

STAFF REPORT

TO: Motueka Community Board
FROM: Service Centres Manager
REFERENCE: E859
DATE: 18 April 2006
SUBJECT: April 2006 Report

FROM LAST MEETING

Speed Limit Update

I have received the following update from Asset Engineer Steve Elkington.

"I have completed the Speed Limit Warrants for Motueka but haven't as yet written the report which I intend presenting to the Engineering Services Committee in June 2006. A copy will also be forwarded to Motueka Community Board.

The Report will contain the results of the Warrants as well as any proposed changes. The Recommendation in the report will be simply to put the changes out for consultation which is a requirement of both the Local Government Act (where changing a Bylaw) and the Speed Limits Rule.

Note both Land Transport NZ, Automobile Association, Police and Road Transport Forum need to be consulted on any proposed changes along with the public.

Submissions will to some degree dictate where these changes go. I have compared the Community Board's suggestions and will be able to satisfy some of these, however, unfortunately the Land Transport Rule - Setting of Speed Limits 2003 is the governing document which Council is obliged to follow. For Speed Limits to be complied with, they must be respected and therefore speed limits need to be applied in a consistent manner.

With regarding speed limits of 60kph, these are only used where there are dual lane carriageways in an urban environment.

Intersection Developments

I have inspected and discussed with Steve Elkington the proposed intersections work both at Inglis/Vosper Streets and Pah/High Streets.

The improvements are necessary to mitigate an existing safety hazard. The modification to Inglis/Vosper Streets will provide clearer indication of this intersection.

Apparently there have been a number of instances where vehicles travelling north along Vosper Street have driven straight through the intersection. The modifications will provide for a central island sign which clearly indicates the presence of an intersection.

This intersection at Pah Street with High Streets has a lot of pedestrians crossing and the proposed island will provide for a safer road crossing.

The concern with the island was two fold. First the fear that the right turning lane would disappear from Pah into High Street and second, the possibility of the island kerb causing large trucks to have to veer out in High Street to negotiate the corner.

The first issue can be addressed by removing some carparks alongside the dairy to provide two lanes. The second issue I suggested could be mitigated by having mountable kerbs. Steve Elkington has also been in discussion with Board Member Dowler who raised this concern and a proposal was to put up a temporary barrier in the same spot as the proposed island to see how vehicles were able to turn.

Board Member Dowler may be able to add further to this matter.

More on Streets and Road Safety

Board Member Fry has raised the issue again of pedestrian crossings. The Board will recall that the LTNZ Warrant system to permit crossings relied on such high volume combinations of pedestrians and traffic that it was near impossible to get any more established. Steve Elkington at the time did note alternatives such as the combination of bulbous kerbs and island refuges. Also he noted that 'courtesy crossings' such as the ones in Queen Street, Richmond were effective in providing safe pedestrian crossings and although these did not have the same 'legal' status as a zebra crossing, the fact that vehicles have to almost stop to mount the crossing was very effective in meeting a practical safety standard.

Board Member Fry has considered that the Pah/High Streets intersection could be provided with such crossing and also another across the Tudor/High Streets intersection would be needed.

A question was asked whether such crossings should be on the intersection or set back. The courtesy crossings in Trafalgar Street, Nelson are on the intersections and seem to work fine. I would assume that both pedestrian and traffic flows in Trafalgar Street would be higher than those expected in Motueka.

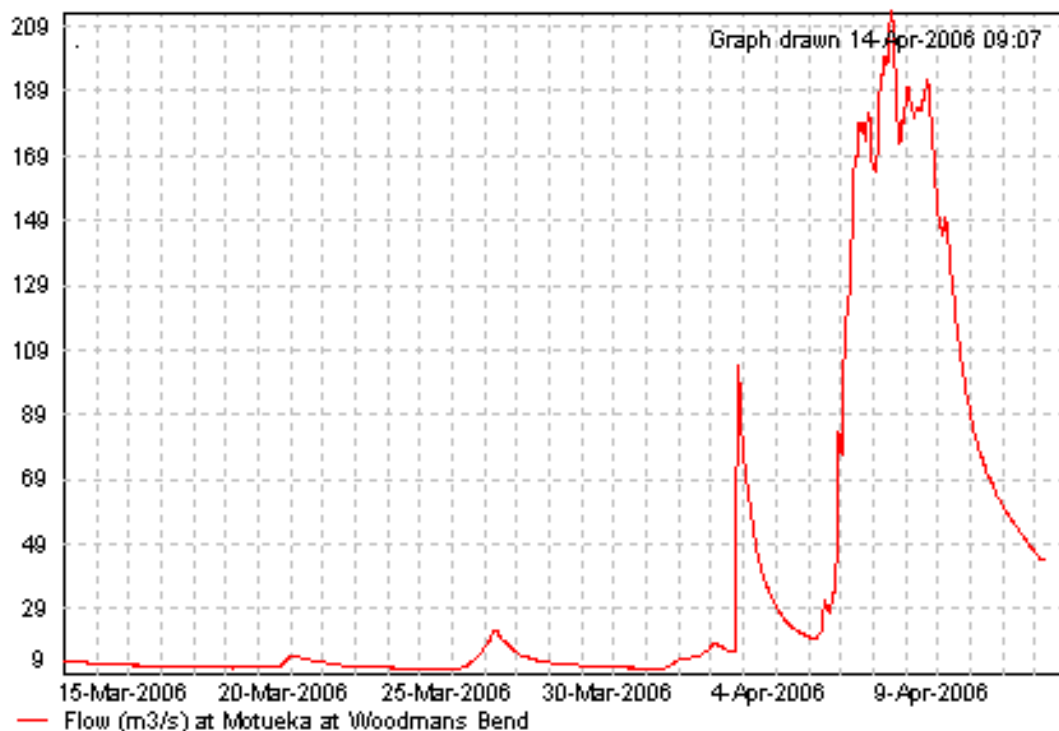
I will discuss this option with Steve Elkington before the Board meeting and provide a verbal update.

