

HUTT CITY COUNCILKOMITI HANGANGA | INFRASTRUCTURE AND REGULATORY COMMITTEE

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on
Thursday 7 March 2024 commencing at 2:02 pm

PRESENT: Cr S Edwards (Chair) Mayor C Barry (from 2.04pm)
Cr G Barratt Cr B Dyer
Deputy Mayor T Lewis (from 2.17pm) Cr A Mitchell
Cr T Stallinger (Deputy Chair)

APOLOGIES: Cr Tupou and Cr Brown

IN ATTENDANCE: K Yung, Petone Community Board
A Blackshaw, Director Neighbourhoods and Communities
A Geddes, Director Environment and Sustainability
J Kingsbury, Director Economy and Development
E Scherer, Transport Engineer Manager (part meeting)
D Bentley, Environmental Health Manager (part meeting)
A Manda, Traffic Engineer (part meeting)
R Lemalu, Project Delivery Manager (part meeting)
R Murugadhas, Traffic Engineer (part meeting)
J Varghese, Traffic Engineer (part meeting)
A Shahin, Traffic Engineer - Contractor (part meeting)
B Hodgins, Strategic Advisor (part meeting)
T Johnstone, Head of Planning (part meeting)
D Millin, Principal Advisor - Micromobility Programme
R Barton, Building Control Manager (part meeting)
J Rowe, Project Manager (part meeting)
A Clyde, Senior Management Accountant
D Burgess, Senior Media Advisor (part meeting)
C Parish, Head of Mayor's Office (part meeting)
B Tong, Project Manager - City Delivery (part meeting)
J Randall, Democracy Advisor

PUBLIC BUSINESS

1. **OPENING FORMALITIES - KARAKIA TIMATANGA**

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki te tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the ocean
E hī ake ana te atakura	Let the red-tipped dawn come with a
He tio, he huka, he hau hū	sharpened air.
Tihei mauri ora	A touch of frost, a promise of a
	glorious day.

2. **APOLOGIES**

RESOLVED: (Cr Edwards/Cr Stallinger) **Minute No. IARCC 24101**

"That the apology received from Cr Tupou be accepted and leave of absence be granted."

RESOLVED: (Cr Edwards/Cr Mitchell) **Minute No. IARCC 24102**

"That the apology for lateness received from Cr Brown be accepted."

3. **PUBLIC COMMENT**

There was no public comment.

4. **CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

5. **RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI | COUNCIL - 27 March 2024**

a) Asset Management Policy

The Head of Assets and Facilities Management elaborated on the report.

In response to a question from a member, the Director of Economy and Development stated that officers would prioritise projects from their list.

RECOMMENDED: (Cr Edwards/Cr Dyer) **Minute No. IARCC 24103**

"That the Committee recommends that Council:

(1) receives and notes the report; and

(2) approves the draft Asset Management Policy (the Policy) attached as Appendix 1 to the report."

Mayor Barry joined the meeting at 2.04pm.

b) Raised Crossings - Harcourt Werry Drive and Waiwhetu Road/Waterloo Road

The Traffic Engineer elaborated on the report, noting that the crossings were scheduled to be completed by June 2024.

In response to questions from members on the Harcourt Werry Drive crossing, the Transport Engineering Manager advised the following:

- the proposal to reduce the speed limit to 50km/hr and install a dual crossing had changed. The road was not situated in an urban environment, and Police could not easily enforce a reduced speed limit outside of an urban area.
- the New Zealand Transport Agency (NZTA) required that dual crossings could only be installed in areas with a 50km/hr speed limit. Council needed approval from NZTA to change the speed limit, which would take considerable time. This posed a risk of missing the funding deadline for the project.
- officers would install driver feedback signs and a raised crossing in the 70km/hr speed zone to reduce speed. Once installed, officers would assess the effectiveness of these measures.
- additional signs would be installed to indicate a speed limit of 15km/hr for the raised crossing.
- if the measures failed to reduce speed, officers would consider reducing the speed limit, but the process would take time.
- the crossing could be upgraded to a dual crossing once RiverLink was complete and connecting two cycleways. However, the upgrade could not be done at the moment due to the steep incline leading down to the crossing, making it unsafe for cyclists to cross.

