



Hastings District Council

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OPEN MINUTES

ROAD CLOSURES SUBCOMMITTEE

Meeting Date: **Thursday, 5 September 2013**

(Targa Rally – application to hold a rally
on 2 and 3 November 2013)

**Minutes of a Meeting of the Road Closures Subcommittee held on
Thursday, 5 September 2013 at 10.00am**

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HASTINGS DISTRICT COUNCIL

MINUTES OF A MEETING OF THE ROAD CLOSURES SUBCOMMITTEE HELD IN THE COUNCIL CHAMBER, GROUND FLOOR, CIVIC ADMINISTRATION BUILDING, LYNDON ROAD EAST, HASTINGS ON THURSDAY, 5 SEPTEMBER 2013 AT 10.00AM

- PRESENT:** Councillor Twigg (Chair)
Transportation Manager – Mr J Pannu
Environmental Manager Consents – Mrs K Brunton
- IN ATTENDANCE:** Group Manager: Asset Management (Mr D Fraser)
Transportation Operations Manager (Mr L Glock)
Transportation Operations Engineer (Mr T Bateman)
Transportation Operations Engineer (Mr B Blair)
Transportation Officer (Ms L Hardyment)
Committee Secretary (Mrs C Hilton)
- ALSO PRESENT:** **“Applicant”**
Mr P Martin (Event Director, Targa Rally) – the Applicant
- “Objectors”**
Mr I Parker (lead Objector – speaking on behalf of himself
and the other Objectors)
Mrs A Shorten – an Objector

1. APOLOGIES

No apologies had been received.

2. CONFLICTS OF INTEREST

There were no declarations of conflicts of interest.

3. MINUTES OF COMMITTEE MEETINGS FOR CONFIRMATION

Councillor Twigg/Mrs Brunton

That the minutes of the Road Closures Subcommittee Meeting held 22 August 2013 be confirmed as a true and correct record and be adopted.

CARRIED RCS/19

4. TEMPORARY ROAD CLOSURES - TARGA RALLY - 2 AND 3 NOVEMBER 2013

Material circulated at meeting to all parties:

Two emails from Targa:

- ❖ Additional letter of support from J Simpson (Dated 28 August 2013).
- ❖ Responses to HDC email and copies of completed resident visiting forms (Dated 3 September 2013).

Two black and white A3 maps with the roads highlighted which were proposed to be closed on 2 & 3 November 2013. (A set of these maps was

also displayed at the meeting).

The Chair and members of the Subcommittee introduced themselves and the Council Officers present. The Chair outlined the process to be followed at this meeting. Material, as detailed in bullet points above, was circulated at the start of the meeting to the Subcommittee and other parties present.

The Subcommittee firstly addressed the Late Objections (*Attachment 14*) and Letters of Support (*Attachment 15*) that had been received. Consideration was given regarding whether these would be accepted. These had all been included in the agenda material, except for the letter from J Simpson which was circulated at the meeting as noted above.

Late Objections

Councillor Twigg/Mr Pannu

That the requirement to make an objection by Monday, 15 July 2013, in regard to the Targa Rally application, be waived and that the Late Objections from Mr and Mrs Hunt; Mr Fenwicke and Ms Wells; and Ms Mundy be accepted.

CARRIED

Letters of Support

Mrs Brunton/Councillor Twigg

That the Letters of Support from Mr P Leijen and Mr H Leijen (received 23 August 2013) and from Mr J Simpson (received 28 August 2013) be accepted.

CARRIED

Mr Martin, Event Director for Targa Rally, addressed the meeting. He began by giving a brief overview of the relationship between Targa and the regulations of the relevant governing bodies (nationally and internationally) it was required to comply with and the types of constraints this can impose. He also emphasised that Targa tried to work with Councils and communities, in the areas in which rallies were proposed to be held, in order to address and mitigate any concerns or issues that arose.

The main points that were raised by Mr Martin included the following:

- Targa applied for longer than necessary rally timeframes so they had flexibility to cope with issues that may arise and the setting up of safety measures etc.
- Controlled escorting of residents can only occur at certain times during the rally for safety reasons.
- Targa had not wanted to use any roads twice during the proposed rally but this situation had arisen due to road works being undertaken.

