
Submission on Napier City Proposed District Plan

Form 5 Submission on publically notified proposal for policy statement or plan, change or variation

Clause 6 of Schedule 1, Resource Management Act 1991

To: Napier City Council - Planning Unit

Date received: 29/09/2023

Submission Reference Number #:2

This is a submission on the following proposed plan (the **proposal**): Napier City Proposed District Plan

Submitter:

Marya Hopman

Address for service:

Marya Hopman
448 Gloucester St Taradale Napier 4112
New Zealand

Email: marya.hopman@optimalme.nz

I wish to be heard: Yes

I am willing to present a joint case: Yes

Could you gain an advantage in trade competition in making this submission?

- No

Are you directly affected by an effect of the subject matter of the submission that

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition

- Yes

Submission points

Point 2.1

Section: SD - Transport and Infrastructure Provision

Sub-section: Issues

Provision:

SD-TI-I3: Adverse effects arising from infrastructure

Infrastructure has functional and operational requirements necessary to its operation which may result in adverse effects on the environment.

The quality of the environment and the well-being of people and communities are affected by choices about the management of infrastructure.

Sentiment: Amend

Submission:

I live at 448 Gloucester Street in Taradale. Even before Cyclone Gabrielle I had intended to take some action to address the issue of high traffic volume at the EIT end of Gloucester street. I realise this has been discussed before and it was found there was no reason to make any changes. The understanding seemed to be that it was an issue of the speed of the traffic in Gloucester St, and while that was occasionally the issue, the main problem was high volume at peak times making it difficult and dangerous to move out of our driveways and/or to cross the road in an area with increasing use for traffic and pedestrians.

Since the cyclone and the loss of the Waiohiki Bridge, this was no longer an issue.

Now that the new temporary bridge is in use, the traffic volume (and speed) has been much improved. It has made a big difference that heavier vehicles are not permitted to use the bridge and we are happy with the change. However at some point the bridge will no doubt be replaced with a more permanent structure, and of course EIT will re-open and will lead to increased traffic. It is important to recognise the increasing volume of traffic at the EIT end of Gloucester street due to the new Sports facility behind PGA, and the pending increase of traffic once EIT reopens. It is also important to recognise that this end of Gloucester St has a retirement village and the area is home to a high number of elderly people and families with children, as well as school bus stops. Considering that the council is keen to reduce traffic congestion and encourage walking, it would seem obvious that this should be taken into consideration when planning for the replacement Waiohiki Bridge and traffic flow through this busy area. I'm not sure what the solution should be - possibly continuing to prevent heavy vehicles to use this section as a thoroughfare, an addition of a roundabout at the EIT, PGA entries, speed bumps or traffic calming bays, and "full" pedestrian crossings. The decisions made affect not only safety, but also the whole "feel" of the area. It is a "people" and "leisure and learning activity" area and needs to encourage more pedestrian and cycling use, rather than heavy trucks and vehicles.

Relief sought

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