The Director Economy and Development advised that Council had consulted on a citywide speed programme in 2023 which had been certified by NZTA. He said that Harcourt Werry Drive was part of that programme. He expected officers would report to the committee when it was time to finalise the speed limits. He highlighted the importance of maintaining consistent speeds to ensure safer roads. He advised that officers could install the dual crossing on Harcourt Werry Drive once RiverLink was in place. He stated it would not require further approval from the committee.

Deputy Mayor Lewis joined the meeting at 2.12pm.

Cr Mitchell expressed concern that the proposed driver feedback signs on Harcourt Werry Drive might falsely reassure motorists of their speed when there was a requirement to quickly reduce to 15km/hr over the

raised crossing.

In response to questions from members, the Traffic Engineer advised the following:

- no residents lived close to the proposed raised crossing on Harcourt Werry Drive; therefore, none were consulted. Only cyclist groups were consulted.
- the Harcourt Werry Drive design would include a refuge island.
- narrowing the Waterloo Road entrance to one lane at the intersection would not result in significant traffic delays. This would enable pedestrians to cross the road safely without navigating more than one lane at a time. Additional modelling could be carried out as a supplementary exercise if requested by members.
- officers agreed to ensure refuge islands at Waterloo and Waiwhetū Roads did not obstruct residents' driveways.
- Officers were discussing with Council's Communications and Engagement team ways to expand and improve consultations.

Cr Dyer expressed concern that the consultation for the Waterloo Road/Waiwhetū Road intersection raised crossing was limited to nearby residents despite it being a busy intersection used by many people.

The Chair foreshadowed an additional motion to the officer's recommendations. He said the additional motion would allow Mayor Barry and the Chairs of committees the authority to give final approval after receiving further advice. He explained that this would help address concerns raised during the meeting and meet the need for urgency.

The Director Economy and Development advised that officers had received feedback on the significant risks for pedestrians and cyclists crossing near the Waterloo/Waiwhetū Road roundabout. He said officers aimed to make the intersection safer for everyone.

In response to a question from a member, the Transport Engineering Manager assured members that the proposed crossings followed national guidelines and aligned with regional practices.

In response to questions from members, the Director Economy and Development advised the following:

- it was standard practice for officers to consult residents before planning road installations.
- there was limited time for NZTA funding for the road crossing projects. Delaying the decision until the May 2024 Committee meeting would be too late.

Cr Mitchell noted best outcomes were less likely when there was a lack of consultation. He believed officers had missed an opportunity to receive valuable feedback by not consulting widely enough. He asked for a programme of work from Council's Transport team in future to forewarn members of planned work.

Cr Dyer agreed to support the recommendations to avoid delays that could potentially put the funding at risk. He expressed concern that the members could approve a design that might not result in the best outcome. He believed the consultation letter should have also been included with the report. He believed that this would instil confidence in members that residents had received the same proposal that was included in the report.

Cr Barratt stated that she would not support the recommendations due to the lack of consultation.

Mayor Barry agreed to support the recommendations to avoid delays that might put the funding at risk. He signalled he would not support future recommendations if he did not have confidence in the consultation process.

The Project Delivery Manager, Transport stated that officers would improve their communication and consultation practices.