Coastal Pipeline

I discussed this briefly with Council Hydrologist, Joseph Thomas, when passing on the Board's interest in knowing flow levels whilst the Motueka River was running very low.

The issue has still a long way to go in terms of data collection, but I will ensure that the Board is kept up to date with any and all matters relating to this as they come up.

Joseph was to carry out some flow tests, however, the Board will be aware that very soon after we received the much welcomed and needed rain, so the river flow was soon very high (max 213cumeecs, up from about 4 cumeecs). (See chart showing river flow at Woodman's Bend)).



Note these graphs are available on the Council's web site. Go to <http://www.tdc.govt.nz/index.php?RiverflowMapsandPlots>

Port Motueka

I have discussed the progress regarding the refurbishment of the training wall with both Resource Scientist, Eric Verstappen and Coastal Planner, Ros Squire. Council is still waiting on the information required regarding hydraulic effects and landscape issues.

Until there is any clear headway on this matter, there seems to be little to discuss with other port users and until the required information is received, the application will not be processed further.

Foreshore Dune Protection

Further to Mr Bob Cooke's delivery at last month's Public Forum Board Members on Saturday, 15th April 2006 carried out an inspection of the foreshore stabilisation of the dunes using ice plants.

The attached photographs show how Bob Cooke has provided what seems to be a simple cost effective way of reducing foreshore erosion. Note the last picture shows how tree roots do not appear to halt erosion by themselves.

CORRESPONDENCE

A letter was received from Keep Motueka Beautiful Committee which is included in the information pack. Community Services have received a copy of the letter and have advised that they will be replying directly to Keep Motueka Beautiful Committee in due course. It was advised that projects that can be actioned, will be, but not all requests are able to be proceeded with due to funding constraints and Council policies. So these are some of the reasons why some projects have not progressed. The Discretionary Fund request will be held over until the June meeting.

TOPICAL ISSUES

Motueka Fire Service

I have continued to receive concerns from Mike Riddell, Motueka Fire Service Chief, regarding problems with fire wells and more recently, gravel getting into hydrants.

Whilst I have taken up these issues with Council's Engineering Department, I have advised Mike that he is welcome to attend the Board's open forum to relay his concerns direct to the Board if he so wishes.

Heritage Subcommittee – Request for Funding

At its meeting of 17 March 2006 the Heritage Subcommittee requested that the Motueka Community Board be advised that staff have applied to Lotteries "Environment and Heritage Committee" for funding assistance to prepare a conservation plan for the repair of Motueka's Historic Wharf.

Drag Racing

The last meeting for the year was held on Easter Saturday, 15th April 2006. The weather was perfect for the last race meet of the year and the meeting went without hitch or incident, except for a ten minute interlude when the event was suspended to allow a family that had flown in on the Friday evening to leave for the Warbirds on Wanaka Airshow. Although as is normal we put out a NOTAM (Notice to Airmen) days before the event advising of the closure, it is not uncommon for these to be overlooked by visitors. As the family (particularly the children) had been looking forward to the airshow all year it was great that with the cooperation of the Nelson Drag Racing Association that we were able to get them on their way.

Note that the above Drag Racing is not to be confused with the Motueka on High Event that myself and Chairman Cliff Satherley were “persuaded” to enter on the 23rd April 2006.

Seat on High Street

I received a request for a seat on High Street where the bus stop is outside the new WINZ building.

I have received a price for the new seat and have referred the matter to Council’s Engineering staff for approval for placement.

New Coffee Cart

A coffee cart has been set up on land occupied by Murray Thorn Motorcycles Limited. As the land is private and zoned Commercial (which permits retail sales activities) there is no licence required under Council’s “Trading in Streets and Public Places” Bylaw.

Joint Board Forum

By the time of this Board meeting the Joint Board Forum will have been and gone. At the time of writing this report it seems that all the pieces are in place for a very worthwhile and informative forum/workshop.

Bob Askew
Service Centres Manager

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Use of Ice Plants on Foreshore



