

CONFIRMED MINUTES

**OF THE ASSETS COMMITTEE MEETING
HELD IN THE COUNCIL CHAMBER, THIRD FLOOR,
OFFICE OF THE WAITAKI DISTRICT COUNCIL, 20 THAMES STREET, OAMARU
ON TUESDAY, 22 SEPTEMBER 2020 AT 2.00PM**

PRESENT: Cr Bill Kingan (Chair), Mayor Gary Kircher (Associate Chair), Cr Peter Newton (Associate Chair), Cr Jeremy Holding, Cr Kelli Milmine, Cr Guy Percival, Deputy Mayor Melanie Tavendale, and Cr Colin Wollstein

IN ATTENDANCE: Cr Hana Halalele
Cr Ross McRobie
Fergus Power (Chief Executive)
Neil Jorgensen (Assets Group Manager / Deputy Chief Executive)
Ainslee Hooper (Governance and Policy Advisor)

IN ATTENDANCE FOR SPECIFIC AGENDA ITEMS:

Martin Pacey (Water Services Manager)
Mike Harrison (Roading Manager)
Rodger McGaw (Network Infrastructure Engineer)
Renee Julius (Property Manager)
Lindsay Hyde (Parks Officer Urban)

MEETING OPEN

The Chair declared the meeting open at 2.00pm and welcomed everyone present, including the members of the public watching the livestream of the meeting on Council's Facebook page.

1 APOLOGIES

There were no apologies.

2 DECLARATIONS OF INTEREST

There were no declarations of interest.

3 CONFIRMATION OF PREVIOUS MEETING MINUTES

3.1 PUBLIC MINUTES OF THE ASSETS COMMITTEE MEETING HELD ON 11 AUGUST 2020

RESOLVED AC 2020/009

Moved: Cr Jeremy Holding
Seconded: Cr Colin Wollstein

That the Assets Committee confirms the Public minutes of the Assets Committee Meeting held on 11 August 2020, as circulated, as a true and correct record of that meeting.

CARRIED

4 DECISION REPORTS

4.1 WAITAKI SPEED LIMIT REVIEW 2020

The report, as circulated, sought Council's endorsement for a change to roading speed limits in the Waitaki district (excluding State Highways) following community feedback. It would then form the basis of the Roding Bylaw 2020-Speed Limits which was considered in a separate report to Council. The overall objective is to achieve a roading network with safer speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

Group Manager Neil Jorgensen introduced the report as the "finale" of the process, following two rounds of consultation with the community and with several previous reports having been presented to the Committee for consideration. There had been 'very good' engagement which had provided officers with a good steer on what the speed limits should be.

It was clarified that the proposals that had been consulted on were supported by a majority. There had been some requests for lower speed limits, or different limits in different areas.

Cr Ross McRobie advised that the temporary speed of 70 km/hr on the Lake Ohau Road was not supported by respondents, so he queried why the speed limit would be proposed as 80 km/hr when safety is a major issue especially given the number of cyclists on the Alps 2 Ocean

Network Infrastructure Engineer Rodger McGaw advised that NZTA's safer journeys risk management 'mega maps' propose a range of speed limits which excluded 30s and 70s as they prefer to have 60s and 80s in those rural zone areas. When officers look at those mega maps, there was a recommendation for 80 km/hr.

When asked by Mr Jorgensen if the Assets Committee could override that 80 km/hr proposal and seek a 70 km/hr limit under special circumstances, Mr Harrison confirmed that the Committee and/or Council could make that decision. It would still be reviewed by NZTA to ensure it is a safe speed in that environment, but he expected that NZTA would support it. Cr McRobie suggested a 60 km/hr limit would be even better for the safety of cyclists on that road, which was supported by another Councillor.

A concern was raised that there had been no diagrammatical illustration presented, which made it difficult to see how all of the speed limits would end up and to get an overall appreciation of how the whole system would operate. Mr Harrison acknowledged that point.

The Chair noted that many roads had been considered and there had been a reasonably good response from the public by way of submissions. He felt comfortable that it was now time to move the matter forward.

MOTION

Mayor Gary Kircher moved the report's recommendations, with the addition, under point 2's reference to Table 1, of "with amendments" as agreed at this meeting. Deputy Mayor Melanie Tavendale seconded the motion.

Discussion on the motion:

Mayor Kircher noted that there had been a lot of consultation undertaken and considerable public mention of the speed limit review over a long period of time. Some limits may still catch people unawares, but communications had been great. He was happy to hear that the team had looked at the review in a holistic way to ensure there was no gaps or sudden changes and that the overall plan was cohesive, reflected growth changes, and should help make the district's roads safer.

