



Infrastructure Committee Meeting

on

Tuesday 27 November 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 27 November 2018, immediately following 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

27 November 2018

Agenda

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Timaru District Council
For the meeting of 27 November 2018

Report for Agenda Item No 6

Prepared by Ashley Harper
Group Manager Infrastructure

Confirmation of Minutes

Minutes of the October Infrastructure Committee meeting.

Recommendation

That the minutes of the Infrastructure Committee meeting, excluding the public excluded items, held on 16 October 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 16 October 2018 at 9am.

Present Clrs David Jack (Chairperson), Peter Burt, Nigel Bowen, Andrea Leslie, Richard Lyon, Paddy O'Reilly, Sally Parker, Kerry Stevens and the Mayor (by phone link)

Apologies Proposed Clr Parker
Seconded Clr Stevens
"That the apologies from Clr Steve Wills and Noeline Clarke (Temuka Community Board) be accepted."

Motion carried

In Attendance John McDonald – Pleasant Point Community Board (for public part of meeting)
Janene Adams – Geraldine Community Board (for public part of meeting)
Chief Executive (Bede Carran), Group Manager Infrastructure (Ashley Harper), Land Transport Manager (Andrew Dixon), Waste Minimisation Manager (Ruth Clarke), Drainage and Water Manager (Grant Hall), Development Manager (Frazer Munro), Communications Manager (Stephen Doran) and Council Secretary (Joanne Brownie)

1. Declaration of Conflicts of Interest

There were no conflicts of interest declared.

2. Chairperson's Report

The Chairperson reported on meetings he had attended and duties he had carried out on behalf of the Committee since the last meeting including Canterbury Road Transport Committee meeting, Donations and Loans Subcommittee workshop, water shares discussion, Industrial Relations Committee, Aorangi Stadium Trust, heritage workshop, citizenship ceremony, Council meetings, opening of new Alzheimers Centre at Botanic Gardens, Suffrage 125th anniversary function, residents meeting in Douglas Street, site visit to Kitchener Square, PrimePort Timaru Ltd function, Geraldine Community Board, visit to YMCA and various meetings with Council officers.

It was agreed that a site visit for councillors to the Pareora pipeline is to be organised within the next few weeks.

Proposed Clr Jack
Seconded Clr Lyon

“That the Chairperson’s report be noted.”

Motion carried

3. **Confirmation of Minutes**

Proposed Clr Burt
Seconded Clr Leslie

“That the minutes of the Infrastructure Committee meeting of 4 September 2018, excluding the public excluded items, be confirmed as a true and correct record.”

Motion carried

4. **Waste Sort Facility**

The Committee considered a report by the Waste Minimisation Manager on the extended waste sort trial information and seeking approval for the construction of the waste sort facility to proceed as approved in the Long Term Plan.

The Committee agreed that it is necessary to look at the long term issues and there are gains to be made towards achieving environmental and economic benefits together.

Education and changing people’s habits is important. The Council Waste Minimisation unit was congratulated for its forward planning and the work it undertakes.

Proposed Clr Stevens
Seconded Clr Parker

- a. “That the construction of the waste sort facility be approved for immediate implementation.
- b. That a policy report on costs and pricing mechanisms for polystyrene be submitted to the Infrastructure Committee for consideration.’

Motion carried

5. **Waitarakao (Washdyke Lagoon): Work Programme Status Update**

The Committee considered a report by the Group Manager Infrastructure providing an update on progress with the work programme that the Waitarakao Task Force has initiated.

It was noted that there is a substantial amount of work to be done with the lagoon, and the Orari-Temuka-Opihi-Pareora Water Zone Committee (OTOP) is working towards improving the health of the lagoon as part of its work and will present its Zone Implementation Programme Addendum (ZIPA) to Council in December. The ZIPA encompasses Waitarakao.

The Committee was advised that coastal erosion is another significant issue that Council needs to be aware of.

Proposed Clr Burt
Seconded Clr Parker

“That the report be received and noted.”

Motion carried

6. **McNair Road Seal Extension**

The Committee considered a report requesting approval for the release of funding for a partial seal extension of McNair Road, Temuka, between Rise Road and Springfield Road.

Support was indicated for option 1 – sealing the full length of 3.0km of McNair Road at a cost of \$480,000, as sealing only parts of a road becomes problematic and does not set a good example.

