

Wanganui District Council Meeting – 31 August 2011

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Minutes of the Meeting of the Wanganui District Council held at 1.05PM on Wednesday, 31 August 2011, in the Council Chamber, Municipal Office Building, 101 Guyton Street, Wanganui

Present: Ms Annette Main – the Mayor – in the Chair, Cr RM Wills – Deputy Mayor, Crs AR Anderson, JT Bullock, R Dahya, NA Higgie, C Solomon, RV Vinsen and SM Westwood.

Apologies: Crs P Baker-Hogan, HCS McDouall and RM Stevens.

Officers in Attendance: Mr K Ross (Chief Executive), Mr S McGhie (Principal Planner), Rui Leitao (Senior Roading Engineer), Secretary: Karyn Turner (Governance Services Officer).

Council’s Resolution

Proposed by Cr Bullock, seconded by Cr Wills:

THAT apologies from Crs Baker-Hogan, McDouall and Stevens be accepted.

CARRIED

1. Report on Public Consultation – Proposed Wanganui District Council Urban Transportation Strategy

Policy on Determining Significance – In terms of the Policy the recommended decision is not significant.

Rui Leitao, Roading Manager, and Shane McGhie, Principal Planner, report:

“The proposed Wanganui District Council Urban Transportation Strategy was placed out for consultation from 13 June to 15 July 2011.

A total of thirty seven (37) submissions have been received.

Seventeen (17) submitters have indicated that they wish to be heard.

All submitters have been thanked for their submission and advised of the Council’s meeting to be held on 31 August 2011 to hear oral submissions.

A copy of all submissions has been provided to Elected members. A copy of all submissions will be available for perusal at Customer Services, Municipal Office Building, 101 Guyton Street, Wanganui.”

2. Hearing of Oral Submissions on the Proposed Wanganui District Council Urban Transportation Strategy

<p>Policy on Determining Significance – In terms of the Policy the recommended decision is not significant.</p>
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Rui Leitao, Roading Manager, and Shane McGhie, Principal Planner, report:

“There are seventeen (17) out of the thirty seven (37) total submitters to the proposed Wanganui District Council Urban Transportation Strategy who have indicated they wish to be heard.

A timetable for hearing submissions is tabled (**Ref A**).

A summary of submissions, including officer comments, for submitters wishing to be heard is tabled (**Ref B**). A summary of all submissions including officer comment is tabled (**Ref C**). All submissions and summary submissions are numerically cross-referenced.

All oral submitters have been notified of their hearing times and advised that the Mayor and Councillors have copies of their submissions in full which, therefore, should be considered as read.

The purpose of this meeting is to hear from submitters who wish to be heard. A meeting to deliberate and make decisions on each of the submissions is scheduled for Monday, 19 September 2011 at 2.00pm. After the decisions have been made, the Strategy will be referred to a Council meeting for adoption.”

References – Agenda Attachments

- A Timetable for hearing submissions.
- B Summary of submissions for submitters wishing to be heard.
- C Summary of all submissions.

Mayor Main explained that officers’ comments were comments only, not decisions. They were part of the information provided to the Council that would be considered when it deliberated on all submissions. A copy of Submission 3 that had been omitted in error was tabled.

Cr Solomon joined the meeting at 1.12pm.

Hearing of Submissions

Sub No.	Name	Submission	Officer comment
2	Les Wright	<p>Theme 2 A 10 Submitter supports Tram route. Action 11 Opposes any alteration to Victoria Ave blocks. Theme 3 Actions 16, 17, 18, 19 Opposes Somme Parade to Glasgow and Dublin because will send more traffic through these streets. Submitter proposes avoid the future traffic hazards in Glasgow and Dublin Streets. Promoting cycling and walking will do nothing for growth in tourism or economic growth. If the strategy was about traffic engineering alone the proposed debacle on Somme Parade would not be happening.</p>	<p>Theme 2 Action 11 This action is important to ensure the greatest public benefit is gained from movement through the CBD. This would only occur prior to Action 12 (Off Street parking areas).</p> <p>Theme 3 Actions 16, 17, 18, and 19. One of the cornerstones of this strategy is 'self explaining Streets'. All of these actions are integral to the development of self explaining streets and will ultimately create an efficient and effective network. It is recommended that the timing of action 17 be changed from short - medium to medium - long term.</p> <p>Providing for cycling and walking transport choices is a key theme of the strategy and is entirely in keeping with Council's vision of a Family Friendly Wanganui and best practice across NZ and the World.</p>

