



Infrastructure Committee Meeting

on

Tuesday 30 April 2019

**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 30 April 2019, 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

30 April 2019

Agenda

Item No	Page No	
1		Apologies – Clr David Jack
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	Roading Emergency Works Unbudgeted Expenditure Funding
8	15	Dunkirk Street Trees
9		Consideration of Urgent Business Items
10		Consideration of Minor Nature Matters

**Infrastructure Committee
for the Meeting of 30 April 2019**

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 12 March 2019
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 March 2019 at 9:15am.

Present Clrs David Jack (Chairperson), Peter Burt, Nigel Bowen, Andrea Leslie, Richard Lyon, Paddy O'Reilly, Sally Parker, Kerry Stevens from 9:35am, Steve Wills and the Mayor

Apologies Proposed Clr Wills
Seconded Clr Bowen
"That the apologies from Clr Stevens for lateness and John Macdonald from the Pleasant Point Community Board be accepted."

Motion carried

In Attendance Lloyd McMillan – Temuka Community Board
Jennine Maguire – Geraldine Community Board
Chief Executive (Bede Carran), Group Manager Infrastructure (Ashley Harper), Land Transport Manager (Andrew Dixon), Policy Analyst (Fabia Fox) and Executive Assistant Infrastructure (Kate Walkinshaw)

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 Claremont Reservoir Tour, CBD Workshop "City Hub Strategy", Aorangi Stadium Trust, Citizenship Ceremony, Council Meeting, Downlands Joint Standing Committee, Museum Collection Subcommittee, Aoraki Development Workshop, District Plan Residential Zone Workshop, Temuka Community Board, District Plan Rural Zone Workshop, Meetings with Group Manager Infrastructure, site meetings on Mountain View Road, inspection of Patiti Point and Otipua Beach followed by discussions with Parks and Recreation Manager, Communication with ECan Councillor on erosion, meeting with Arowhenua Chair on Caroline Bay closure and future testing and communication, and attending a Regional Transport Committee meeting.

Proposed Clr Bowen
Seconded Clr Parker

"That the Chairperson's report be noted."

Motion carried

3. Confirmation of Minutes

Proposed Clr Leslie
Seconded Clr Parker

“That the minutes of the Infrastructure Committee meeting of 29 January 2019, be confirmed as a true and correct record.”

Motion carried

4. Receipt of Downlands Joint Standing Committee Minutes

Proposed Clr Lyon
Seconded Clr Leslie

“That the minutes for the Downlands Joint Standing Committee meeting held on 18 February 2019 be received.”

Motion Carried

5. Timaru Demand Responsive Transport Update

The Committee considered a progress report from the Land Transport Manager on the investigation of the Demand Responsive Public Transport System for Timaru. There is confidence that this service will work for Timaru and is transition critical for the demographic profile of the district.

The Committee discussed the funding aspect, while this is a fantastic project, it is a project driven by ECan which could become a National project. The rate payers in our district need to receive the full benefit of the additional government funding for footpaths. It was agreed to approach NZTA for additional funding for the project.

Proposed the Mayor
Seconded Clr Wills

“That the request from ECan for transitional funding be declined and that NZTA be approached to further discuss funding for the Demand Responsive Public Transport system.”

Motion carried

6. Geraldine-Winchester/Coach/Tiplady Roads intersection upgrade

The Committee considered a report from the Land Transport Manager to consider the approval and funding of a proposed upgrade of the intersection of Winchester-Geraldine, Coach and Tiplady Roads.

This intersection is a great safety concern and is the only project in the region to receive 75% funding from the NZTA. The substantial cost was noted, however there will be a competitive tendering process for construction work.

Proposed Clr Stevens
Seconded the Mayor

- a “That the Infrastructure Committee supports the new road safety project, Winchester-Geraldine/Coach/Tiplady intersection upgrade for an estimated cost of \$2.0 million subject to NZTA financial assistance of 75% of the project cost.
- b That this project be included in the 2019/20 Annual Plan.”

Motion Carried

7. Patiti Point Access

The Committee considered a report from the Policy Analyst in regards to options for the future management of a section of South Street at Patiti Point, including the carpark and walkway, to minimise the risk posed by ongoing cliff erosion.

The Committee agreed on the need to monitor risks, this will be an on-going issue and TDC takes climate change very seriously. Neighbouring activities need to be made aware of the issue and alternative access routes to the beach and land to be used for carparking will need to be investigated.

There is a need to liaise with ECan over the coastal erosion. A submission is currently being prepared for ECan’s Annual Plan.

Proposed Clr Wills
Seconded Clr Burt

- a “That option 2 (further site monitoring) is implemented for the future management of South Street at Patiti Point, with additional site monitoring, that vehicle and pedestrian access is closed when the trigger points are reached, and an informal carpark is created.
- b That alternative access routes be investigated.”

Motion Carried

The meeting concluded at 9:55am.

Chairperson

Infrastructure Committee
for the Meeting of 30 April 2019

Report for Agenda Item No 7

Prepared by Andrew Dixon
Land Transport Manager

Roading Emergency Works Unbudgeted Expenditure Funding

Purpose of Report

1. To consider options and confirm how the road infrastructure initial response and recovery damage repairs from the November 2018 high rainfall event will be funded.

Background

2. The South Canterbury region experienced significant rainfall events during November 2018. NIWA records show that Timaru had its second wettest November since records began 137 years ago.
3. The excessive sequential rain events resulted in a number of road and waterway flooding responses, particularly in the some of the more intense catchments in the foothills near Orari, Geraldine and the Rangitata Gorge. First response works in November required clearing debris from roads and under bridge structures, clearing of culverts, the repair of fords and fill scouring. This work was required to ensure public safety and prevent further road damage.
4. The rain event details and resulting damage photos are detailed in the attached summary (Attachment 1).
5. The reinstatement of road damage was undertaken between December 2018 and February 2019. That has involved further clearing of culverts and stream training works, seal damage renewal, bridge and culvert repairs, various slip and scour works and the removal of fallen trees from road reserve. The work was urgent to maintain an accessible and safe roading network. If not undertaken there would have been multiple road closures.
6. The final cost of the first response and repair of damage caused by the November 2018 rainfall event was \$575,000 (excluding GST). An emergency works claim for this amount was submitted to the NZ Transport Agency (NZTA) seeking additional financial assistance funding. On 26 March 2019 this emergency works claim was approved by NZTA with NZTA funding 52% (\$299,000) of the total emergency work cost.
7. The additional local share required to fully fund the initial response and damage repair of the November 2019 excessive rainfall event is \$276,000.

8. There has been an attempt to manage some of the costs associated with the November rainfall event within existing budget allocations. However, we are also required to maintain the current level of service. Road maintenance and renewals demand continues to stretch budgets and therefore the additional unexpected costs associated with the November excessive rain event are unable to be managed within current budget allocations.

Options

9. The options available are –
 - Option 1 - to fund the extraordinary expenditure associated with the November 2018 rainfall event from Council Disaster Relief fund. This fund has a current balance of \$3.5million and \$200,000 is added annually from rates.
 - Option 2 - to fund the extraordinary expenditure associated with the November 2018 rainfall event from Council Contingency fund.
 - Option 3 – To manage some expenditure within existing funding allocations where possible and acknowledge that year-end expenditure will exceed approved budgets.
 - Option 4 – a combination of options 1 to 3.

Identification of Relevant Legislation, Council Policy and Plans

10. Land Transport Management Act 2003
11. Timaru District Long Term Plan 2018-21

Assessment of Significance

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

Consultation

13. Consultation is not required in this matter.

Other Considerations

14. The last significant event that required additional funding for road response and recovery was an extreme rain event in July 2017/. The additional local share for this event was funded from the Council Disaster relief fund.

Funding Implications

15. The financial implications are outlined in the options above.

Conclusion

16. In November 2018 the Timaru District experienced excessive rainfall that resulted in damage to roads and bridges. The initial response and reinstatement of damage that has been recently completed cost of \$575,000. These works were urgently required to be completed to ensure a safe and accessible road network.
17. A claim seeking additional financial assistance for this unforeseen additional cost was submitted to NZTA. The claim was approved on 26 March 2019 providing 52% of the cost. Therefore, the local share required is \$276,000 which is unbudgeted expenditure.
18. Council must consider how the local share (\$276,000) for the roading initial response and recovery is to be funded. Three options are presented being Option 1, fund from Council Disaster Relief fund; Option 3, fund from Council Contingency fund; Option 3, overspend current operational expenditure budgets; or Option 4 being a combination of these.

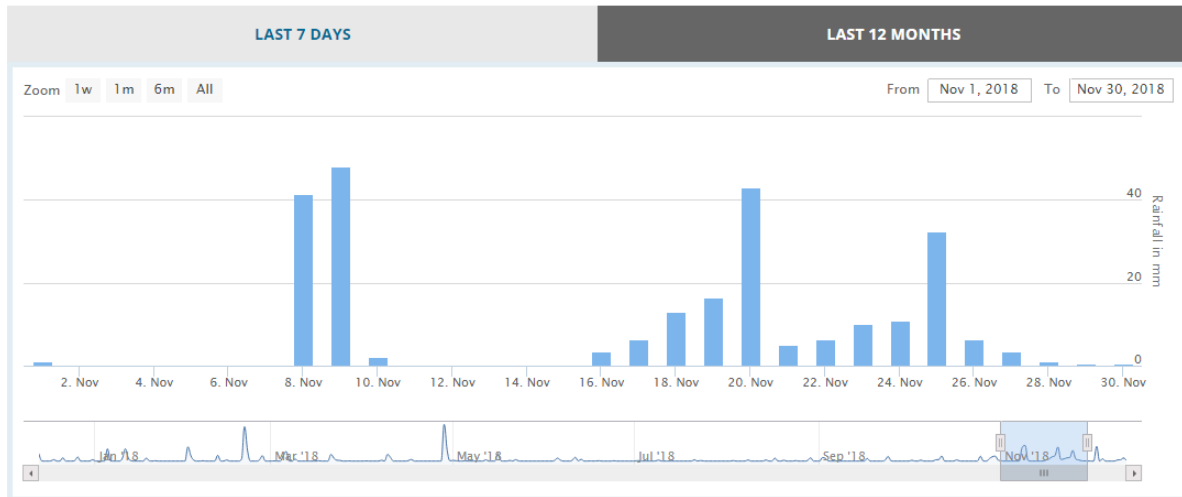
Recommendation

That the road infrastructure initial response and recovery local share costs of \$276,000 associated with the November 2018 high rainfall event be funded from the Council Disaster Relief fund.

Appendix 1 - November 2018 Rainfall Event Data and Photo's

Rainfall Data

Rainfall 252mm from Thu 01 Nov 2018 to Fri 30 Nov 2018



Source: <https://ecan.govt.nz/data/rainfall-data/sitedetails/410111>

Rawtor Creek – Rangitata Gorge Road



Rangitata Gorge



Rangitata Gorge Road



Blandswood Ford Crossing



Coal Creek Ford



Powerhouse Stream – Rangitata Gorge



School Road Bridge – Clearance and scour repair



Three Mile Bush Road



Washdyke Flat Road flooding



Infrastructure Committee
for the Meeting of 30 April 2019

Report for Agenda Item No 8

Prepared by Bill Steans
Parks and Recreation Manager

Dunkirk Street Trees

Purpose of Report

1. This report is prepared to allow consideration of the removal and replanting of the street trees in Dunkirk Street and a short section of Andrew Street in Timaru. An aerial photograph of the area is appended.

Background

2. There are 54 trees growing in the grass berm on both sides of Dunkirk Street and a short section of Andrew Street. These trees show variability in health, species and age. The larger trees being over 50 years old.
3. The species present are Silver Birch, Alder, Ash and Linden trees.
4. Alders are subject to insect infestation which induces dollops of sticky sap to be dropped which are capable of causing damage to vehicles. The Silver Birches are showing mixed health and are reported to cause allergies in some people. A number of Ash trees, growing locally, have become susceptible to an unidentified dieback in recent years. The Linden trees are the largest and their roots are damaging infrastructure as they have grown too large for the available space in these berms.
5. The girth of the larger trees is now taking up the majority of the street berm that is an important corridor for the installation of utilities. A significant water main extends from the corner of Andrew and Forth Streets and down the north side of Andrew and Dunkirk Streets before crossing to the south side of Dunkirk Street outside number 24.
6. The replacement of this water main is on hold as a suitable corridor outside the road pavement has not been available. As a result the need to replace the water main in the area has become pressing. The attached aerial photo shows the water main and other services.
7. Tree roots are damaging the road infrastructure. The lifting of the sealed surfaces increases road surface roughness and creates footpath tripping hazards. The on-going repairs are short term and costly.

8. As well as damaging the sealed surfaces, lengths of kerb and channel have suffered from on-going breakages. The lifting of the roadside channel also creates localised water ponding areas on the road that is a traffic hazard and damages the road pavement.
9. At the former District Services Committee meeting on 14 June 2016 a report about the scale of the urban street trees renewals programme was received. The Committee resolved to address problem trees and increased the budget from \$50,000 to \$80,000 per annum for policy implementation.
10. In 2016 a number of Councillors visited the site as part of the District tour. At the time they informally acknowledged the issues and the need to address them. Possible removal of the trees and selective replacement with more appropriate species in more appropriate locations was discussed. Since then trees in Grasmere and Chaucer Streets have been replaced with other streets to be addressed as budget allows.

Options

11. The options are (all costs are GST exclusive) –
 - Option 1 – Remove the trees on the north side of Andrew Street from Forth Street to Dunkirk Street and all street trees in Dunkirk Street. These would be replaced with more appropriate trees on the south side of Dunkirk Street and two adjacent neighbourhood parks adjoining Dunkirk Street. The need to retain a utility corridor on the north side of Dunkirk Street and Andrew Street from Dunkirk to Forth Streets means that trees cannot be replanted there. This is the preferred option and involves removing 54 trees and replanting 39 trees. The total cost of tree removal and replanting is \$71,000.00.
 - Option 2 – Remove the trees on the north side of Andrew Street from Forth Street to Dunkirk Street, the trees on the north side of Dunkirk Street to the bend at the eastern end of the street and the two trees on the south side outside 24 Dunkirk Street and the neighbouring park. Replanting of trees is not desirable in these locations because of the utility corridor. This does not address the damage arising from the trees in the balance of Dunkirk Street. In this option 28 trees would be removed and 10 replanted in adjacent parks. The total cost of tree removal and replanting is approximately \$31,200.00.
 - Option 3 – The status quo. This would not address any of the issues and would be more expensive over time with the need for on-going short term repairs. It would also mean that the ability to replace utilities would be adversely impacted.

Identification of Relevant Legislation, Council Policy and Plans

12. The Utilities Access Act 2010 governs how transport and utility corridors are managed and requires both corridor managers and utility operators to comply with the New Zealand Code of Practice for the installation of utilities.
13. The Electricity (Hazards from Trees) Regulations 2003 prescribes distances from electrical conductors (cables) within which trees must not encroach and assigning liability if the rules are breached. This means that costs of remedying damaged power cables can be recovered.
14. The Urban Street Trees Policy addresses planting, maintenance, removal and replacement of street trees. Decisions relating to the removal and replanting of healthy mature or high profile trees are delegated to the Infrastructure Committee.

Assessment of Significance

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

Consultation

16. Requests to remove and replace the trees identified in this report have been received from infrastructure managers, specifically the Drainage and Water Manager and the Land Transport Manager.
17. The Group Manager Infrastructure and elected members were consulted in 2016.
18. A comprehensive communications plan has been prepared. This plan incorporates consulting with immediate neighbouring residents and property owners of the identified trees. This consultation is being carried out to advise of the proposal and if it proceeds, these parties will have input into the choice of replacement trees.

Other Considerations

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

Funding Implications

20. The cost of removing the trees for either option can be funded in this financial year. Depending on the option chosen, the replanting may need to be delayed until Spring when it can be funded in the next financial year and optimise planting success.

Conclusion

21. The trees identified in this report have created a number of issues with many of them being too large for the available space. This has caused damage to infrastructure and delayed the renewal of a water main.

22. All trees have issues and the only way to fully address the problem is to replace all trees.
23. The Urban Street Trees Policy identifies that smaller growing species which are not likely to cause damage to infrastructure are more appropriate for this situation.

Recommendations

- a That consideration be given to removing all 54 street trees in Dunkirk Street and the northern side of Andrew Street from Dunkirk Street to Forth Street, and;**
- b That more appropriate trees are replanted in Dunkirk Street, outside the utilities corridor and in adjacent neighbourhood parks.**

Tree trunk taking up full width of berm



Variability of trees



Larger trees only half potential size



Damage to pavement



Tree roots exposed



Dunkirk Street Trees & Utility Services



- Legend**
- Urban Stormwater Mains
 - Water Mains
 - - - Water Laterals
 - - - - - Abandoned Water
 - Sewer Mains
 - - - Sewer Laterals
 - - - - - Abandoned Sewer
 - - - Stormwater Laterals
 - - - - - Abandoned Stormwater

0 50 100 200 Meters

Legend: - Adjacent Parks able to accommodate trees.