It was also noted that the money could be used effectively elsewhere and this portion of McNair Road would not have been considered for sealing, if the pipeline issue had not have occurred. However it was noted that this could be considered a ‘special circumstance’, where it is appropriate to undertake a seal extension, especially given there are funds available in this financial year.

Proposed Clr Stevens
Seconded Clr O’Reilly

“That the Committee favours option 1 - seal the full length of 3.0km of McNair Road at a cost of \$480,000 and it be recommended to the Policy and Development Committee that an appropriate funding avenue be identified for the work, on the basis that the work is part of the emergency Temuka water main pipeline project.”

Motion carried

Clr Bowen requested his dissenting vote be recorded.

7. **2018-21 National Land Transport Programme Funding Allocation**

The Committee considered a report by the Land Transport Manager informing the Committee of the outcome of the final funding allocation for the Timaru District financially assisted land transport programme from NZ Transport Agency (NZTA) for the 2018-21 period.

The Committee noted that it was essential to take full advantage of this additional funding to complete works that may otherwise be delayed or not undertaken, even if it could prove to be challenging in engaging sufficient contractors to get the work done.

Proposed Clr Stevens
Seconded Clr Parker

- a. "That the following recommendations be referred to the Policy and Development Committee for approval.
- b. That Council considers the implications and options of the additional NZTA financial assistance funding for the 2018-21 National Land Transport Programme as it relates to the 2018-19 financial year.
- c. That for the 2018-19 year:
 - i. The additional available funding be utilised across the footpath activity noting that consultation with the three Community Boards will be required.
 - ii. That an additional TDC allocation of \$470,000 be allocated to road maintenance and renewals.
 - iii. That an additional TDC allocation of \$237,000 be made for LED streetlight conversions.
 - iv. That an additional TDC allocation of \$48,000 be made to cycleways.
- d. That Council considers the implications and options of the additional NZTA financial assistance funding for the 2018-21 National Land Transport Programme as it relates to the 2019/20 and 2020/21 years during the respective Annual Plan processes."

Motion carried

8. Exclusion of the Public

Proposed Clr Jack
Seconded Clr Parker

"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

• Water Shares

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)

Water Race

Section 7(2)(b)(ii)

The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information."

Motion carried

9. **Readmittance of the Public**

Proposed Clr Stevens
Seconded Clr Bowen

“That the public be readmitted to the meeting.”

Motion carried

The meeting concluded at 10.17am.

Chairperson

Infrastructure Committee

for the Meeting of 27 November 2018

Report for Agenda Item No 7

Prepared by Frazer Munro
Development Manager

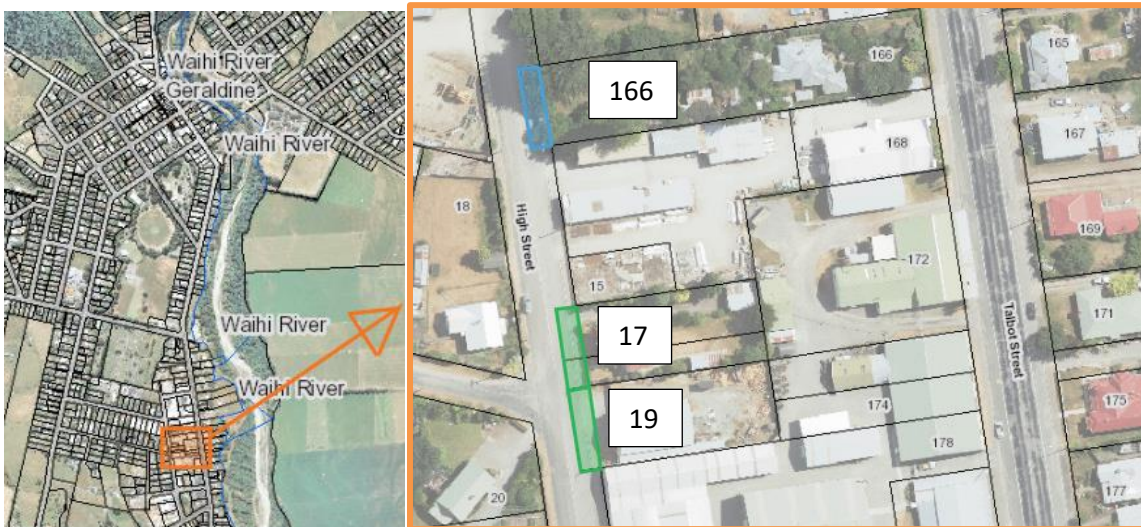
Land for Road – Geraldine

Purpose of Report

1. To seek the approval of the Infrastructure Committee for the land adjoining High Street, Geraldine, to be vested as road.