RECOMMENDATION: (Cr Edwards/Cr Stallinger) Minute No. IARCC 24104

"That the Committee recommends that Council:

- (1) notes the Chair of the Traffic Subcommittee has referred this traffic matter to the Infrastructure and Regulatory Committee;*
- (2) approves the installation of a new raised crossing on Harcourt Werry Drive, east of Kennedy Good Bridge, as shown in Appendix 1 to the report, subject to speed advisory arrangement approval by the Mayor and Chairs of Committees; and*
- (3) approves the installation of two new raised pedestrian crossings at the Waterloo Road/Waiwhetū Road roundabout intersection as shown in Appendix 2 to the report."*

6. THREE WATERS UPDATE

Report No. IARCC2024/1/48 by the Strategic Advisor

Blair Johnson, Head of Wastewater Contracts for Wellington Water Limited (Wellington Water) and John Donnachie, Senior Communications and Engagement Advisor for Wellington Water, were in attendance for the item.

The Strategic Advisor elaborated on the report.

In response to questions from members, the Head of Wastewater Contracts, Wellington Water, provided the following answers:

- Wellington Water was confident it had identified the cause of the odour at the Seaview Treatment Plant and would focus on treating the most odorous areas.
- Wellington Water was developing a communications plan to publicise the quarterly meetings to a wider audience than those registered as interested parties in the odour issue. It would also provide monthly updates to interested parties via various platforms, including its website. Wellington Water's Iwi Engagement Manager would liaise with iwi regarding the issue.
- Greater Wellington Regional Council (GWRC) was informed of the Seaview Treatment Plant work programme. When complaints were received, GWRC sent enforcement officers to investigate the issue. There were 41 complaints in January 2024, 31 complaints in February 2024, and additional complaints had been received in March.
- The plant kept doors closed and covers on to reduce objectionable odours when work was being done. A project management plan would provide long term measures to prevent odours during wider capital works.

The Strategic Advisor confirmed that Wellington Water would inform all registered parties and Councillors in advance if any work was planned that might cause odour. He said that planning work was being carried out that considered the expected life of assets and their resilience, to meet long term requirements.

RESOLVED: (Cr Edwards/Cr Mitchell)

Minute No. IARCC 24105

"That the Committee receives the report and notes its contents."

7. REGULATORY MATTERS

Report No. IARCC2024/1/49 by the Head of Planning

The Head of Planning elaborated on the report.

In response to questions from a member, the Head of Planning provided the following answers:

- Council had carried out some initial assessments on the costs of widening Marina Grove. For a full road widening the estimate cost was \$1 million and for a partial widening the estimate cost was \$250,000. Under Council's current Development and Financial Contributions Policy this development would be subject to a payment of approximately \$350,000 in development contributions. Approximately \$58,000 of this would go towards transport / roading impacts.
- Council also explored levying an additional financial contribution towards traffic management costs from this development. However, this was not possible based on the current District Plan. Through the District Plan review process officers were exploring how this could be addressed in the future by reducing the high trip generation threshold from 60 units to 20 units.
- The Director Economy and Development advised that the draft Long Term Plan consultation proposed a funding plan for streets facing pressure due to housing intensification. He added this proposal had been included in Council's submission for funding through the National Land Transport Programme.

In response to questions from members, the Building Control Manager advised Council's consenting timelines had improved. He expressed confidence that officers would process 95% of consents within the required time limit, within the next two months. He said that Council's workload usually experienced peaks and troughs, but with the improved processes in place, they would be better able to work with and predict them.

Cr Barratt expressed disappointment that there were no plans to improve Marina Grove. She asked that any plans be communicated to residents.

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24106

"That the Committee receives and notes the information."

8. **PROPOSED TEMPORARY ROAD CLOSURE: MURITAI ROAD FOR THE EASTBOURNE MEMORIAL RETURNED SERVICES ASSOCIATION ANZAC DAY EVENT 2024 - 2026**

Report No. IARCC2024/1/50 by the Traffic Engineer - Contractor

The Traffic Engineer – Contractor elaborated on the report.

