

Western Bay of Plenty District Council

Minutes of Meeting No. OP15 of the Operations and Monitoring Committee held on 25 October 2018 in the Council Chamber, Barkes Corner, Tauranga commencing at 9.30am

Present

Councillor D Thwaites (Chairperson), Councillors G Dally, M Dean, P Mackay, D Marshall, M Murray-Benge, 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), K Perumal (Chief Financial Officer), J Paterson (Transportation Manager), K Hill (Utilities Manager), B Williams (Strategic Property Manager), M Dowd (Communications Manager) L Nind (Governance Advisor) and A Alty (Democracy Advisor)

Community Boards

M Grainger (Chairperson, Omokoroa Community Board) and A Sole (Chairperson, Waihi Beach Community Board)

Others

Nine members of the public, one member of the press and others as named in the minutes

Apologies

An apology for absence was received from Councillor Marsh. It was noted that Councillor M Lally was on leave of absence. Apologies for lateness were submitted for Councillors Dally and Murray-Benge

Resolved: His Worship the Mayor / Williams

THAT the apology for absence from Councillor Marsh and for lateness for Councillors Dally and Murray-Benge be accepted.

Public Forum

Resolved: Thwaites / Mackay

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

Belk Road Intersection

Leigh Neilson spoke on behalf of residents of Belk Road, advising the Committee that residents had heard that the planned safety improvements for the Belk Road / Highway 29 intersection had been put on hold. He noted:

- In August this year, residents had received information that improvements to the intersection, such as a turning bay would be going ahead so to now hear that the plans had been stopped was extremely disappointing.
- When the decisions were made to implement safety measures at the intersection it was deemed that the intersection was dangerous – now with the cancellation of any safety work did that mean that the intersection was no longer dangerous?
- The intersection was at the base of a hill inside a bend within a 100 km zone.
- There had been two fatal accidents at the intersection and the traffic volumes on State Highway 29 were continually increasing.
- There was a trucking business on the other side of Belk Road intersection with heavy trucks exiting and entering onto and off the highway which was dangerous to other traffic on the immediate roadway.
- Other businesses with heavy trucks and machinery had been allowed to develop along the stretch of highway and this put other vehicles along the route in danger.

Mr Neilson advised that he had heard that NZTA had altered their plans to commit to working with the wider Tauriko business developers at the Lakes. In conclusion Mr Neilson thanked members of the Operations Committee for listening.

The Chairperson advised that all Western Bay of Plenty District Councillors were very much aware of the concerns of the Belk Road residents, and they were also disappointed and frustrated with the progress on improvements to the Belk Road intersection and overall highway safety measures.

Resolved: Marshall / Scrimgeour

THAT the meeting be reconvened in formal session at 9.39am

9.39am Councillor Dally Joined the meeting

Presentations

OP15.1 Presentation - NZTA Update on State Highway Projects and Speed Management

The Operations and Monitoring Committee considered a presentation from NZTA and BECA representatives regarding the new priorities set out in the Government Policy Statement for the future plans for SH2 Waihi to Tauranga and SH29 Tauriko West.

Chris Gasson, the Portfolio Manager for NZTA spoke to the presentation noting:

Re-evaluation Outcomes

- NZTA endorsed the general approach for future plans for SH2 Waihi to Tauranga and SH29 Tauriko West. This included delivering short-term safety improvements and more reliable access while continuing to protect land.
- Waihi to Omokoroa continue delivering \$101 million safety package and investigate enhanced safety improvements for delivery.
- Katikati urban centre investigate targeted online improvements and develop and implement an operations plan to better manage seasonal peak period/events.
- Omokoroa to Te Puna update the business case to revisit online safety options for delivery, prepare for pre-implementation and implementation stages, investigate short to medium term online corridor safety improvements for delivery, including the Omokoroa intersection safety improvements.
- Tauranga Northern Link develop and implement a transport system operating strategy and investment programme for the northern corridor and city centre, commence pre-implementation including specimen design to encourage high occupancy vehicles via a new offline multi-modal route for public transport/high occupancy vehicles and general traffic.
- State Highway 29 - Tauriko Complete the business case to develop a multi-modal network that connected the wider transport system.

Mr Gasson advised that there could be no committed timeframes for the projects until all other re-evaluation work had been done.

Mayor Webber expressed his disappointment that Western Bay District Council representatives and staff had not been invited to the meeting held on 24 October. If they had been at the meeting they would have been able to ask questions of those attending from NZTA about the associated timeframes for the proposed works, and clarify the position relating to the Belk Road intersection, the Tauriko development and the SH2 Takitimu link and the northern highway link.

Update on SH2 Speed Review

Adam Francis, Senior Safety Engineer spoke to the presentation noting that the Transport Agency would undertake public consultation relating to proposed speed limit changes in November 2018. The general consensus by stakeholders was based on the lower speed limit being an interim measure until such time as long term improvements that support safe and appropriate speed of 100 km/h were completed. The proposed changes were:

- 80 km/h from 100m south of Marshall Road (Katikati) to 180m east of Loop Road (Te Puna)
- 60 km/h from 180m east of Loop Road to 360M east of Te Puna Road.
- 80 km/h from 360m east of Te Puna Road to 135m west of Te Puna Station Road.
- 50km/h from Te Puna Station Road to 370m east of Bethlehem Road.
- Pahoa School Zone: For the section SH2 near Pahoa School from 140m north of Pahoa Road to 310m south east of Esdaile Road School when a variable speed limit sign would display numerals "60" the speed limit would be 60km/h – at all other times the speed limit would be 80km/h.

Between Poropori Road and Tauriko for key locations for speed reviews would be undertaken:

- Poripori Road and SH29 intersection
- Belk Road and SH29 intersection
- Cambridge Road and SH29 intersection
- Proposed link for Tauriko Business Estate with SH29

Engagement and consultation was expected to begin in 2019.

Update on Belk Road SH29 Intersection

Angela Crean, Senior Project Manger advised that the Transport Agency would not be undertaking any upgrade to the Belk Road intersection due to the following reasons:

- A speed review would address the safety concerns through this area
- Any improvements made would only have a two to three year life span.

NZTA were currently working with Tauriko Business Estate developers on the options for significant upgrades in the area, along with a speed management review of SH29 between Poripori Road and Tauriko which would address safety of the intersection.

The Senior Project Manager noted that NZTA understood the concerns of people using the intersection and this would be addressed as part of the speed management review.

Update on Pyes Pa and Kaimai Schools

Pyes Pa School (SH36)

NZTA was currently working with the school management and the Ministry of Education to improve safety and optimize the parking area at the Pyes Pa School.

Kaimai School (SH29)

Existing active warning signage would be completed by June 2019. A variable lower speed limit display would operate during school start and finish times.

SH29A Barkes Corner Monitoring

The Barkes Corner monitoring initiated on 17 September were turned off on 20 September following three roundabout crashes on the same day.

A trial of proposed changes were expected to be in place by the end of November to manage queuing on SH29A at the Barkes Corner roundabout.

NZTA representatives acknowledged that there had not been enough publicity about the proposed roundabout light phase implementation and this would be remedied for the next implementation.

Te Puke Highway Culvert Replacement

Wayne Troughton, Senior Project Manager advised that as part of the handover process associated with rehabilitation of the old Te Puke State Highway, NZTA would be undertaking the replacement of the culvert on the highway between the Welcome Bay roundabout and Tara Road in January/February 2019 - when the school term commenced in 2019 and before the kiwifruit season started. Detour routes for road traffic would be in place and it was expected that the work would take about a month to complete.

Councillors noted their expectations that the work should be undertaken without any time slippage and asked if the project would be done using rotating night shift work to expedite the construction with as little disruption to traffic flows as possible.

Safe Roads Improvements - SH2 Waihi to Omokoroa

Alistair McCaw provided an update on the safe roads programme from Waihi to Omokoroa noting the safety improvements would include:

- 1.5m centre medians
- Every registered entrance driveway would be upgraded to the same standard
- Intersection improvements would be undertaken

- Major rehabilitation around Forta Lesa would be undertaken
- The Apata corners would be improved – with timing dependent on consent process
- Contracts and work for the required safety improvements would be progressively undertaken.
- The safety treatment took into account the width of heavy agricultural vehicles by the installation of 2.5 width road shoulders on both sides of the road.

Mathers Road Intersection

After talking to residents on Mathers Road, residents did not want the road access off State Highway 2 closed, but were happy with site improvements that included widening the pull off area.

Katikati Bypass

There was no mention of any work relating to a future Katikati Bypass and the question was asked why this was not in the presentation.

Chris Gasson advised that amenity improvements would be undertaken by NZTA and the bypass may proceed at some other time but was not in the initial programme. Members of the Operations Committee noted that there had been no communication about this and there needed to be.

At the conclusion of the presentation Mayor Webber reiterated that it was very unfortunate that Council representatives and staff had not been invited to attend the NZTA briefing.

The Chairperson thanked the presenters for attending and invited them to join Councillors and staff for morning tea.

10.50am The meeting adjourned for morning tea.
11.45am The meeting reconvened

Resolved: Marshall / Mackay

THAT in receiving the New Zealand Transport Agency (NZTA) Update presentation this Council expresses its strong protest at the poor outcomes committed to by NZTA for a rapid resolution to the congestion and safety issues of State Highway Two.

OP15.2 2018/19 Minor Improvement Projects and Safety Report

The Operations and Monitoring Committee considered a report from the Westlink Road Safety Engineer and the Transportation Manager.

The Western Bay of Plenty District Council Transportation Manger spoke to a comprehensive report showing survey results of percentage of reported

injury accidents with road related factors and the annual comparison of crash severity and the estimated associated social costs. The report also referred to:

- Annual comparison of crash severity splits between urban and rural roads
- Crash cause – Rural and Urban
- Multi-party and single vehicle crashes by rural and urban network
- Monthly distribution of crashes
- Contributing factors of crashes

Justine Wilkin from Westlink also spoke to the presentation and advised that the statistics provided were referenced for police accident reporting. It was noted that the planned review and introduction of speed limits would be consulted on and while a reduction in speed limits may not reduce a crash rate, the impact of crashes were less damaging to persons and property.