Background

2. High Street runs parallel to Talbot Street at the south end of Geraldine.
3. The road reserve was originally laid out and vested in 1914 as being 10.06m wide (50 links). As can be seen in the aerial photograph below, over time the frontage of various allotments on the eastern side of the road have been acquired and the road has been constructed as if the road reserve is 15.09m (75 links) wide.



4. The frontages of three allotments, being numbers 17 and 19 High Street and 166 Talbot Street, are yet to be acquired and vested as road.
5. The owners of 17 and 19 High Street have been consulted and have agreed that the land highlighted in green be acquired by agreement under section 17 of the Public Works Act 1981. A market value of the land has been agreed.
6. Consultation was also undertaken with the landowner of 166 Talbot Street (highlighted blue) but the property has recently changed hands so renewed negotiations are progressing positively.

7. Prior to any of the above land vesting in Council, under Section 114(2)(h) of the Public Works Act 1981 (PWA), written consent from the relevant territorial authority is required to confirm it will accept the land as road reserve.

Options

8. Do nothing. The land will remain in private ownership while functioning as a road. This creates management issues for Council and the landowners.
9. Delegate authority to the Chief Executive to sign the Section 114 PWA certificate accepting the land be vested as road.

Identification of Relevant Legislation, Council Policy and Plans

10. Public Works Act 1981

Assessment of Significance

11. This matter is not deemed significant under the Council's Significance and Engagement Policy.

Consultation

12. Consultation has been undertaken with the landowners of 17 and 19 High Street and 166 Talbot Street, Geraldine.
13. Consultation has been undertaken with Council's Land Transport Unit who are supportive of the land being vested as road.

Other Considerations

14. There are no other considerations relevant to this matter.

Funding Implications

15. The acquisition process and payment for land can be funded from existing budgets.

Conclusion

16. Vesting the portions of land identified in this report as road, would formalise an existing arrangement, finalise current agreements and provide certainty as to the ownership and responsibility of the land.

Recommendations

- a. **That the portions of land identified be vested as road pursuant to Section 114 of the Public Works Act 1981.**
- b. **That the Chief Executive be delegated authority to sign the Section 114 Public Works Act 1981 certificate accepting the land to be vested as road.**

Infrastructure Committee
for the Meeting of 27 November 2018

Report for Agenda Item No 8

Prepared by Andrew Dixon
Land Transport Manager

Petition: Traffic Calming Orbell Street and Broadway Avenue

Purpose of Report

17. To receive and consider a petition that has been submitted by residents of Orbell Street and Broadway Avenue, Highfield, Timaru on traffic speed and noise and which requests mitigation measures to address these issues.

Background

18. A petition signed by residents of Broadway Avenue and Orbell Street has been submitted to Council. The petition, signed by 40 residents, calls for Council to investigate and install traffic calming measures such as speed humps to reduce traffic speed and deter through vehicles. The petition contains names, addresses and phone numbers and has not been included with this report for privacy protection reasons.
19. There is a public perception of noisy vehicles and excessive speed in the Orbell Street and Broadway Avenue area. This was recently highlighted in the media through a complaint by a hospice resident.
20. Following receipt of the petition, Council officers have been collecting data on both traffic volume and traffic speed. This issue has also been discussed with the New Zealand Police who are responsible for enforcing traffic regulations with respect to noisy and speeding motor vehicles.
21. A recent traffic count (October 2018) shows that the average daily traffic (ADT) count in Broadway Avenue is 515 vehicles per day which is typical of a residential through road. A traffic count in May 2017 recorded an ADT of 585 vehicles per day.
22. The average speed recorded in the October 2018 count was 42 km/h. The count recorded 95% of all vehicles travelling at less than 55 km/h and 85% of all vehicles were travelling at no more than the posted speed limit. There are exceptions with a few motorists choosing to speed excessively.
23. Noise is not always related to speed. A vehicle's exhaust arrangement and the manner in which a vehicle is driven, contribute to the noise issue.

24. It is considered that the installation of traffic calming measures is not justified at this time but speed and noise should continue to be monitored in the area.

Options

25. Continue to monitor traffic flows and speeds using traffic counters on an approximate annual basis with the NZ Police carrying out enforcement.
26. Install traffic calming measures. These may be speed humps or narrow 'gateways' that slow traffic. It is considered that these are not required at this time because 85% of vehicles comply with the speed limit.
27. An alternative measure would be to close Broadway Avenue at Wai-iti Road to reduce through traffic. This traffic flow reconfiguration measure would be difficult to justify because it would generate extra travel distances for local residents.

