



Geraldine Community Board Meeting

Commencing at 7.30pm

on

3 October 2018

Geraldine Library/Service Centre

78 Talbot Street

Geraldine

Timaru District Council

Notice is hereby given that a meeting of the Geraldine Community Board will be held in the meeting room, Geraldine Library/Service Centre, Talbot Street, Geraldine, on Wednesday 3 October 2018, at 7.30pm.

Local Authorities (Members' Interests) Act 1968

Community Board 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

Geraldine Community Board

3 October 2018

Agenda

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**Geraldine Community Board
for the Meeting of 3 October 2018**

Report for Agenda Item No 7

**Prepared by Joanne Brownie
Council Secretary**

Confirmation of Minutes

Minutes of the 22 August 2018 Geraldine Community Board meeting.

Recommendation

That the minutes of the Geraldine Community Board meeting held on 22 August 2018, be confirmed as a true and correct record.

Timaru District Council

Minutes of the Meeting of the Geraldine Community Board, held in the Meeting Room, Geraldine Library / Service Centre on Wednesday 22 August 2018 at 7.30pm

Present	Wayne O'Donnell (Chairperson), Clr Kerry Stevens, Janene Adams, Jan Finlayson, Jarrod Marsden, Gavin Oliver
In Attendance	Land Transport Manager (Andrew Dixon), and Secretary (Kate Walkinshaw) Pauline Denzey – public forum Hugh McCafferty – Geraldine News
Apology	Jennine Maguire

1. **Public Forum - Central Business District Signage**

Pauline Denzey approached the Board for an update on the Geraldine Town Centre Refresh Project. With the limited budget available and the desire for consistency in the town centre, Pauline put forward some ideas and draft designs for cost effective upgrades. Her suggestions included turning old bollards into planters and painted black, refurbishing existing assets ie seating, verandahs and parking signs to be repainted, the new metal structures to be used as directional/business guidance and the possibility of having wrought iron hanging signs.

The Chairperson ran through the description and costs of work that has been approved by Council noting most of Pauline's ideas can be included in the allocated budget. The Land Transport Manager explained the refresh project. The only potential issue is the suggested works Pauline requested for privately owned buildings, as it is inappropriate to spend the allocated public budget on privately owned buildings. The Land Transport Manager agreed to arrange for a Land Transport team member to speak with Pauline with a view to progressing the ideas.

2. **Identification of Matters of a Minor Nature**

The Board agreed to discuss the Transportation Strategy, Main North Road developments – single lane bridge and Rangitata improvements as matters of minor nature.

3. **Declaration of Conflicts of Interest**

No conflicts of interest were declared.

4. **Chairperson's Report**

The Chairperson reported on meetings he had attended and duties he had carried out on behalf of the Board since the last meeting, including Council Standing

Committee meetings, Heritage drop-in information day, chaired public meeting regarding Art, numerous Geraldine Combined Sports PLG meetings re sports facility review, Geraldine High School students Wellington trip, Go Geraldine meeting and AGM, Geraldine Vintage Car and Machinery Club meeting and AGM, Geraldine Vehicle Trust meeting and AGM, Historical Museum AGM, NZTA meeting re State Highway, Timaru District Council 150 year celebrations, medical students meeting, discussions with Timaru District Council staff on various matters, discussions with building owners, kerb and channel site visit, report on Geraldine service centre furniture upgrade.

5. **Confirmation of Minutes**

Proposed Clr Kerry Stevens
Seconded Gavin Oliver

“That the minutes of the Geraldine Community Board meeting held on 30 May 2018, be confirmed as a true and correct record.”

Motion Carried

6. **Consideration of Minor Nature Matters**

Transportation Strategy

The Land Transport Manager provided an update on the Transportation Strategy, Abley Transportation Consultants have been contracted to prepare a transportation model and strategy. Also included in the model is the Upper Orari Bridge in the view of potential for two lanes in the future. Unfortunately this project is no longer on the State Highway programme due to Government changes now focussing on safety, walking, and cycling for example. A business case is still to be put forward to try to secure funding. NZTA has installed two cameras on SH79 on either side of the bridge to collect data on traffic volumes. The model is in its early stages and will include the potential relocation of the State Highway and potential routes for walking and cycling.

Main North Road Developments

The Land Transport Manager has consulted with NZTA and funding is likely to be made available for State Highway 79 improvements from north of Geraldine to Woodbury. They are also undertaking the design of the project, likely to include widening of shoulders, cycle lanes and improvements to keep the carriageway clear. The timeframe for improvements will be this financial year.

7. Rangitata Improvements

There are plans for State Highway 1 road improvements to Rangitata which include increasing the length of merge lanes, median strips and installing active speed reduction signs.

Janene Adams provided an update to the Board on discussions she has had regarding changing the speed limit to 60km and making Rangitata look more like a township to encourage better driving behaviours.

