

MOTUEKA HIGH SCHOOL.

Report on Community issues survey 'Amalgamation of the Nelson and Tasman District Councils'.

The Motueka High School Community Issues teacher Mr Reid invited the Chairman of Motueka Community Board David Ogilvie, to talk to us about some relevant Community issues, from those ideas we chose to do the Amalgamation of Nelson and Tasman District Councils and that was our final decision.

We researched the topic and found plenty of useful information in the Motueka online website. We then drafted a questionnaire and set about interviewing as many adults as possible. We achieved 387 interviews over four class periods and then tabulated the results.

After graphing these results we made slide shows and finally selected the best two to present to our invited guests. Benita MacLean and Cody Golding were the two successful students.

The main results were:

- We mainly interviewed adults since the issue relates to people of voting age (100 were females in the 31 – 60 age group).
- 87% were local residents.
- 81% were aware of the planned amalgamation poll.
- Most sourced their knowledge of the poll from newspapers followed by the TDC newsletter and word of mouth.
- 75% believed that they understood what the amalgamation proposal involved.
- On the big question 53% stated their opposition to amalgamation but 26% were still unsure about their position on the issue.
- 58% supported the strengthening of the role of community boards as outlined in the amalgamation proposal.
- 67% want a more effective community board for Motueka.
- Areas of responsibility for the community board most supported were pathways, reserves, pensioner cottages and the aerodrome.
- 43% recognized that they needed more information before voting on amalgamation.
- 48% thought an amalgamated council would not give our region a stronger voice and 43% did not believe it would improve regional facilities.
- 53% believed an amalgamated council would be more disconnected from the people it served and 47% believed it would not provide a better local government system than we have at present.

These results were presented to the following guests: David Ogilvie (Chairman of Motueka Community Board), Barry Dowler and Eileen Wilkins (TDC councillors representing the Motueka ward). We also plan to present these results as a submission to the Local Government Commission. We hope this survey will increase people's awareness of the issue and the subsequent poll scheduled for March 2012. It is an interesting observation that opposition to amalgamation has decreased from 62% in a survey of 422 people in 2008 to 53% in our current survey. Is this a trend? Only time will tell.

Started by Alana Behringer and edited by Mr Reid

Also Benita Maclean
Cody Golding.

(Sept. 2011)

CHAIR,
ENTERPRISE CTTEE
T. D. C.

7th Feb 2011.

Submission re Port Motueka development proposal.

Port Motueka users and the TDC have held informal discussions regarding development of the port infrastructure.

Expansion of the marina facilities and the increase in commercial operations in Abel Tasman Park has led to an increase in demand for services and the need for planned infrastructure development

This submission is made on behalf of the following parties, all of whom have been briefly and informally canvassed to gauge perceived needs:- Motueka Peninsula Soc, Motueka Yacht & Cruising Club, Motueka Power Boat Club, Ivan Palmer haul-out service, Talleys Ltd, Commercial Fishers Assn., commercial tourist operators in Abel Tasman Park, marine sales and service providers, plus a number of individual boat owners.

There is widespread and enthusiastic support for the development of a facility, and the following services and functions were requested and / or discussed :-

Hualout, Ramp floating pontoon, travel-lift, breastwork for crane operation.

Wash down. Water collection & treatment

Hard Stand. Sealed, Power points, for repairs & and repainting.

Trailer boat Compound. Rigged trailer yachts & power boats : Out-of-towners. Launching service .
(80 plus boats !)

Boat Sheds. Dearer version of above.

Dinghy lockers / Lock-up sheds.

Service berths. Fuel(?) on-water repairs/service.

Visitors berths

Barge /Dredge berth and storage facilities. Loading and storage of pipes,floats etc.

Low cost tidal berths

Harbour master boat shed and storage shed.

Operations and maintenance base for tourism operators.

Marine Engineering business.

Boat building & repair business

Service base for marine farming

Marine sales and service business and brokerage

Lots and lots of car parking,& toilet facilities.

Note that at this stage the needs of live-aboards has not been canvassed.

A development incorporating the suggested facilities would have the critical mass to make it a viable stand-alone business model

Form of development

Location ----- as shown on accompanying sketch. Note that since the sketch was prepared the interest shown would indicate that the area needs to be much larger.