RESOLVED: (Cr Edwards/Cr Mitchell)

Minute No. IARCC 24107

“That the Committee:

- (1) *notes and receives the information;*
- (2) *notes that the recommendations should not be amended without first carrying out further consultation with affected parties and verification from Council’s Traffic Engineer that the amendment(s) are not likely to cause an unreasonable impact on traffic;*
- (3) *agrees to temporarily close the following road, subject to the conditions listed in the Traffic Impact Report attached as Appendix 1 to the report:*

Muritai Road, Eastbourne (the section of road between the intersections of Rimu and Makaro Streets);

Anzac Day Service – 2024: Thursday 25 April 2024 between the hours of 8:00am to 11:00am (attached as Appendix 2 to the report);

Anzac Day Service – 2025: Friday 25 April 2025 between the hours of 8:00am to 11:00am (attached as Appendix 2 to the report);

Anzac Day Service – 2026: Saturday 25 April 2026 between the hours of 8:00am to 11:00am (attached as Appendix 2 to the report); and

- (4) *agrees to temporarily rescind the existing parking restrictions during the listed event and impose a ‘No Stopping’ parking restriction on the following roads:*

Muritai Road, Eastbourne (the section of road between the intersections of Rimu and Makaro Streets);

Anzac Day Service – 2024: Thursday 25 April 2024 between the hours of 8:00am to 11:00am (attached as Appendix 2 to the report);

Anzac Day Service – 2025: Friday 25 April 2025 between the hours of 8:00am to 11:00am (attached as Appendix 2 to the report); and

Anzac Day Service – 2026: Saturday 25 April 2026 between the hours of 8:00am to 11:00am (attached as Appendix 2 to the report).”

9. **PROPOSED TEMPORARY ROAD CLOSURES: LAINGS ROAD, KNIGHTS ROAD AND QUEENS DRIVE, HUTT CENTRAL - ANZAC DAY DAWN SERVICE 2024 2026**

Report No. IARCC2024/1/51 by the Traffic Engineer

The Traffic Engineer – Contractor elaborated on the report.

RESOLVED: (Cr Edwards/Cr Barratt)

Minute No. IARCC 24108

“That the Committee:

- (1) *notes and receives the information;*
- (2) *notes that the recommendations should not be amended without first carrying out further consultation with affected parties and verification from Council’s Traffic Engineer that the amendment(s) are not likely to cause an unreasonable impact on traffic;*
- (3) *agrees to temporarily close the following roads, subject to the conditions listed in the attached Traffic Impact Report attached as Appendix 1 to the report:*

Anzac Day Dawn Service – 2024: Thursday 25 April 2024 between the hours of 5:00 to 11:00am, attached as Appendix 2 to the report;

Anzac Day Dawn Service – 2025: Friday 25 April 2025 between the hours of 5:00 to 11:00am, attached as Appendix 2 to the report;

Anzac Day Dawn Service – 2026: Saturday 25 April 2026 between the hours of 5:00 to 11:00am, attached as Appendix 2 to the report;

- (a) *Laings Road, Hutt Central (the section of road between the intersections of Myrtle Street and Queens Drive); between 5.00am- 6.00am;*
 - (b) *Knights Road, Hutt Central (the section of road between the intersections of Stevens Grove and Laings Road); between 5.00am- 6.00am;*
 - (c) *Queens Drive, Hutt Central (the section of road between the High Street roundabout and Laings Road); between 5.00am – 11.00am; and*
- (4) *agrees to temporarily rescind the existing parking restrictions during the listed event, and impose a ‘No Stopping’ parking restriction on the following roads:*

Anzac Day Dawn Service and Wreath Laying – 2024: Thursday 25 April 2024 between the hours of 5:00 to 11:00am, attached as Appendix 2 to the report;

Anzac Day Dawn Service – 2025: Friday 25 April 2025 between the hours of 5:00 to 11:00am, attached as Appendix 2 to the report;

Anzac Day Dawn Service – 2026: Saturday 25 April 2026 between the hours of 5:00 to 11:00am, attached as Appendix 2 to the report;

- (a) *Laings Road, Hutt Central (the section of road between the intersections of Myrtle Street and Queens Drive); between 5.00am- 6.00am;*
- (b) *Knights Road, Hutt Central (the section of road between the intersections of Stevens Grove and Laings Road); between 5.00am- 6.00am; and*
- (c) *Queens Drive, Hutt Central (the section of road between the High Street roundabout and Laings Road), between 5.00am – 11.00am.”*

10. TRANSPORT ACTIVITY MANAGEMENT PLAN

Report No. IARCC2024/1/52 by the Principal Advisor – Micromobility Programme

The Principal Advisor – Micromobility Programme elaborated on the report.