Identification of Relevant Legislation, Council Policy and Plans

28. Standing orders for guidance on petitions.

Assessment of Significance

29. This matter is not deemed significant under the Council's Significance and Engagement Policy.

Consultation

30. There have been discussions with NZ Police and South Canterbury Hospice. Police enforcement has increased in the area but has not identified any issues. South Canterbury Hospice staff did not have any comment but did sign the petition.

Other Considerations

31. There are no other considerations relevant to this matter.

Funding Implications

32. If local road improvements are required the cost of these can be managed within current approved budgets.

Conclusion

33. A petition from residents concerned about traffic speed and noise in the Broadway Avenue area has been received, however there is little evidence to support making significant changes to the street layout.
34. Continuing to monitor the traffic flows and speeds in the area is considered appropriate.

Recommendations

- a. That the petition from Orbell Street and Broadway Avenue residents be received and noted.**
- b. That traffic flows and speeds in the area continue to be monitored.**

Infrastructure Committee
for the Meeting of 27 November 2018

Report for Agenda Item No 9

Prepared by Andrew Dixon
Land Transport Manager

Revision of Footpath Funding Allocations

Purpose of Report

35. To consider and allocate revised footpath funding allocations following the \$714,000 annual funding increase approved by the Infrastructure Committee and the Policy and Development Committee in October 2018.

Background

36. At the meeting on 16 October 2018 the Infrastructure Committee considered a report on additional financial assistance revenue available because footpaths are now eligible for financial assistance under the new Government Policy Statement.
37. The additional revenue for footpaths for 2018/19 is to be \$714,000 which is an additional 52% of current budgets for footpath maintenance, renewals and new footpaths. It was resolved that this additional revenue be used to increase existing footpath budgets for 2018/19 in order to increase the level of service of footpaths across the district. The additional NZTA financial assistance revenue of \$714,000 will also be for 2019/20 and 2020/21 financial years and this will be allocated as part of the Annual Plan development.
38. The current footpath budget summary is:

Activity	Maintenance and operations excluding street cleaning and overheads (\$ '000)	Renewals (\$ '000)	New footpaths (\$ '000)	Totals (\$'000)
Geraldine Footpaths	11.0	33.0	38.0	82
Rural Footpaths	8.0	45.0	25.0	78
Temuka Footpaths	16.0	95.0	40.0	151

Timaru Footpaths	170.0	800.0	50.0	1020
Total	205.0	973.0	153.0	1331

39. The 2018/19 NZTA financial assistance allocated for footpaths of \$714,000 based on 52% of the above would be as per option 1 below. It should be noted that an adjustment for staff time to manage the overall new work programme level has been added as an operational cost.
40. From an asset management perspective the priority for additional investment in footpaths is in maintenance and renewals in order to maintain the current assets to an improved level of service. The current condition and age of footpaths in the various areas are shown in Attachment 1. An increase in renewals would improve the overall footpath condition which in turn will reduce the maintenance requirement in the longer term. Conversely footpaths in poor condition also increase maintenance costs.
41. Council also has a policy of ensuring that there is at least one footpath in every urban area street. Streets with no footpaths are generally in the rural townships.
42. The installation of new footpaths is a lesser priority as it is considered good asset management practice to focus on ensuring current assets are well maintained in the first instance.

Options

43. There are many options on how the additional NZTA 2018-19 footpath revenue is re-invested in footpaths. Three options are presented but noting that there are many variations of these.
44. Option 1. Allocate increase pro-rata across all sub activities.

Allocate additional revenue on a pro-rata basis to current 2018-19 budgets as follows:

Activity	Maintenance and operations increase (\$ '000)	Renewal footpaths increase (\$ '000)	New footpaths increase (\$ '000)	Totals (\$'000)
Geraldine Footpaths	9.5	17.2	19.7	46.4
Rural Footpaths	7.5	23.4	13.0	43.9
Temuka Footpaths	11.5	49.4	20.8	81.7
Timaru Footpaths	100.0	416.0	26.0	542.0
Total	128.5	506.0	79.5	714

45. Option 2. Allocate increase to maintenance and renewals only.

Allocate additional revenue to maintenance and renewals with maintenance increased on a pro-rata basis to current 2018-19 budgets and renewals the remainder. This will allow the renewal of more footpaths in a poor and very poor condition which are nearing the end of their useful life and deteriorating rapidly. This results in no additional funding for new footpaths as follows:

Activity	Maintenance and operations increase (\$ '000)	Renewal footpaths increase (\$ '000)	New footpaths increase (\$ '000)	Total (\$'000)
Geraldine Footpaths	9.5	36.9	0	46.4
Rural Footpaths	7.5	36.4	0	43.9
Temuka Footpaths	11.5	70.2	0	81.7
Timaru Footpaths	100.0	442.0	0	54.2
Total	128.5	585.5	0	714

46. Option 3. Increase allocated to renewals only.

Allocate all the additional revenue pro-rata on current 2018/19 budgets for each area of footpath renewals. This results in no additional funding for footpaths maintenance and no new footpaths as follows;

Activity	Maintenance and operations increase (\$ '000)	Renewal footpaths increase (\$ '000)	New footpaths increase(\$ '000)
Geraldine Footpaths	0	46.4	0
Rural Footpaths	0	43.9	0
Temuka Footpaths	0	81.7	0
Timaru Footpaths	0	542.0	0
Total	0	714.0	0

Identification of Relevant Legislation, Council Policy and Plans

47. Land Transport Management Act 2003
48. Timaru District Council Long Term Plan 2018-28

Assessment of Significance

49. This matter is not deemed significant under the Council's Significance and Engagement Policy.

Consultation

50. It is appropriate for the Infrastructure Committee to provide policy guidance on the additional funding and for the three Community Boards to assist with prioritisation of any new footpaths that are approved for implementation.
51. Property owners affected by current and additional footpath improvement projects will be informed of work prior to construction and any concerns will be discussed and resolved on a case by case basis.

Other Considerations

52. There are no other considerations relevant to this matter.

Funding Implications

53. There are no restrictions by NZTA on how the footpath financial assistance revenue shall be applied by Council. The national footpath allocation as specified in the Government Policy Statement on Transport is fully subscribed so additional financial assistance on increased investment is highly unlikely. However, Council Officers will submit a request in case other Road Controlling Authorities do not take up their extra allocation.
54. Adjustments to current and future budgets will be necessary once the Infrastructure Committee has determined the allocation of the additional financial assistance available for footpaths.

Conclusion

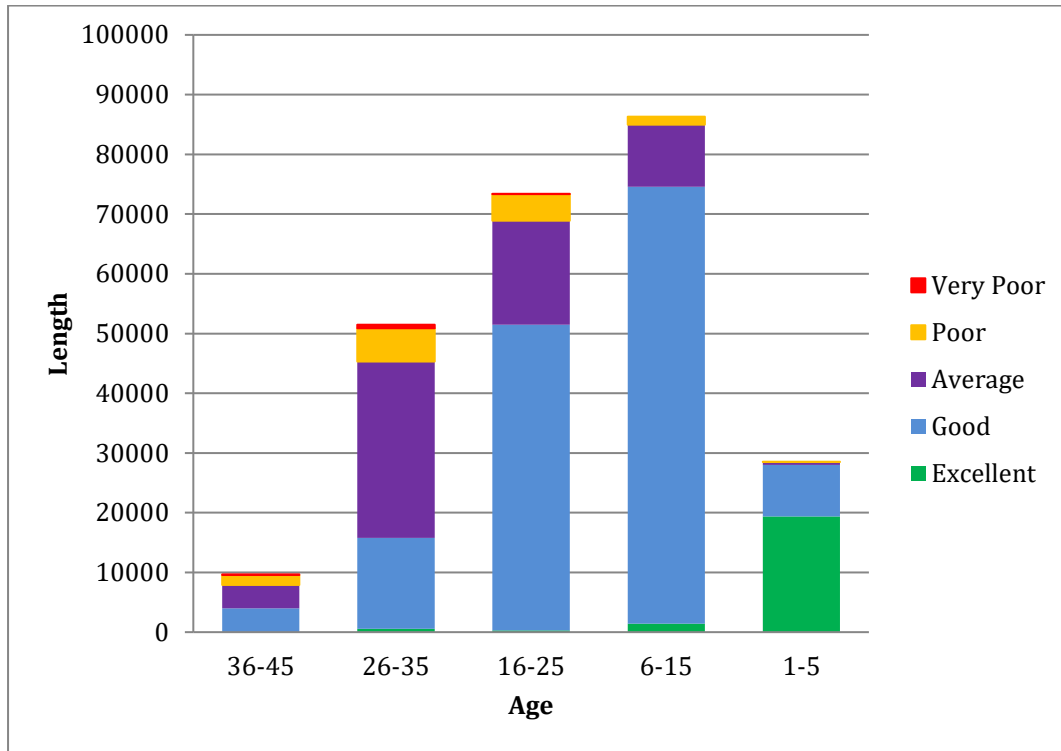
55. The additional financial assistance revenue for footpaths is to be invested into increasing the level of service. There is discretion as to how this funding is allocated with the preferred option being to allocate the extra funding to maintenance and renewals and not forming additional new footpaths.
56. This action will improve the level of service and raise the average condition of footpaths which will have the long term benefit of reduced maintenance costs. The additional funding will focus on the poor and very poor condition footpaths.