Pavement Rehabilitation and Seal Widening

The proposed list of the 2018/19 minor improvement pavement rehabilitation and seal widening programme was presented. It was noted that the 2018/19 total costs were greater than the available 2018/19 budget and if individual projects were not able to be progressed (due to consenting and delivery issues) other projects approved by the Operations and Monitoring Committee could be delivered. This would ensure that the available NZTA subsidy was fully utilised within specific funding timeframes.

Councillors advised that the manner in which the report had been presented was very well written and clearly set out the current status of the works programme and asked that this type of reporting be repeated on an annual basis.

Resolved: Mackay / Dean

1. *THAT the Transportation Managers report dated 1 October 2018 and titled 2018/19 Minor Improvement Projects and Safety Report be received.*
2. *THAT the report relates to an issue that is not considered significant in terms of Council's policy on Significance.*
3. *THAT the costs of the minor improvement and safety projects, as appropriate, be funded from the 2018/21 LTP budgets roading minor safety (LCLR) seal widening, the community roading, walking and cycling and externally funded budgets.*
4. *THAT the Low Cost Low Risk (LCLR) projects list covering the National Land Transport Program 2018-21 period and the 2018/21 LTP period*

be adopted as shown in Attachment A with project delivery subject to remaining within approved budgets.

5. *THAT the Deputy Chief Executive Officer be authorised to make changes to the project list and delivery priorities.*

OP15.3 **Bay of Plenty West Joint NZTA/WBOPDC One Network Maintenance Contract Value Change**

The Operations and Monitoring Committee considered a report from the Deputy Chief Executive Officer dated 10 October 2018 as circulated with the agenda.

Resolved: Mayor Webber / Williams

1. *THAT the Deputy Chief Executive Officer's report dated 10 October and titled Bay of Plenty West Joint NZTA / WBOPDC One Network Maintenance Contract Value Change be received.*
2. *THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.*
3. *THAT the approved value of the Bay of Plenty West Joint NZTA / WBOPDC One Network Maintenance Contract be increased from \$75,989,841 plus GST to \$150,000,000 plus GST.*
 - *Note: The values relate to the Council component, the NZTA component is of equivalent value.*

OP15.4 **Emergency Management Local Authority Recovery Plan**

The Operations and Monitoring Committee considered a report from the Strategic Property Manager/Recovery Manager dated 4 October 2018 as circulated with the agenda.

The Strategic Property Manager/Recovery Manager spoke to the report and advised that the local recovery plan was a requirement (in the event of a civil defence emergency) as set out by the Civil Defence Emergency Management Act 2002.

Resolved: Mayor Webber / Palmer

1. *THAT the Strategic Property Manager's report dated 4 October 2018 and titled Emergency Management – Local Recovery Plan, be received.*
2. *THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.*
3. *THAT the Operations and Monitoring Committee approves the Western Bay of Plenty District Council Local Recovery Plan.*

4. *THAT the Local Recovery Plan be presented for adoption to the regional Civil Defence Emergency Management Joint Committee.*

OP15.5**Infrastructure Services Report - October 2018**

The Operations and Monitoring Committee considered a report from the Deputy Chief Executive dated 5 October 2018 as circulated with the agenda.

The Deputy Chief Executive, Utilities Manager, Strategic Property Manager, and Transportation Manager provided updates on the following current projects and issues:

Utilities:

- Drinking Water Results
- Ongare Point
- Local Health Board Health Warning signage – unsafe swimming, seafood gathering warnings. It was clarified that the warnings were not related to wastewater discharge.

Reserves and Facilities:

- Mural concept for Waitui Toilet replacement
- Panepane Point proposed new permaloo
- Panepane Point Signage
- Improvement to Jetty Steps
- Omokoroa Sportsground Playground
- One Mile Creek Outlet Repairs

Strategic Property:

- Old Katikati Library

The refurbishment of the old library to the new Katikati Arts Junction had been extremely successful, with planned improvements continuing.

- Te Puke Car Parking

The Strategic Property Manager advised that an opportunity to secure additional parking spaces for public use through a lease arrangement over an area of commercial/retail property in the central retail area of the Te Puke had arisen. Staff were asked to work with the property owner to secure the car parking spaces for public use and report back to the Operations Committee with the outcome of the negotiations.

The Community Relationships Manager also gave a presentation regarding communications, engagement and online services statistics for July to September 2018.

Resolved: Mayor Webber / Scrimgeour

1. *THAT the Deputy Chief Executive's Report dated 5 October 2018 and titled Infrastructure Services Report October 2018 be received.*
2. *THAT the Open Section of the Operations & Monitoring Committee Information Pack No. OP15 dated 25 October 2018 be received.*
3. *THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.*

Local Government Official Information and Meetings Act

Exclusion of the Public

Schedule 2A

Resolved: Williams / Palmer

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

- *Infrastructure Services Briefing - October 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:

<i>General subject of each matter to be considered</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under Section 48(1) for the passing of this resolution</i>
<i>Infrastructure Services Briefing – October 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>