

# Western Bay of Plenty District Council

## Minutes of Meeting No. OP11 of the Operations and Monitoring Committee held on 10 May 2018 in the Council Chamber, Barkes Corner, Tauranga commencing at 9.30am

### Present

Councillor D Thwaites (Chairperson), Councillors G Dally, M Dean, M Lally, P Mackay, K Marsh, D Marshall, J Palmer, J Scrimgeour, M Williams and His Worship the Mayor G J Webber

### In Attendance

M Taris (Chief Executive Officer), G Allis (Deputy Chief Executive), E Holtsbaum (Group Manager Technology, Customer and Community Services), K Perumal (Chief Financial Officer), R Davie (Group Manager Policy, Planning and Regulatory Services), I Butler (Finance Manager), K Hill (Utilities Manager), P Watson (Reserves and Facilities Manager), B Williams (Strategic Property Manager), J Paterson (Transportation Manager), S Parker (Reserves and Facilities Projects and Assets Manager), R Sumeran (Development Engineering Manager), I Kruis (Environmental Solid Waste Team Leader), S Harvey (Roading Engineer East/West), F Begley (Community Relationships Manager), R Woodward (Communications Advisor), F Sweeney (Democracy Management Advisor), and M Parnell (Democracy Advisor)

### Community Boards

M Grainger (Chairperson, Omokoroa Community Board)

### Others

Five members of the public, one member of the media and as listed in the minutes.

### Apologies

An apology for lateness was received from Councillor Murray-Benge.

**Resolved:** Marsh / Mackay

*THAT the apology for absence from Councillor Murray-Benge be accepted.*

## **Public Forum**

**Resolved:** Mayor Webber / Palmer

*THAT the meeting adjourn for the purpose of holding a public forum.*

## **Te Puna Station Road Traffic Trials**

Matthew Farrell from Lizard News (Editor) addressed the Committee regarding the Te Puna Station Road trial. He advised he had been reporting for months on the State Highway Two congestion and safety issue and advised his personal view as a resident was in support of the trial as he believed that the Council needed statistical data to help solve the traffic issues in the area rather than just theories or ideas.

He explained issues with queue jumping by turning left at Snodgrass Road, the efficiency of merging and drivers' perceptions of courtesy when driving and that the traffic in the area moved like a slow moving car park at peak times. He also advised that some of his readers had made some suggestions for solutions including traffic lights at peak times and tracking vehicles to get data on comparative routes.

## **Traffic in Te Puna**

Nigel and Sarah Rice of Lochhead Road addressed the Committee regarding the traffic issues in the Te Puna / Minden area. They advised that they ran a business that was negatively impacted logistically and financially by the current traffic issues. They questioned the details of the upcoming trial saying that it would only prevent drivers from getting to Tauranga and increase congestion at the Te Puna Roundabout, and suggested that something they could trial was stopping people from turning from Snodgrass Road.

As a member of the Te Puna Pony Club, Mrs Rice advised that there was concern among the members as the Wairoa Bridge was too low to get a horse truck or float under the bridge and that solution only worked for car and that if this was presented as a permanent solution that this would be a big issue.

In doing the trial, Mrs Rice said that Teihana Road was being cut off and that Clarke Road was left open despite being one of the most dangerous intersections to turn out of because it was located after a blind hill. In her opinion, it was more likely for an accident to happen there than at the Te Puna Station Road intersection.

In their opinion, the Tauranga Northern Link was the only solution to the issues being faced. They were disappointed in the service provided by NZ Transport Agency with what they called piecemeal efforts while avoiding the fact that there was just too much traffic on State Highway Two at peak times. The bollards that were currently being used were distracting, difficult to navigate and slowing already congested traffic down.

In response to questions, Mrs Rice confirmed that her staff were on the road from 8.30am in the morning and so would be affected by the trials, which were running from 7.00am - 9.30am most days. She anticipated that it would add an additional 15 minutes per trip travel time. She asked, if the trials saved those journeying from Katikati to Tauranga a

minute or two on their trip but cost the local Te Puna residents an additional 15 minute, how that could be a winning situation.

Mr Rice spoke in support of his wife and added that he was not aware that the trials were only until 9.30am each day. It was further clarified that there were all day trials programmed as well and also that NZ Transport Agency and not this Council owned State Highway Two.

Dr Katrina Allen of the Te Puna Quarry area advised that she daily risks her life trying to get onto Te Puna Quarry Road in dense traffic. She also advised that she regularly uses Snodgrass Road and if she was unable to use that road then she would not be able to safely navigate to work. She explained that as a doctor she regularly saw the impact of the traffic issues and had been the first responder to a number of accidents in the area.

In response to the concerns brought to the Committee during public forum the Deputy Chief Executive explained the details of the Te Puna Station Trial Road and the reasons for each of the phase of the trial. He advised that at any point during the trial that if a situation became untenable that the trial could be removed and normal traffic flow returned and this would be monitored by staff onsite and by CCTV cameras in the area.

In response to questions:

- Further trials would be considered based on the data received from the proposed trials including not being able to turn right into Te Puna Station Road.
- The control data had already been collected for the project.

**Resolved:** Dally / Dean

*THAT the meeting be reconvened in formal session at 9.52am.*

#### OP11.1 **Road Closure - Harray Road - MotorSport BOP**

The Operations and Monitoring Committee considered a report from the Roading Engineer (East/West) dated 27 April 2018 as circulated with the agenda.

#### **Declaration of Interest**

Councillor Dally declared an interest in this item as a member of Motorsport Bay of Plenty, and took no part in the discussion or voting thereon.

In response to questions, staff explained the following:

- The closure proposed was two to three hours long
- The application had been submitted and then withdrawn due to a change of date. The event would take place on 17 June 2018 and was being brought to the attention of the Committee.
- There had been no other objections except that referenced in the report.

**Resolved:** Mackay / Mayor Webber

1. *THAT the Roothing Engineer (East/West) report dated 27 April 2018 and titled Road Closure - Harray Road - MotorSport BOP be received.*
2. *THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.*
3. *THAT the Committee notes the request for a road closure on Harray Road on 17 June 2018.*
4. *THAT due to the timing of the rally on 17 June 2018, and the timing of the next Operational and Monitoring and Committee notes that in accordance with Policy and 020/16 the Chief Executive Officer will determine whether or not the road closure is approved.*

OP11.2

### **Animal Shelters**

The Operations and Monitoring Committee considered a report from the Strategic Property Manager dated 23 April 2018 as circulated with the agenda.

The Strategic Property Manager spoke to a tabled PowerPoint presentation. He noted that houses that were being built in the special housing area were for less than the tender received for the project, and that there was a need to build an ingress road around the dog shelter.

9.59am

Mayor Webber withdrew from the meeting.

The Strategic Property Manager explained some of the challenging market situation he had encountered in seeking tenders for this project and that he had sought tenders from five well known construction firms and had only been responded to by three.

10.01am

Mayor Webber re-joined the meeting

The Strategic Property Manager advised that the staff recommendation was to continue with the project and increase the budget to do so as he was not optimistic about getting a better cost in the next five years and the current facilities in the Western Bay and Tauranga were filled to capacity. There was one option for the Committee to construct only in Te Puke at a slight increase of the budgeted cost.

In response to questions, staff advised the following:

- Private kennels would not suffice in the meantime and they did not have the security measures in place that the Council was obligated to provide around aggressive and unvaccinated dogs.

- One of the reasons why firms were declining to tender was because they already had a lot of work confirmed and did not require more.
- The high costs of the project were around the need for high strength metal and block work and crush cages, which were required to protect the animals' welfare and to fulfil the Council's obligation to deal with dangerous and menacing animals.
- This Council and Tauranga City Council already worked closely together but Tauranga were also at capacity. The original proposal for two animal shelters was to provide customer service to residents over the breadth of the region.
- The proposed design was based on the animal shelter in Tauranga City Council and was considered best practice.
- Waiting to make the decision may cost the Council more in the long term.

**Resolved:** Mayor Webber / Williams

*THAT the matter lie on the table while Councillors Williams, Scrimgeour and Palmer work with staff to look at alternatives.*

10.30am The meeting adjourned for morning tea.

10.45am The meeting reconvened.

### **Change to the Order of Business**

The Chairperson requested that the next item of business be Proposed State Highway Two Rural 80kms Per Hour Speed Limit, as the presenters for this item had arrived. It was noted that the NZ Transport Agency had requested that their presentation be received as a confidential item.

**Resolved:** Thwaites / Williams

*THAT in accordance with Standing Orders the order of business be changed and that the item Proposed State Highway Two Rural 80kms Per Hour Speed Limit be dealt with as the next item of business.*

### **Local Government Official Information and Meetings Act**

#### **Exclusion of the Public**

#### **Schedule 2A**

**Resolved:** Scrimgeour / Palmer

A) *THAT the public be excluded from the following part of this meeting namely:*

- *Proposed State Highway Two Rural 80kms per hour Speed Limit*
- *Eastern Supply Zone - Alternative Water Supply Options*

- *Infrastructure Services Briefing May 2018 (In Confidence)*

*The general subject to each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:*

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under Section 48(1) for the passing of this resolution</b>
<i>Proposed State Highway Two Rural 80kms per hour Speed Limit, including: Westlink and NZ Transport Agency Presentation on State Highway Two (In Confidence)</i>	<i>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</i>	<i>To enable Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations), and To enable the NZ Transport Agency to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations), and To protect information which is subject to an obligation of confidence, as disclosure would likely prejudice supply of similar information.</i>
<i>Eastern Supply Zone - Alternative Water Supply Options</i>	<i>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</i>	<i>To enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</i>
<i>Infrastructure Services Briefing May 2018 (In Confidence)</i>	<i>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</i>	<i>For reasons previously stated on the relevant minutes.</i>

- B. THAT representatives from Westlink and the NZ Transport Agency be permitted to stay for the Public Excluded session for item 1 only, as they are presenting to the Operations and Monitoring Committee on Proposed State Highway Rural in confidence.*
- C. THAT Chairperson Murray Grainger be permitted to stay for the Public Excluded session for item 1 only, due to his knowledge of the impact to his community about the topic.*