Mr Martin responded to questions from the Subcommittee. The main points that were addressed included the following:

- It had been difficult to find roads that could be considered appropriate for use in a rally in this district. Six stages were proposed per day in this rally - three in the afternoon and three in the morning.
- It was a "blind" rally – competitors not told beforehand which roads were proposed to be used. They're only told how many miles per day they will travel.
- If the proposed route was shortened or only selected sections were used, this would result in a lower total mileage or a reduced number of stages per day, which would have an effect (2 or 3 stages per afternoon and morning were

needed for the rally to be feasible).

- Targa had tried to mitigate the concerns noted in the objections – during the rally it was dangerous to allow access to and from the area for residents.
- Porta-loos – Targa was happy to arrange this, as appropriate. They advise rally participants to use public facilities along the route and these were noted in the route booklet.

Mr Parker, Lead Objector, addressed the meeting - speaking on behalf of himself and the other objectors. He began by referring to his objection and reading this out - (Agenda Page 26). The main points that were raised by Mr Parker included the following:

- He had given the postie approximately 156 notices, seeking objections about the proposed rally, intending them to only be put into mail boxes along the rally route. He believed they had instead been put into boxes on the RD4 route.
- The 5th bullet point in his objection – the actions of “would be racers”.
- The 7th bullet point – he considered the two week objection time too short. He had received other objections, but hadn't brought them today, as he had thought the Subcommittee would have considered them to be too late.
- He read out the objection from Mr and Mrs Trim (Agenda Page 33) highlighting the likely disruption to their business due to the rally.
- The Raukawa and Argyll Road area was a farming area which would be disrupted by the rally, as farming activities needed to occur at specific times.
- People's travel to work, church, sport etc during the weekend will be disrupted.
- Cyclists, motorcyclists and weekend drivers also used the roads.
- The hot mix used in potholes had already blown out in some places (4 areas, 18 potholes in total) in Monks Road, Whakapirau Road and Burma Road.
- Reason i) Agenda Page 10 – closing roads for 8 hours was not reasonable.
- Agenda Page 13 – the resident visiting forms had not been delivered to all residents that could be affected by the rally.
- He felt there were errors on the Targa form – he queried whether Taheke and Te Ranga Roads had been omitted. These were no-exit roads that connected to the proposed rally route.
- These two roads were not identified on the map (Agenda Page 15).
- The writers of the letters of support on Pages 44 and 45 were not from this area and their roads would not be fully blocked off by the rally.
- Monks Road, where he lived, was a no-exit road, from which access would be blocked off by the proposed rally.
- These roads were used for the last several years and alternatives are needed.
- He supported using these roads for rallies once every 5 years, but not each year.
- The closure times were not necessarily accurate – he had previously been prevented from accessing his road 15 minutes before the time it was to close.

Mr Parker responded to questions from the Subcommittee. The main points that were addressed included the following:

- Whether the number of objections received was a fair representation of the majority view of the area, compared to the 156 forms which had been delivered.
- He reiterated his comments on the delivery of the objection forms and he felt the timeframe was short - despite the dates on the residents visiting form showing these had been undertaken on 2 and 3 July 2013.

At this point, Mr Martin was asked by the Subcommittee to confirm that the visits to the residents had in fact taken place on 2 and 3 July. He outlined the process that had been followed, including how Targa had initially discussed the proposed route, followed by the public consultation process and application to Council. Once the Argyll Road issue regarding road works had been identified, Targa had gone back to re-consult on the effect of this on the residents along the proposed rally route. The vehicle which undertook the resident visiting had GPS and so the route it had followed and how long each visit had taken could be checked if needed.

The Subcommittee addressed, with Mr Martin, the concerns that had been raised regarding the need for adequate ablution facilities (such as porta-loos) to be provided for use during the rally. He advised that Targa would look into this issue.

