

**TIMARU DISTRICT COUNCIL**

**MINUTES OF A MEETING OF THE DISTRICT SERVICES COMMITTEE HELD IN  
THE COUNCIL CHAMBER, DISTRICT COUNCIL BUILDING, KING GEORGE  
PLACE, TIMARU ON TUESDAY 20 OCTOBER 2009 AT 11.35AM**

**PRESENT** Clrs Oliver (Chairman), Bradley, Jack, Kennedy, and  
Mulvey, and the Mayor

**IN ATTENDANCE** Clrs Barker, Bennett, Bowan, Coughlan and Lyon

Chief Executive (WA Isaacs), District Services  
Manager (AA Harper), Transportation Engineer  
(S Davenport), Road Safety Co-ordinator (D Naude)  
(for item 5), Land Transport Manager (A Dixon) (from  
1.20pm), Committee Secretary (MA Jump)

Humphrey Archer (CH2M Beca) for item 3  
Steve Christianson (CH2M Beca) for item 3  
Sgt Nevil Page (NZ Police) for item 5

**1 CONFIRMATION OF MINUTES**

Proposed Clr Mulvey  
Seconded Clr Oliver

“That the minutes of the District Services Committee meeting held on  
10 September, be confirmed as a true and correct record.”

MOTION CARRIED

**2 CHANGE IN AGENDA ORDER**

Proposed Clr Oliver  
Seconded Clr Jack

“That Item 8 of the agenda be brought forward.”

MOTION CARRIED

**3 WASTEWATER DISPOSAL RESOURCE CONSENT APPLICATION (S1/10/2)**

The District Services Manager introduced Mr Archer and Mr Christianson.

Mr Archer spoke to his presentation.

The Committee considered a report regarding the Wastewater Disposal  
Resource Consent application. It was considered that the application, if  
approved, will provide benefits to both domestic and industrial wastewater  
disposal and will ensure excellent standards while causing minimal adverse  
effects on the environment. Council has been in discussion with local industries  
to ensure that standards are understood and will be met. The 2013 budget  
allows for \$35m for industrial wastewater treatment and if the application as  
presented is approved, will reduce these costs and remove the need to increase  
user charges.

The application is to be lodged with ECan in November and the earliest the hearing could be held is in March/April 2010. If there are any appeals this could prolong the application. There are no major appeals expected at this stage, however the hearing process will dictate timeframes. Mr Harper advised the groundwork done should help to reduce the need for any appeals and he is hopeful that the Resource Consent will be received by June 2010. Design work for the domestic wastewater treatment is to begin from the next financial year according to the LTCCP, with completion expected in three years time.

Staff and Consultants (CH2M Beca) were congratulated on the work undertaken in order to bring this strategy to the Council.

Proposed Jack  
Seconded Mulvey

“That the Wastewater Disposal Resource Consent Application proceed on the basis of:

- 1 Domestic Wastewater Treatment is via Screening, Oxidation Ponds, Maturation Ponds, and Wetlands.
- 2 Industrial Wastewater Treatment is via Milliscreening.
- 3 A term of 35 years.
- 4 Regular comprehensive monitoring.
- 5 A major reassessment at 16 years (2028).
- 6 Full compliance by industrial dischargers with Timaru District Council requirements.”

MOTION CARRIED

The meeting adjourned at 12.34pm and reconvened at 1.20pm.

#### **4 CHANGE IN AGENDA ORDER**

Proposed Clr Oliver  
Seconded Clr Jack

“That item 6 be brought forward on the agenda.”

MOTION CARRIED

#### **5 ROAD SAFETY ACTIVITIES UPDATE (File R3/4/1)**

The Land Transport Manager gave an introduction and spoke to the presentation. He advised that the three Es (Engineering Education and Enforcement) and an integrated approach are important to reducing fatalities on South Canterbury roads. The Government has recently changed the approach from having a target number of fatalities to a vision of zero fatalities, which is the view South Canterbury has had for some time. Team effort is essential in reaching the zero fatalities goal.