Proposed Jan Finlayson
Seconded Clr Kerry Stevens

“That the Geraldine Community Board endorses the proposed design change plans at the Rangitata/Highway 79 intersection for safety and reduction in speed in that area.”

Motion Carried

8. Board Members' Reports

Board members reported on meetings they had attended and duties they had carried out on behalf of the Board since the last meeting, including Medical Students meeting, Timaru District Council 150 year celebrations, Geraldine Arts Council, Christmas Light Motif, Signage meetings with Combined Signage Group, Creative Communities, OTOP Zone Committee, Agrecovery Recycling event, Chaired Geraldine District Promotions Trust meeting, Geraldine Anzac Commemorations Trust meeting, Geraldine Combined Sports meeting re Community Hub feasibility, Geraldine Community Patrol AGM, Earthquake Prone Buildings workshop, Geraldine Heritage Buildings drop-in session, Geraldine Historical Museum AGM, Geraldine Public Art meeting, Geraldine High School Shakespeare group evening, met staff/Community Board members regarding State Highway 79, Civil Defence coordinators meeting, interviewed by Geraldine News reporter Hugh McCafferty, liaised with several local groups and residents over various issues and liaised with Timaru District Council staff over several local matters.

Janene Adams advised the Board that, along with the help of the SC Road Safety Coordinator and NZTA, a request has been made to Google Maps to change the GPS route to direct traffic to turn at Rangitata onto State Highway 79 as opposed to the turn off at Orari Station Road then along Coach Road. Google has advised that the route has now been changed and the changes should be visible online in about 3–4 days.

Janene Adams also provided an update on the Combined Signage Group meeting where the group discussed having personalised “Welcome to Geraldine signs”. It was suggested that a town logo be created with icons of what is available in Geraldine.

Proposed Wayne O'Donnell
Seconded Jan Finlayson

“That the Geraldine Community Board recommends that the funding for the Geraldine Signs project is carried forward to this financial year as the works are ongoing.”

Motion Carried

The meeting concluded at 8:55pm.

Chairperson

Legislation

- Local Government Act 2002
- Building Act 2004
- Building (Earthquake-prone Buildings) Amendment Act 2016

Sections 133AE (1)(e) and (f) of the Building Act 2004 describe when certain buildings should be prioritised based on community consultation. These are:

- parts of URM buildings that could fall in an earthquake onto certain thoroughfares with sufficient vehicular or pedestrian traffic to warrant prioritisation
- buildings that could collapse and impede transport routes of strategic importance.

Assessment of Significance

7. The matter has medium significance as assessed against the Council's Significance and Engagement Policy. The community as a whole has a stake in the process that determines priority thoroughfares and strategic routes, and ultimately priority buildings. The proposal is likely to hold more significance for residents and building owners on the priority thoroughfares and strategic routes.
8. The Building Act 2004 requires the Council to use a Special Consultative Procedure (SCP) to consult on the Proposal, despite any assessment of significance.

Consultation

9. Legislation requires that the SCP is used to determine the prioritisation of thoroughfares and strategic routes and therefore priority buildings.
10. A mailing list has been prepared including local iwi, emergency services organisations, and key individuals and organisations who are anticipated to have a special interest in the proposal.
11. The process of consultation will allow Council to hear views from members of the community and take those views into consideration during its decision making.
12. Consultation on the Statement of Proposal will include:
 - A summary of the proposal delivered via the Courier on Thursday 27 September to all Timaru District residents.
 - Mail-out to stakeholders
 - Availability through the Council offices, libraries and website.
 - Publicity via media releases, Facebook etc.
13. Key dates for the consultation process are:

27 September 2018	Statement of Proposal released for consultation and submissions open
29 October 2018	Submissions close

20 November 2018	Council considers submissions (<i>hearing if required</i>)
December 2018	Council decision

Other Considerations

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

Funding Implications

15. Consultation on this matter has been budgeted for.

Conclusion

16. Council is required to use the Special Consultative procedure to provide the public with the opportunity to make submissions and offer feedback on the proposed prioritisation of thoroughfares and strategic routes.

Recommendation

That the Statement of Proposal “Identifying Timaru District’s Priority Buildings - identification of priority thoroughfares and strategic routes” - be received and noted and any feedback on the proposal is considered.

Making our Communities Safer: Identifying Timaru Districts Priority Buildings



Submissions close 5.00pm Monday 29 October 2018

www.timaru.govt.nz

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Purpose of this Statement of Proposal

This Statement of Proposal is seeking public feedback on the identification of priority thoroughfares and strategic routes, as required under the Building Act 2004.

The consultation uses the Special Consultative Procedure under section 83 and 87 of the Local Government Act 2002. The special consultative procedure gives the public an opportunity to make submissions and provide feedback on the proposal. Once the submission period closes, Council will conduct hearings for anyone who wishes to speak in support of their submissions.

It includes making publicly available –

- The proposal and the rationale behind this;
- Other reasonably practicable options; and
- A description of the consultation and submission process, including the period within which views on the proposal may be provided.