RESOLVED AC 2020/010

Moved: Mayor Gary Kircher
Seconded: Deputy Mayor Melanie Tavendale

That the Assets Committee recommends:

That Council:

1. Having regard to sections 155, 159 and 160 of the Local Government Act 2002 (the Act):
 - i) Agrees that the speed limits recommended to be included in the Roding Bylaw 2020 - Speed Limits are considered to be the most appropriate and proportionate way of addressing the perceived problems to protect and maintain public safety and the health and safety of roads.
 - ii) Agrees that the proposed speed limits, when included in the Roding Bylaw 2020 - Speed Limits is the most appropriate form of bylaw; and
 - iii) Agrees that the proposed speed limits are consistent with the New Zealand Bill of Rights Act 1990 as the controls are reasonable and justifiable in the circumstances.
2. Approves the recommended speed limits for Waitaki as shown in Table 1: Recommended changes to Waitaki Speed Limits 2020, with amendments agreed at this meeting. These speed limits are to come into effect from 1 November 2020 and are to be included in the Roding Bylaw 2020 - Speed Limits.
3. Notes that the changes to the Speed Limits do not represent a significant departure from those consulted on, and that community feedback was received and considered around these matters.
4. Directs officers to include these Speed Limits in the Roding Bylaw 2020 - Speed Limits.
5. Directs officers to implement the Speed Limits by the necessary signage, markings and public communication.

CARRIED

Mayor Gary Kircher noted for the record that the speed limit for Harbour Street had been considered and it was proposed to keep it all at 40km/hr. Whilst it would have been good to have some parts of the street lower than that, it would mean having multiple speed limits and also signage on Harbour Street and that was not desired by those who have responsibility for the area. The solution may not be perfect, but it would make people more aware that they need to slow down and be more careful.

RESOLVED AC 2020/011

Moved: Mayor Gary Kircher
Seconded: Cr Colin Wollstein

6. The amendments to speed limits agreed at this meeting are – that the Lake Ohau Road speed limit reduces from 80km to 60km.

CARRIED

4.2 WAITAKI ROADING BYLAWS 2020

The report, as circulated, sought Council's endorsement of the Draft Roding Bylaws 2020. Group Manager Neil Jorgensen introduced the report. Roding Manager Mike Harrison and Network Infrastructure Engineer Rodger McGaw were also present.

It was clarified that the wording in clause 4.7 – “the adjacent landowner may be considered as the party responsible” – related to the clearing up process.

It was suggested that the Second Schedule referred specifically to skateboarding control but was it was about more than that definition and perhaps needed a better heading. Mr Harrison noted that the definition was stated, and the title is supposed to be all encompassing. In response to a question about whether scooters (non-motorised) were excluded, Mr McGaw advised that feedback had requested that children on their way to school on foot-powered scooters be excluded, so the reference is to motorised or petrol-powered scooters in order to differentiate the two types of scooters.

The difficulty of expecting e-scooters to be ridden at slow speeds was queried as a 'pipe dream'. Mr McGaw advised that that was a recommendation from the Southern District Health Board to control those zones, so it was something to work towards. The question of enforcement was raised, and Mr Harrison acknowledged that it would need to be a Police, rather than Council, matter. Mr Jorgensen advised that the bylaw had not been changed as a result of the submission.

It was noted that the maps were still to be added. Mr McGaw confirmed that they would be included in the bylaw document before it was formally adopted by Council.

RESOLVED AC 2020/012

Moved: Cr Jeremy Holding

Seconded: Cr Kelli Milmine

That the Assets Committee recommends:

That Council:

1. Agrees to the implementation of changes to the Draft Roding Bylaw 2020-Traffic; Draft Roding Bylaw 2020-Parking, and the Draft Roding Bylaw 2020-Speed Limits as provided in Attachment 1: Recommended changes to Draft Roding Bylaws 2020.
2. Notes that the changes to the Draft Roding Bylaw 2020-Traffic; Draft Roding Bylaw 2020 – Parking, and the Draft Roding Bylaw 2020-Speed Limits do not represent a significant departure from the draft bylaws as consulted, and that community feedback was received and considered around these matters.
3. Having regard to sections 155, 159 and 160 of the Local Government Act 2002 (the Act):
 - i) Agrees that the Draft Roding Bylaw 2020-Traffic; Draft Roding Bylaw 2020-Parking, and the Draft Roding Bylaw 2020-Speed Limits provided in Attachments 3-5 are considered to be the most appropriate and proportionate way of addressing the perceived problems to protect and maintain public safety and the health and safety of Council staff; protect the current and future roading network infrastructure and associated investment into this infrastructure, and ensure fair and equitable treatment of parties occupying or affecting the roading network.
 - ii) Revokes and replaces the Roding Bylaw 2013 from 1 November 2020 with three new Bylaws-Roding Bylaw 2020-Traffic; Roding Bylaw 2020-Parking, and Roding Bylaw 2020-Speed Limits;
 - iii) Agrees that the proposed Bylaws attached as Attachments 3-5 (with amendments as Council sees fit) are the most appropriate form of bylaws; and
 - iv) Agrees that the proposed Bylaws are consistent with the New Zealand Bill of Rights Act 1990 as the controls are reasonable and justifiable in the circumstances.
4. Adopts the Draft Roding Bylaw 2020-Traffic; Draft Roding Bylaw 2020-Parking, and Draft Roding Bylaw 2020-Speed Limits as set out in Attachments 3-5 but including the approved Speed Limits to come into effect on 1 November 2020.