Recommendation

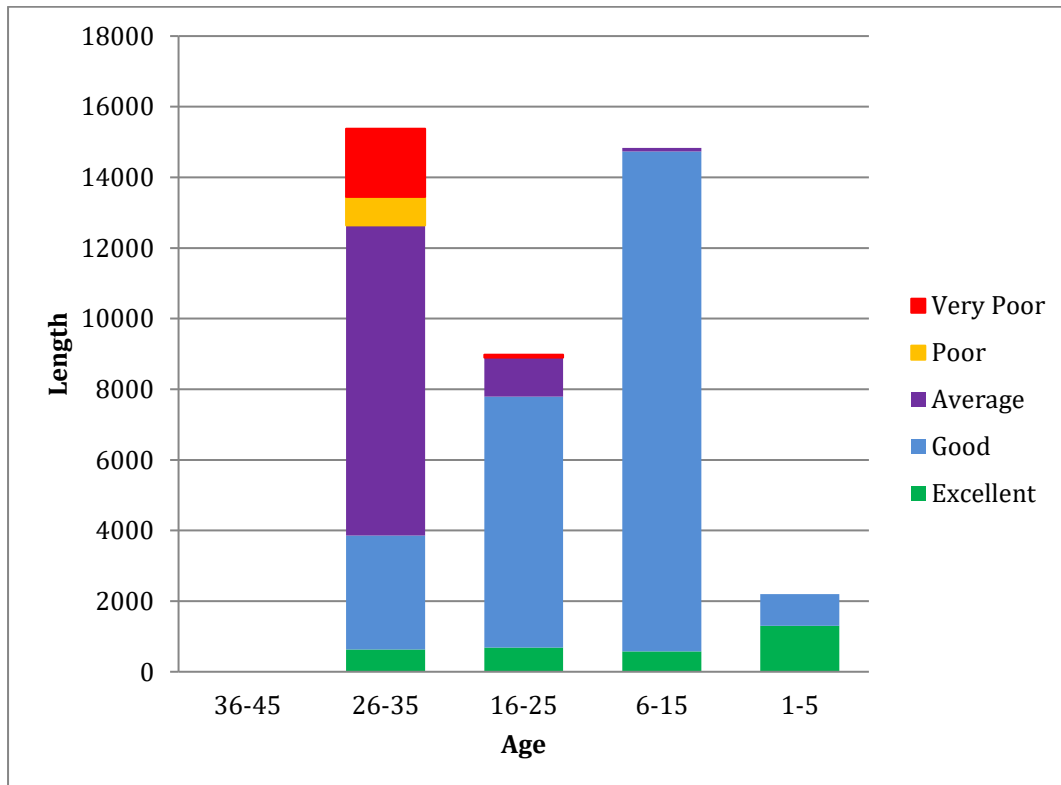
That the additional NZTA financial assistance for footpaths be allocated to footpaths maintenance and renewals on a pro-rata basis as per Option 2.

Attachment 1

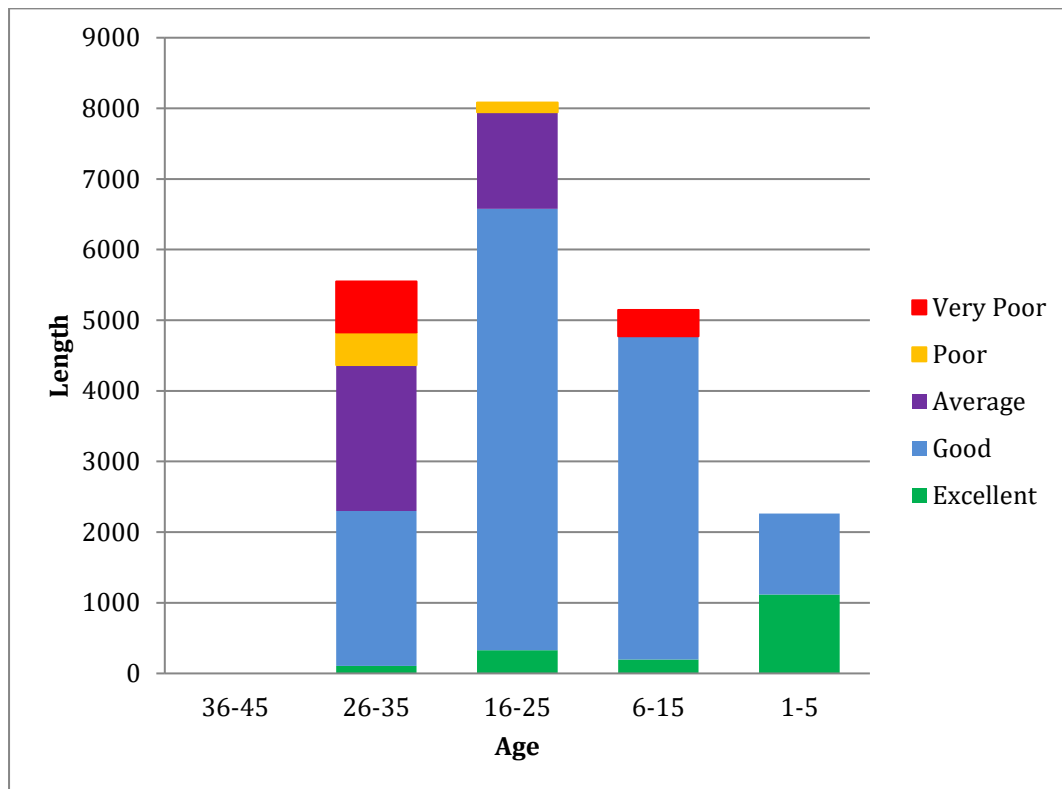
Timaru



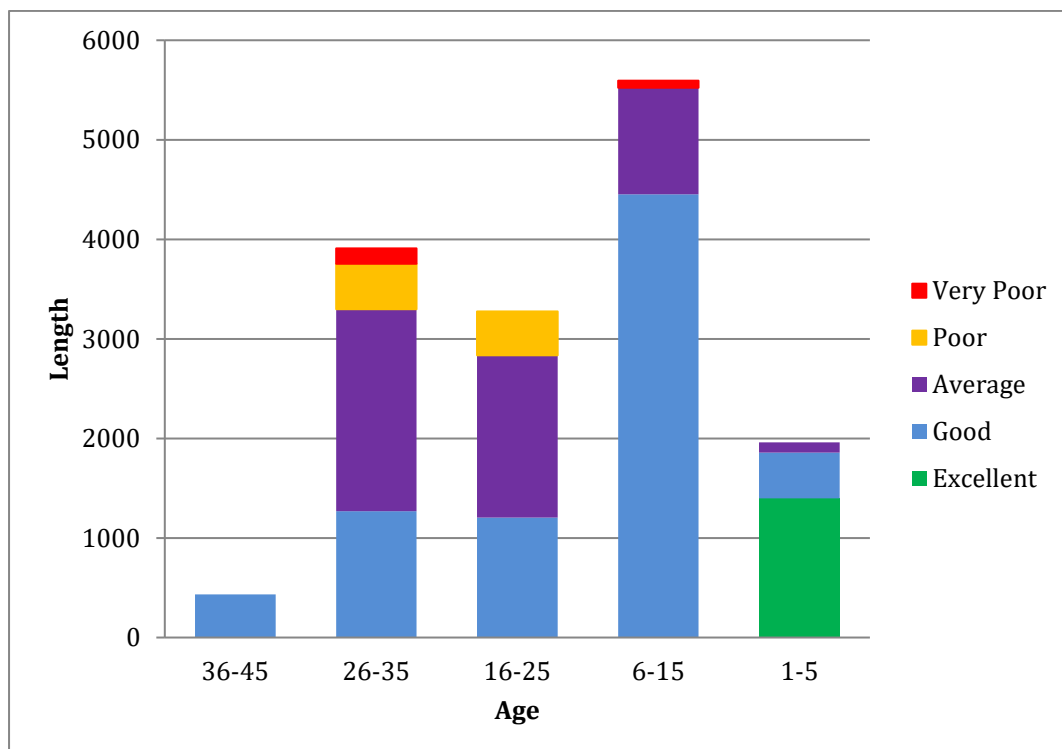
Temuka



Geraldine



Rural



Infrastructure Committee
for the Meeting of 27 November 2018

Report for Agenda Item No 10

Prepared by Ashley Harper
Group Manager Infrastructure

Petition: Extension of Free Parking in Stafford Street

Purpose of Report

57. To advise of the receipt of a petition received from the Timaru CBD Group with respect to free parking in Stafford Street and to determine an appropriate response to the petition.

Background

58. In early October a petition containing 949 names, letter attached, was received from the Timaru CBD Group requesting that free parking in Stafford Street between North Street and Sefton Street be extended to 1 hour for a trial period of 6 months.
59. Since the major Timaru CBD upgrade in the late 1990's, Stafford Street has had free parking with time limits of 30 minutes north of George St and 45 minutes south of George St. The latter time limit was changed in approximately 2015 to 30 minutes.
60. The petition states a number of reasons supporting the request and notes that a 6 month trial would be a useful way of determining the success or otherwise of the proposal. Measuring success and who benefits from that success, is difficult to determine.
61. The petition also advises that the CBD Group is available to discuss this matter and it is suggested that this offer be taken up.

Options

62. To agree with the request to extend the free parking time in Stafford Street from North Street to Sefton Street for a 6 month trial and then report back to the Infrastructure Committee.
63. To take up the option of having a meeting with the CBD Group and a consequential report back to the Infrastructure Committee.
64. To decline the request to extend free parking in Stafford Street.

Identification of Relevant Legislation, Council Policy and Plans

65. Not applicable.

Assessment of Significance

66. This matter is not deemed significant under the Council's Significance and Engagement Policy.

Consultation

67. No external consultation has been carried out.

Other Considerations

68. Recently there have been enquiries about loading zones and very short term parking time limits and these should also be included in the discussion with the Timaru CBD Group.

Funding Implications

69. If changes are to be made to the parking time limits in Stafford Street, it will be necessary to change signage and to carry out a public information campaign. There are approximately 60 signs to change and this aspect is estimated to cost \$8000 to \$10,000 plus GST.
70. The costs can be accommodated from within existing operational budgets.

Conclusion

71. The request to change the free parking time limit in Stafford Street needs further discussion with the Timaru CBD Group before a final decision is made.

Recommendations

- a That a meeting be held with the Timaru CBD Group on its petition request to extend the free parking time limit in Stafford Street to 1 hour for a 6 month trial period.**
- b That this matter be further reported to the Infrastructure Committee.**

Attachment 1

2 October 2018



181273



Mayor Damon Odey and Infrastructure Group Manager Ashley Harper
Timaru District Council
2 King George Place
Timaru

Dear Mayor Damon and Ashley

Through the Timaru CBD Group, the members that encompass the Experience Working Group, would like to raise the issue regarding length of free parking available in Stafford Street.

This group, which includes a number of retailers, believes that the 30 minute parking limit is having an adverse effect on their businesses as it takes away the opportunity when parking in the main street to stay a little longer in town to browse shops, or for impulse buying.

The group is proposing that the council trials an extension of the parking time limit, to one hour, through all of Stafford Street, from North to Sefton Streets, on a temporary basis for six months starting October.

Other town centres, such as Ashburton, have a range of parking options available, and the Experience Working Group is keen to trial this increased time limit in Timaru and report back on the effects to the TDC. Anecdotal feedback from the members say that customers often comment that they can not browse longer due to the 30 minute restriction. Customers come into town to do one job and then leave. The Experience Working Group members believe by trialling the extended time length of free parking, this would be a positive way to acknowledge the concerns of the CBD businesses and if successful, the 1 hour free parking could be extended further along Stafford Street. The cost to the TDC would be minimal – replacement of signs in the single block of Stafford Street.

After the trial, a report back to the council would be completed from businesses gauging the effect of the extended parking.



121273

Attached is a petition that members of the group have collected, with a total of 949 signatures supporting this.

If you would like to meet to discuss further or have any queries, please contact us.

Kind regards



Nigel Gilkison

Chairman, Timaru CBD Group

Infrastructure Committee
for the Meeting of 27 November 2018

Report for Agenda Item No 13

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

- **Water Shares** 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)

- **Water Race** Section 7(2)(b)(ii)
The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.