

**REPORT OF A MEETING OF THE MATAURA COMMUNITY BOARD, HELD IN THE MATAURA COMMUNITY CENTRE, MCQUEEN AVENUE, MATAURA, ON MONDAY 18 AUGUST 2014, AT 5.30PM.**

**PRESENT** A Taylor (Chairman), L Sinclair, C Duffy, B Cunningham, G Colvin and Cr Dixon.

**IN ATTENDANCE** Roothing Manager (Mr Murray Hasler), HR/Administration Manager (Susan Jones), Corporate Support Officer (Mrs Kylie Weir).

**APOLOGY** His Worship the Mayor (Mr Tracy Hicks JP).

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**1. CONFIRMATION OF REPORT**

**RECOMMENDED on the motion of B Cunningham, seconded by C Duffy THAT the report of the ordinary meeting of the Mataura Community Board, held on Monday 7 July 2014 as circulated, be accepted and signed by the Chairman as a true and complete record.**

Clause 2 - Development of Glendhu Road Recreational Reserve (Former hockey turf site) - page one, final sentence. The Board *noted* that the lights had not yet been removed from the turf, but would be once consent had been received.

**2. SPEED REPORT FROM NZTA – MATAURA (SCO798)**

A memo had been received from the Roothing Manager along with a letter from Mr Peter Robinson, Senior Network Manager for NZTA containing information about a speed assessment that had been undertaken in the vicinity of the community gardens in December 2013.

The Roothing Manager addressed the Board on the findings contained within the letter and how it aligned with the concerns of the members of public around the speed of the traffic by the community gardens and the risk it imposes. The Manager stated it was clear that NZTA was not looking at further speed restrictions. Proposed signage could be similar to the hinged stock signs that fold up when they were not in use. The Manager said that he was happy to assist with different options.

In response to B Cunningham concerned at the time it had taken for NZTA to get the report out, the Manager believed NZTA would work rapidly to gain a solution.

In response to A Taylor, the Manager expected the signs would be erected approximately 100 metres from the gardens.

**RECOMMENDED on the motion of L Sinclair, seconded by B Cunningham, THAT the information be received,**

**AND THAT the suggestion from NZTA to install signage when the community garden is operating on a Saturday be implemented.**

**3. QUEEN'S PARK SIGNAGE** (SCO383)

The Board was informed that two new updated signs for Queen's Park had been produced and would be installed within the next week or two.

B Cunningham thought the Board was waiting to see what the signs were going to be before they were produced.

The Administration Manager advised a review of a previous meeting indicated the Board was happy for the signs to be produced. This was also the recollection held by the Parks and Recreation Manager. The Manager added the signs had Queens Park, symbols for toilets, no dogs and no smoking along with the new Council logo.

A Taylor said the Board thought it would get some input and to see the designs before the signs were produced.

The Manager stated with the new branding the signs would be standard throughout the district. They would look smart and be a consistent design.

C Duffy was disappointed with the breakdown of communication between the Parks and Recreation Manager and the Board.

**RECOMMENDED on the motion of C Duffy, seconded by L Sinclair, THAT the information be received.**

**4. FORMER PICTURE THEATRE BUILDING** (SCO229)

The Chairman provided a verbal update on the former picture theatre building on the corner of Main and Carlyle Streets.

A Taylor informed the Board that the archaeological authority which had been granted and came into effect on 14 August. The iron was to have been removed this past week weather permitting and this will happen when builders were available. The contractors were waiting to start with the removal of the roof and demolition of the building. The funding application was proceeding.

**5. RAILWAY CROSSINGS – BRIDGE AND MAIN STREET INTERSECTION** (SCO778/802)

The Board had raised concerns about stationary trains in the railway yard that caused the Bridge Street alarms to operate for a prolonged period of time. That caused concern about the risk some vehicles and pedestrians that crossed the railway line while the alarms were still sounding.

*Cr Dixon attended the meeting from 5.45pm*

The Roding Manager had been in discussions with KiwiRail and determined that the Board needed to provide KiwiRail with accurate details of when the traffic hold ups were occurring. It wanted to know if it was every train during the day or just at a particular time. KiwiRail needed the public or Board members to provide the data so it could find a solution to the problem.

G Colvin stated that there was no specific time and it had been going on for years. The issue needed to be better managed before a serious incident occurred. Some train drivers did wave traffic through or turned off the alarm when they could.

In response to G Colvin, the Manager was not sure if KiwiRail had sent out a generic message to its drivers around this issue.

The Manager added he did not believe that KiwiRail was trying to deny there was an problem, however it needed more information from the public and the Council to see if there were any emerging patterns. It would try to find a solution to what was a health and safety issue.

A Taylor stated KiwiRail had recognised it internally with a recent article in the Southland Times noting the intersection as a hazardous spot. He believed there were two major concerns - pedestrians and traffic crossing while the lights were going - and the backup of traffic on the state highway.

The Manager stated members of public who witnessed traffic jams needed to report the date and time. Members of the public or board members need to lodge a CSR at either the service centre, to roading staff or the Council office to allow for information to be collated and passed onto KiwiRail.

The Manager advised it was something that had been taken up with the authorities however, unfortunately there had not been a lot of reported crashes even though there were a lot of near misses. People also needed to report near misses to form evidence to NZTA and Kiwirail to make the changes required at the intersection.

Cr Dixon thought it may come to a head once the freezing works demolition was finished and a new car park area developed which would result in increased traffic flow.

The Manager informed the Board that NZTA had previously considered warning signs stating "left turning cars give way to right" and these could be looked at again.

In response to C Duffy, the Manager advised that even if there was a stop sign, people coming from the south would not know there was a sign there due to the angle it was placed at. There would still be some confusion.

G Colvin suggested that drivers were distracted due to looking at traffic signs at a higher level and perhaps placing a give way sign at a lower level would grab their attention and help minimise some of the confusion.

The Manager said there were plenty of options the Board could look at and constructing islands in the middle of the road that would slow traffic down and give pedestrians somewhere to stand when they were trying to cross the road could be a possible solution.

4. DATE OF NEXT MEETING - Monday 29 September at 5.30pm.

The meeting concluded at 6.05pm