places it is narrow and too close to the road and many cyclists would like to see it sealed. He said, long term it would be nice to extend the cycleway to Collingwood.

In response to a question, having a reduced speed limit and less parking in town would go a long way to making it safer to cycle through town.

Lunch adjournment was taken from 12.10 pm to 1.10 pm

Jenny Wells (31042)

Ms Wells is worried that there will be no parking along the whole length of Hill Street. She said we need education on shared spaces.

Ms Scott said it is proposed that parking be removed on Hill Street but if there is an acute need for parking or where properties are not within 100 m of a side street, we will consider alternative parking such as inset parking bays.

Lindsay Wood (31031) Resilienz Ltd and Resilienz Climate Trust

Mr Wood spoke on behalf of Resilienz Ltd and Resilienz Climate Trust. He paid a tribute to Tom Clendon who passed away recently in a cycling incident. He thanked Council on the Strategy and was very supportive. In terms of climate change there are huge challenges – the Strategy encourages people to cycle and walk.

He likes the United States planning of strong towns and one of the main things they say is too many towns have developed strodes (something that is not a street and not a road).

He noted that a reduction in parking is a trend throughout the world. He encouraged to bring forward the boost to urban centres. The more that we can encourage and inform people in an ongoing way, the better.

David Kemp (31094)

Mr Kemp was concerned there wasn't much attention to socialism in the public domain in Richmond. He would like easier seating and backs on chairs for places outside libraries etc for people to socialise easier. He said we need more seating in Richmond.

Erin Walker and Maureen McLellan (31446)

Ms Walker thanked Ms Scott which confirmed that there will be no proposal to remove the parking outside the tearooms in Murchison. She hadn't seen so much traffic on Waller Street after the Kaikoura earthquake and during this time, there were no pedestrian or cycling accidents through the 50 kmph. She believes that the easiest and most cost effective way forward would be to lower the speed limit from 50 kmph to 40 kmph or 30 kmph on Waller Street.

Ms Scott clarified that there is no intention to remove parking in front of 48 Waller Street and across the road.

In response to a question, Ms Walker would like to see the speed limit lowered on Waller Street.

There was an adjournment taken from 1.42 pm to 1.54 pm

Solana Pettus (31075) Walking & Cycling Subcommittee of the Murchison & Districts Community Association

Ms Pettus said after she submitted her submission there was a conversation in the community regarding loss of parking on Waller Street. She would like to see a safe and usable multi-purpose pathway from either end of the village. She doesn't believe it is safe for pedestrians and cyclists crossing SH 6 from Riverside Domain to connect to the Two Mile walkway.

Ms Scott clarified that the Council have proposed separated cycleways from Grey Street past Brunner Street towards the town centre (which would remain a 50 kmph zone) and the shared town centre would start at that point, however, there was an oversight because Murchison School is along that stretch and speeds will be lowered over the District so it makes sense to be included in the zone.

Claire Hutt (31077) Our Town Motueka

Ms Hutt spoke on behalf of Our Town Motueka. She asked where all the cyclists are cycling to and why – if it was for recreation then they could use the existing cycling trails. She also asked where the secure bike racks will be located. Ms Scott replied that the Strategy is structured around people biking into town for work and school.

Ms Hutt said the traffic lights were installed, Pah Street is being used as a heavy goods bypass and she is concerned that it is dangerous for people cycling to Parklands School.

In response to a question, Our Town have been talking to Cr Dowler about secure bike racks and where these could be installed.

Deborah Pearson (31090)

Ms Pearson supported the Strategy and said it's good to see the key policies put forward. She talked about Golden Bay – in 2017 a cycle strategy was created for the Bay and what was important for the community was that all the satellite communities were connected and safe. She suggested the Strategy doesn't address immediately those concerns and that there are technical issues with the Commercial Street suggestion. The priority for the Bay is investing into connecting urban areas.

She said there needs to be more bike parking at the Golden Bay Rec Centre.

She talked about e-bikes and people in the Bay will commute up to 15 km on e-bikes. It would be great to get e-bike charging stations along the Great Taste trail. Cr Bryant said there will be a new charger in Kohatu.

In response to a question, Ms Pearson said it would be great if the Pohara cycleway was sealed in some sections.

Brent Maru (31104) Motueka Community Board

Mr Maru said Motueka Community Board members were concerned of the locations across the Tasman District with the lack of public transport and the regional workforce that Motueka has. The Board are concerned about the loss of on street parking along Greenwood Street and Thorpe Street. They did see the opportunity that Tudor Street has a green belt that could be utilised as a passageway from the sea to the CBD.

Mr Fletcher closed the meeting with a karakia.

The meeting concluded at 2.28 pm.

Date Confirmed:

Chair: