

# STAFF REPORT

**TO:** Chairman and Members, Engineering Services Committee  
**FROM:** Roger Ashworth, Transportation Manager  
**REFERENCE:** F351  
**DATE:** 08 November 2007  
**SUBJECT:** **EMERGENCY EVENT FUNDING**

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## 1 PURPOSE

This report is to update Council on recent flood damage events and to lodge an application with Land Transport New Zealand (LTNZ) and undertake reinstatement works.

The report is set up in two parts, firstly Roothing and secondly, Rivers.

## 2 ROADING

Further to the 1 August 2007 report "Flood Damage" (copy attached), a series of storm events during October on three occasions, heavy rain 9<sup>th</sup>, 10<sup>th</sup> and 16<sup>th</sup> and severe winds on 23<sup>rd</sup> and 24<sup>th</sup> caused significant damage to parts of the roading network.

Immediate response work has been completed or is currently committed for reinstatement or tidy up and has been undertaken to allow traffic to safely use the network and to protect the asset.

Some of the damage such as slumping which requires detailed investigation and design before being undertaken to reinstate the integrity of the road is categorised as "planned" work. A summary of the three contract areas for each of the categories is given in the table below.

	<b>Immediate Response</b>	<b>Planned Work</b>	<b>Total</b>
Golden Bay	\$18,000	—	\$18,000
Waimea	\$142,000	\$236,000	\$378,000
Murchison	\$85,000	\$30,000	\$115,000
<b>Total</b>	<b>\$245,000</b>	<b>\$266,000</b>	<b>\$511,000</b>

- For Waimea the significant planned works includes reinstatement of four badly slumped areas on the Riwaka-Sandy Bay Road. Preliminary investigation indicates that the construction of retaining walls similar to those used on the Kaiteriteri-Sandy Bay Road three years ago will be the most economical solution. Photographs on some of the effects on the road network are attached.
- At RP (Route Position) 10.5 to 12.5 on the Korere Tophouse Road a 2km length of road has suffered severe surface failure. Extensive study has been undertaken to

determine what has lead to the premature failure of this surface and investigations and laboratory work show that the pavement is in good condition however this length of road is shaded in winter and has been subject to a “freeze-thawing” effect.

The best long-term cost-effective solution is to rip and remake this section of road to ensure that a similar effect is not repeated. In terms of LTNZ criteria similar failures in other parts of the country have been accepted as “one-off” adverse events and qualified for additional emergency works funding. The estimated cost for reinstating this 2km section of road is \$350,000.

## **2.1 Funding**

The funding for these two adverse events is additional to the funding previously approved by the Committee in August 2007. The Financial Assistance Rate (FAR) at which LTNZ funds emergency events works varies according to the total of such funding approved for the year and the Council’s total general rate. There may be a small increase in the FAR if LTNZ approves the funding requests.

For the Council’s share of funding, in any one year the first \$100,000 is to be covered by the Transportation Activity account which has already been done for the emergency event in July 2007.

## **3 RECOMMENDATION**

**3.1 THAT Council makes application to LTNZ for funding to cover the reinstatement of damage to the roading network from storm events in October 2007 for the sum of \$511,000.**

**3.2 THAT Council makes application to LTNZ for funding to cover damage to the Korere Tophouse Road caused by “freeze-thaw” action during the winter 2007 for the sum of \$350,000.**

**3.3 THAT Council’s share of approved funding is met from the general disaster fund for Council assets (Copy of policy attached).**

## **4 RIVERS DISASTER FUND**

During October 2007 an extended period of wet weather resulted in damage to various catchments. The total estimated cost of works on the main river systems is \$283,000.

Current funding levels required for the 2007-2008 Rivers Annual Operating Maintenance Programme (AOMP) will not cover the cost of routine river maintenance repairs and the cost of flood restoration works.



## 5 SCOPE of WORKS

The series of storm events extended over a fortnight through the middle of October. Two events exceeding annual flood predictions, one in the order of 5-10 year return period, with high river levels in between caused damage to bank protection works and river channel alignments.

Following the events of late October joint inspections were carried out by Sicon (Rivers Maintenance Contractor), MWH (Consultant) and the Asset Engineer Rivers/Roads (TDC P Drummond).

The estimates for repair works in the Classified River X & Y areas are as follows:

Upper Motueka	\$122,000	
Lower Motueka	\$67,000	
Motupiko	\$59,000	
Tadmor	<u>\$35,000</u>	
Total Estimate	\$283,000	less \$100,000 re-prioritisation = \$183,000

## 6 RESOURCE AND SCHEDULED RATES

Discussions have taken place with Sicon who have confirmed their ability to undertake the work at scheduled rates without compromising the annual programme. Works needing immediate action have begun to ensure that many of the landowners are not further affected should another flood fresh occur. Stabilisation is the key issue.

## **7 RIVERS FUNDING POLICY AND CLASSIFIED RIVERS ASSETS PROTECTION FUND**

Policy dictates that assistance from the Rivers Asset Protection Fund requires that the first \$100,000 of any claim be funded from a re-prioritisation of the works on the current Rivers AOMP. This process is underway and will represent a cut back of 8-10% of the approved AOMP.

River Z rated areas are currently not considered for additional funding from the Rivers Assets Protection Fund as the fund was set up on the basis that it covered the 285 km of Classified River System.

Analysis of the total river rating income shows that more than 50% of the funding allocated for works within the major "Y" rated rivers comes from the "Z" rated ratepayers. Generally we only fund small works within the River Z rated areas and a total annual budget is programmed at less than \$100,000 including landowner input. That is at least \$50,000 per annum from additional landowner input. That fund has been committed, and/or awaits approval for \$210,000 worth of 50/50 works so far during 2007-2008. Applications will need to be approved at a very low subsidy rate or by transferring less of the River Z income to Y Rated areas.

The land development and farm conversion over recent years in River Z areas indicates that these ratepayers are now expecting an increased frequency of assistance. They accept that projects are funded on a first-come basis and that the subsidy rate is on an "up to 50%" basis. The value of their land being protected has appreciated considerably.

River rating policy requires that the funding is annually allocated fairly across the district. This is tempered on a needs basis that requires movements of funding from one part of the district to another should a particular flood event occur in specific areas.

With the recent buy-in by Tasman District Council to the Local Authority Protection Programme (LAPP) Disaster Fund, we will be covered for claims for big events and have an "excess" of about \$300,000. It is envisaged that the internal Flood Disaster Fund will be kept running to cover for "excess" shortfalls that will occur from time-to-time. As the internal fund will need to be maintained at a lower level it is considered that including claims for legitimate River Z areas at their own level of subsidy could be accommodated.

This will be the subject of a further report and recommendation at the next meeting.

## **8 RECOMMENDATION**

**THAT Council approves a claim of \$183,000 from the Classified Rivers Assets Protection Fund for restoration work as a result of the October 2007 events.**

Roger Ashworth  
**Transportation Manager**