



Infrastructure Committee Meeting

on

Tuesday 24 July 2018

**Council Chambers
District Council Building
2 King George Place
Timaru**

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru on Tuesday 24 July 2018, at the conclusion of the Environmental Services Committee meeting.

Committee Members

Clrs David Jack (Chairperson), Paddy O'Reilly (Deputy Chairperson), Nigel Bowen, Peter Burt, Andrea Leslie, Richard Lyon, Sally Parker, Kerry Stevens, Steve Wills and the Mayor.

Local Authorities (Members' Interests) Act 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Bede Carran
Chief Executive

Infrastructure Committee

24 July 2018

Agenda

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Timaru District Council
For the meeting of 24 July 2018

Report for Agenda Item No 6

Prepared by Ashley Harper
Group Manager Infrastructure

Confirmation of Minutes

Minutes of the June Infrastructure Committee meeting.

Recommendation

That the minutes of the Infrastructure Committee meeting, held on 12 June 2018 be confirmed as a true and correct record.

Timaru District Council

Minutes of a Meeting of the Infrastructure Committee held in the Council Chamber, District Council Building, King George Place, Timaru on 12 June 2018 at 9:15am

Present Clrs Paddy O'Reilly (Chairperson), Peter Burt (from 9.25am), Nigel Bowen, Andrea Leslie, Richard Lyon, Sally Parker, Kerry Stevens, Steve Wills and the Mayor

Apologies Proposed Clr Parker
Seconded Clr Stevens
"That the apologies from Clr Burt (for lateness), Clr Jack, Raewyn Hessell of the Pleasant Point Community Board and Gavin Oliver of the Geraldine community Board be accepted."

Motion carried

In Attendance Lloyd McMillan – Temuka Community Board
Chief Executive (Bede Carran), Group Manager Infrastructure (Ashley Harper), Land Transport Manager (Andrew Dixon) and Council Secretary (Joanne Brownie)

1. Declaration of Conflicts of Interest

There were no conflicts of interest declared.

2. Acting Chairperson's Report

The Acting Chairperson reported on meetings he had attended and duties he had carried out on behalf of the Committee since the last meeting including community board meetings, hui at Arowhenua marae, a workshop on earthquake strengthening building regulations and discussions with the Group Manager.

Proposed Clr O'Reilly
Seconded Clr Wills

"That the Acting Chairperson's report be noted."

Motion carried

3. Confirmation of Minutes

Proposed Clr O'Reilly
Seconded Clr Wills

"That the minutes of the Infrastructure Committee meeting of 8 May 2018 be confirmed as a true and correct record."

Motion carried

4. State Highway 79 Geraldine Potential Relocation

The Committee considered a report by the Land Transport Manager on a recommendation from the Geraldine Community Board to prepare a transportation strategy including revisiting the potential to re-route State Highway 79 (SH79) through the Geraldine urban area.

The Land Transport Manager advised that the issue is being revisited for a number of reasons including an increase in traffic, increased tourism activity, safety concerns near the primary school and near the Cox Street/Talbot Street intersection, heavy vehicle conflict with pedestrians, and greater use of SH79 instead of SH8.

When the Geraldine Community Board considered the issue at its meeting on 30 May, the Board suggested widening the scope of the issue to also investigate a transportation strategy for the Geraldine area.

Also, it is now suggested that the traffic congestion at the Upper Orari Bridge could be looked at in parallel with the SH79 re-routing investigation, as there have been ongoing reported issues with bottle necks at the bridge, especially at times of special events (eg War Birds over Wanaka). Funding options for this work could be investigated via the Provincial Growth Fund or Tourism Infrastructure Fund.

It was noted that the SH79 issue could be a lengthy process as there are a number of steps to go through, including obtaining further information, involving NZTA and further consultation with the community.

Clr Burt joined the meeting.

Proposed Clr Bowen
Seconded the Mayor

- a "That the Infrastructure Committee notes and supports the development of a Geraldine transportation strategy including community consultation and consideration of the potential relocation of State Highway 79.
- b That in parallel with the SH 79 investigation, investigative work be carried out in regard to the traffic concerns with the Upper Orari bridge."

Motion carried

The meeting concluded at 9.31am.

Chairperson

Infrastructure Committee
for the Meeting of 24 July 2018

Report for Agenda Item No 7

Prepared by Andrew Dixon
Land Transport Manager

State Highway 1 Pareora

Purpose of Report

1. To consider the New Zealand Transport Agency (NZTA) response to the road safety issues raised by the Pareora community in the petition presented to Council on 26 February 2018.

Background

2. A petition from the Pareora Community was presented to Timaru District Council and NZTA on 26 February 2018. This petition and the road safety issues highlighted therein were considered by the Infrastructure Committee at its meeting on 13 March 2018.
3. The issues predominately related to the State Highway. A representative from the NZTA, who are responsible for the management of this highway, was present at the meeting.
4. NZTA noted that the situation was complex but they were committed to reviewing the issues, exploring potential improvements and reporting back to Council.
5. The Committee resolved that:
"That once the NZTA detailed assessment is received that this matter be further reported to the Infrastructure Committee."
6. NZTA has completed its assessment of the issues raised by the Pareora community and has provided its response with proposed actions where appropriate, for consideration. This response is attachment 1. Briefly, it does not propose any lowering of the speed limit, but some minor improvements to the layout and working with other agencies including the police to address the concerns of speed and visibility.
7. NZTA has offered to participate in further community information meetings to provide feedback on these issues and its responses. NZTA will also communicate its investigations and responses to local Pareora resident Amanda Bisset-Popma who organised the petition asking us to address a list of safety concerns.

8. NZTA plans to initiate the proposed safety improvements in conjunction with the South Canterbury state highway maintenance and operation contract, as part of the 2018-2019 programme of works.

Identification of Relevant Legislation, Council Policy and Plans

9. Government Policy Statement on Transport 2018
10. National Land Transport Programme 2018-21
11. Transport Act 1998 and the Land Transport Management Act 2003

Funding Implications

12. The proposed State Highway improvements are funded by NZTA.

Conclusion

13. NZTA has assessed the issues and concerns of the Pareora Community that were raised with Council through a local petition presented in February 2018.
14. The NZTA response to these concerns is outlined in the letter that is attached.
15. The actions proposed involve road delineation improvements, improvements to parking in the vicinity of the intersection of State Highway 1 and The Avenue and working with NZ Police to improve driver behaviour.
16. There are still some further investigations on improvement options regarding the passing bay on the State Highway immediately south of the Pareora intersection.

Recommendations

- 1. That the report be received and noted.**
- 2. That the proposed implementation programme be monitored for effectiveness.**



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11 June 2018

Ashley Harper
Timaru District Council
2 King George Place
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Dear Ashley

SH1 Pareora Safety Concerns – Transport Agency Response 1 June 2018

The Transport Agency has been investigating the safety concerns of the Pareora Community relating to the State Highway adjacent to the township. We would like to continue to work with the council to address these concerns and to communicate with the community.

Please see the attached information that can be presented to the community. The attached information describes the safety concerns and the NZTA response to these. The smaller improvements that involve pavement markings are planned to be completed early in the 2018/19 financial year, weather permitting, as part of our Safety Improvements Programme.

Please contact me if you would like to discuss any aspect of this letter.

Yours sincerely

Peter Connors
Manager – System Management Southern

Subject SH1 Pareora Safety Issues and Investigations – feedback for the community – June 2018

A community consultation meeting on 2 August 2017, identified the following safety concerns to NZTA regarding State Highway 1 at the intersections of King St and The Avenue in Pareora, Timaru District. Following each item of concern is a proposed response by the Transport Agency.

1. Vehicles that are parked on the shoulder of SH1 outside the shop can restrict visibility for drivers turning out of The Avenue intersection onto SH1.

Transport Agency response:

The Transport Agency will formalise the parking locations outside the shop by providing marked parking spaces. This will minimise the effect of parked cars restricting visibility for vehicles turning out of The Avenue intersection onto SH1.

2. Vehicles are turning right out of Pareora using King Street onto SH1, even though an island was installed in 2013 and the intersection made left-in / left-out only.

Transport Agency response:

The Transport Agency made safety improvements to the SH1 / King Street intersection in 2013 and these are still appropriate. Drivers should not be turning right out of King St as it is dangerous, illegal and contrary to the intersection sign controls. If this is still an on-going concern by the community, then it would need to be addressed by Police enforcement.

3. Vehicles travelling north on SH1 may start overtaking in the right-turn bay on SH1 prior to The Avenue and prior to the start of the SH1 passing lane. This results in conflicts between vehicles turning right out of The Avenue and SH1 northbound overtaking vehicles.

Transport Agency response:

The Transport Agency is considering several options on how to discourage drivers from starting overtaking in the right turn bay such as shortening the passing lane or installing some physical restriction like "safe hit" delineation posts. The Transport Agency will also install double yellow no passing lines throughout the passing lane to reinforce that passing over the centreline is not allowed.

4. Vehicles turning right out of The Avenue cross to the outside of the passing lane (left hand lane) and do not use the inside lane (right lane) as an acceleration lane. This results in conflicts between vehicles turning right out of The Avenue and SH1 northbound vehicles that are not overtaking.

Transport Agency response:

The Transport Agency has investigated this issue and found that the majority of vehicles turning right from The Avenue onto SH1 do pull safely into the far left lane. Drivers are able to find sufficient gaps in the through traffic to safely complete the manoeuvre and therefore there is no need to take any action. There will be improvements to safety through the responses to Issue 3, see above.

5. There are complaints of high speeds on SH1 past the two intersections in Pareora (The Avenue and King Street). This makes it less safe for vehicles entering and exiting the Pareora Township.

Transport Agency response:

The open road environment at Pareora is similar to many other rural intersections along the highway however this intersection has the benefit of defined turning facilities. The Transport Agency will discuss vehicle speeds on State Highway 1 with the Police.

6. There are long queues of vehicles on The Avenue waiting to turn onto SH1 as there are no clearly defined lanes for left and right turning vehicles. This has resulted in King St being used as short-cut or 'rat run' to avoid the queuing on The Avenue. This behaviour occurs at Silver Fern Farms Plant shift change times.

Transport Agency response:

Video observations on 1st and 2nd May 2018 showed that queues of up to 10 vehicles would form on The Avenue between 3-4pm but these would clear quickly. The majority of vehicles (>90%) would be making a right turn out of The Avenue. The Transport Agency will mark lanes on The Avenue at the intersection with State Highway 1 to give clear guidance to drivers showing where right and left turning traffic should queue.

7. There is a concern that the SH1 southbound left-hand shoulder used for left turning into King St is too short.

Transport Agency response:

The existing left turn into King St has been assessed and is appropriate for the traffic volumes using it. There are less than 300 vehicles per day using King St.

Issues raised regarding the local roads to be investigated separately by Timaru District Council

8. Children leaving school at the same time as the Silver Fern Farms Plant workers change shift. This has resulted in an increased risk to the safety of the children crossing The Avenue. (i.e. no safe crossing points)
9. Speed of vehicles using The Avenue
10. Residents exiting Pareora using King Street and turning right onto SH1 (no right turn)

State Highway 1 from Lyalldale Middle Road in the south to Campbell Road in the north

The Transport Agency has reviewed the section of State Highway 1 adjacent to Pareora from Lyalldale Middle Road in the south to Campbell Road in the north. This is approximately 2kms in each direction from Pareora. This includes the area where there was a fatal crash south of Pareora (2 Sept 2017) and the fatal crash north of Pareora (17 Jan 2018).

Reviewing the crashes on the State Highway from 2008 to 2017 shows that the crashes are very dispersed along this section of road. Over this 10 year period there have been 3 fatal, 4 serious, 5 minor injury crashes and 16 non Injury crashes. The most significant crash types are run off the road and head on crashes along with intersection crashes. The recent installation of audio tactile profiled rumble strips on the centreline and edgelines along State Highway 1 will help to reduce the risk of run off road and head on crashes.

