

# Western Bay of Plenty District Council

**Minutes of Meeting No. OP16 of the Operations and Monitoring Committee held on 6 December 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, 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), G Payne (Strategic Advisor), P Watson (Reserves and Facilities Manager), B Williams (Strategic Property Manager), J Paterson (Transportation Manager), R Sumeran (Development Engineering Manager), E Watton (Policy and Planning Manager), N Silver (Legal Property Officer), R Woodward (Communications Advisor), M Parnell (Governance Advisor) L Nind (Governance Advisor) and A Alty (Democracy Advisor)

## **Others**

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

## **Apologies**

An apology for lateness was received from Councillor Dally.

**Resolved:** Palmer / Murray-Benge

*THAT the apology for lateness from Councillor Dally be accepted.*

OP16.1

### **Presentation: New Zealand Transport Agency**

The Operations and Monitoring Committee received a presentation from the New Zealand Transport Agency representatives outlining an update of the State Highway Two Safe Roads Improvements. The Committee was advised that the update regarding Belk Road and Tauriko Project would be taken as a separate confidential item at the conclusion of the open presentation.

Rob Campbell, Wayne Troughton from the New Zealand Transport Agency and Simon Banks from Opus were in attendance. Rob Campbell provided an overview of the State Highway Project.

The presenters advised that the frustrations around the future of the Belk Road and State Highway 29 intersection were recognised noting that re-evaluation of the provision of safe access and transport options for Tauranga's Western Corridor (State Highway 29 / State Highway 29A) had restarted and public engagement relating to this would be notified in early 2019.

9.37am Councillor Dally joined the meeting

### **State Highway Project - Safety Improvements**

- The contract for the first phase of the safety improvements from Waihi through to Katikati had been let with physical works set to commence in the New Year.
- Contracts for the second and third phases of the safety improvement works were due to close and would be let in January 2019.
- The safety improvement works were expected to be completed by 2024.
- Improvements to the Apata curves and general rehabilitation work to known 'black spots' along the northern link would be undertaken before the end of the current construction season.
- Phasing of the pedestrian crossing lights at Katikati would be looked at and adjusted to accommodate a balance for pedestrians and vehicles travelling through Katikati.
- Mobile electronic sign boards indicating traffic delays would be in place along State Highway Two.
- Variable Message Signage (VMS) would be in place from the Bombay/State Highway junction indicating the expected travel times to Tauranga via various routes.
- Phased lighting for the Barks Corner roundabout would be in action on 12 December 2018.

Councillors reiterated it was important that New Zealand Transport Agency representatives consult with the Communities where specific work was being undertaken.

Being aware of the delay to roadworks when culverts were involved, New Zealand Transport Agency representatives advised that the safety improvements were being designed around these structures as much as possible.

It was noted that there was a lack of consultation relating to any work in Katikati and it was important that a public meeting be organised by NZTA in the New Year in the township to advise 'where to from here' in regard to the bypass not going ahead. It was stressed that there was a lot of

frustration that there had been no communication or action from NZTA relating to improving the immediate State Highway/Katikati traffic management through the township.

The Committee was advised that the New Zealand Transport Agency Board would meet on 14 December 2018 and decisions relating to specific local roading projects and priorities were expected to be announced at this meeting.

### **Exclusion of the Public**

**Resolved:** Mackay / Palmer

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

- *The confidential section of the Belk Road and Tauriko Project Update presentation from New Zealand Transport Agency Representatives.*

Councillor Murray-Benge voted against the motion

### **Members of Staff / Consultant Staying on in Public Excluded Section**

**Resolved:** Williams / Mayor Webber

*THAT representatives of New Zealand Transport Agency and Council staff be permitted to remain after the public have been excluded for the item Belk Road and Tauriko Project Update Presentation because of their knowledge of the specific Belk Road and Tauriko Project updates. This knowledge is relevant because they are directly working on these projects as part of their respective positions and responsibilities.*

Councillor Murray-Benge voted against the motion.

10.59am The meeting reconvened.

### **Public Forum**

**Resolved:** Marshall / Palmer

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

### **Concerns Regarding No 1 Road Te Puke**

Mike MacCauley a former resident of No.1 Road and current truck driver servicing Trevelyn's Pack House noted concerns and highlighted the following points relating to the road:

- 15 million trays of kiwifruit were moved out of the Trevalyn Pack House last year
- During six months in any year there were in excess of 500 people travelling to and from the pack house.
- Over 700 people were working shift periods constantly over a 24/7 period for over three months of the peak picking/packing season.
- There were over 2000 truck movements along the No. 1 Road during the peak season.
- Sections of the road were narrow and dangerous for heavy trucks, general traffic and for pedestrians and cyclists.
- Many of the overseas workers at the pack house walked along the roadway and were often unaware of the traffic danger.
- If the proposal to undertake the water pipeline work between mid March and mid June, the number of vehicle movements reduced to travelling in a single lane was just not viable.

Lyn Govenlock advised that she had lived in the area for over 30 years as a kiwifruit grower. As a St John Volunteer she had first-hand knowledge of accidents and near misses along the roadway and the No.1 Road /Main Highway intersection:

- The width of No.1 Road was too narrow at a number of sections.
- Various sections of the roadway were so narrow that two trucks travelling in opposing directions could not pass without one moving off the road to allow the other to pass.
- At multiple points on the roadway the road width was less than 6 metres.
- Cars and trucks had to constantly avoid pedestrians and cyclists.
- School bus pick up and drop off points were dangerous for children.
- There was a 'shiny' section of seal on the S bend of the roadway that needed warning signage as it was extremely slippery
- There were various seal breaks along the roadway
- The road surface was uneven, there were potholes, edge breaks, slippery and worn surfaces all the way along the road.

Some 12 years ago part of No.1 Road was upgraded but the bottom two kilometres of the roadway had never been improved in any way. There was huge concerns for the safety of all road users on this roadway and the proposed pipeline work would exacerbate this, particularly if the work was undertaken during the picking season. Residents and road users alike would like to see the roadway improved and needed assurance that the timing of the installation of the pipeline and subsequent roading improvements be given full consideration given the impact and effect on the kiwifruit industry operators, workers and residents alike.

The Chairperson thanked the residents for their address to the meeting.

**Resolved:** Lally / Dally

*THAT the meeting be reconvened in formal session.*

OP16.3 **Waiari Water Main Project**

The Operations and Monitoring Committee considered a presentation from Westlink and staff.

The Transportation Manager and Roding Engineer (East) spoke to the proposed works to be undertaken along No.1 Road associated with the Waiari Water Main project advising:

- The pipeline route would start at 376 No.1 Road and run down No.1 Road through Jamieson Reserve, across private property and out to the Poplar Lane Reservoir – resulting in 22 Kilometres of underground pipelines running along the designated route.
- No.1 Road would be affected by 60% of the pipeline in the carriageway, 40% on the grassed berm, with 50% being open trench and 50% being directional drilling.
- Council was required to operate in accordance with the National Code of Practice for Utility Operators and Utilities Access Act 2010. A national consistent approach to the use and management of the road corridor would be adhered to.
- The Western Bay of Plenty District Council Conditions of Project Acceptance agreed:
  - Only one construction area per road for Te Puke Highway and Welcome Bay at any one time
  - Construction time restrictions would be 7.00am to 9.00am and 4.00pm to 6.00pm with both lanes restored outside of construction hours. Reasonable delays should be no greater than five minutes
  - Trench and Road surface reinstatement would be undertaken
  - Tauranga City Council would manage all public engagement, traffic disruption and media inquiries.
  - There would be a maintenance period of two years after completion of construction.
  - General road rehabilitation (and widening) would follow the installation of the pipeline.
  - The feasibility of a cycleway would be considered on No.1 Road but would not be funded by Tauranga City Council.

Councillors noted concerns relating to the pipeline work along No.1 Road as being:

- The initial design for the waterline down No.1 Road was to go down the right hand side of the roadway to not cause traffic disruption. People living and working along the roadway should not be subjected to the traffic disruption.
- During the peak Kiwifruit season there were in excess of 2,000 truck movements a day along No.1 Road.

- Over 700 people were constantly working in the packhouses on No.1 Road on rotating shifts - seven days a week. The roadway was narrow and dangerous to all users, vehicles, pedestrians and cyclists.
- The disruption to the packhouses would be unacceptable and there should be no cost impacted on the kiwifruit industry as a result of the roadworks. Comment was noted that Tauranga City Council would only have limited interest in any disruption to the industry caused by the programmed works.
- Both Western Bay of Plenty District Council and Tauranga City Council would continue to work together to ensure there would be as little disruption as possible. The option to undertake the roadworks at night would be considered.

Staff advised that there was a 30 month timeframe for the delivery of the contract and Tauranga City Council was well aware of the kiwifruit season and Kiwifruit operators and Western Bay of Plenty District Council staff would be involved in ongoing discussions relating to project times for the work to be undertaken. It was important to focus on the project outcome which would result in ongoing provision of water supply for our growing city and surrounding districts.

**Resolved:** Marsh / Lally

*THAT the presentation from Westlink and staff on the Waiari Water Main Project be received.*

OP16.4

### **Infrastructure Services Report - December 2018**

The Operations and Monitoring Committee considered a report from the Deputy Chief Executive dated 23 November 2018 as circulated with the agenda.

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

- Minden Reservoir
- Ongare Point Sewerage Scheme
- Katikati Wastewater Treatment Plant
- Waihi Beach Wastewater Treatment Plant
- Tahataharoa Reserve Access Development and Cycleway
- Paengaroa – Rotoiti Cycle Trail Plan

12.30pm

Councillor Scrimgeour left the meeting.

- Special Housing Planting and Landscaping
- Te Puke Animal Shelter
- Omokoroa Road Urbanisation
- Omokoroa Road Lighting Design
- Omokoroa Road Landscaping

- Omokoroa Stormwater Pond
- Omokoroa Industrial Road
- Brown Road Slip Repair
- Maungarangi Road – Pavement Rehabilitation and Seal Widening
- Kaitemako Road Shape and Seal
- Stewart Street – Footpath and Kerbing
- Thompsons Track Seal Extension
- Bell Road Culvert Replacement

**Resolved:** Marsh / Marshall

1. *THAT the Deputy Chief Executive's Report dated 23 November 2018 and titled Infrastructure Services Report December 2018 be received.*
2. *THAT the Open Section of the Operations and Monitoring Committee Information Pack No. OP16 dated 23 November 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.*

1.00pm The meeting adjourned for lunch.

## Local Government Official Information and Meetings Act

### Exclusion of the Public

#### Schedule 2A

**Resolved:** Marshall / Marsh

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

- *Infrastructure Services Briefing - Month 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>Infrastructure Services Briefing – Month 2018 (In Confidence) NB: Includes the Operations and Monitoring Committee Information Pack No. OP16 dated (date of meeting)</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) For reasons previously stated on the relevant minutes.</i>