In reply to questions, Mr Wright said he viewed the Somme Parade area from his property on Bastia Hill and the main time of traffic congestion occurring in this area was during Saturday morning market days. Although aware of the Council's community consultation on this strategy, he thought people's answers may have been different had they been told it was proposed to restrict traffic movement on Taupo Quay. Mr Wright considered there were short periods of congestion in specific areas of Wanganui but did not believe the proposed strategy addressed those issues, rather that it set out to encourage cycling and walking. The document lacked traffic survey information that determined traffic volumes around the city and suggested possible ring-roads and extraction roads.

In reply to Mr Wright's question, Mayor Main said multiple engineers, including traffic engineers, had been involved in writing this strategy at a cost of \$150,000, 75% of which had been paid by New Zealand Transport Agency.

5	S Lumsden, New Zealand Automobile Association	<p>Document would be better called a 'Summary Report'. Regarding traffic issues Dublin Street, removal of the motorway for SH3 through Springvale needs to be further evaluated; promotes Historic Tram Project; Requests further discussion with AA over Parking; SH3/London St intersection; St Hill Street/Taupo Quay City Bridge intersection; closure of Somme Parade south of Dublin to heavy traffic; Dublin Street bridge; Central Distribution Freight Hub; Glasgow/Somme intersection/Cycle Lane Network.</p>	<p>The WUTS is a high level document that identifies the short, medium, and long term objectives for urban transportation in Wanganui. By its very nature it does not include development details, but rather an overarching, integrated framework to influence future development of the transportation network.</p> <p>The comments provided regarding Parking will be considered as part of the Central City Parking Strategy.</p> <p>The traffic calming envisaged for the Somme/Taupo Quay through the Central City Riverfront area will not limit any class of vehicle.</p> <p>Heavy traffic bypasses are to be both Glasgow Street and Dublin Street, dependent on destination.</p>
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			Dublin Street bridge replacement is in Council's 10 year plan. It is not and should not be part of this overarching strategy. No changes are recommended to the strategy.
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Errol Christiansen spoke to the New Zealand Automobile Association's submission.

In reply to questions, Mr Christiansen said from his observation whether a replacement Dublin Street bridge had a dual carriageway or four lanes would depend on the intersections at each end. Although peak demands at this location were unknown to him, he did not consider it necessary to build capacity for activity such as queuing for 10 minutes out of 24 hours. Intersections firstly needed to be looked at and any replacement bridge would naturally accommodate all modes of transport adequately. Referring to a suggested overpass at the Somme Parade/Dublin Street location, Mr Christiansen said setting aside funding issues that would be disproportionate to the problem, the space required and impact on traffic conditions further downstream would need consideration.

In response to a question on the Montgomery Road/Great North Road intersection, Mr Christiansen said whilst the Automobile Association did not have a consolidated view on this, in his opinion, the elevation on the corner was inappropriate for an urban road. The only way a vehicle could traverse this intersection with confidence at normal operating speeds of large loads, which would get larger, would be to have a normal camber on both sides of the road. This would be extremely expensive and was unlikely in planning and priorities in the immediate future.

The Automobile Association made comment in its submission on the motorway designation for State Highway 3 through Springvale because it considered the effects on the existing route needed to be expressed at a higher level. Whether or not the designation was uplifted or removed would impact on the way decisions were made in other places. To make decisions impacting on a transportation network over 30 years, there needed to be a clear view of where this fitted within the hierarchy. He considered this aspect had been left a little behind and queried whether another road would make a difference and was it important.

Noting this was a 30-year strategy, Mayor Main said it was important to get it right. If there was need for further clarification following the Council's deliberations she would be happy for the Council to have further conversation with relevant people. Mr Christiansen was supportive of this idea.

