

Minutes of the meeting of the Executive Committee held in the Council Chambers, Waipa District Council Offices, 101 Bank Street, Te Awamutu on 21 March 2006 commencing at 12.05pm.

1 MEMBERS

His Worship the Mayor AD Livingston

Members

PL Lee, DL Sharpe

Staff

Chief Executive (JC Inglis), Deputy Chief Executive (GD Dyet), Group Manager Assets, Community & Business Services (JM Mills), Committee Secretary (C Plowright)

Public - nil

2 APOLOGIES

RESOLVED

1/06/26

That an apology for absence be received from Councillor Empson.

Cr Sharpe/Cr Lee

2 TRANSIT NEW ZEALAND DRAFT 2006/07 – 2015/16 10-YEAR STATE HIGHWAY FORECAST

File: 55-35-12

Draft letter to Transit New Zealand dated 16 March 2006 was included in the agenda.

The Chief Executive said the Executive Committee meeting had been called to discuss Council's submission to the Transit New Zealand (TNZ) draft 10 year state highway forecast because a response has been requested by 24 March. Mayor Livingston said it was felt the importance of the issue warranted calling an Executive Committee meeting rather than leaving it to the Mayor and staff to approve the submission.

The Chief Executive said Council had received a copy of a submission on the TNZ draft state highway forecast from Environment Waikato's Regional Land Transport Committee (RLTC) dated 14 March 2006, requiring a response from Council by 21 March. However, he said Environment Waikato had sent Council a significantly changed copy of the submission by email that morning, which left little time for a full response by Council. He said Council's submission should not be inconsistent with the one from the RLTC.

Mayor Livingston said the main difference between the first RLTC submission and the later emailed version was in relation to Hamilton's roading situation, and that it still asked for the Cambridge Bypass to be given a high priority.

Group Manager Assets, Community and Business Services, John Mills, said Council would be undertaking a traffic study so it could provide TNZ with information on traffic flows in Cambridge. Deputy Chief Executive, Garry Dyet, said based on the results of that study TNZ has said it will determine whether it will design an interchange at the Victoria Road/State Highway intersection.

Referring to TNZ's proposal to undertake improvements to two intersections on Victoria Street in order to reduce traffic congestion, Mr Dyet said although the Cambridge Community Board has recommended that Council accept the proposal, staff feel it could compromise the character of Victoria Street and delay commencement of the Cambridge Bypass. The Chief Executive said the ultimate cost of a short-term solution to Cambridge's traffic congestion was too high to justify accepting TNZ's proposal. He said it should be emphasised that TNZ's proposals would have an adverse impact on Cambridge's unique character and could be detrimental to obtaining a longer term solution to its traffic problems in the near future. He said Council needs a solution that does not compromise implementation of the Cambridge Bypass or the aesthetic value of the town. Mr Dyet said Council has asked for more information on TNZ's proposal and, in the meantime, has stated in the draft submission that it "may" adversely affect Cambridge.

Mr Dyet said the draft submission made reference to the fact that there is no funding included in the 10 year forecast for Southern Links, which is vital to cope with development pressures in the area between Hamilton City and Hamilton Airport, and questioned the need to realign the Narrows Bridge before progressing the Southern Links. Councillor Sharpe suggested reference to industrial pressures in this area should also be included in the submission.

Mayor Livingston said he felt the term “reduced to a role of a regulatory agency” in the second to last paragraph of the draft submission should be replaced with “assuming the role of a regulatory agency”. He also questioned use of the word “frustration” in the last paragraph, which seems inadequate, because resolution of the Cambridge Bypass issue is critical.

Mayor Livingston said the submission would be made on behalf of Council, rather than the Mayor, and any references made in the singular should be amended accordingly.

Following discussion it was agreed to amend the first paragraph on page two of the submission to emphasise that Council does not want to make a significant financial investment in infrastructure without receiving assurance that TNZ will not subsequently make that investment redundant. It was later suggested that in light of the revised submission from the Regional Land Transport Committee, the second paragraph on page two should be deleted.

It was noted that the third paragraph on the first page of the draft submission refers to an attachment. It was suggested that work on an earlier submission to TNZ undertaken by Ginny Cosgrove should be referred to in this submission. Another suggestion was that a map illustrating growth areas adjacent to the Cambridge Bypass should be attached to the submission. Mayor Livingston said it should be noted that the earlier submission had been made in consultation with the Hamilton TNZ office and identified in more detail some of the concerns held by Council.

The Chief Executive said it should be mentioned in the draft submission that Council is undertaking a traffic study in Cambridge as a result of discussions with TNZ and in direct response to a request from its Chairman and Chief Executive.

It was suggested that there be a recommendation at the end of each section of the submission to summarise Council’s comments on each issue. The following was suggested -

Cambridge Bypass – The Design Imperative – proceed with the design work immediately.

Victoria Street Improvements – TNZ to factor in the effect on the Cambridge amenity in undertaking any improvements and to ensure it does not diminish the cost benefit ratio used to make decisions on the Cambridge Bypass.

Southern Links Designation – emphasise the last sentence of this section.

Narrows Bridge Realignment – include this in the Southern Links designation.

The Chief Executive said the submission would be amended and sent to TNZ based on discussion held at today's meeting and a copy would be attached to the minutes of the meeting. It was agreed that a copy of Council's submission would be all that could be sent to Environment Waikato in response to their submission, because of lack of available time, and it would be explained that issues raised by them were taken into consideration.

RESOLVED

1/06/27

That the submission to Transit New Zealand be prepared on the basis of discussion that has taken place at the Executive Committee meeting and a copy attached to the minutes .

Cr Sharpe/Cr Lee

RESOLVED

1/06/28

That a copy of the submission to Transit New Zealand be provided to the Regional Land Transport Committee of Environment Waikato so they can take this Council's views into account when preparing their submission on the 10 year forecast.

Cr Sharpe/Cr Lee

There being no further business, the meeting was declared closed at 1.10pm.

CONFIRMED

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MAYOR

Completed and despatched 17 August 2005