T.D.C. - using capital (as a loan?) from the Port Motueka endowment fund:

Dredge and reclaim. Instal "Hard" infrastructure including ramp, breastwork, floating jetties, power, water sewage, sealing-kerbing, security fencing. Then:

Lease to operator, who in turn would sub lease to business owners or individuals on a long term or short term to suit.

This proposal, when developed, would provide employment opportunities, improved services in the district, and also earn income from storage of boats for out-of-district owners.

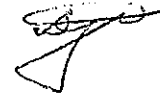
That such a facility is needed there is no doubt.

Using ball-park figures to cost the dredging and reclamation (\$2-00/cm and nil extraction royalty) indications are that the model would yield a return within a three or four year period from start-up.

Although this submission is made on behalf of all interested parties, I would be happy to meet with your committee members or staff members to answer any queries or discuss the proposal in more detail.

Thank you for the opportunity to present this submission to your committee, and for your interest in giving it consideration.

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Motueka.
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Report

To: New Zealand Transport Agency/Tasman District Council
State Highway Liaison Meeting
Friday 16 September 2011

From: David Ogilvie, Chairman, Motueka Community Board

1. **Traffic signals at the Pah Street, Greenwood Street intersection with High Street**

This is the highest priority for Motueka residents, many of whom avoid the intersection particularly during the October-March period.

Parklands Primary School, Laura Ingram Kindergarten, Senior Citizen's Association, Senior Net, Motueka Library, Toy Library, Memorial Hall, Memorial Park (football, cricket, tennis, bowls) – all are situated from Pah Street to be accessed by 50% of Motueka's population (8000) from Motueka East.

There was a tentative promise arising from the Motueka Transportation Study in 2009-2010 that traffic signals would be installed for Christmas 2011. For all segments of our population, young – middle-aged – and old, this is an urgent safety requirement.

2. **Roundabouts**

- (a) High Street South – The plantings in this roundabout require attention – pruning, weeding etc (are plantings similar to those at Three Brother's Corner possible?)
- (b) Clock Tower Corner (Old Wharf Road and King Edward Street intersection with High Street). A roundabout at this difficult intersection would give drivers more security and certainty – this was recommended in the Transportation Study. A roundabout similar to the one at Salisbury Road/Queen Street/Oxford Street in Richmond could be appropriate and successful at this corner.
- (c) Woodlands Avenue and Whakarewa Street intersection with High Street. Another difficult intersection requiring a "small" roundabout" – recommended in the Transportation Study.

3. **Pedestrian Crossings**

- (a) The pedestrian crossings in central High Street need to be repainted.

- (b) Opposite New World and The Warehouse should a standard crossing be unacceptable, then a safety zone with barriers is needed. (This is a common crossing point but with the various traffic flows can be hazardous).
- (c) The crossing point from 52 High Street to Motueka RSA has a safety zone but without the barriers.

4. No Parking Restriction

The Community Board was keen to have a “No Parking” restriction from Woodlands Avenue to Huffam Street along High Street (eastern side) to connect with the existing “No Parking” lines. A residents’ survey indicated this was not acceptable.

5. Riwaka Township

The “outer” continuous white lines require painting.

6. Signage

NZTA signs can be confusing for visitors. For example the signs from the Motueka Bridge to the base of the Takaka Hill vary with Collingwood, Takaka, Kaiteriteri, Marahau being named. There needs to be much more consistency, which may require larger signs. (Note – the UK system of two different signs – one for major towns, a second for smaller towns would be helpful for the increasing number of visitors, both from New Zealand and overseas).

7. Takaka Hill

This road is in pretty good order – surface, road markings, marker pegs, guard rails, passing bays, signage etc.

There could be a few more passing bays, some of the “outer continuous” white lines are indistinct and some marker pegs are broken – these are minor comments.

8. Conclusion

It is hoped the above comments are helpful. It is disappointing that recommendations from the Motueka Transportation Study have not been implemented; traffic in and through Motueka would be safer, more certain and better controlled with those in place.

The high priority is the traffic signals with the roundabouts (especially Clock Tower Corner) as a second preference.

The pedestrian crossing improvements are relatively low-cost but would achieve a safety objective.

David Ogilvie
Chair, for the Motueka Community Board