CARRIED

4.3 ROAD STOPPING – OTIAKE

The report, as circulated, sought Council's approval to stop and dispose of an unformed road in the Waitaki District.

Property Manager Renee Julius introduced the report. She explained that the road did not lead to anything and the Roding team has no plans to form a road hence the proposed decision to stop it.

When asked about the use of the road, Mrs Julius advised that there was a property built on it and it was not used. In response to a suggestion that sometimes these roads could be used for recreational purposes, Mr Jorgensen advised that the formal road stopping process does enable anyone with an issue to raise it. Mr Harrison confirmed that consultation about its current and possible future use was undertaken.

The Chair advised the meeting that there were hundreds of such roads throughout the district and the more that get the 'road stopping' treatment, the better.

RESOLVED AC 2020/013

Moved: Cr Colin Wollstein

Seconded: Cr Peter Newton

That the Assets Committee recommends:

That Council

1. Proceeds with the steps necessary to stop the un-named Road (Otiake) as outlined in Schedule "A"; and
2. Delegates authority to the Chief Executive to negotiate the disposal of the associated land.

CARRIED

5 MEMORANDUM REPORTS

5.1 ASSETS GROUP ACTIVITY REPORT

The report, as circulated, provided insight into recent work the Assets departments have undertaken.

Group Manager Neil Jorgensen introduced the report. Water Services Manager Martin Pacey, Roading Manager Mike Harrison, Property Manager Renee Julius and Parks Officer Urban Lindsay Hyde were all present for this item.

One Councillor advised that he had received quite a lot of feedback from the community that they were impressed with the work that is being done around the district and congratulated the team for that. Another praised the team's work on the Thames Street bridge.

A request was made, given Council's health and safety responsibilities, to know more about the site safe accreditation process that contractors were required to go through.

ACTION: Health and Safety Advisor Bill Nelson to address a future Assets Committee Meeting to demonstrate the site safe accreditation process

There was brief discussion about whether digging up the road for pipe renewal/repair work would bring forward maintenance on the whole road (yes, it did sometimes) and about clearing up spray painting on road signs (this happened from time to time, but did not seem to be getting any worse).

It was also clarified that the completion of Dee Street was "imminent"; that crash rails did attract the NZTA subsidy; and decisions on the location of crash rails were made as part of the system-wide asset management inspections and network journey and an assessment of the potential for vehicles to fall a distance over the edge of the road.

Commendations were also given to the team for its road safety coordination, and development of the community road safety action. It was clarified that the team was working with Safer Waitaki to ensure that the road safety message was being promoted to all age groups and across the entire district. Mr Harrison advised that the coordination includes partners in Dunedin, Waimate and throughout the Otago region.

The meeting heard that the opening of the camping grounds had gone well, and it was expected to be a good season. It was suggested that there may be a need to extend the season.

It was clarified that there is no specific data collected on the use of reserves or public gardens.

Several Elected Members shared positive feedback on how good the cycle trail was looking at the Kurow end, noting that the new trees and better entranceway to Kurow would enable residents to feel pride in their place.

The decision of the Waitaki Lakes Shoreline Committee to add reflective poles was highlighted as a very good safety improvement, because it had made it easier to find ramp areas and would also assist the emergency services.

The Chair commended the work of the Community Led Development Programme in Otematata.

The overfilling of rubbish bins at Moeraki was raised. Mr Hyde advised that the matter would be followed up by the Recreation Manager. One Elected Member suggested that the problem had arisen because of the close proximity of the nearby business and that the type of packaging that business used was not easily squashed down which meant the bins were filling up very quickly. It was good that the business was doing so well but there was also civic ownership as well to consider, and it was appropriate that there is to be a discussion with the business owner. It was noted that, because of the food tainting, the packaging would not be suitable for recycling.

The launch of the new branch of 'Keep New Zealand Beautiful' in Waitaki was highlighted as "very exciting". Congratulations were also extended to staff and Enviroschools for facilitating that and for the many good projects that were being undertaken. It was suggested that finding a way to coordinate all of the parties to work together would be beneficial.

It was clarified that the A2O trail manager is employed by the Joint Committee and Mackenzie and Waitaki councils contributed to it.

The 'amazing' landscaping that had been put in place around Kakanui was highlighted.

Mr Jorgensen advised that a request had been received to try and make one of the capstans on the wharf removable so that it could be restored in future. Each one would weigh about a tonne. Mayor Kircher believed it was a great opportunity to have a piece of the wharf's heritage working again.

The photographs of the new generator in place were highlighted.

RESOLVED AC 2020/014

Moved: Cr Jeremy Holding
Seconded: Mayor Gary Kircher

That the Assets Committee receives and notes the information.

CARRIED

6 MEETING CLOSE

There being no further business, the Chair declared the meeting closed, at 3.00pm.

CONFIRMED at the Assets Committee Meeting held on Tuesday, 10 November 2020.

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CHAIRPERSON