The Director Economy and Development provided a verbal update on the latest Transport Government Policy Statement (GPS) and its implications. He highlighted that the government's focus had shifted towards economic growth and productivity, increased maintenance and resilience, safety and value for money. He noted that the government was now focused on reducing congestion, freeing up land for housing and ensuring safe and quick transportation of people. He advised that the Transport Activity Management Plan (AMP) was based on the previous draft GPS and would need to be updated. He said officers would hold discussions with NZTA in the coming weeks to determine the extent of the changes required.

In response to a question from a member, the Director Economy and Development agreed that the AMP could be reported back to the Committee, depending on the NZTA deadline for the final version.

RESOLVED: (Cr Edwards/Deputy Mayor Lewis)

Minute No. IARCC 24109

"That the Committee:

- (1) receives and notes the report;*
- (2) notes the Transport Activity Management Plan (AMP) underpins Council's National Land Transport Plan (NLTP) 2024-27 submission for Maintenance, Operating and Renewals (MOR) funding from the NZ Transport Agency (NZTA) and focuses on subsidised activities;*
- (3) notes the November 2023 report IARCC2023/5/358 considered by the Infrastructure and Regulatory Committee, set out the matters relating to the MOR funding and AMP submission made to NZTA on 8 December 2023;*
- (4) notes the AMP attached as Appendix 1 to the report is the version submitted on 8 December 2023;*
- (5) notes that no NZTA feedback has been received, but when feedback is received, or the MOR funding amounts are agreed upon, the AMP may need to be updated; and*
- (6) notes that officers will only revisit this AMP with Council if decisions outside their delegations are required."*

11. INFORMATION ITEM

Infrastructure and Regulatory Forward Programme 2024

Memorandum dated 20 February 2024 by the Democracy Advisor

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24110

“That the Committee receives and notes the Forward Programme for 2024 attached as Appendix 1 to the memorandum.”

12. QUESTIONS

There were no questions.

13. EXCLUSION OF THE PUBLIC

RESOLVED: (Cr Edwards/Cr Mitchell)

Minute No. IARCC 24111

“That the public be excluded from the following parts of the proceedings of this meeting, namely:

14. *Recommendation to TE KAUNIHERA O TE AWA KAIRANGI | Council - 27 March 2024*

Te Wai Takamori o Te Awa Kairangi - Property Matters

15. *National Land Transport Plan (NLTP) 2024-27 Improvement Projects and Low Cost, Low Risk Projects - Final Submission*

16. *Cross Valley Connections Programme Update*

The general subject of 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:

(A)	(B)	(C)
<i>General subject of the matter to be considered.</i>	<i>Reason for passing this resolution in relation to each matter.</i>	<i>Ground under section 48(1) for the passing of this resolution.</i>
<i>Te Wai Takamori o Te Awa Kairangi - Property Matters.</i>	<i>The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities</i>	<i>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good</i>

(s7(2)(h)).

The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s7(2)(i)).

reason for withholding exist.

National Land Transport Plan (NLTP) 2024-27 Improvement Projects and Low Cost, Low Risk Projects - Final Submission.

The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s7(2)(i)).

That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.

Cross Valley Connections Programme Update.

The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s7(2)(i)).

That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.

This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column (B) above."

The Chair declared the public part of the meeting closed at 3.26 pm and the public excluded part of the meeting closed at 3.55 pm.

S Edwards
CHAIR

CONFIRMED as a true and correct record
Dated this 27th day of March 2024