A new way

New Zealand is more prone to earthquake events than some other parts of the world. Events in recent years have led to a review of how we can best manage and lower the risk to public safety that is currently posed by certain buildings in the event of an earthquake.

Out of this review came the Building (Earthquake Prone Buildings) Amendment Act 2016. This Act and its methodology has introduced a consistent system has been introduced across New Zealand for identifying and remediating Earthquake-Prone buildings.

The assessment of earthquake-prone buildings is based on seismic risk areas – high, medium and low. Timaru District has been assessed as a medium seismic risk area. The legislation introduces set timeframes to assess and remediate buildings.

It focuses on the most vulnerable buildings in terms of public safety, primarily non-residential buildings; although it does include larger residential buildings of 2 or more storeys containing 3 or more household units.

Go to www.timaru.govt.nz and search "Earthquake-Prone buildings" to access all relevant links to the legislation and related information.

See www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings for information on the new regime around earthquake-prone buildings.

What's this consultation all about?

To make our communities safer, the legislation requires Councils to identify what are called 'Priority Buildings'.

Priority buildings pose a high risk to life safety, or are critical to recovery in an emergency.

Some buildings are automatically categorised as priority buildings based on their purpose (e.g. hospitals, emergency response services such as police).

Other buildings may be identified as priority buildings due to their proximity to priority thoroughfares and strategic routes and their potential for failure in an earthquake.

To identify priority buildings we must first identify priority thoroughfares and strategic routes.

A thoroughfare may warrant prioritising due to its high pedestrian and vehicle movements, and if it is at risk if an Unreinforced Masonry Building (URM) was to collapse on it during an earthquake.

A Strategic route may warrant prioritisation if the route would be blocked should a URM collapse on it during an earthquake, preventing emergency response. These strategic routes are routes for emergency services to gain access after an event, and are essential for a number of reasons, most importantly saving lives. Buildings impeding a strategic transport route in an earthquake could delay an emergency response to the detriment of the community (i.e. loss of life, if access to emergency care is not possible).

As part of this process we are seeking your views on the routes you use the most when you travel in a vehicle, bike or on foot.

Our proposal

The attached maps show the areas we propose as priority thoroughfares (marked blue) and strategic routes (marked red) in the Timaru District.

We applied one or more of the following criteria to identify roads, footpaths or other thoroughfare that could be priority thoroughfares or strategic routes.

These areas have been proposed due to the higher concentration of Unreinforced Masonry Buildings (URMs) in relation to strategic routes and priority thoroughfares.

(Note: The maps only show the location of emergency service buildings within these areas.)

1. High pedestrian areas (people not in vehicles)

Description of use	Description of area	Example of application
Areas relating to social or utility activities	Areas where shops or other services are located	City and suburban areas with shops, cafes, restaurants, bars, theatres, shopping area on the main street, community centre
Areas relating to work	Areas where concentrations of people work and move around	Areas around office buildings or other places of work where there is a concentration of workers
Areas relating to transport	Areas where concentrations of people access transport	Areas around transport hubs, bus stops, car parks, tourist centres
Key walking routes	Key walking routes that link areas where people are concentrated	Routes from transport hubs or other areas relating to transport to areas where shops, other services or areas people work are located

2. Areas with higher vehicular traffic volumes (people in motor vehicles/on bikes)

Description of use	Description of area	Example of application
Key traffic routes	Key traffic routes regularly used by vehicles including public transport	Central business district streets, well trafficked suburban streets, main street, arterial routes, section of state highway, heavy use bus routes
Areas with concentrations of vehicles	Areas where high concentrations of vehicles build up	Busy intersections, areas where traffic builds up at peak hours

3. Emergency routes likely to be used by emergency services in:

- transiting from their bases to areas of need in a major event and/or
- optional routes to enable Emergency services to access hospital/medical centres from all parts of the CBD when at least one building located on them that, if it collapsed, would impede the route.

4. Potential for part of an unreinforced masonry building to fall onto the identified thoroughfare.

Our proposal continued...