Council Officers then addressed the meeting. The main points that were raised or addressed in response to questions from the Subcommittee included the following:

- Officers outlined the works programme that would be undertaken for maintenance of the roads in question.
- A pothole gang (maintenance contractor) was going out that afternoon as the potholes in question had been reported to the Council.
- Over the next three years, Raukawa Road to Te Onepu Road, was being fully resealed.
- In three weeks' time a series of dig outs were proposed – the flushed areas of Te Onepu and Whakapirau Roads would be redug out and redone. This had been on the Council's three year programme for a while and would be undertaken between now and the proposed Targa Rally date.
- A large maintenance project was being undertaken in this area.
- Raukawa Road was going to be re-metalled but currently Council was only able to undertake repairs, due to funding constraints.

Mr Martin was then asked by the Subcommittee about providing prearranged access to the rally route. The main points that he noted included the following:

- This could only be undertaken within the first 90 minutes of a rally.
- The residents could use an 0800 number.
- The Targa representative talked through these issues with the residents involved during their resident visit.
- This access was for residents only.
- This was noted on the second residents' notice two weeks before the event, once Targa knew if it had Council approval for the rally.
- Such access was undertaken with the resident's vehicle being escorted between two safety vehicles with flashing lights to ensure the access was safe and contained.
- He could detail the timeline on the board or circulate it to the parties if required.

Mr Martin then explained how an emergency would be addressed, if it arose on the day of the proposed rally. Emergency vehicles were required to get to the scene of any emergency within a set time and in a timely fashion.

The Subcommittee noted that a \$10,000 bond would be taken from Targa if the rally went ahead. The members asked if the bond could be increased if there was damage to the roads and if this was of a value greater than \$10,000. Mr Martin was happy to agree to this, as he stated that the rally vehicles were not capable of doing that level of damage to the roads. These were road worthy, warranted vehicles with roll cages which had to stay on the roading seal and not cut corners.

Mr Parker disagreed with Mr Martin's comments. He said that the rally cars stayed on the seal but still cut the corners. He also noted the hot mix recently put into the potholes had already blown out and had taken a long time to be remedied.

The Chair noted that from the figures provided it seemed the proposed rally would likely attract a large number of people into the area. She had been advised that figures quoted within the industry indicated that each person would spend \$109, on average, during their time here if consent was granted to the proposed rally.

The Subcommittee needed to make a balanced decision, taking all information into account, including the number of objections received.

As part of the approach that she had afforded to all the parties during this meeting, including a reduced level of formality, the Chair permitted Officers to clarify some points by asking questions of Mr Martin. The main points that were addressed included the following:

- The repair of any damage to stock fences that may occur during the proposed rally. Targa engaged local fencers and initial repairs would be made within an hour and the fence would be fully repaired within two days.
- If consent was granted, Targa would drive the rally route up to a total of 5 times (before and during the event) – using wide angle cameras to record the state of

the road. This record would be kept on file in case there was a need to refer to it.

The Subcommittee asked Officers to indicate, on the displayed maps, the location of the earlier noted nursery operated by Mr and Mrs Trim in Raukawa Road.

Mr Martin was then given a Right-of-Reply, as he was representing the Applicant. The main points that he raised or that were addressed in response to questions from the Subcommittee included the following:

- He confirmed the “typo” in Mr Barnhill’s 12 July email (Page 23) that Mr Parker had earlier noted. The words in question should read “(in a nice way)”.
- He had a lot of experience with holding rallies and Targa wanted to engage with the community.
- He felt the roads involved would only be closed for a short time.
- Targa hoped to continue to come back to this area for rallies in the future.
- He confirmed that, several years ago, the Targa rally had been invited to the district by the Council which had entered into a contract with Targa regarding the sponsorship of this event. Such sponsorship was no longer in place, but Targa wanted to come back to this district as the public had been asking it and competitors enjoyed the rallies here.
- This year’s proposed rally had been timed so it would overnight in Havelock North on Saturday, 2 November and then it could continue on 3 November and finish at a central point in the North Island (Taupo).
- If consent for the rally was granted, Targa would advertise a month before the event to attract people to come and view the rally cars while they are here.
- Targa had obtained approval for this rally from the other councils involved. This was the only hearing meeting that had been held regarding this rally.
- He advised that a lot of time was spent by Targa in selecting possible roads to use for rallies. It had to comply with the requirements of both its world governing body and Motor Sport NZ and prepare a traffic management plan.
- Some roads could not be used as they were “too fast” down the long straights for this event, which had a maximum speed limit.

