



INFRASTRUCTURE COMMITTEE MEETING

on

Tuesday 2 May 2017

**Council Chamber
Timaru District Council Offices
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, 2 King George Place Timaru, on Tuesday 2 May 2017, at the conclusion of the Environmental Services Committee meeting.

Committee Members:

Clrs Kerry Stevens (Chairperson), Paddy O'Reilly (Deputy Chairperson), Peter Burt Steve Wills, David Jack, Andrea Leslie, Richard Lyon, Sally Parker, Tracy Tierney 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

2 MAY 2017

AGENDA

Item No	Page No	
1		Apologies – Cllr Sally Parker
2		Identification of Urgent Business
3		Identification of Matters of a Minor Nature
4		Declaration of Conflicts of Interest
5		Chairperson’s Report
6	1	Confirmation of Minutes
7	5	One Network Road Classification
8		Consideration of Items of Urgent Business
9		Consideration of Matters of a Minor Nature

**INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 2 MAY 2017**

Report for Agenda Item No 6

**Prepared by: Ashley Harper
 Group Manager Infrastructure**

Confirmation of Minutes

Minutes of the March Infrastructure Committee meeting.

Recommendation

**That the minutes of the Infrastructure Committee meeting held on
21 March 2017 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 TUESDAY 21 MARCH 2017 AT 9.55AM

PRESENT Cllrs Kerry Stevens (Chairperson), Peter Burt, Dave Jack, Andrea Leslie, Richard Lyon, Paddy O'Reilly, Sally Parker, Tracy Tierney, Steve Wills and the Mayor

APOLOGY John McDonald – Pleasant Point Community Board

IN ATTENDANCE Jennine Maguire – Geraldine Community Board
Noeline Clarke – Pleasant Point Community Board
Chief Executive (Bede Carran), Group Manager Infrastructure (Ashley Harper), Group Manager Corporate Services (Tina Rogers), Acting Group Manager Community Development (Symon Leggett) and Council Secretary (Joanne Brownie)

1 CHAIRPERSON'S REPORT

The Chairperson reported on meetings he had attended and duties he had carried out since the last meeting including Long Term Plan workshops, Council meetings, Canterbury Regional Transport Committee meeting, Downlands Joint Standing Committee meeting and tour, meeting with ECan councillors, Health and Safety site visits to Timaru Airport and Temuka, Canterbury Regional Land Transport Plan review workshop, meeting with SC Aero Club, Asset Management Plans feedback session and discussion with the Group Manager Infrastructure.

2 CONFIRMATION OF MINUTES – 7 FEBRUARY 2017

Proposed Cllr Wills
Seconded Cllr Parker

"That the minutes of the Infrastructure Committee meeting held on 7 February 2017 be confirmed as a true and correct record."

MOTION CARRIED

3 RECEIPT OF MINUTES OF DOWNLANDS JOINT STANDING COMMITTEE DECEMBER MEETING

The Committee received the minutes of the December Downlands Joint Standing Committee meeting.

Proposed Cllr Burt
Seconded Cllr Jack

"That the minutes of the Downlands Joint Standing Committee meeting held on 5 December 2016 be received and noted."

MOTION CARRIED

**4 RECEIPT OF MINUTES OF DOWNLANDS JOINT STANDING COMMITTEE
FEBRUARY MEETING**

The Committee received the minutes of the February Downlands Joint Standing Committee meeting.

Proposed Clr Lyon
Seconded Clr O'Reilly

"That the minutes of the Downlands Joint Standing Committee meeting held on 27 February 2017 be received and noted."

MOTION CARRIED

5 SURPLUS LAND AT WASHDYKE, TIMARU

The Committee considered a report by the Group Manager Infrastructure on surplus land at Washdyke. It was noted that the properties are declared surplus to the sewer activity and a further report is to be prepared on future options for the land.

Proposed the Mayor
Seconded Clr Lyon

"That the Committee declares the land located at 190 Meadows Road, 204 Meadows Road and 31 Aorangi Road surplus to requirements for the sewer activity and that a report be presented to the Policy and Development Committee on future options."

MOTION CARRIED

The meeting concluded at 10.05am.

Chairperson

INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 2 MAY 2017

Report for Agenda Item No 7

Prepared by Andrew Dixon
Land Transport Manager

One Network Road Classification

Purpose of Report

The purpose of this report is to inform the Committee on the One Network Road Classification (ONRC) and potential funding implications associated with this system.

Background

The ONRC is the primary tool developed through the Road Efficiency Group (REG) to have a nationally consistent road hierarchy. One of the aims is to provide road users with a more consistent driver experience when driving on roads of similar hierarchy.

The ONRC road classifications are:

- National
- Regional
- Arterial
- Primary Collector
- Secondary Collector
- Access (with a low volume subset)

These ONRC road classifications are determined on a number of factors. The predominant factor remains traffic volume but also includes numbers of heavy vehicles, linking of destinations, access to key freight hubs, tourism routes, public transport, walking and cycling numbers. An information sheet on the ONRC classifications is shown as Attachment 1.

Using the prescribed criteria, all roads in the Timaru District were assessed and ONRC classifications assigned. These were reviewed by the New Zealand Transport Agency (NZTA) to ensure national moderation. A map showing the relevant ONRC roads in Timaru District is shown as Attachment 2. A larger scale version will be available to committee members at the meeting.

In summary the ONRC road categories and length of road in each of these for Timaru District are shown in the following table:

Classification	Network length (km)	Lane kms	Percentage
Regional	* 0.9	1	0.05
Arterial	40.6	81	2.36
Primary Collector	74.9	148	4.36
Secondary Collector	329.9	653	19.20
Access	542.9	1050	31.60
Access Low Volume	728.7	1271	42.42
Total	1718	3204	100

* Hally Terrace, Temuka.

The ONRC road classifications have a number of associated performance measures developed by the NZTA and Local Government New Zealand (LGNZ) through the REG group. These provide guidance on the level of service for each classification that should be achieved as a minimum. Using these ONRC performance measures enables local authorities and NZ Transport Agency to compare operational factors, level of service provided and associated costs for the different road networks across the country.

In addition peer groups have been established to allow the comparism of similar networks. Due to the higher cost of urban roads versus rural roads these peer groups are based on the percentage of urban road length. Timaru District's peer group includes Buller District, Dunedin City, Gisborne District, Grey District, Hastings District, Hauraki District, Horowhenua District, Kaikoura District, Marlborough District, Matamata-Piako District, New Plymouth District, Opotiki District, Queenstown Lakes District, Rotorua District, South Waikato District, Tasman District, Taupo District, Thames Coromandel District, Waimakariri District, Waipa District, Western Bay of Plenty District, Westland District, Whakatane District, Whanganui District, and Whangarei District.

One of the significant challenges that the REG group have had is ensuring that the councils road data including costs are complete and consistent to enable robust comparism. Timaru District Council is at the leading edge of this work and one of the first to have a report prepared. This is mainly due to our Road Network Team Leader, Suzy Ratahi being chair of the REG sub group responsible for this project. Our roading team have been testing data, systems and new tools to collect robust data.

The indicative report on Timaru District ONRC road network is attached (Attachment 3). This report provides an overview of our network and comparative analysis of specified performance measures with our peer group and national averages.

The report highlights are as follows:

1. Our roads are relatively safe. This is partially due to our flat topography.
2. Our roads are relatively smooth for both urban and rural.
3. Generally Timaru District is an efficient organisation that is providing a high level of service cost effectively.
4. Compared with our peer group, our sealed road resurfacing programme is tracking on average but the percentage of pavement renewals is low. To date, from a relatively modest level of investment, there has been good performance from the network. However, given the significant increase in volume and mass of the heavy vehicle (truck and trailer) movements on the network, increased funding will very likely be required in the near future for this activity.
5. Our unsealed roads maintenance and metaling cost per km is low. This indicates that the level of unsealed road maintenance is potentially too low and more funding should be added to this activity.

Identification of relevant legislation, Council policy and plans

- Land Transport Management Act
- National Land Transport Programme
- Regional Land Transport Plan
- Timaru District Long Term Plan

Funding Implications

ONRC facilitates a customer-focused, business case approach to budget bids for the National Land Transport Programme (NLTP). The ONRC comparative analysis reports will inform the NLTP bids providing evidence. NZTA have indicated that there will be a base funding level for road maintenance and renewals but there are few details on the meaning of this. However, it is likely that councils that provide a higher level of service for their communities are unlikely to receive financial assistance from NZTA for this higher level of service.

NZTA financial assistance bids for the 2018-21 three year period required councils to have business cases that detail issues/problems, options and supported by evidence. Timaru District's issues have been identified as:

- Ensuring that the condition and suitability of assets meet the increasing freight task.
- Our roads are made safer
- That we meet increasing customer and stakeholder expectations
- That we provide mobility choices for our communities.

The above issues are closely linked to the Canterbury Regional issues in the Regional Land Transport Plan (RLTP) that is being developed by a small team including our Land Transport Manager who represents the southern region.

NZTA requires our initial financial assistance funding bid by 30 June 2017 and we are expected to confirm this bid by the end of September 2017. However, the timing of the approval of the financial assistance funding by NZTA will not be until 30 June 2018. This presents some risk to all councils as commitments made as part of the Long Term Plan may not be able to be delivered if NZTA's financial assistance is not approved.

Conclusion

The ONRC road classification provides a tool to undertake a comparative analysis of road networks across the country. This information is useful for both NZTA and Council to assess the level of service provided and the costs associated. This will support NLTP funding bids providing evidence that is now required under the business case requirements imposed by NZTA.

Timaru District Council (TDC) is at the leading edge of using the ONRC performance measures and systems nationally and are testing the data and processes. We are also developing new data collection tools for the industry that TDC staff are speaking at a number of conferences and workshops. This is being driven by our Road Network Team leader as chair of the national ONRC group.

The indicative ONRC comparative analysis reports show that Timaru District roads are providing a good level of service and we are cost effective. However, the report does highlight that our unsealed road maintenance, metaling and sealed road pavement renewal could be increased.

Recommendation

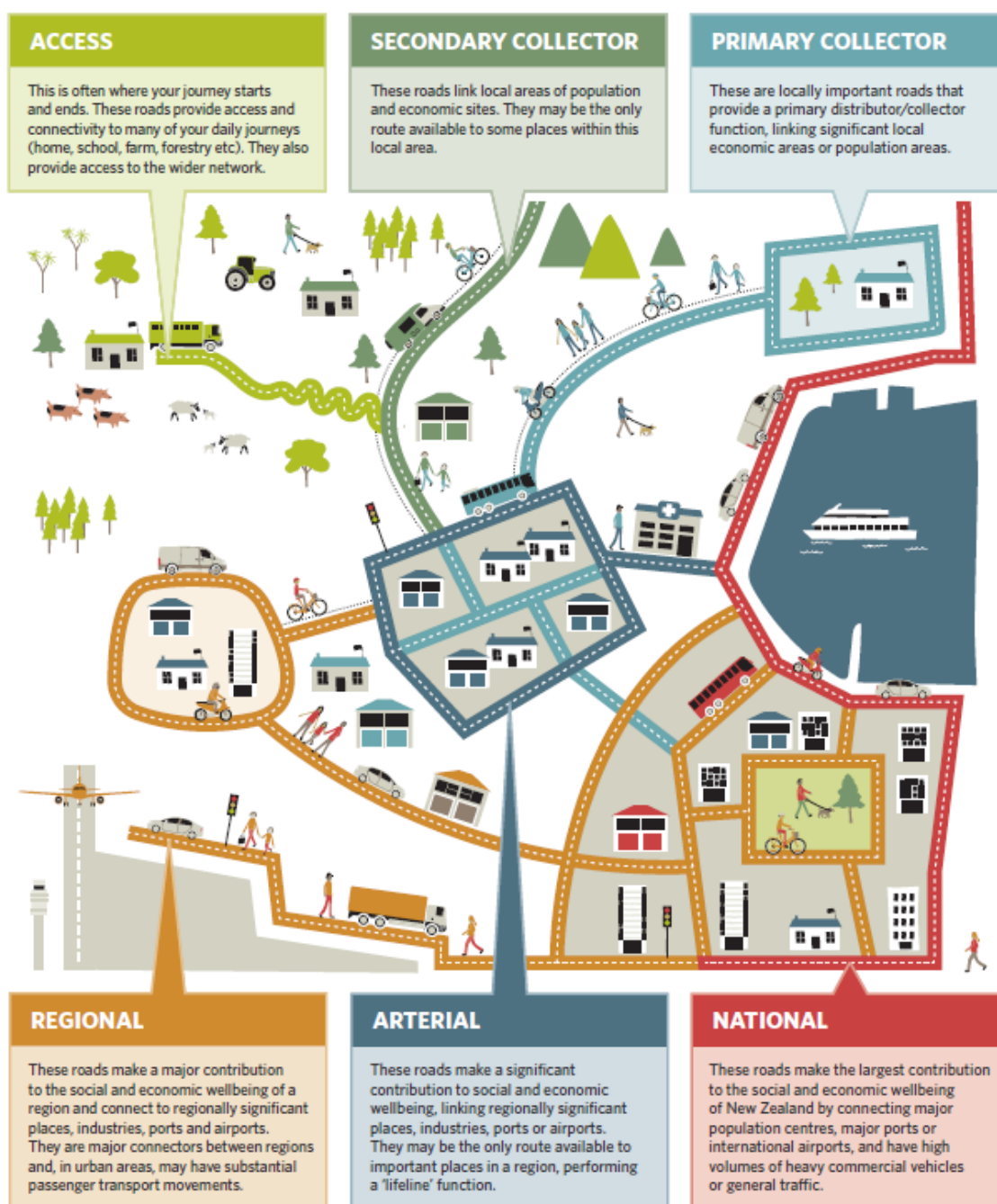
That the report be received and noted.

RIGHT ROAD, RIGHT VALUE, RIGHT TIME

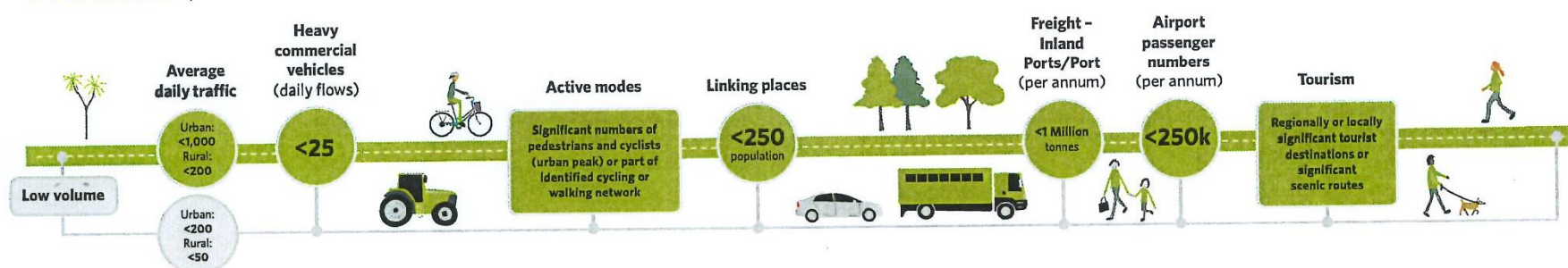
The One Network Road Classification (ONRC)

The ONRC is a new framework that categorises roads throughout the country. This is the first time in the history of New Zealand that consistent specifications will apply to all public roads from Cape Reinga to the Bluff, depending on what purpose they serve.

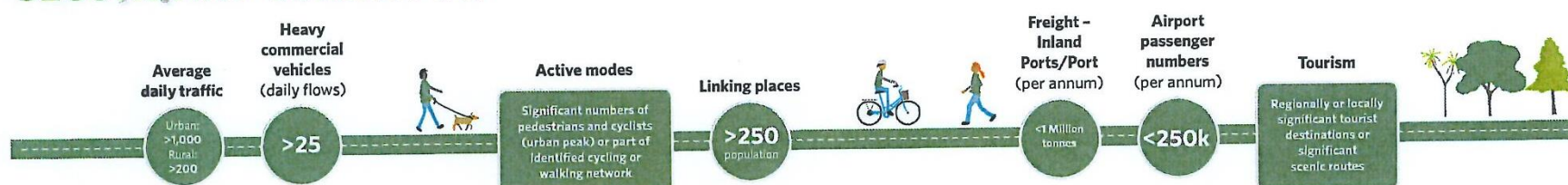
The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It will give road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features. It will also help New Zealand to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country.



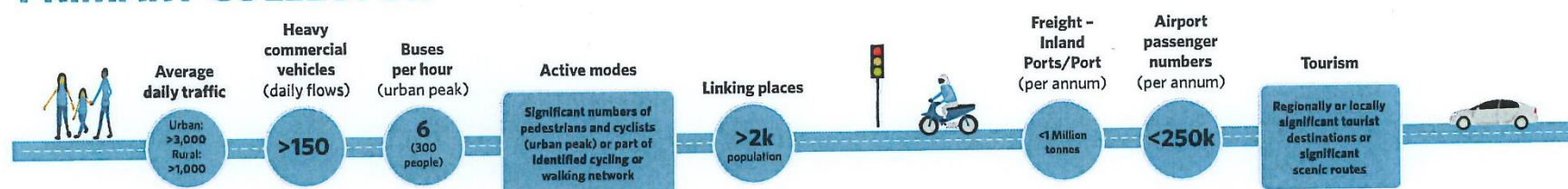
ACCESS



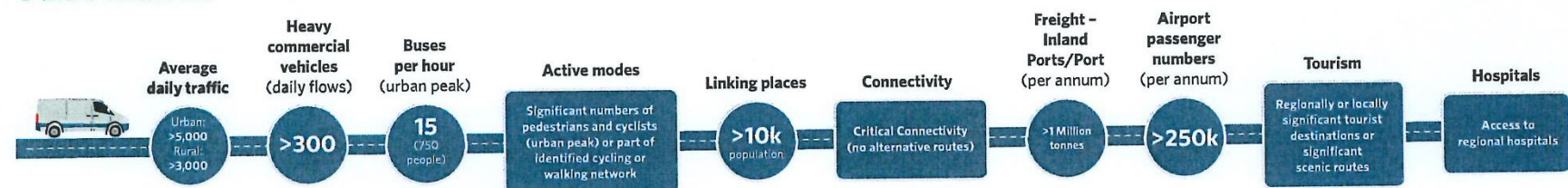
SECONDARY COLLECTOR



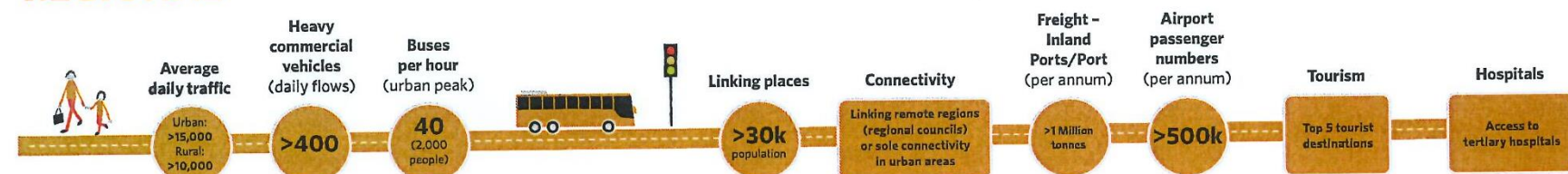
PRIMARY COLLECTOR



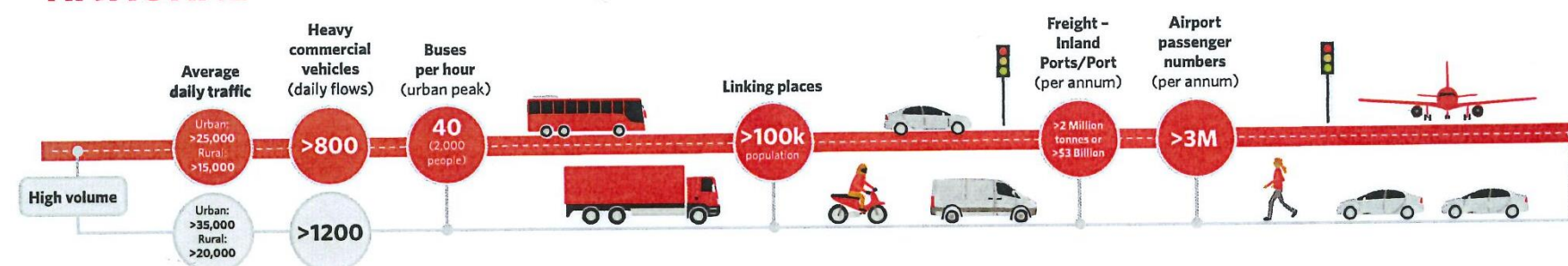
ARTERIAL



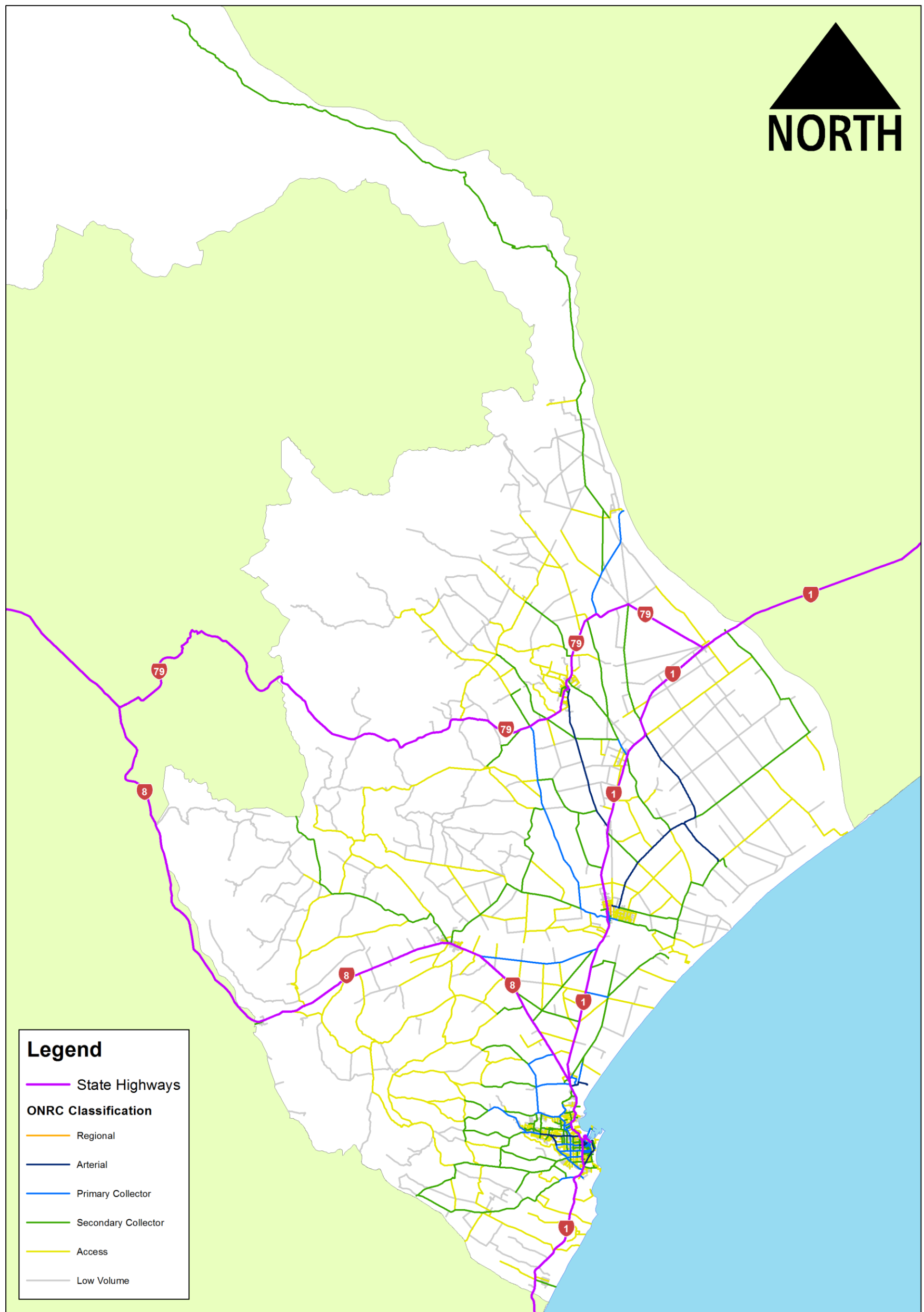
REGIONAL



NATIONAL



For more information on the ONRC, please visit www.nzta.govt.nz/onrc



Timaru District Council ONRC Summary Report

The One Network Road Classification (ONRC) is a new system for measuring and classifying the condition on New Zealand's roads.

The ONRC has been jointly developed by the New Zealand Transport Agency (NZTA) and Local Government New Zealand (LGNZ) as a tool for moving to a consistent Level of Service experience by customers as they travel throughout the country.

The One Network Road classification (ONRC) divides New Zealand's roads into categories:

- National – link major population centres and transport hubs
- Regional – major connectors between and within regions, often public transport routes
- Arterial – link regionally significant places and industries
- Primary Collector - link significant local populations and industries
- Secondary Collector – provide secondary routes, can be the only route to some places
- Access – small roads facilitating daily activities
- Access (Low Volume)
- Please note: categories are not shown if there are no road sections in that category on the network.

For the following measures, comparisons have been made within peer groups. Timaru District Council is compared with councils from the Provincial Centres peer group. This peer group contained Buller District Council, Dunedin City Council, Gisborne District Council, Grey District Council, Hastings District Council, Hauraki District Council, Horowhenua District Council, Kaikoura District Council, Marlborough District Council, Matamata-Piako District Council, New Plymouth District Council, Opotiki District Council, Queenstown Lakes District Council, Rotorua District Council, South Waikato District Council, Tasman District Council, Taupo District Council, Thames Coromandel District Council, Waimakariri District Council, Waipa District Council, Western Bay of Plenty District Council, Westland District Council, Whakatane District Council, Whanganui District Council, Whangarei District Council.

Network Characteristics

ONRC Category	Urban (Km)	Rural (Km)	TOTAL LENGTH (Km)	Urban Journeys	Rural Journeys	ANNUAL TOTAL JOURNEYS TRAVELLED (M Veh Km)
Regional	1		1	1		1
Arterial	13	28	41	24	20	43
Primary Collector	27	48	75	40	23	63
Secondary Collector	45	285	330	24	41	65
Access	91	452	543	15	19	33
Low Volume	61	668	729	3	8	11
TOTAL NETWORK	237	1,481	1,718	106	111	217

Table 1: Network Statistics for network length (km) and journeys travelled (Million vehicle km) by ONRC Class

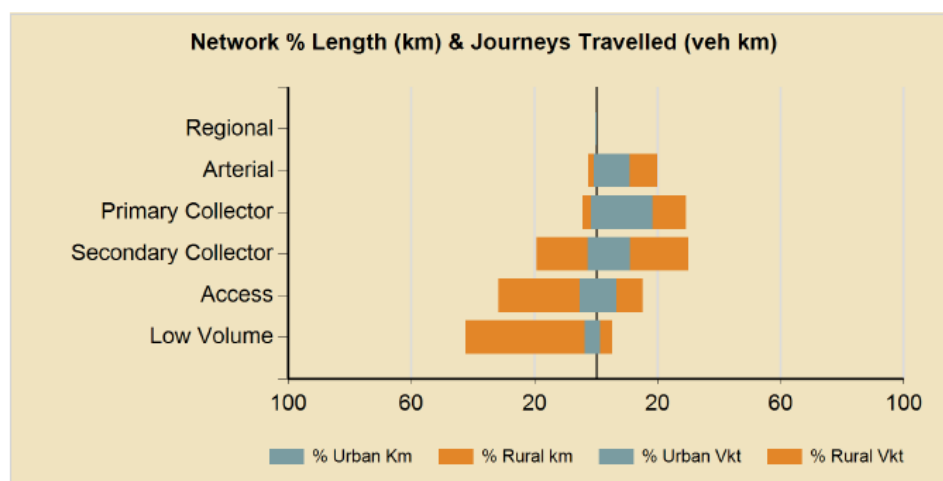


Figure 1: Network Percentage Length and Journeys Travelled

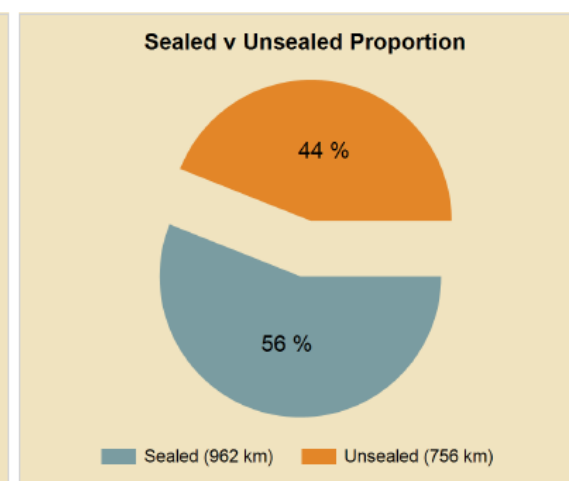


Figure 2: Sealed v Unsealed

What am I looking for? The data details the road network length and number of journeys by ONRC category. Journeys travelled are measured by multiplying the volume of traffic on a road by its length. This shows where most customer journeys are made. Primary collector routes make up only 4% of the network by length but carry 29% of the amount of travel undertaken in the district due to the higher traffic volumes.

Timaru Safety

Customer Outcome 1: number of serious injuries and fatalities (DSI)

Key Questions: Are my injury numbers trending up or down or trending differently within any classification?

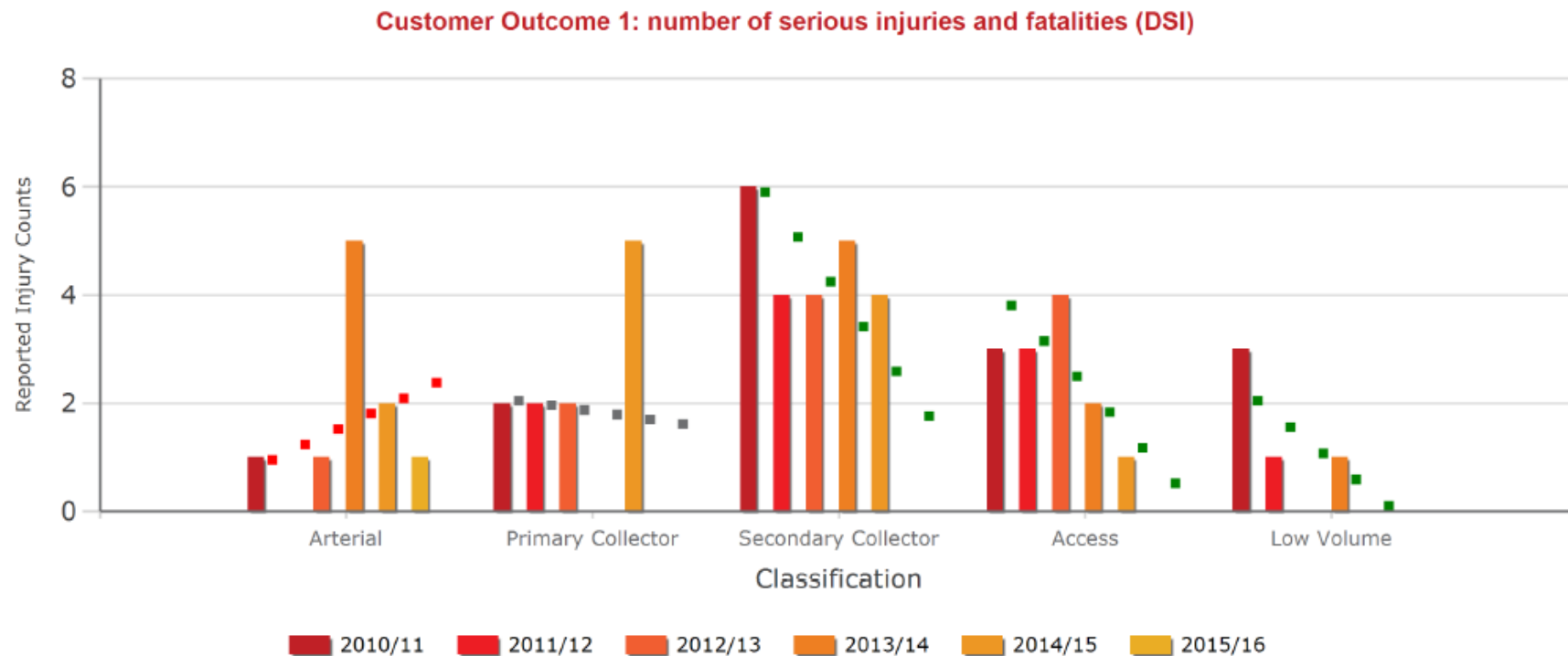


Figure 3: Serious injuries and fatalities (DSI) by ONRC category

Customer Outcome 2: collective risk (serious injuries and fatalities (DSI) per km of road)

Collective Risk is a measure of the total number of Serious injuries and fatalities (DSI) per km over a section of road. **Personal Risk** is a measure of the danger to each individual using the road being assessed. These risk ratings were devised by the New Zealand Road Assessment Programme (KiwiRAP – a partnership between the Automobile Association, NZ Transport Agency, Ministry of Transport, ACC and NZ Police.)

Key Question: Are my collective risk ratings at the low end or high end? How does my network compare with my peers, my region and nationally?

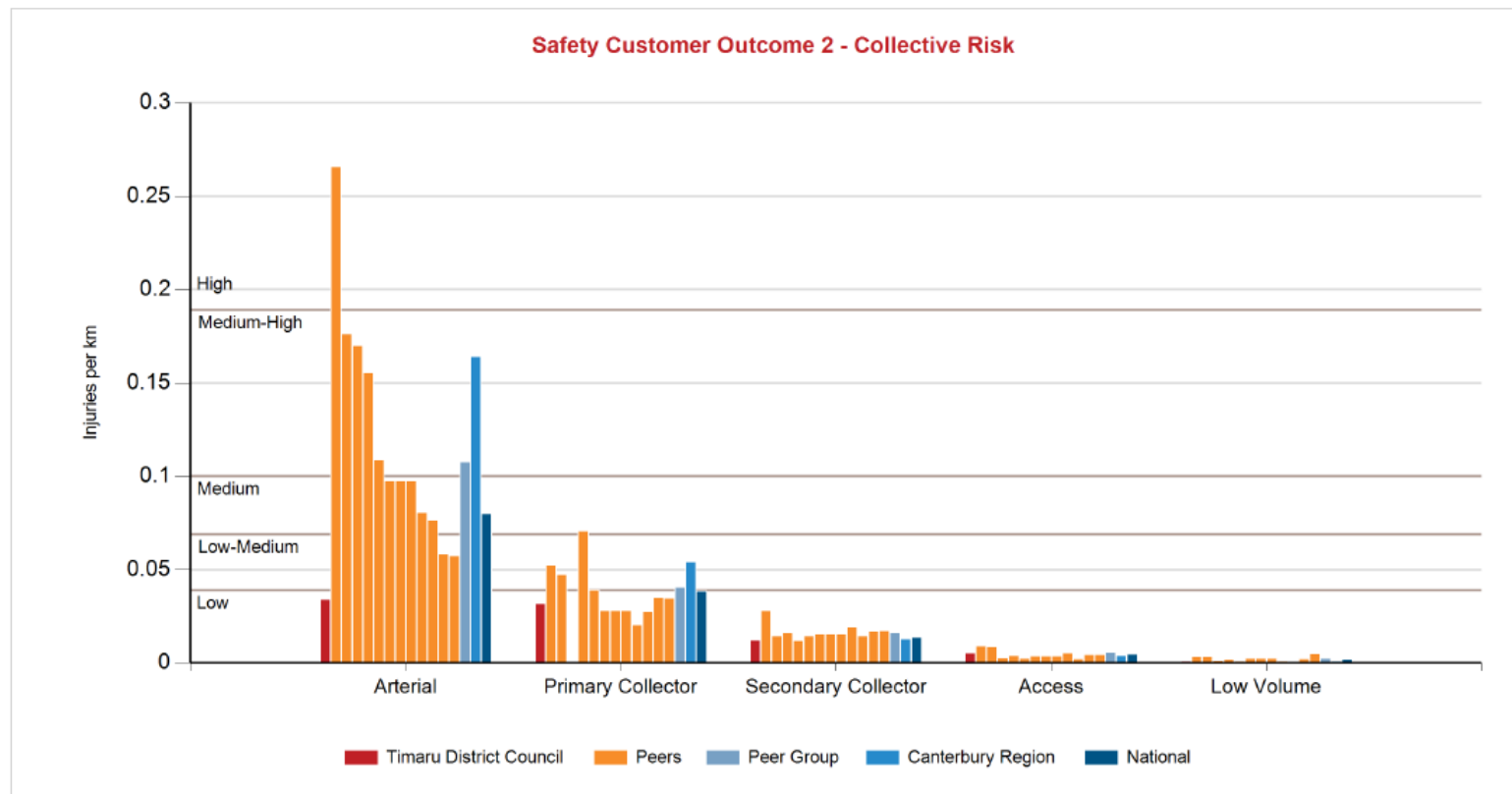


Figure 4: Serious injuries and fatalities (DSI) per km of road by ONRC category (low/medium ratings per KiwiRAP)

Safety Customer Outcome 3 - Personal Risk

Key Question: Are my personal risk ratings at the low end or high end? How does my network compare with my peers, my region and nationally?

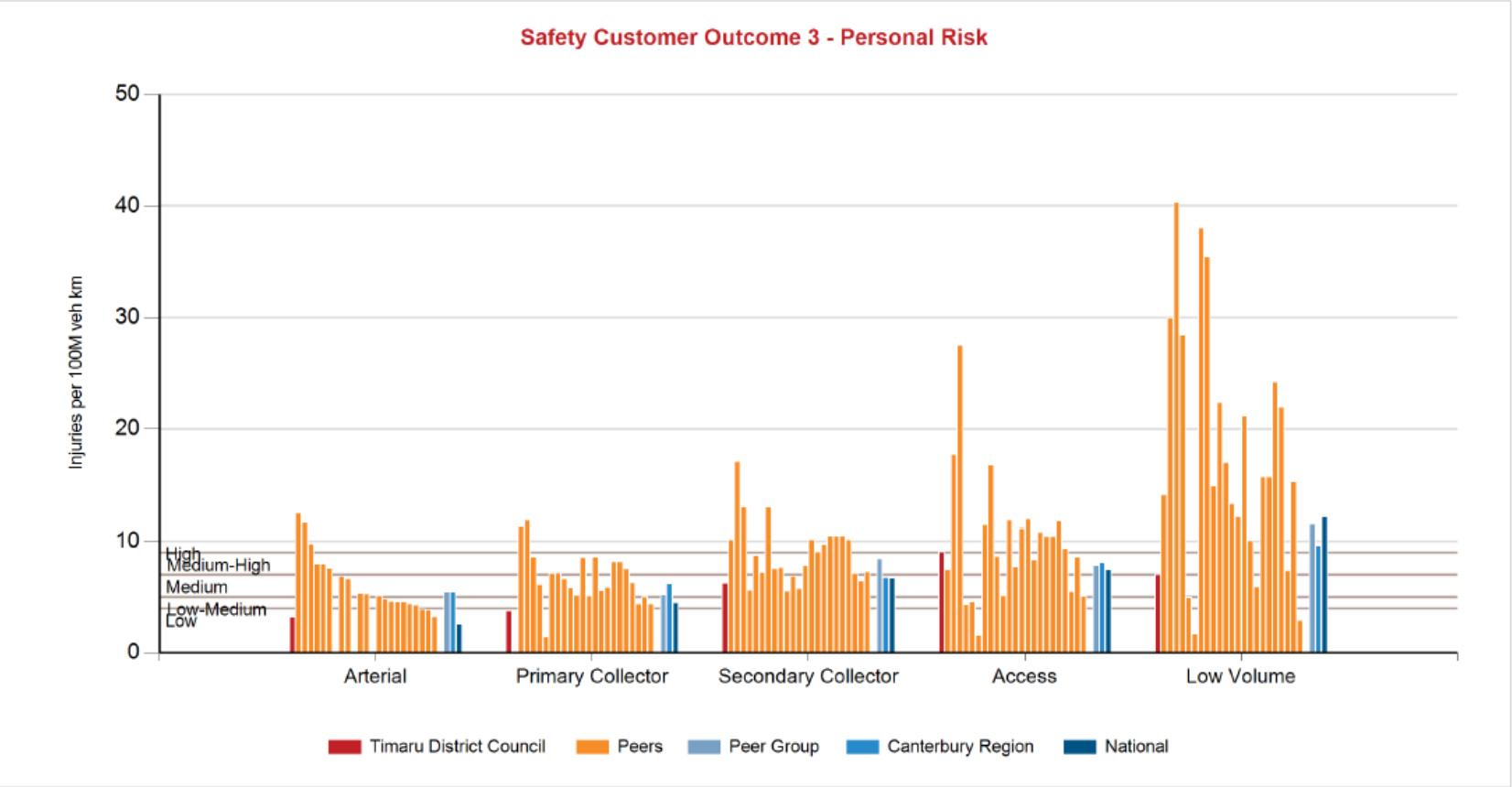


Figure 5: Fatal and Serious Injuries per 100M veh km by ONRC category (Low/medium/high ratings per KiwiRAP)

Amenity

Amenity Customer Outcome 1 - Smooth Travel Exposure (STE)

Key Question: How does my network compare nationally and against my peer group?

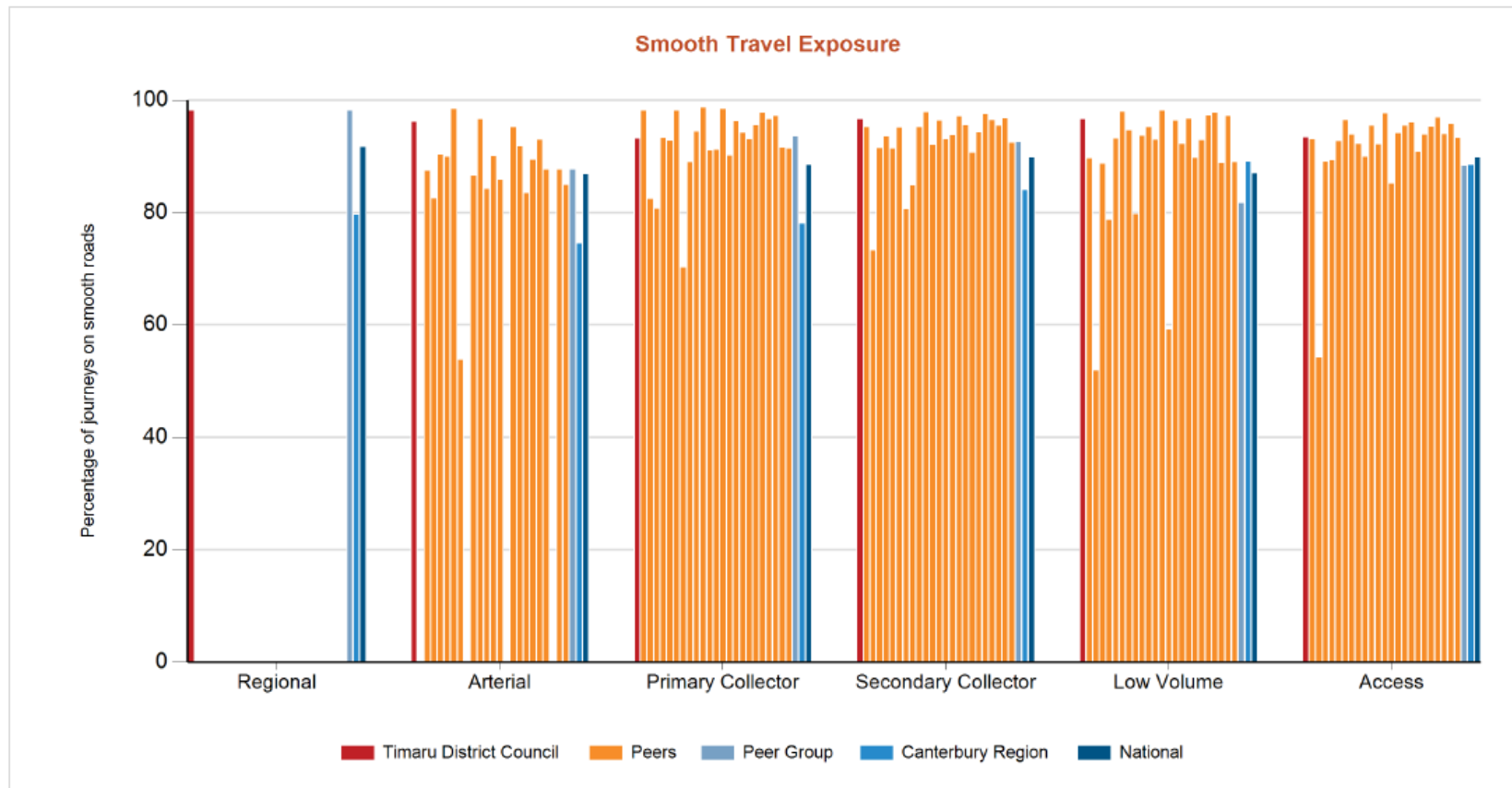


Figure 6: Smooth Travel Exposure by ONRC category (Higher percentage indicates smoother roads)

Amenity Customer Outcome 2 - Peak Roughness

Key Question: How does my network compare nationally and against my peer group?

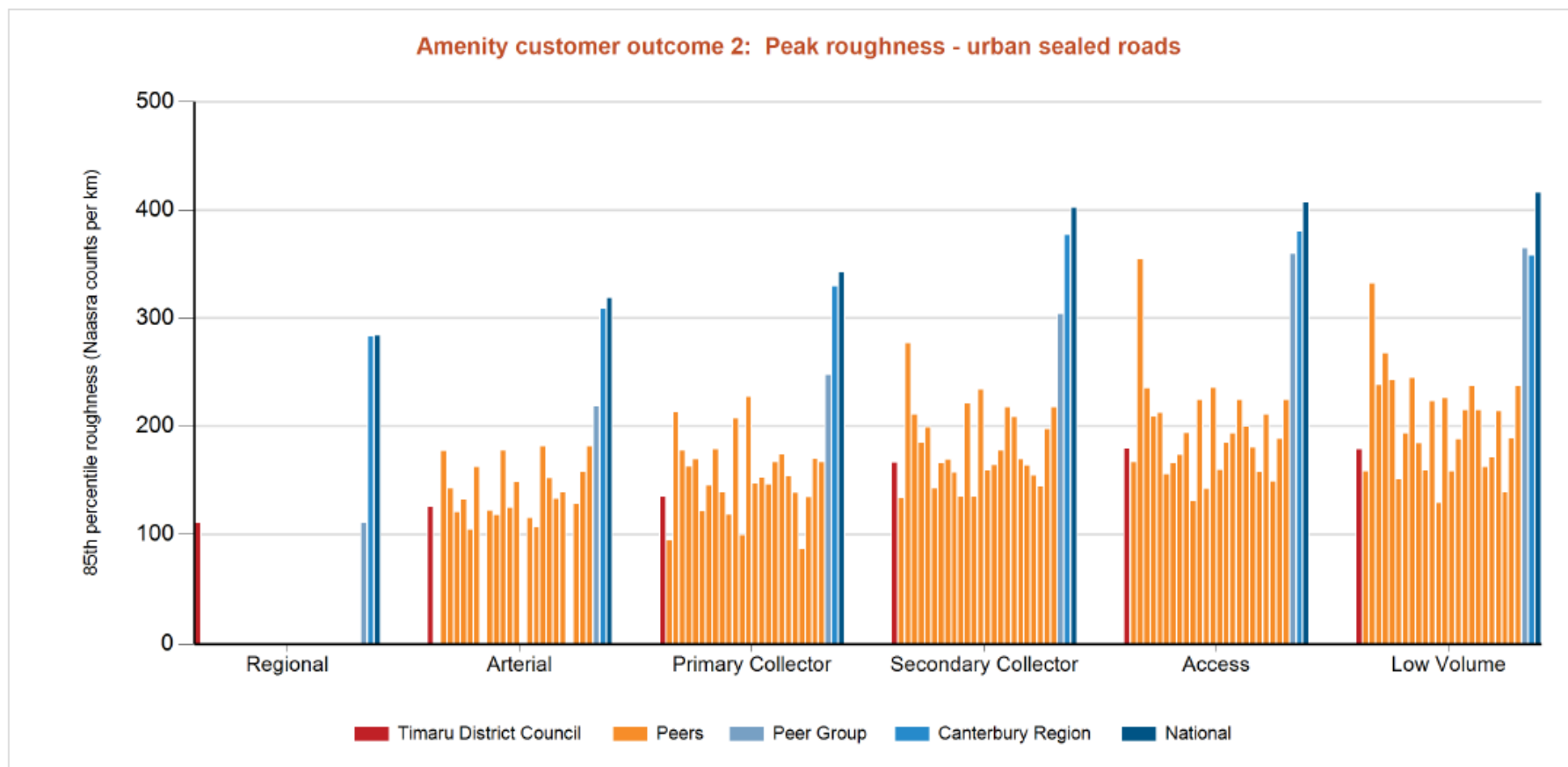


Figure 7: Peak Roughness - Urban

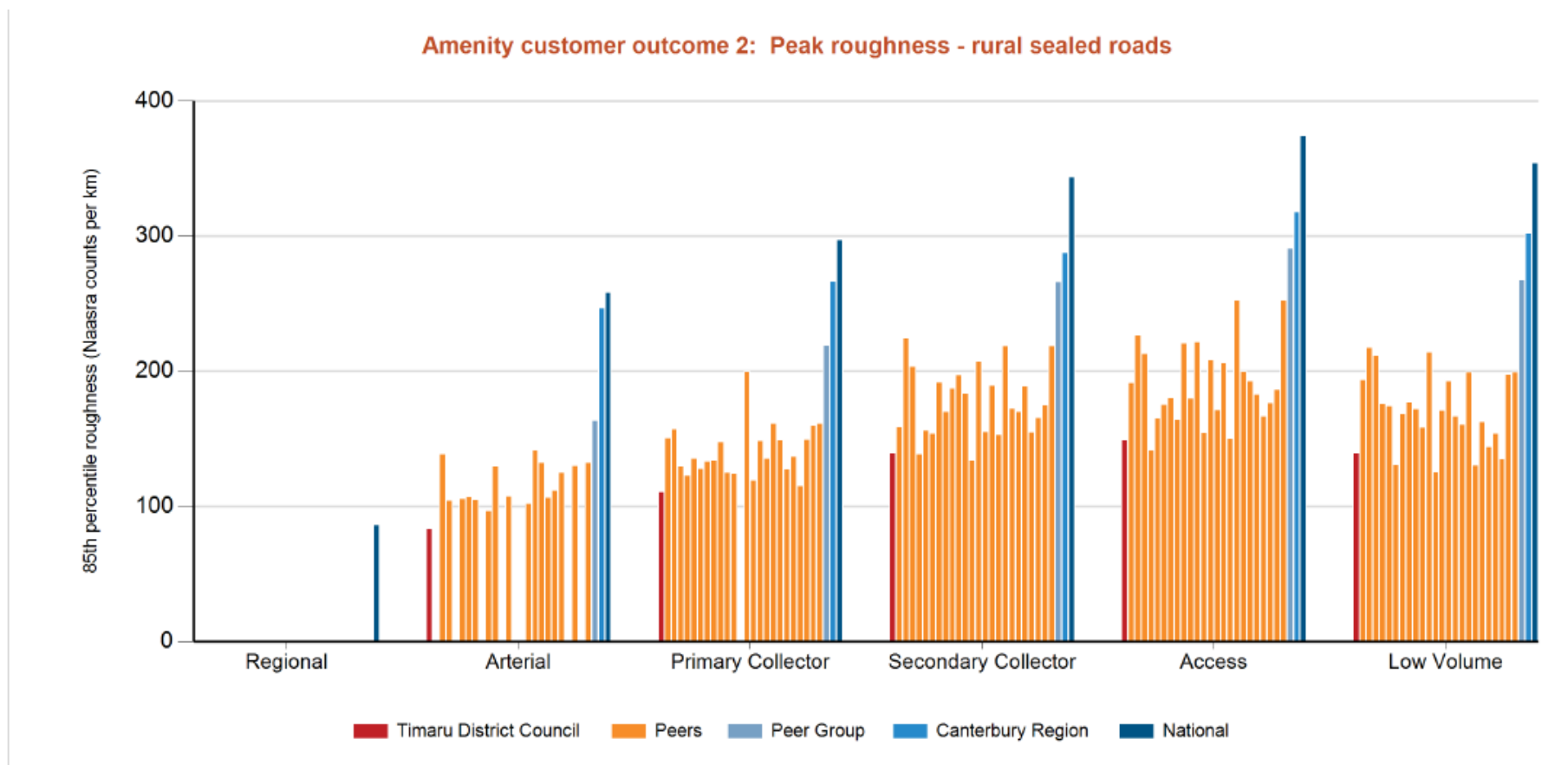


Figure 8: Peak Roughness - Rural

Cost Efficiency

Percentage of network surfacing renewed annually

Key Question: How much of my sealed network am I renewing each year in comparison with others?

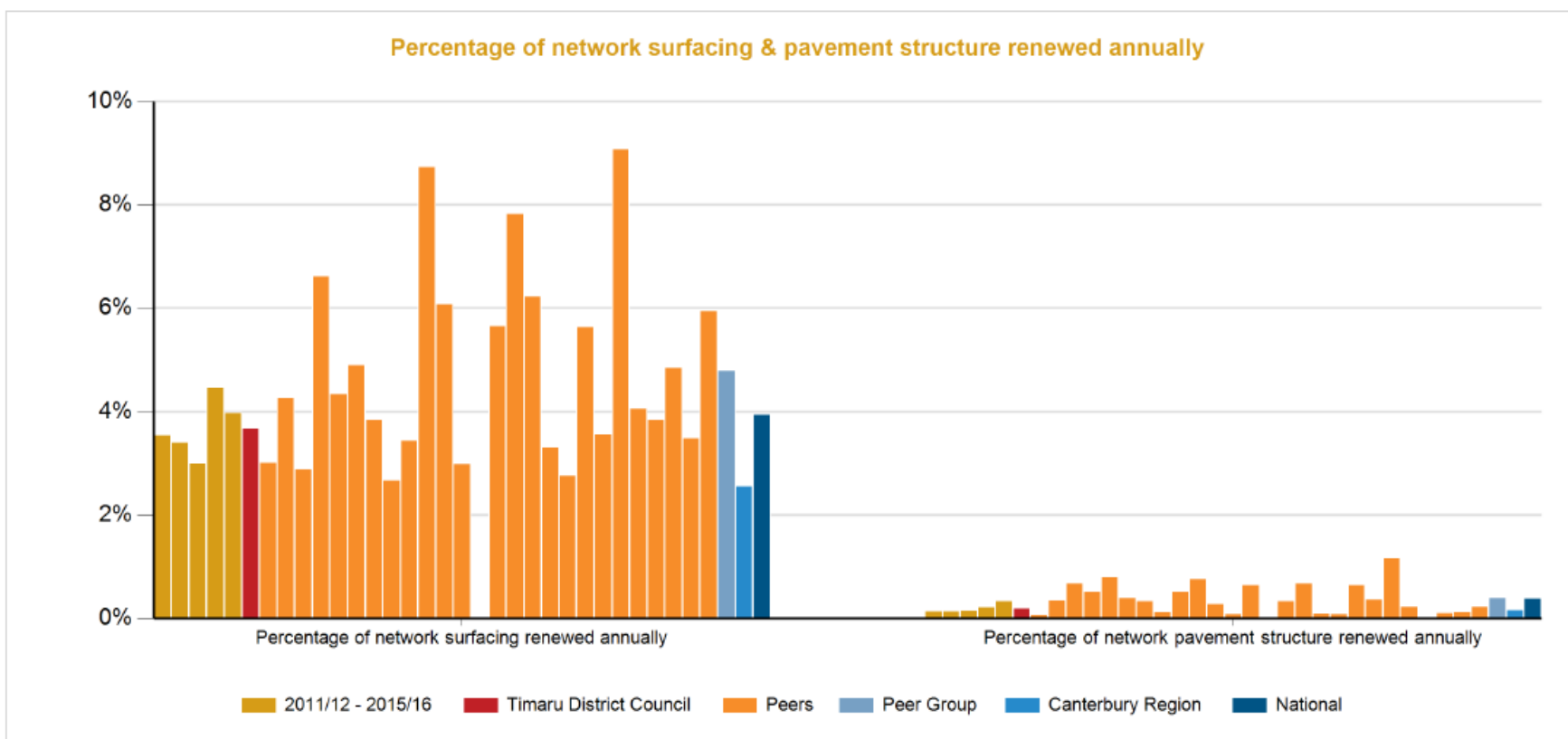


Figure 9: Annual surfacing renewal & pavement renewal percentage

Cost Efficiency 2 & 3 - Sealed road maintenance

Key Question: How does the cost of maintaining my sealed road network compare to others?

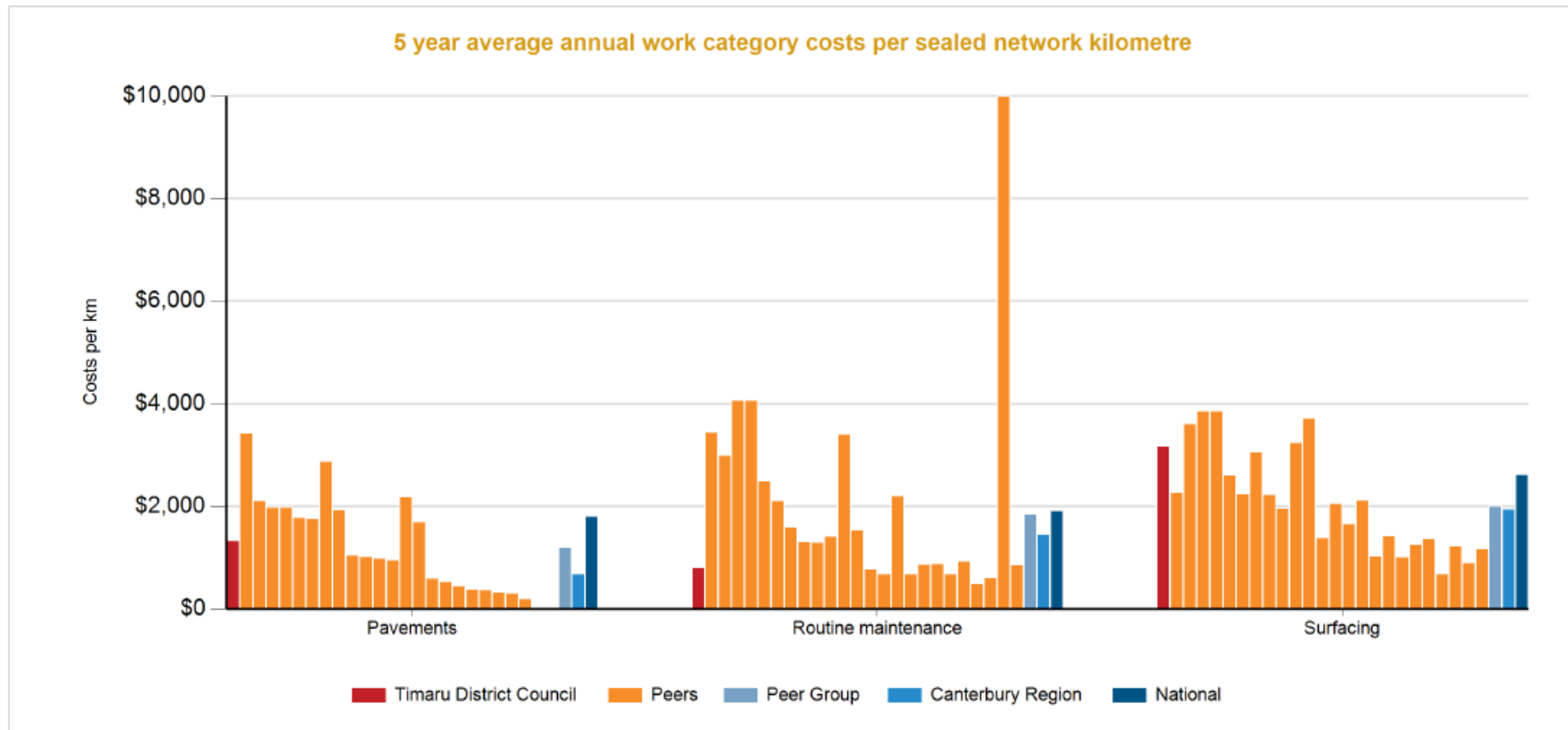


Figure 10: Sealed road maintenance costs per kilometre

Cost Efficiency 4 - Unsealed road maintenance

Key Question: How does the cost of maintaining my unsealed road network compare to others?

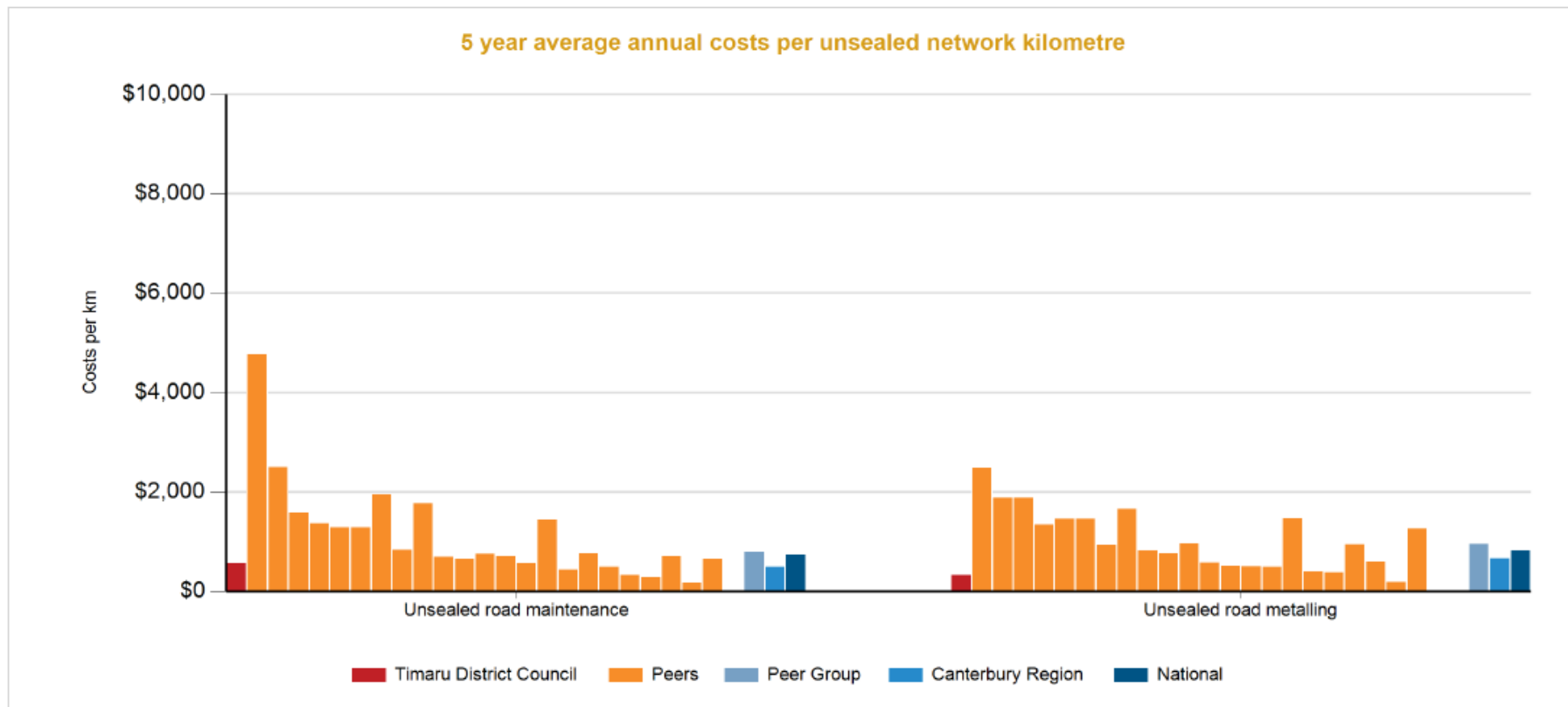


Figure 11: Unsealed road maintenance costs per kilometre