Further improvements in safety would require corridor improvements such as installing a wide centreline or safety barriers in the centre of the road. Any significant projects like this would require justification through a business case.

This section of the highway is through a rural environment with only a few properties directly accessing the highway. Given this environment it would not be appropriate to lower the speed limit in this section. As part of managing speed limits the Transport Agency aims to install speed limits that drivers perceive as reasonable and that the majority of drivers will comply with.

The Transport Agency has an annual programme of safety improvement projects and this work is prioritised based on crash risk. In Canterbury the programme is focussed on reducing run off road, head on and intersection crashes.

Our safety improvement programme is also responsive to community concerns and we will continue to listen and respond to concerns.

Next Steps

This plan of actions will be tabled with the Timaru District Council for their information.

If the Council request that the Transport Agency participate in another community information meeting to provide feedback on these issues and our responses, then we will be happy to do this.

We will also communicate our investigations and responses to local Pareora resident Amanda Bisset -Popma who organised a petition asking us to address a list of safety concerns.

The Transport Agency will initiate the proposed safety improvements in conjunction with our local state highway maintenance and operation contract, as part of our 2018-2019 programme of works.

Infrastructure Committee
for the Meeting of 24 July 2018

Report for Agenda Item No 8

Prepared by Andrew Dixon
Land Transport Manager

Government Policy Statement on Transport and Enhanced Funding Assistance Rates for Local Government

Purpose of Report

1. To brief the Infrastructure Committee on the final Government Policy Statement on Land Transport 2018/19 – 2027/28 (GPS 2018) and the funding implications for Timaru District Council.

Background

2. The GPS 2018 was recently adopted by government and sets out the priorities, objectives and funding levels for land transport, establishing funding ranges for land transport activity classes and identifying the results expected from this investment for the next ten years. The GPS is reviewed by government a minimum of once every three years.
3. The Government's commitments make it clear that transformation of the land transport system is a priority. GPS 2018 presents a number of changes in direction, prioritising a safer transport system free of death and injury, accessible and affordable transport, reduced emissions and value for money. A summary of the GPS 2018 is included with this report as attachment 1.
4. The GPS 2018 increases funding for transport across nearly all activities to varying degrees. The exception is state highway improvements where funding will reduce significantly from 2019/20. There are two new activity classes being rapid transit and transitional rail, that are applied to New Zealand's large metro cities.
5. The increases in the GPS 2018 activity funding are being funded from additional revenue following the increases in fuel excise duty taxes and road user charges.
6. Of particular relevance to Timaru District is the welcome increases in road maintenance and renewals, for both local roads and state highways, local road improvements and road safety promotion. One significant change in the GPS 2018 that does affect Timaru District Council positively is the government now providing financial assistance towards the maintenance and renewals of footpaths. This financial assistance will be at our nominated financial assistance rate (FAR) being 52% for 2018/19 and 51% thereafter. However, this is subject to

a bid process the same as other roading activities and the funding allocation being nationally contested. We expect confirmation on the funding level at the end of August 2018.

7. NZTA has also signalled the availability of enhanced FAR to local authorities for local road improvements and the continuation of the 85% FAR for LED street light replacements. The enhanced FAR for local road improvements will be applied to projects of high results alignment to the GPS 2018, predominately road safety.
8. NZTA policy is that any improvement project less than \$1.0 million is a minor project and therefore part of our “Low Cost-Low Risk” (LC-LR) activities programme. Timaru District Council local road improvements planned in the next 3 years are all less than \$1.0 million and therefore LC-LR projects. Recent discussions with NZTA indicate that some projects included in our LC-LR activity may be eligible for an enhanced FAR. These projects would be in relation to:
 - safety of local roads
 - improving the effectiveness of public transport
 - walking and cycling improvements
 - improving network resilience.

We are awaiting further details on this.