10	Mainstreet Wanganui Inc	Mainstreet congratulates Council in taking the initiative and updating its Urban Transportation Strategy and would like to see the following come out of the Strategy: <ol style="list-style-type: none"> 1. The development of a ring road system around the CBD. 2. The development of a Transportation Hub in the CBD. 3. Increased provision of off-street parking particularly in the bottom block. 4. Better pedestrian linkages from off-street car parks to Victoria Avenue. 	Mainstreet's comments are in support of the strategy, and also includes recommendations on details for implementation. No changes are recommended to the Strategy.
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		<p>5. The replacement of the Guyton Street/Victoria Avenue traffic signals with a roundabout.</p> <p>6. Resolution of the tram route that does not include use of Victoria Avenue.</p> <p>Theme 1 Support these objectives - identify specific issues relating to parking and identify 8 actions.</p> <p>Theme 2 Support these objectives - do not see the need for major change.</p> <p>Theme 3 Support Riverfront Development Plan.</p> <p>Theme 4 A 28 Supports investigation in CBD freight.</p> <p>Theme 5 Supports the need for a transport hub.</p>	
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Ian McGowan and Ritchie Minnell spoke to Mainstreet Wanganui’s submission.

In reply to questions, Mr McGowan said Mainstreet Wanganui was supportive of a roundabout at the Guyton Street/Victoria Avenue intersection. The original Victoria Avenue concept developed in the late 1990s outlined this intersection the same as Maria Place. A roundabout would assist in reducing traffic using Guyton Street as a through route.

Mr McGowan’s personal opinion on the Wilson Street/Ridgway Street intersection was that it operated reasonably well and he did not have a view on any possible change.

It was the nature of those living in provincial cities to park outside the shop they wished to visit. Mainstreet’s view was that at present parking in Victoria Avenue worked very well. With offstreet parking it was important that there were pedestrian linkages between these parking spaces and Victoria Avenue. Car parking spaces provided behind the Embassy Theatre and Ridgway Street were fully utilised.

11	Phil Thomsen	<p>Submitter refers to parking in Rutland Street and proposes to remove the parking meters and revert to three hour parks. Freeing up these 50 parks would equate to a saving of at least \$1M that WDC would need to spend to create the equivalent number of parks (based on Action 12 of the Strategy).</p>	<p>Comments will be used in the development of the Central City Parking Strategy. No changes are recommended to the Strategy.</p>
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In response to questions, Mr Thomsen said parking meters were required in Victoria Avenue to ensure parking rotation, and he would expect carparking spaces in Victoria Avenue to be 90% used and continually rotated. This was not the case in Rutland Street, it was a street of empty carparks. He was not suggesting the removal of parking meters in St Hill Street, Victoria Avenue or Ridgway Street, rather the two-hour parking in part of Ridgway Street worked well and this was what he suggested for Rutland Street. Shop assistants and those who worked in Victoria Avenue used the two-hour parking, it was not just used by students. To ensure turnover of parking, 30 minute car parking spaces would be required at the ‘Chronicle Glass’ end of Rutland Street and there were also parking meters seldom fully utilised in Drews Avenue.

14	Barbara Lett	<p>Submitter objects to closing main roads that work extremely well and will create more traffic in Glasgow, Guyton, Ingestre and Dublin Street.</p> <p>The River Traders' market people use Taupo Quay for 2-4 hours per week only – not worth any consideration.</p>	<p>The strategy does not recommend the closure of Somme Parade between Bates Street and Drews Avenue.</p> <p>No changes are recommended to the Strategy.</p>
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Responding to a point of clarification, Mayor Main said there was no proposal to close Taupo Quay by Moutoa Gardens but it was proposed to slow traffic in this area.

15	T J O'Connor	<p>Submitter disagrees with cycleways and pedestrian friendly areas because of danger. Heavy vehicle route along the riverbank is perfect. Dublin Street bridge urgently needs replacing. Fix Carlton Avenue/Alma Road roundabout. Close east side of London Street. See submission for numerous other suggestions.</p> <p>Also see D-200209 – Submitter attaches article from Saturday, 9 July 2011 Dominion Post that shows development of pedestrian friendly areas in Wellington and has seen the number of accidents jump and the death rate of pedestrians increase.</p>	<p>Providing for cycling and walking transport choices is a key theme of the strategy and is entirely in keeping with Council's vision of a Family Friendly Wanganui and best practice across NZ and the World.</p> <p>To retain Somme Parade as an Arterial Road is contrary to a number of key objectives of the Strategy.</p> <p>No changes are recommended to the Strategy.</p>
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Mr O'Connor responded to questions of clarification. He was aware of the considerable cost to replace the Dublin Street Bridge and for that reason he did not want money wasted on Glasgow Street or Dublin Street. He considered this proposal would create more congestion in these areas. The money proposed to be spent on this should be put towards replacing the Dublin Street Bridge.

Mayor Main thanked Mr O'Connor for providing a list of his priorities in the submission.

19	Alan Lints	<p>Submitter objects to alterations and/or closure of Somme Parade on the grounds of: safety for all, fewer residential effects, fluid traffic flow, environmental factors, common sense. All heavy traffic will be diverted into Glasgow/Dublin Streets and will cause greater fuel consumption for vehicles and longer delays.</p>	<p>Action 17. One of the cornerstones of this strategy is 'self explaining Streets'. All of these actions are integral to the development of self explaining streets and will ultimately create an efficient and effective network. It is recommended that the timing of action 17 be changed from short - medium to medium - long term.</p>
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Les Wright presented this submission on behalf of Alan Lints. Noting the final comment in Mr Lint's submission, Mayor Main explained once a plan was decided upon, it did not mean there would be no further opportunity to discuss components of it.

20	Wendy Pettigrew	<p>Submitter does not believe stopping Somme Parade at the intersection will relieve traffic problems on the bridge. Designation of St Hill Street should be</p>	<p>Action 17. One of the cornerstones of this strategy is 'self explaining Streets'. All of these actions are integral to the development of self explaining streets and will ultimately</p>
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		<p>removed and Wilson Street become arterial route in its place.</p> <p>Supports the Tram but believes will be a form of transport that people choose to take as a heritage experience. Opposes suggestions making Victoria Avenue a route for the tram because (a) a route for the tram which went from Taupo Quay then up St Hill Street and along Guyton Street would provide a much better heritage experience, and (b) to remove the Watt Memorial Fountain would result in the destruction of an important heritage asset.</p>	<p>create an efficient and effective network. It is recommended that the timing of action 17 be changed from short - medium to medium - long term.</p> <p>The suggestion that Wilson Street become an arterial road was considered, however connectivity around City College was problematic. The status quo, using St Hill Street was preferred.</p>
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In response to a question, Ms Pettigrew said when coming into the lower part of town her preference was to travel over the Dublin Street Bridge, along Somme Parade and park in Ridgway Street's two-hour parking zone.

21	Glenn Young, UCOL	<p>UCOL generally is supportive of the Draft Strategy as it will improve the city's transportation network. However who are the key partners in its development? And there are no references to the RLTS recently approved by Horizons Regional Council. Also central area map missing although it is referenced. Specific comments on themes in submission.</p>	<p>No changes are recommended to the Strategy.</p>
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Glenn Young was unable to attend hearing.

22	Jonathan Thomson NZ Heavy Haulage Association	<p>The NZ Heavy Haulage does not support closure of Somme Parade/Dublin St because of current over dimension and overweight routes.</p> <p>Priority for Pedestrian movement does not consider the current usage of central area roads by commercial vehicles and for the transport of large loads.</p> <p>Pedestrians and Cyclists are the prioritised modes on the riverfront – not suitable for over dimension and overweight loads.</p> <p>Glasgow St is not suitable as a commercial vehicle and over dimension & overweight loads.</p> <p>Through Traffic and residential areas – this sub-theme appears to conflict.</p> <p>Freight routes – supports the aim of this sub-theme but are not currently suitable for heavy commercial vehicles.</p> <p>Central Area freight – agrees but needs to include good servicing routes within the central area.</p>	<p>The strategy proposes to provide adequate over dimension and overweight routes through the Wanganui urban area.</p> <p>The use of Glasgow and Dublin Streets as arterial routes is unchanged. The additional demand on Glasgow and Dublin Streets, caused by the changes along Somme Parade, are well within the capacity of both of those roads.</p> <p>Action 28 recommends liaison with Mainstreet to encourage development of a city centre good distribution system.</p> <p>No changes are recommended to the Strategy.</p>
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36	Mr Tom Cloke, Wanganui Branch Road Transport Association	<p>Submitter is disappointed that they have previously consulted on the strategy with little avail and notice little change since the original strategy.</p> <p>Submitter supports opening statement but before increasing heavy vehicle movements via the Montgomery/SH3 intersection they suggest this intersection has re-development to address the cross-fail issues at this site.</p> <p>Submitter questions closing off Somme Parade to heavy vehicles until some time in future or until Dublin Street bridge has been upgraded to accommodate overweight heavy vehicles. City Bridge is only one of three to take the heavier loads.</p> <p>Somme Parade does have direct access to/from City Bridge and in submitters opinion must remain so for the present time.</p> <p>Submitter questions reasons why freight is restricted along Lower Victoria Ave. Delivery hub would only add to the double handling of goods, additional handling adds to the cost of transporting freight.</p> <p>Submitter concerned that bringing more traffic into the centralised area of the city will have the opposite effect.</p>	<p>Action 17. One of the cornerstones of this strategy is ‘self explaining Streets’. All of these actions are integral to the development of self explaining streets and will ultimately create an efficient and effective network. It is recommended that the timing of action 17 be changed from short - medium to medium - long term.</p> <p>Action 28 recommends liaison with Mainstreet to encourage development of a city centre good distribution system.</p>
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Tom Cloke spoke to Submission 22 – NZ Heavy Haulage Association, and Submission 36 – Wanganui Branch, Road Transport Association. He was supported by Paul Hackett, NZ Heavy Haulage Association and Steve McDougall, Road Transport Association. Mr Cloke noted the apology of Jonathan Thomson, Chief Executive, NZ Heavy Haulage Association.

Mr Cloke responded to questions. Most other cities he dealt with did have a conflict between light and heavy traffic, however they mainly used a common-sense approach, such as the use of one route that minimised the immediate conflict between other road users. A number were through state highway networks with other routes used only for service deliveries. He noted Mayor Main’s comment that Mainstreet Wanganui was willing to have discussion on this issue.

Mr Cloke considered the Government’s move to increase vehicle axle loading would have limited impact to pavement. Axle weights were currently under the limit and this move was only lifting axle weights to a level that some vehicles already carted to. Some bridges may have limitations, however this may mean these were upgraded sooner than had been intended.

The meeting adjourned at 2.50pm, at which time Cr Solomon left the meeting.
The meeting reconvened at 3.17pm.

31	James E Aufer, Tramways Wanganui Trust Inc	<p>Submitter suggests an efficient ‘Tram System’ long term will prove to be beneficial and will encourage tourism strategies put into place for the future. This will also be a beneficial alternative for Wanganui people to consider the necessity and obvious advantages of NOT having to drive and park in and around the CBD.</p> <p>By reviewing the Concept Plan of Stage 11 submitted by Tramways Wanganui Trust Inc to Council 2007, and its development concept, one will have an overall vision that this Trust and its strategy, has been working towards since its inception 2005.</p>	<p>Action 10 identifies the importance of a decision on the extended Tram route being made by Council as a short term action. This is a key decision required for a vibrant central city.</p> <p>No changes are recommended to the strategy.</p>
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Mr Aufer responded to questions. He was comfortable with the wording of Action N^o 10 in the proposed strategy – Decision on future of historic tram system. Tramways Wanganui Trust’s conceptual route turned right out of Moutoa Quay, along Somme Parade to Guyton Street, along Guyton Street, across Victoria Avenue, down St Hill Street and back along Taupo Quay. This route kept the tram on the inner circle of the area being circum-navigated which meant less obstruction to traffic. Considerable work had been undertaken on this route and the committee he represented had not varied on this concept. Further development to areas such as Aramoho or Castlecliff could be done from this route. The suggested Victoria Avenue clockwise route was not a suitable scenario for the Trust. The object was to get people to the many facilities in the city. It would be the Tramways Trust’s job to seek funding for the track or look at other possibilities. If the tram route became part of the urban transport scheme there was a possibility of Government funding or assistance from Horizons Regional Council.

27	Sue Cooke, Guyton Group	<p>The Guyton Group would like to submit in conjunction with all other submissions concerning the proposed Guyton Street redevelopment. The Group presentation would take 20 minutes.</p> <p>Three roundabouts at intersections of Guyton and Wicksteed, Guyton and Victoria, Guyton and St Hill Streets;</p> <p>Traffic calming humps doubling as pedestrian crossings;</p> <p>Angle parking on one side of the street;</p> <p>A Gateway Sculpture corner of Wicksteed/Guyton;</p> <p>Chain of lights linking the gateway sculpture;</p> <p>Life-size James K Baxter bronze sculpture;</p> <p>A river of poetry beginning at the sculpture;</p> <p>Upright poetry plaque near St Hill Street.</p> <p>Also see D-200349 Roundabout and Pedestrian Crossing Photo and D-200671 Guyton Street redevelopment PowerPoint presentation.</p>	<p>All actions proposed by this submitter, apart from the Guyton/St Hill Streets intersection changes, because St Hill Street is an arterial road, are not inconsistent with the strategy. The implementation of any of the changes are outside of the scope of the strategy and should be considered on their own merits.</p> <p>No changes are recommended to the strategy.</p>
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33	Marianna Morgan	<p>Submitter supports pedestrian-friendly environment especially on Guyton Street between St Hill and Wicksteed but also to introduce more planting and seating areas to the streetscape.</p> <p>Submitter suggests roundabouts at Guyton/Wicksteed Street intersections to reduce speed.</p> <p>Also supports more cycle lanes in the city.</p> <p>Submitter suggests that Guyton Street should not be arterial route for emergency vehicles and suggests the heavy traffic should direct to Ingestre or Dublin Street.</p> <p>Supports the submission made by the Guyton Group and wishes to speak in conjunction with the Guyton Group submission.</p>	<p>All actions proposed by the Guyton Group, apart from the Guyton/St Hill Streets intersection changes, because St Hill Street is an arterial road, are not inconsistent with the strategy. The implementation of any of the changes are outside of the scope of the strategy and should be considered on their own merits.</p> <p>A city bypass, using Ingestre/Hatrick Street was considered, but was discounted because it was fraught with problems.</p> <p>No changes are recommended to the strategy.</p>
32	Duncan Sinclair	<p>Submitter proposes Tram route to make it available to Wanganui people on a daily basis (travels past Visitor Centre, Trafalgar Square, City College and Wanganui Intermediate School).</p> <p>Submitter suggests directing traffic from Dublin Street bridge, down Somme Parade, up Ingestre Street to a new roundabout at Purnell Street intersection, down Hatrick Street to a new roundabout at Guyton Street.</p> <p>Submitter supports the Guyton Group on completion of traffic calming measures; construction of roundabouts; completion of Guyton Street pedestrian crossings.</p>	<p>Action 10 identifies the importance of a decision on the extended Tram route being made by Council as a short term action. This is a key decision required for a vibrant central city.</p> <p>A city bypass, using Ingestre/Hatrick Street was considered, but was discounted because it was fraught with problems.</p> <p>All actions proposed by the Guyton Group, apart from the Guyton/St Hill Streets intersection changes, because St Hill Street is an arterial road, are not inconsistent with the strategy. The implementation of any of the changes are outside of the scope of the strategy and should be considered on their own merits.</p> <p>No changes are recommended to the strategy.</p>
28	Lesley Stead, Paiges Books	<p>Submitter concurs with the submission from Guyton Group re development of Guyton Street.</p> <p>Also wants to stress importance of addressing traffic difficulties intersection Guyton/Wicksteed Streets. Near misses and minor mishaps - very dangerous.</p> <p>Bus stop Wicksteed side of this corner - due to lack of parking in both Guyton and Wicksteed Streets, what is possibility of moving the bus stop.</p> <p>Also, bus patrons enquiries re: incorrect timetables. Request bus timetables are kept up to date.</p>	<p>All actions proposed by this submitter, apart from the Guyton/St Hill Streets intersection changes, because St Hill Street is an arterial road, are not inconsistent with the strategy. The implementation of any of the changes are outside of the scope of the strategy and should be considered on their own merits.</p> <p>Specific traffic safety issues raised are outside of the scope of this strategy. They will however be assessed by officers.</p> <p>Bus suggestions will be passed to Horizons and many have already been actively encouraged in the strategy.</p> <p>No changes are recommended to the strategy.</p>

Sue Cooke and Marianna Morgan, on behalf of the Guyton Group, and Duncan Sinclair spoke to their submissions. As Lesley Stead, Paiges Books, was unable to attend the Hearing, Ms Cooke provided comment on this submission.

Ms Cooke, Ms Morgan and Mr Sinclair responded to questions. The speed of traffic in Guyton Street made it difficult to cross this road on either side of Victoria Avenue, and this limited people to use the Victoria Avenue intersection pedestrian crossing. The Guyton Group proposed to use the existing street furniture already there and use these as traffic calming bridges similar to Victoria Avenue. It was understood that this was the intent of the original Victoria Avenue design. Guyton Street residents and business owners, did not want more traffic encouraged to use Guyton Street, they wanted less traffic. The Council’s Infrastructure Manager had recommended that the Guyton Group submit its proposal at this time as they wanted to make major changes to the road with roundabouts and traffic calming bridges. A petition put together by Guyton Street people and those using Guyton Street had been submitted to Opus International Consultants initially when it was undertaking the consultation on the urban transportation strategy.

Mayor Main said the urban transportation strategy did not encourage more vehicles to use Guyton Street, however it was acknowledged that more vehicles could use Guyton Street.

In reply to a Councillor’s query, Mayor Main said the Guyton Group’s submission was not inconsistent with the proposed strategy and there would be opportunity to look at this proposal as the transportation strategy was further developed. She said it was encouraging to see a group of people working in partnership for their environment present their ideas to the Council. The Council’s response to this submission would include suggestions on how the Guyton Group could further progress its ideas and she would expect further engagement with the Guyton Group in the future.

A Councillor suggested that whilst it would take time to implement changes in roading, the safety concerns at the intersection of Guyton Street and Wicksteed Street could be quickly mitigated if bollards were placed at this corner. In response Mayor Main said these issues would be discussed during the Council’s deliberations on submissions.

35	Community Education Service and Community Arts Centre	<p>Submitter supports family friendly environment; good for everyone including cyclists and pedestrians; easy to find way around; good for visitors; attracting new residents.</p> <p>Taupo Quay area is not traffic friendly or convenient.</p> <p>Footpath floods frequently outside Community Arts Centre.</p> <p>Crossing Taupo Quay from Moutoa Gardens – Victoria Ave is difficult. Pedestrian havens seem to work well.</p> <p>Problem of heavy vehicles in this area but strategy does not give number or percentage that are heavy vehicles.</p> <p>Some calming improvements/changes to slow the traffic down along Taupo Quay would be desirable.</p> <p>Submitter suggests various parking options along Taupo Quay and UCOL.</p> <p>Submitter supports the suggestion to look at improvements for the Taupo Quay – City Bridge – St Hill Street area.</p> <p>Submitter would like to have an on-site</p>	<p>The comments provided regarding Parking will be considered as part of the Central City Parking Strategy.</p> <p>The comments provided relating to the form and usability of footpaths in Taupo Quay will be considered as part of the overall design of Taupo Quay for the staged implementation of the Riverbank Development Plan.</p> <p>The percentage of heavy vehicles using Somme Parade/Taupo Quay is not the issue. The fact that Somme/Taupo Quay is designated as an over-dimension route that means that the roadway must be kept very wide, and without any significant landscaping, creates an unfriendly pedestrian environment.</p> <p>Officers would welcome an on-site meeting with users of the area, as part of the upcoming consultation on the Riverfront development plan implementation.</p> <p>No changes are recommended to the Strategy.</p>
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		meeting of the regular users in the area to discuss our issues.	
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Rosemary Hovey, Community Education Service, and Cath Watson, Community Arts Centre, spoke to this submission.

Mayor Main said the suggested meeting with Council officers had been accepted by the officers in their comments. A number of issues outside of the Urban Transport Strategy had been raised and some could be addressed immediately. Some were already underway as part of the new resource consent for the River Traders’ market that involved parking. The Council’s parking strategy was also being worked on.

7	Michelle Bisset	Submitter commends Council on its thorough consideration of transport issues facing the city. Submitter asks Council to give additional consideration to people from outside their constituencies who are dependant on the services and amenities that the city offers and on having access to them. In particular the Rangitikei District. Primarily connectivity to health services, e.g. Wanganui Base Hospital. Secondly, connection to the Central Business District and amenities and services that are unavailable in rural areas. Supports the establishment of a Passenger Transport Hub.	Inter-district public transport issues will be passed on to Horizons Regional Council for consideration. No changes are recommended to the Strategy.
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In response to questions, Ms Bissett said she would provide her presentation to Horizons Regional Council, however she considered everyone had a role in this matter and these concerns could only be resolved within each local authority’s borders. She believed Wanganui people would have a similar problem connecting to urban services if they travelled by public transport to Palmerston North.

Conclusion

Mayor Main thanked all submitters for the time taken in presenting their submissions and noted the Council would deliberate all submissions on Monday, 19 September 2011.

The meeting closed at 4.32pm.

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CERTIFICATE OF CONFIRMATION OF MINUTES

The minutes of the meeting of the Wanganui District Council held on 31 August 2011 were confirmed as a true and correct record of that meeting at a meeting of the Wanganui District Council held on 19 September 2011.

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Annette Main
Mayor of Wanganui District

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Date