

Chairpersons report

Action point A.

Motion passed from floor Public Meeting 9th October- background info.pdf

This short paper, unsigned, was received outlining the context behind the questions to be posed to the TDC largely based on the process of the petition submitted at the TDC meeting on 21 September. Unfortunately, as it came to light that both the proposer and seconder were not MDCA members, the motion was invalid and thus not be acted upon. However the content of the paper was evaluated and identified that the grounds for the questions were factually incorrect, as evident from the video of the TDC meeting. Thus, the reasons proposed for the motion was not valid. There are other issues with the questions, namely their lack of alignment with our association's objectives, that could be discussed.

Action point B

I talked with Colin Walker about the documents he forwarded. These were for information.

Action Point C

Meeting with Vincent Revell 27-10-23

Together Vincent and I took a bike tour of Aranui Road starting at west end.

Please refer to Gmail - Aranui Drive Cycle way in Streets for People Vincent Revells expansion .pdf for replies to the Action point questions

There will be a number of ways by which the community can communicate their safety concerns with the TDC, plus they will be monitoring road use metrics, there will be Qcodes displayed on the road linking to feedback, the Antennae Ap and also the Streets for People website. Email also, as suggested for reporting road safety incidents:

streetsforpeople@tasman.govt.nz

We discussed the Streets for People project.

Some points:

- The development has been very iterative
- Vincent came relatively late into the project after the first round of public consultation.
- The objective is to improve the safety on Aranui road of pedestrians and cyclist. This is important given the increasing size of vehicles and the steady increase in traffic density on Aranui Rd and given likely development and commercial expansion in the future Mapua, traffic will not get any less.

Complexity: There are many many factors that influence the work of the project such as regulatory, environment, human and structural that interact with one another creating an at times very complex project, nicely exemplified by the planter box outside the Medical Centre that was later removed.

- This began with the placement of the pedestrian crossing on the west side of the Aranui/Toru St jnc.
- All crossings NOT in a 30km/h zone must be elevated for speed reductions reasons (regulation).

- A 30km/h zone could not be imposed due to the regulatory complexity of declaring this and the need to allow FireNZ to exceed the speed limit in an emergency.
- Placing such a crossing on Toru St would obstruct water drainage in the guttering thus causing flooding in heavy rain. (hydrologists)
- Placing such a crossing on Higgs Road would cause the buses to bottom out on the crossing due to gravity and braking reducing a bus ride height as it descended the hill and crossed a raised crossing.
- Thus the crossing had to be on Aranui road to the west of Toru St
- This location requires, by regulation for pedestrian safety, a clear sight line from vehicles coming out of the 4 Square to where pedestrians walk onto the crossing. Any vehicle parked in the disabled park outside the medical centre would obstruct this sight line. Thus the disabled park was removed and replaced with a planter box. The option was either a planter box or yellow “no parking” lines.
- However, this Aranui crossing had to be shortened to allow storm water to drain west on the Aranui north side guttering, thus the entry ramp onto this crossing was shifted further onto the road to a position a few metres to the south of the north edge road guttering. This entry position for the crossing allows a better sight line from the 4 Square exit around a vehicle parked in the disabled park outside the medical centre. Thus the planter box was removed and the disabled park reinstated.

This is a superb example of the bureaucratic cascade triggered by the placing of a pedestrian crossing. Complex issues such as this can be not only difficult to explain and also grasp and, in this modern world where social media promulgates fast lazy thinking, the result is opinion that reflect a wide variety of understanding of this complexity.

From the community perspective, this iterative development has resulted in many changes from the original plan and Vincent and I discussed how these changes could be better advertised to the community, particularly as a better informed community will result in less but alas not a total absence, of opposition to the changes.

Action point D:

Meeting with MDBA Chair Gordon Shaw

A productive coffee session: establishing areas of commonality such as the Master Plan especially commercial zones, the Waterfront area, engagement with TDC and problems with conspiracy beliefs. See the AED report

Action point E

See Email TDC - David Masterplan Mapau - Questions from MDCA Monday 9th meeting.pdf