At this point the Chair thanked all those who had attended and taken part in the process leading to this meeting. She advised that the Subcommittee would now go into Public Excluded Session in order to consider the application by Targa. The Subcommittee’s decision would then be sent to all parties in writing in due course.

Councillor Twigg/Mrs Brunton

That the public be excluded from the deliberations of the Road Closures Subcommittee in relation to consideration of the application by Targa to hold a rally on 2 and 3 November 2013. The reason for passing this Resolution in relation to this matter and the specific grounds under Section 48(2)(a) of the Local Government Official Information and Meetings Act 1987 for the passing of this Resolution is as follows:

That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation in:

- a) **Any proceedings before a local authority where:**
 - i) **A right of appeal lies to any Court or Tribunal against the final decision of the local authority in those proceedings.**

CARRIED

4. **TEMPORARY ROAD CLOSURES – TARGA RALLY – 2 AND 3 NOVEMBER 2013...Continued...**

After having deliberated in Public Excluded Session, the Road Closures Subcommittee meeting then continued addressing Item 4 in Open Session, following a resolution to do so.

The Subcommittee then confirmed its decision in Open Session so it could be publicly released.

SUBSTANTIVE DECISION

Mrs Brunton/Mr Pannu

A) That the report of the Transportation Officer titled “Temporary Road Closures - Targa Rally - 2 and 3 November 2013” dated 5/09/2013 be received.

B) Te Aute Trust Road, Middle Road and Taihape Road

That, there being no objections received, the Council approve the following temporary road closures:

Club Targa Incorporated –

2 November 2013

- i) **Te Aute Trust Road** – from house number 658 to the intersection with Middle Road, Saturday, 2 November 2013, from 2:45pm until 6:45pm.
- ii) **Middle Road** – from the intersection with Te Aute Trust Road to the intersection with Endsleigh Road, Saturday, 2 November 2013, from 2:45pm until 6:45pm.

3 November 2013

- iii) **Taihape Road** - from the intersection with Lawrence Road to the HDC boundary at Kuripapango, Sunday, 3 November 2013, from 8:05am until 12:45pm.

C) Raukawa Road Area

That, even though objections were received in regard to the Club Targa Incorporated temporary road closure application, the Council approve the following temporary road closures, with the following conditions:

2 November 2013:

- i) **Te Onepu Road** – from house number 68 to the intersection with Ruakawa Road and Argyll Road, Saturday, 2 November 2013, from 2:00pm until 6:00pm.
- ii) **Raukawa Road** – from the intersection with Te Onepu Road to the

intersection with Burma Road, Saturday, 2 November 2013, from 2:00pm until 6:00pm.

- iii) **Burma Road** – from the intersection with Raukawa Road to the end of the sealed section of the road, Saturday 2 November 2013, from 2:00pm until 6:00pm.

3 November 2013

- iv) **Te Onepu Road** – from house number 68 to the intersection with Ruakawa Road, Sunday, 3 November 2013 from 6:15am until 10:15am.
- v) **Raukawa Road** – from the intersection with Te Onepu Road to the intersection with Whakapirau Road, 3 November 2013 from 6:15am until 10:15am.
- vi) **Whakapirau Road** – from the intersection with Raukawa Road to house number 47, Sunday, 3 November 2013 from 6:15am until 10:15am.