Assessing priority buildings

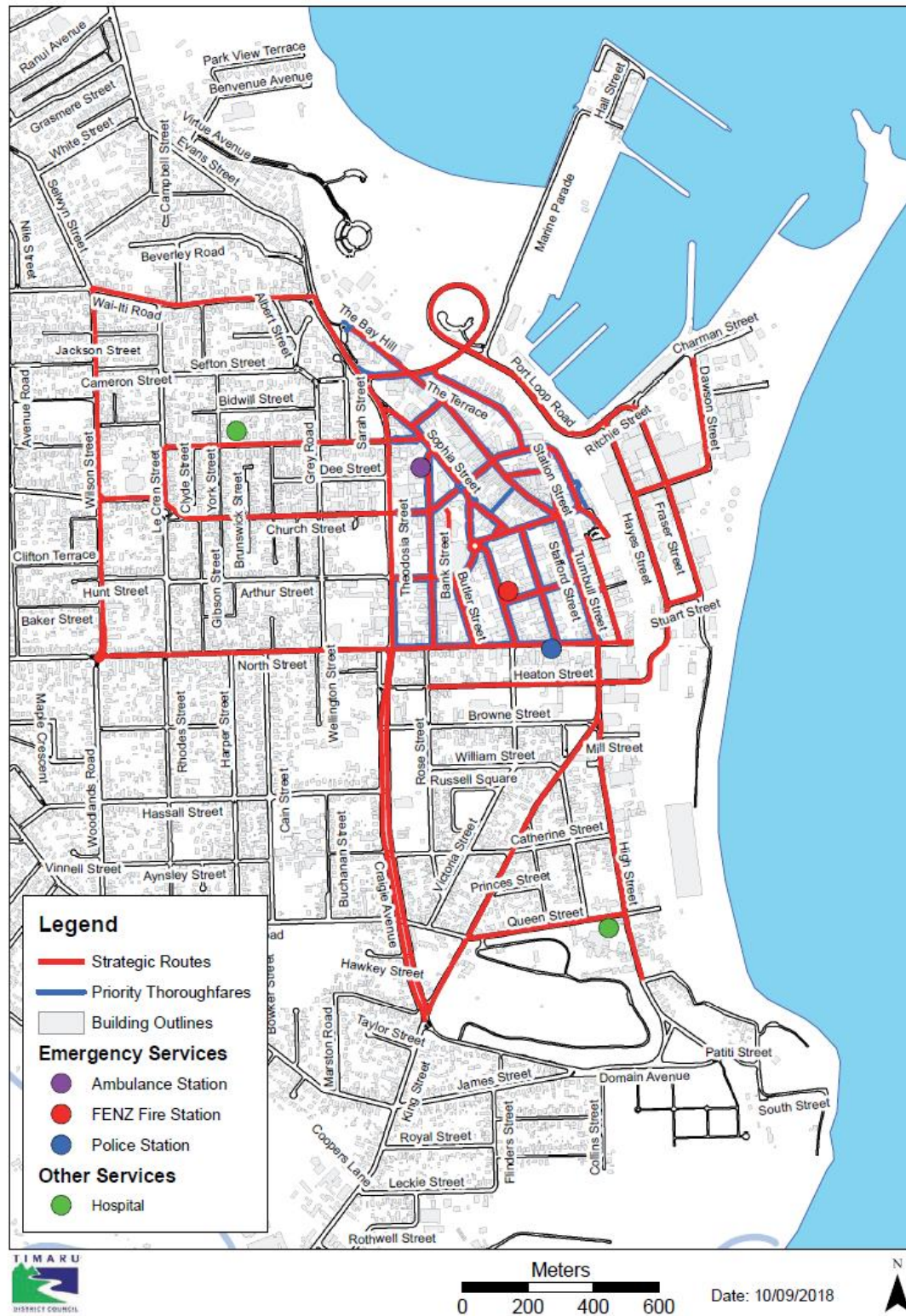
Once the identification of priority thoroughfares and strategic routes has been confirmed by Council, this will then enable us to assess any priority (URM) buildings alongside these routes.

A priority building owner will be contacted within the first 5 years of assessments under the Act. If buildings are assessed below 34%NBS, owners will be required to remediate them in the following 12.5 years.

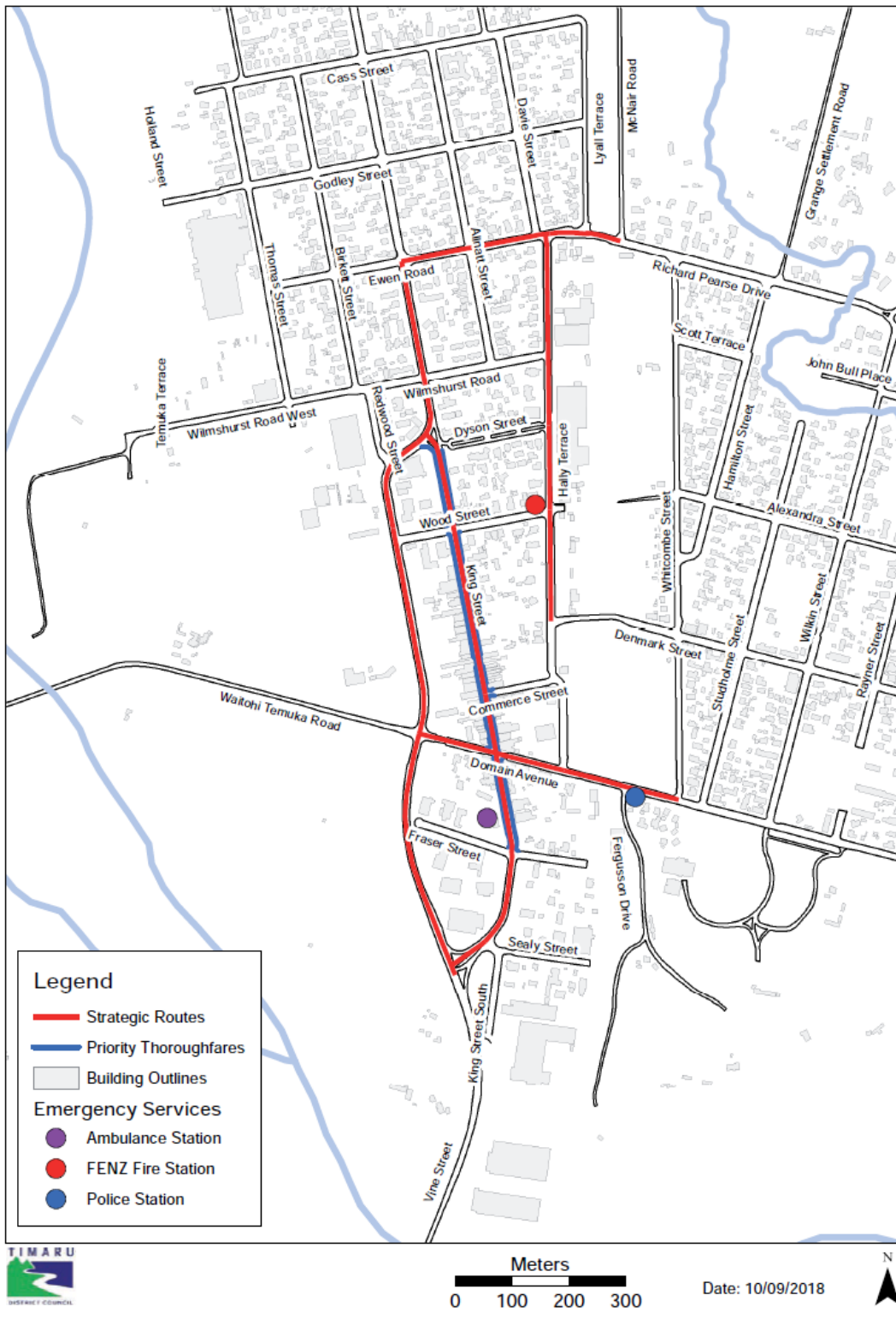
Questions

1. Do you agree with the proposed priority thoroughfares and strategic routes we have identified?
2. If not, which priority thoroughfares or strategic routes do you disagree with and why?
3. Are there any other priority thoroughfares or strategic routes that you think meet the criteria but are not listed?

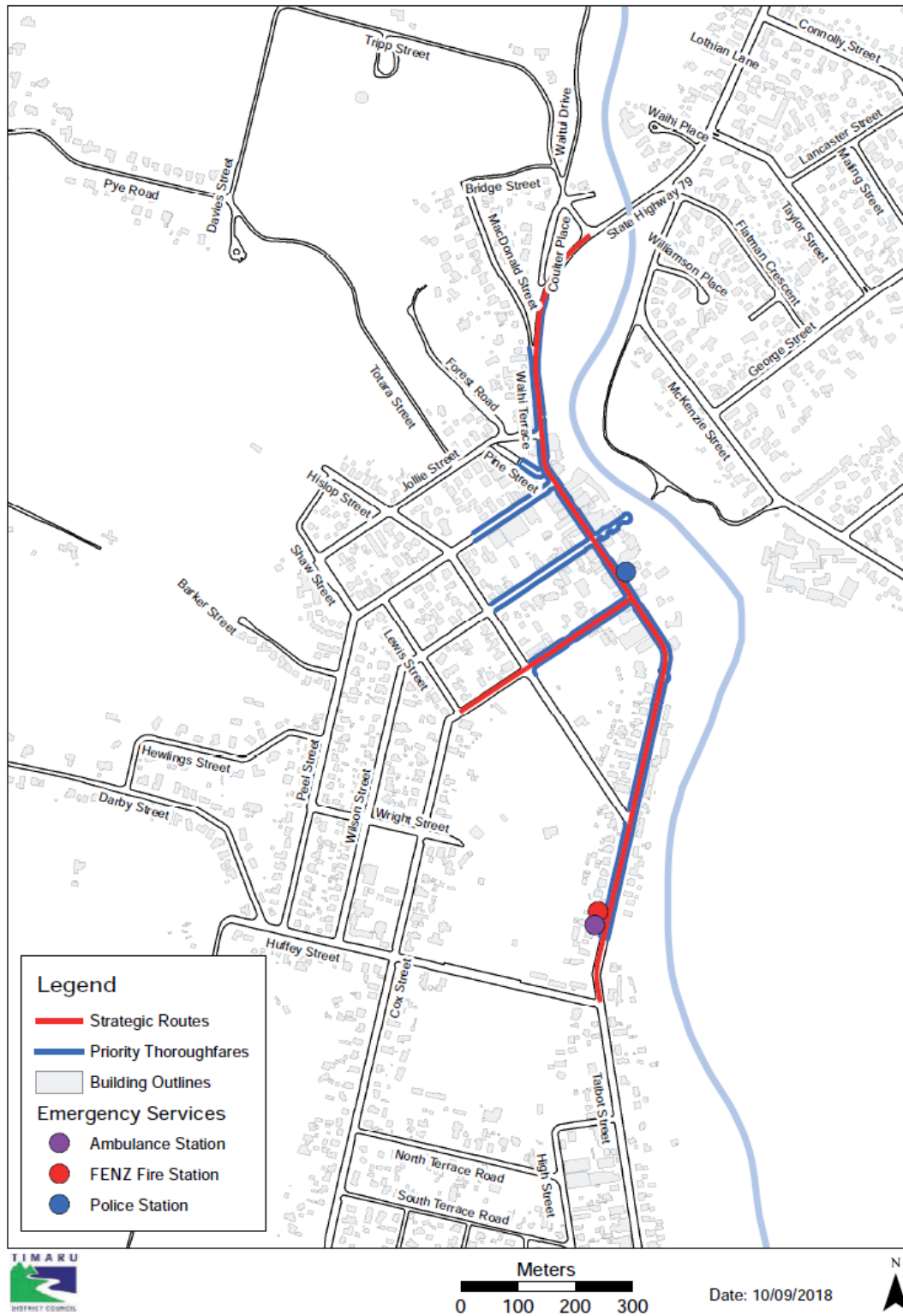
Proposed priority thoroughfares and strategic routes – Timaru



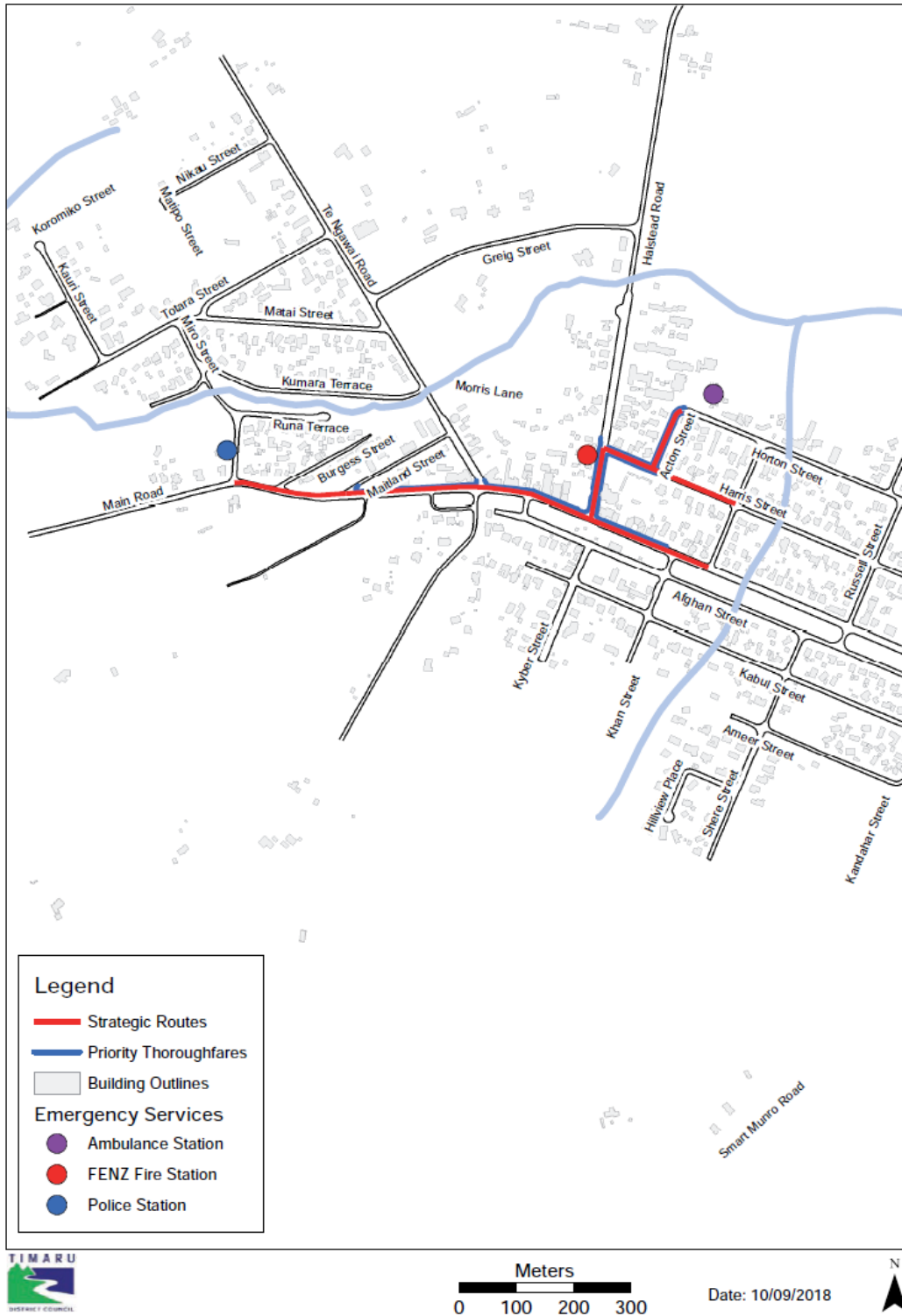
Proposed priority thoroughfares and strategic routes – Temuka



Proposed priority thoroughfares and strategic routes – Geraldine



Proposed priority thoroughfares and strategic routes – Pleasant Point



Definitions

It may be helpful to understand a few terms that are referred to here and in the legislation.

Term	Definition
Earthquake-Prone Building (EPB)	A building built prior to 1976 that, after an assessment by a structural engineer, is found to have a rating lower than 34%NBS.
New Building Standard (NBS)	The %NBS figure describes the degree to which an existing building on the site would perform when compared with a new building designed to meet the seismic ratings that existed on 1 July, 2017. For example, a building built in 1927 that is rated as 20%NBS, means it would meet 20% of the current seismic building standard, whereas a new building in the same place would be 100%NBS (or more).
Priority Buildings	Certain buildings in high and medium risk seismic areas are considered to be of greater risk due to their type of construction, use or location. They need to be identified and remediated in half the timeframe of other buildings, (i.e. 12.5 years). Further guidance on priority buildings is available at: https://www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings/resources/
Thoroughfare	An area with high pedestrian and vehicle movements
Remediation	When a building is assessed and found to have all or parts of the building below the minimum 34%NBS, building owners can deal with this by either strengthening those elements to exceed the minimum rating, or remove that element or all of the building.
Strategic Route	A route deemed of strategic importance which if impeded may lead to an inability to provide an emergency response
Unreinforced Masonry Buildings (URM)	Generally a building that has no additional reinforcing elements, often with parapets, facades, verandas or balconies facing a road or footpath.



Frequently Asked Questions

Q

A

When did this law come into effect?

The new law came into effect on 1 July 2017 with an amendment to the Building Act 2004.

What are the timeframes for identifying and strengthening in the medium seismic zone?

Timaru District is in the medium seismic zone. Timeframes are:

	Priority Buildings	Other Buildings
Council must identify potentially Earthquake-Prone buildings by:	1 July 2022	1 July 2027
Owners of Earthquake-Prone buildings must carry out seismic work within (timeframes apply from issue of an EPB notice):	12.5 years	25 years

What does Earthquake-Prone mean?

A building, or part of a building, is Earthquake-Prone if it will have its ultimate capacity exceeded in a moderate earthquake, and, if it were to collapse, would do so in a way likely to cause injury or death to persons in or near the building or on any other property, or cause damage to any other property.

What happens once final decisions are made?

Once priority thoroughfares/strategic routes have been finalised, Timaru District Council will look at buildings on those thoroughfares to determine whether they are potentially earthquake prone in accordance with the EPB methodology².

What does this mean for me as a Building Owner?

Affected building owners will be notified. Owners of potentially Earthquake-Prone buildings, whether a priority building or not, have 12 months to provide an engineering assessment. Timaru District Council will then determine whether the building is earthquake prone, and notify the building owner of this decision.

What does this mean for me as a resident?

As a resident, this process is part of changes designed to make communities safer, particularly in the event of an earthquake.

²The EPB methodology is a regulatory tool that sets out the types of buildings that Council must identify as potentially earthquake prone.

Further information

Find out more

Further information on the new system for managing earthquake prone buildings can be found at: <https://www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings/>

Go to www.timaru.govt.nz and search "Earthquake Prone buildings" to access all necessary links to the legislation and related information.

If you have any questions about the Building (Earthquake Prone Buildings) Amendment Act 2016 please contact:

Jonathan Craig jonathan.craig@timdc.govt.nz

Jayson Ellis jayson.ellis@timdc.govt.nz

If you have any questions about the consultation process, please contact:

Mark Low (mark.low@timdc.govt.nz)

Ann Fitzgerald (ann.fitzgerald@timdc.govt.nz)

or telephone 03 687 7200

Tell us what you think

Let us know what you think about our proposed priority thoroughfares and strategic routes.

Make a Submission

Submissions are invited and must be received by Council no later than 5.00pm on Monday 29 October 2018. To make your submission, either:

- Go to the Council website – www.timaru.govt.nz – and complete the online feedback form
- Fill out the submission form at the end of this document with your feedback and Freepost it back to Council (instructions on the form)
- Scan your feedback form and email to submission@timdc.govt.nz
- Deliver your submission back to Council:
 - Timaru District Council Offices – 2 King George Place, Timaru
 - Temuka Library/Service Centre – 72-74 King Street, Temuka
 - Geraldine Library/Service Centre – 78 Talbot Street, Geraldine

Timeline

Timeline for considering the proposal.