Mr Naude, Road Safety Coordinator, gave a presentation and explained groups represented on the South Canterbury Road Safety Coordinating Committee and the other community groups involved in road safety. The presentation included a

map of crashes in South Canterbury and Timaru. The Road Safety Action Plans (RSAP) are developed by analysing crash reports and look at how to reduce these incidents, particularly the fatal and serious crashes. Many fatalities are on the rural roads in high-speed areas. The RSAP has actions by Engineering, Education and Enforcement.

During a discussion on driver licensing, it was noted that the South Canterbury Road Safety Co-ordinating Committee has made a submission on the Government proposed new Road Safety strategy stressing the need for a better driver education and testing system. Advanced driver training and curriculum, as done overseas, could eliminate many issues, including that of complacency. It was also noted that funding for road safety and for Police has been reduced.

The Government strategy is to focus is on young drivers, however the Road Safety Coordinating Committee opposes an increase in driver age as this would affect young people in rural areas.

Mr Davenport, Transportation Engineer, gave a presentation on engineering and street design to improve road safety. He explained that street design is conducive to the road function as desired vehicle speed. Speeds can be controlled by engineered 'side friction'. This can include lane painting, fences, bushes etc. The Land Transport Unit is developing strategies to control the speed environment in rural areas.

In response to a question on temporary traffic management, it was confirmed that the group or person who implements the Traffic Management Plan for road closures is responsible for the road cones for the event. Timaru District Council is working on aligning contractors and event managers to reduce issues around road cones.

Proposed Clr Kennedy  
Seconded Clr Bradley

"That the District Services Committee notes the road safety initiatives presented."

MOTION CARRIED

**6 NATIONAL LAND TRANSPORT PROGRAMME 2009-2012 (File R3/14/1)**

The Committee considered a report regarding the National Land Transport Programme 2009-2012 and the outcome of the first funding round for three years under the new Land Transport Management Bill. Mr Dixon advised that developing the programme had been a very difficult 12 months due to the change of Government during the process.

The new Government policy statement on transport funding has a strong focus on economic stimulus. There is an increase in funding for building of new State Highways, particularly in Auckland, Wellington and Christchurch, but is at the expense of maintenance.

Sustainable transport is not favoured by the new Government, which is a big shift, and the focus is more on vehicle traffic.

The use of Regional funding (R-funds) has changed with these being allocated to projects in a region with the highest national ranking. Previously projects of high

regional importance but not necessarily national importance, could be funded from R-funding. Now the highest nationally ranked projects in a region are allocated R-funds, therefore this limits the funding of some regionally important projects.

Funding increases from previous years only cover cost escalations and are not increases as such.

Road Safety financial assistance has been reduced significantly. Key projects, Washdyke-Elginshire road extension and Factory Road bridge two laning have been accepted as projects worthy of funding, subject to detailed analysis. However the funding allocated to local road improvements is not enough to do either of these projects.

There was a reduction of minor improvements funding over the next three years.

Funding allocation for the next three years remains the same and inflation is to be managed within the approved programme. Seal extension projects will not be financially assisted by NZTA and if done are to be funded 100% by the Council.

The Chairman noted that Canterbury has done well because of State Highway project funding. Most other activities and budgets have been reduced, including State Highway maintenance. The challenge is to maintain roads with reduced budgets.

There may be a review of the Government Policy Statement and funding envelopes after roads of national significance projects have been completed. There is an ability to apply for variations to the programme for additional funding or new projects as part of monthly review processes. However, funding availability is an issue.

The District Services Manager confirmed that he is meeting with NZTA regarding the traffic impact of the Aquatic Leisure Centre on Te Weka Street/State Highway 1 intersection on 23 October. Discussion will include the scope of the work to manage traffic issues at the intersection, and funding of these.

There was some discussion regarding the need for Te Weka Street traffic signals, with the assurance of the Chairman and District Services Manager that the correct and required processes are being followed and this is a work in progress.

It was confirmed that there will still be an opportunity to apply for additional funding, as other Councils' projects may be approved but not yet ready to commence. Planning and applications are to continue for this reason.

Proposed Jack  
Seconded Mulvey

"That the report be received and noted."

MOTION CARRIED

The meeting concluded at 2.58 pm.

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Chairman