9. The GPS 2018 does not determine which projects will be funded, or how much funding any particular project will receive. Rather, the GPS sets ranges of funding which Government will make available for different types of activity for the next three years and indicatively for years 4 to 10. The NZTA then determines which projects receive funding and to what level within those overall funding ranges.
10. The new GPS 2018 has not had a significant impact on Timaru District Council financial assistance bids to NZTA. The business case that supports our funding bid was focussed on maintaining the assets we have at the desired level of service our community needs. The final allocations for the 2018/19 – 2020/21 programme are expected at the end of August 2018.
11. The government focus in the GPS 2018 has shifted from efficient transport networks to road safety and access or transport choice. This has required the review of the State Highway programme with no further funding for Roads of National Significance (RONS) projects following the completion of those already committed.
12. With travel efficiency no longer a government priority, there are other projects that have been “shelved”. Of relevance to our district is the deferment of the Upper Orari Bridge two laning and the Timaru 4-laning projects. There may be opportunity to secure funding of these through the provincial development fund. We will be preparing a business case for the Upper Orari bridge two laning as part of the Geraldine transportation strategy work.

Identification of Relevant Legislation, Council Policy and Plans

13. Land Transport Management Act 2003
14. National Land Transport Programme 2018-28
15. Canterbury Regional Transport Plan 2018-28

Funding Implications

16. There are a number of funding implications for Timaru District Council in regard to the quantum of financial assistance approved by NZTA as part of the National Land Transport Programme (NLTP) that will be confirmed at the end of August 2018.
17. Indicative NZTA financial allocations for road maintenance and renewals are less than our bid that was based on the Long Term Plan. Although the National Fund has increased there is still insufficient funding to meet all council's bids therefore some reductions were applied.. However these are provisional and additional funding has been signalled subject to further information being provided.
18. The financial assistance for our LC-LR projects is unknown at present. There is a possibility that we may not receive the allocation bid for these, however some of these projects may receive an enhanced FAR.
19. The inclusion of footpaths in the NLTP for the first time will provide Council with financial assistance for these activities that will be additional unbudgeted revenue. The sum is unknown but potentially could be up to \$500,000. Footpaths are Community funded from the respective community works and services rate.
20. Generally, it is anticipated that Council will receive a 10% increase in the 2018-21 programme from the previous 2015-18 programme.

Conclusion

21. The Government has recently released the approved GPS 2018 that sets the scene for funding of transport services and infrastructure for the next 10 years. The government focus for transport has changed and this has some impact on future programmes.
22. Funding has increased for most activities through the increases in fuel excise duty and road user charges.
23. Some new activities will now be financially assisted by NZTA including footpath maintenance and renewals. We have submitted our bid based on approved LTP budgets but the amount financially assisted will not be known until the NLTP is approved.
24. The Timaru District Council financial assistance for the 2018-21 programme will be approved as part of the National Land Transport Programme (NLTP) approval at the end of August 2018.

Recommendation

That the report be received and the funding implications noted.

Appendix 1

The GPS 2018 at a glance...

Why do we need a GPS?

New Zealanders pay Fuel Excise Duties and Road User Charges to support investment across the land transport network. This revenue, alongside some other more minor sources, is directed into the National Land Transport Fund (the Fund).

There is a lot of money available for transport investments. The Fund is projected to generate around \$3.7 billion per annum in 2018/19 to \$4.2 billion in 2027/28. It will also be supplemented by about \$1 billion a year of local government transport funding in the form of a local share.

The Government Policy Statement (GPS) on land transport influences how this revenue is spent. It helps guide investment in transport by providing a longer-term strategic view of how we prioritise things in the transport network, and why. Activity classes provide signals about the balance of investment.

The specific detail of which projects or programmes will receive funding is the responsibility of the NZ Transport Agency. The NZ Transport Agency uses the GPS signals to determine how to allocate land transport revenue across the network.

How did we get here?

A draft GPS 2018 was developed after the Government was formed in November 2017. The draft GPS was released for engagement in April 2018.

A series of regional forums, a national Summit and a submission process enabled the public to provide feedback on the draft GPS. Over 900 submissions were received and there was strong support for the direction of the GPS and for the proposed priorities. A Summary of Submissions provides more information on the themes from engagement and how these informed the final GPS 2018 – view the Summary of Submissions at www.transport.govt.nz/gps2018

The GPS has been revised following engagement and has been released as GPS 2018.

VIEW THE GPS IN DETAIL AT:
WWW.TRANSPORT.GOVN.Z/GPS2018



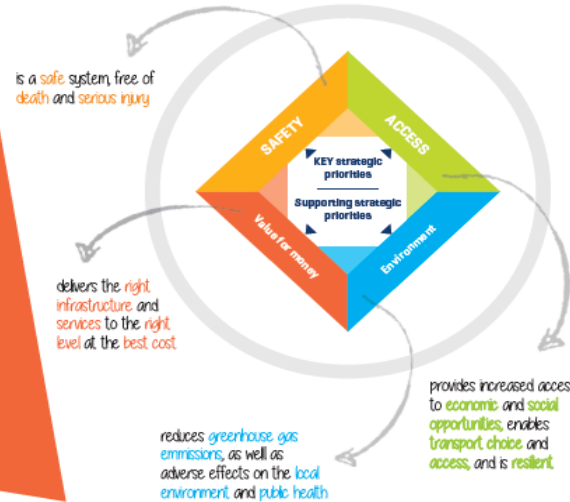
Where we're at

GPS 2018 is one step towards the Government's vision for the land transport system.

GPS 2018 transforms the focus of investment for land transport.

Through the strategic priorities, objectives and themes, GPS 2018 demonstrates our commitment to safety, mode neutrality, liveable cities, regional economic development, protecting the environment, and delivering the best possible value for money.

Strategic direction

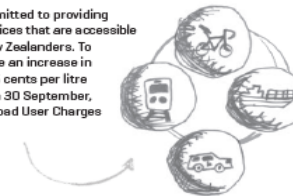


Funding

The GPS 2018 sets funding ranges for 12 activity classes. The funds for each class are:

- ↑ Public transport
- ↑ Walking and cycling improvements
- ↑ Local road improvements
- ↑ Regional improvements
- ↓ State highway improvements
- ↑ Road policing
- ↑ Promotion of road safety and demand management
- ↑ Investment management
- ↑ State highway maintenance
- ↑ Local road maintenance
- Rapid transit (new activity class)
- Transitional rail (new activity class)

The Government is committed to providing alternative transport choices that are accessible and affordable to all New Zealanders. To support this, there will be an increase in Petrol Excise Duty by 3.5 cents per litre per year for 3 years from 30 September, and the equivalent for Road User Charges from 1 October 2018.



Themes

Themes have been included in the GPS. The themes influence how the priorities should be delivered to ensure the best transport solutions for New Zealand are achieved.

The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

What's next

A second stage GPS.

A second stage GPS is important to fully realise Government direction for transport investment. Inclusion of some things in this GPS has not been possible because they rely on other work, such as the future of rail study and development of a new road safety strategy. We hope to release the second stage GPS in 2019 and will work with the broader transport sector to develop it.



Infrastructure Committee
for the Meeting of 24 July 2018

Report for Agenda Item No 11

Prepared by Ashley Harper
Group Manager Infrastructure

Exclusion of the Public

Recommendation

That the Committee resolves to exclude the public on the grounds contained in Section 48(1) of the Local Government Official Information and Meetings Act:

Confirmation of Minutes

- **Property Purchase**

Section 7(2)(b)(ii)

The withholding of information is necessary to protect the information that would be likely unreasonably to prejudice the commercial position of the person who supplied the information.

Section 7(2)(i)

The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

**Infrastructure Committee
for the Meeting of 24 July 2018**

Report for Agenda Item No 13

Prepared by **Ashley Harper**
 Group Manager Infrastructure

Readmittance of the Public

Recommendation

That the public be readmitted to the meeting.