27 September 2018	Submissions open
29 October 2018	Submissions close
20 November 2018	Council Hearing (if required)
December 2018	Final Decisions





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Geraldine Community Board
for the Meeting of 3 October 2018

Report for Agenda Item No 9

Prepared by Tracy-Leigh Bell
Road Corridor Technician

Geraldine Footpaths Update 2018/19

Purpose of Report

1. The purpose of this report is to review the programme for new footpaths in Geraldine and inform the Board on the footpath renewals proposed for 2018/19.

Background

2. The installation of new footpaths and renewal of existing footpaths is funded by the Geraldine Community Works and Services Rate and the priorities for the installation of new footpaths are determined by the Geraldine Community Board.
3. Current council footpath policy is to ensure a footpath is available at least on one side of a street, new footpaths are generally constructed with asphaltic concrete (hotmix) surfacing, minimum 1.4 meters wide, with grass berms adjoining in the majority of sites.
4. The proposed programme for new footpaths in order of priority is:

Street	Location and length	Side	Estimated Cost (excl GST)	Date
Hislop Street	Jollie Street – Shaw Street (100m)	West	\$10,200	2018/19
Bridge Street	McDonald Street – Tripp Street (150m)	Part of North side Part of South Side	\$22,930	2018/19
Bell Street	Flatman Crescent – End (50m)	East	\$4,500	2019/20
Tripp Street	SH79 – Bridge Street (125m)	East	\$12,000	2019/20
Huffey Street	Cox Street – Wilson Street (100m)	South	\$10,800	2019/20

5. The budgets for this work are:

Footpath activity	2018/19	2019/20	2021/22
New	\$38,000	\$41,000	\$44,000

6. Footpath renewal priorities are determined by Council asset managers based on asset management principles being age, condition and usage.
7. The proposed programme for renewal footpaths in order of priority:

Street	Location and length	Side	Estimated Cost (excl GST)	Date
Hewlings Street	Darby Street – Peel Street (400m)	West	\$30,000	2018/19
Flatman Crescent	McKenzie Street – George Street (350m)	East	\$30,000	2019/20
St Andrew Street	Talbot Street – High Street (100m)	South	\$10,000	2020/21
High Street	St Andrew Street – Maslin Street (350m)	East	\$30,000	2020/21/22

8. The budgets for this work are:

Footpath activity	2018/19	2019/20	2021/22
Renewal	\$33,000	\$30,000	\$27,000

Options

9. Footpaths will be constructed in Asphalt (also known as Hotmix or AC). Unsealed footpaths are only suitable for off road use and may have higher maintenance costs.

Identification of Relevant Legislation, Council Policy and Plans

Timaru District Council Long Tem Plan 2018-28

Timaru District Council Footpath Policy June 2016

Timaru District Active Transport Strategy

Assessment of Significance

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

Consultation

11. Letters will be sent to adjoining property occupiers prior to work commencing, detailing the work to be undertaken. Residents will have the opportunity to comment and any issues will be discussed prior to the work starting.
12. The footpath projects have been discussed with other utility services to ensure co-ordination and that the footpaths will not be excavated for installation of utilities in the near future.

Other Considerations

13. Timaru District Active Transport Strategy outlines a number of goals and improvement projects in Geraldine. These are both walking and cycling projects and include linkages outside the urban boundary.
14. Council has been negotiating with NZ Transport Agency to install a walkway/cycleway on State Highway 79 north of Geraldine to Woodbury Road. This project is progressing and may be allocated funding this financial year. This work and funding is separate to the Geraldine footpath budget.

Funding Implications

15. The proposed footpath projects will be constructed to match budget allocations.
16. The Government Policy Statement on Transport (GPS) has confirmed that footpaths within the road reserve will now be eligible for government financial assistance. This means that the renewal, the construction of new and the maintenance of footpaths will now receive 52% financial assistance. On 31 August 2018 it was confirmed by NZTA that our bid, based on original budgets, was successful in its entirety and that an additional financial assistance revenue of \$42,600 would be received. The Long Term Plan was based on previous government policy (current at the time the plan was prepared) and assumes 100% of footpath costs are funded by ratepayers.
17. A policy report will be presented to the next Infrastructure Committee Meeting seeking a policy decision on how the new funding availability will be utilised.

Conclusion

18. Approval of priorities for the installation of new footpaths in Geraldine for the next three financial years is requested.
19. Current Council policy is to ensure a footpath is available as least on one side of a street and constructed in asphalt. At the current funding rate it will take some time to achieve this. In addition, the Board may consider projects in the Timaru District Active Transport Strategy.

20. Footpaths are now eligible for 52% financial assistance from central government through the NZ Transport Agency. This additional revenue is currently not included in the Long Term Plan.

Recommendation

That the Geraldine Community Board considers the proposed new footpath programme for the 2018/19 financial year.