D) Conditions

- 1. That, in consideration of the concerns raised by submitters, the Targa Rally organisers be invited to meet with Hastings District Council officers, within three months of the closure of the 2013 rally, to discuss a strategy for future road closures and possible routes with a view to not closing the district's roads for Targa rallies more than once every three years.**
- 2. That Targa provide adequate ablution facilities, for use during the rally, where appropriate alternatives are not available.**

E) Standard Conditions

That the Council approve the temporary road closures in B) and C) above subject to the following conditions to be complied with to the satisfaction of the Group Manager: Asset Management

- 1. This event is conducted in accordance with the New Zealand Transport Agency Code of Practice Temporary Traffic Management (CoPTTM).**
- 2. The supplied Traffic Management Plan containing appropriate signage is approved.**
- 3. A copy of the relevant liability insurance policy is received.**
- 4. That Club Targa Incorporated enter into the formal road bond scheme with Council for a sum of no less than \$10,000.00 and make available a representative to attend both the pre and post network inspections.**

5. That the cost of all advertising is met by the event organiser.
6. Emergency Services are contacted regarding the holding of this event.
7. The Club Targa Incorporated event shall be conducted in accordance with the requirements of the Motor Sport New Zealand Motor Sport Manual, National Sporting Code and Appendices.

With the reasons for this decision being that the objective of the decision will contribute to the good quality infrastructure by:

- i) That the use of the above listed street/roads for these short periods of time will not unreasonably impede traffic.
- ii) Allowing the above temporary road closures the organiser can undertake their event in a safe and controlled environment with all risks minimised and managed.

CARRIED RCS/20

The Subcommittee then addressed Agenda Item 5.

5. TEMPORARY ROAD CLOSURES - HASTINGS STREET - 15 SEPTEMBER 2013, PROSPECT ROAD - 5 OCTOBER 2013, KING STREET - 6 OR 20 OCTOBER 2013, EVENDEN ROAD - 20 OCTOBER 2013

Councillor Twigg/Mrs Brunton

- A) That the report of the Transportation Officer titled "Temporary Road Closures - Hastings Street - 15 September 2013, Prospect Road - 5 October 2013, King Street - 6 or 20 October 2013, Evenden Road - 20 October 2013 " dated 5/09/2013 be received.
- B) That, there being no submissions received, the Council approve the following temporary road closures:
 - i) **iWay – Hastings District Council** – cycle event – 15 September 2013

Hastings Street between Heretaunga Street and Eastbourne Street. The road closure will be from 8:00am until 5:00pm on Sunday, 15 September 2013.
 - ii) **Hawke's Bay Racing Club** – Spring Carnival – 5 October 2013

Prospect Road between King Street and Southland Road. The road closure will be from 7:00am until 7:00pm on Saturday, 5 October 2013.
 - iii) **Hastings District Council** – official opening of William Nelson Park – 6 October 2013 or 20 October 2013

King Street between St Aubyn Street and Avenue Road. The road

closure will be between 6:00am until 5:00pm on either:

Sunday 6 October 2013 or
Sunday 20 October 2013.

- iv) **Ramblers Cycle Club** – Tour of the Bay cycle event – 20 October 2013

Evenden Road between Raupare Road and Ormond Road (Oak Avenue). The road closure will be between 8:30am until 2:00pm on Sunday, 20 October 2013.

C) That, there being no submissions received, the Council approve the temporary road closures subject to the following conditions to be complied with to the satisfaction of the Group Manager: Asset Management:

1. **These events are conducted in accordance with the New Zealand Transport Agency Code of Practice Temporary Traffic Management (CoPTTM).**
2. **The supplied Traffic Management Plans containing appropriate signage are approved.**
3. **Separate copies of the relevant liability insurance policies are received.**
4. **That the cost of all advertising is met by the event organisers.**
5. **Emergency Services are contacted regarding the holding of these events.**
6. **That all relevant information be received within the required timeframes.**

With the reasons for this decision being that the objective of the decision will contribute to the good quality infrastructure by:

- i) **That the use of the above listed street/roads for these short periods of time will not unreasonably impede traffic.**
- ii) **Allowing the above temporary road closures the organisers can undertake their events in a safe and controlled environment with all risks minimised and managed.**

CARRIED RCS/21

6. ADDITIONAL BUSINESS ITEMS

There were no additional business items.

7. EXTRAORDINARY BUSINESS ITEMS

There were no extraordinary business items.

The meeting closed at 11.43am

Confirmed:

Chairman:

Date:

Chief Executive:

Date: