



# **AGENDA**

## **Extraordinary Infrastructure Committee Meeting Tuesday, 17 December 2019**

**Date** Tuesday, 17 December 2019

**Time** 12.00pm

**Location** Council Chamber  
Timaru District Council Building  
2 King George Place  
Timaru

**File Reference** 1304886

## **Timaru District Council**

**Notice is hereby given that a meeting of the Extraordinary Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru, on Tuesday 17 December 2019, at 12.00pm.**

### **Infrastructure Committee Members**

Clrs Sally Parker (Chairperson), Paddy O'Reilly (Deputy Chairperson), Allan Booth, Peter Burt, Barbara Gilchrist, Richard Lyon, Gavin Oliver, Stu Piddington, Steve Wills and Nigel Bowen

Quorum – no less than 6 members

### **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.

Ashley Harper  
**Group Manager Infrastructure**

**Order Of Business**

<b>1</b>	<b>Apologies .....</b>	<b>5</b>
<b>2</b>	<b>Identification of Items of Urgent Business.....</b>	<b>5</b>
<b>3</b>	<b>Identification of Matters of a Minor Nature .....</b>	<b>5</b>
<b>4</b>	<b>Declaration of Conflicts of Interest .....</b>	<b>5</b>
<b>5</b>	<b>Chairperson’s Report .....</b>	<b>5</b>
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	6.1 Arundel Belfield Road Seal Extension .....	6
<b>7</b>	<b>Consideration of Urgent Business Items.....</b>	<b>10</b>
<b>8</b>	<b>Consideration of Minor Nature Matters.....</b>	<b>10</b>



- 1      Apologies**
- 2      Identification of Items of Urgent Business**
- 3      Identification of Matters of a Minor Nature**
- 4      Declaration of Conflicts of Interest**
- 5      Chairperson's Report**

## 6 Reports

### 6.1 Arundel Belfield Road Seal Extension

**Author:** Andrew Dixon, Land Transport Manager

**Authoriser:** Ashley Harper, Group Manager Infrastructure

#### Recommendation

1. That funding of the seal extension of 4.4km of Arundel Belfield Road between SH79 and SH1 (Option 2) for the total sum of \$850,000 excluding GST be approved and additional maximum \$650,000 seal extension funding be included as a modification to the 2019/20 budget.
2. That the source of funds be determined during the 2020/21 budget process
3. That any NZTA financial assistance received for this work be used to offset this amount.

#### Purpose of Report

- 1 To consider the seal extension of a unsealed section of Arundel Belfield Road and request the Infrastructure Committee to approve funding for this work.

#### Assessment of Significance

- 2 This project has low significance under the Council's Significance and Engagement Policy. However, the issue has high significance for all road users in the event of State Highway 1 being impassable at Rangitata as this road becomes a key component of the detour route.

#### Background

- 3 The recent flood event of the Rangitata River and subsequent river breakouts that resulted in State Highway 1 (SH1) and State Highway 79 (SH79) being impassable has highlighted the need to provide a greater transport network resilience.
- 4 The closure of SH1 and SH79 due to flooding and road damage necessitated the detouring of all north and southbound traffic to use route 72 and the Arundel bridge. This was the only alternative across the Rangitata River to link the lower South Island with Christchurch and north.
- 5 Arundel Belfield Road proved to be a vital detour road during the closure of SH1. This road was carrying one way southbound traffic with the northbound traffic using Orari Station Road through Geraldine. The one lane Orari River bridge on SH79 did not have sufficient capacity for the volumes of traffic using the detour and therefore the north and southbound traffic was required to be split.

#### Discussion

- 6 The detour route involved the use of Arundel Belfield Road, normally a low volume local access road. This road provided a direct link from Route 72 to SH1. The 13km length of Arundel Belfield road includes 8.9km of unsealed road. The traffic on this road is normally an average

daily traffic volume of approximately 60 vehicles per day but during the detour period traffic was estimated to be 8,000 vehicles per day.

- 7 The unsealed sections required constant watering to mitigate dust and regular top up's of road aggregate to ensure a robust and safe driveable surface. This constant work increased travel times.
- 8 The NZ Transport Agency has indicated that the reopening of SH1 is subject to river flows remaining low as permanent protection works have not been undertaken. Should the river rise again the agreed detour route will be the use of Arundel Belfield Road once again.
- 9 To improve resilience of this road and contribute to the overall resilience of the transport network through our district it is proposed to seal the unsealed section of Arundel-Belfield Road.

### **Options and Preferred Option**

- 10 There are three options available for consideration. It is important that the seal extension be designed for heavy traffic as part of the designated detour.
- 11 Option 1 is to seal the 8.9km unsealed section of Arundel Belfield Road to provide a sealed surface for the entire length from SH1 to Route 72 that is the most direct and shortest route. This is a total estimated cost of \$1,600,000 excluding GST. This option is not recommended.
- 12 Option 2 is to seal part of Arundel Belfield Road from SH79 south. This section of road is 4.4km in length with an estimated cost of \$850,000 excluding GST. With this option the detour route would utilise part of SH79 from Route 72 and "dog-legging" back onto the southern section of Arundel Belfield Road. This option is a slightly longer distance and travel time than Option 1 but is considered acceptable. This option is considered the do minimum and preferred option.
- 13 Option 3 is to maintain the current unsealed sections of Arundel Belfield Road by renewing the gravel surface layer ensuring the road surface is well maintained. The suitability of a resilient detour route is considered poor and would require a high level of maintenance is used. This option is not recommended.

### **Consultation**

- 14 It is considered that consultation is not required and would generally be supported by the community and particularly adjoining land owners.

### **Relevant Legislation, Council Policy and Plans**

- 15 Council's seal extension policy states that Council will fund seal extensions in extraordinary circumstances. It is considered that this criteria is met.
- 16 The Land Transport Management Act 2003 and NZTA funding policy outlines the criteria for financial assistance.

### **Financial and Funding Implications**

- 17 There is \$200,000 unallocated funding in the Approved 2019/20 Seal Extension budget. This funding is part of an annual provision for Council funded and approved seal extension projects.
- 18 This unallocated seal extension funding would be used towards the cost of this project. The maximum additional funding required based on option 2 would be \$650,000. However, NZTA financial assistance is likely to reduce this to \$216,500. This unbudgeted expenditure could

be funded from the Council contingency fund or the disaster recovery fund. Another option is to bring forward the 2020/21 budget allocation of \$330,000 as per the Approved Council Long Term Plan.

- 19 It should be noted that there is a significant amount of road and bridge response and repair costs associated with the Rangitata River flood event that will be partially funded by NZTA. The local share of these costs (preliminary estimate \$800,000) are unbudgeted expenditure that Council may choose to also fund from the disaster relief fund.
- 20 Given the driver and outcome of the proposed seal extension of Arundel Belfield Road being to improve the road network resilience including being used as a SH1 detour, NZTA financial assistance is possible. A funding application and business case based on recent events will be submitted to NZTA. The default financial assistance rate should NZTA approve the seal extension project is 51% but a higher rate will be requested given the importance of the route and the inter-regional significance of the detour.
- 21 If NZTA financial assistance is approved the local share will be 49% of the estimated costs, being \$784,000 for option 1 (full seal extension) or \$416,500 for option 2 (partial seal extension). Option 1 is unlikely to be funded by NZTA.

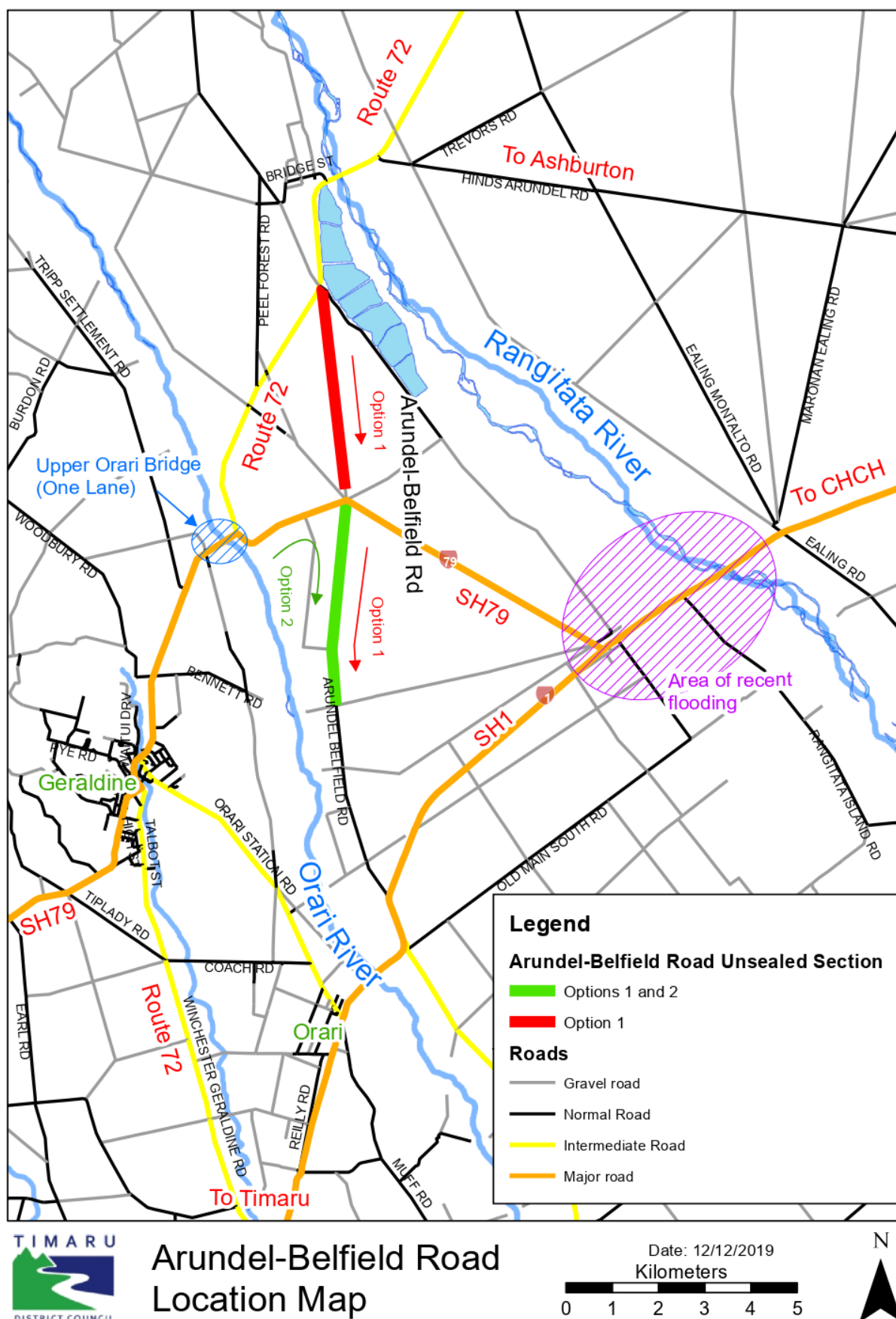
### Other Considerations

- 22 Seal extensions have a benefits to road user safety as sealed roads are generally safer to drive on. There are also benefits to health and the environment with the reduction in dust when the road is sealed.

### Attachments

1. **Proposed Arundel Belfield Seal Extension Options**  





- 7      Consideration of Urgent Business Items**
- 8      Consideration of Minor Nature Matters**