



# Ashburton District Council

## AGENDA

A **MEETING** of the **OPERATIONS COMMITTEE**  
will be held as follows:

**Date:** Thursday 22 April 2010

**Time:** 1.30 pm

**Venue:** Council Chamber  
5 Baring Square West  
Ashburton

B LESTER  
Chief Executive

### **MEMBERS:**

Cr B A Tasker (Chairman)  
Cr K W P Lowe  
Cr N A Brown  
Cr I J Burgess  
Cr J A Everest  
Cr K L Holmes  
Cr L J Leadley  
Cr P W Reveley  
Mayor M B O'Malley (ex officio)

# AGENDA

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16 April 2010

## ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: C589  
DATE: 22 April 2010  
REPORT TO: Operations Committee  
FROM: Operations Manager  
SUBJECT: Solid Waste Management Contracts

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### 5. SOLID WASTE MANAGEMENT CONTRACTS - TENDER EVALUATION PROCESS AND EVALUATION TEAM

#### 5.1 SUMMARY

Council at its meeting on 25 March resolved the following:

*“That the solid waste management contracts be rolled over for 3 months from 1 July to 30 September 2010 to enable a new contract to be prepared and re-tendered”.*

The purpose of this report is to provide background information on tender evaluation methods and recommend a tender evaluation process and the formation of a tender evaluation team for the retendering of Council’s solid waste management contracts.

#### 5.2 RECOMMENDATION

1. That a tender evaluation team be formed comprising the Operations Manager and Councillors .....; and
2. That solid waste management contract be evaluated using the Quality Price Trade-off method.”

#### 5.3 BACKGROUND

At its 25 March meeting, Council resolved the following with respect to solid waste management contracts:

*“That the solid waste management contracts be rolled over for 3 months from 1 July to 30 September 2010 to enable a new contract to be prepared and re-tendered”.*

The intention of this resolution/approach to retendering the contracts is to align all four existing contracts into one. This contract will then be competitively tendered effective from 1 October 2010.

The four contracts to be combined into one are as follows:

- Contract 486: Provision of waste minimisation services;  
Expires: 30/6/2010
- Contract 487: The supply of operations and maintenance services for the Ashburton Resource Recovery park – composting and construction and demolition waste activities  
1/7/07 to 30/6/08  
Expires: 30/6/10 (two year discretionary extension granted)

- Contract 529: Supply of operations and maintenance services for the Ashburton Resource Recovery Park – residual waste 1/7/07 to 30/6/10  
Expires: 30/6/12 (note subject to two years discretionary extension. This extension is now not applicable)
- Contract 545: Waste minimisation and recycling education  
Expires 30/6/10

A letter advising the existing contractor of Council's decision regarding the tendering of the contract, contract scope and requesting a three month contract "rollover" was sent on 30 March 2010.

We have been formally advised by the contractor that they accept the proposal to rollover the contracts for three months.

Now that the scope of the contract and how the contract will be tendered has been determined, it is now appropriate to identify the following:

- The tender evaluation process to be used
- The makeup of the tender evaluation team.

Set out below are details relating to the above.

## **TENDER EVALUATION PROCESSES**

Set out below is information on four tender evaluation methods.

- **LOWEST PRICE CONFORMING TENDER**

This tender evaluation process is conducted in two stages as follows:

**Stage 1:** rank tenders in ascending order based on price

**Stage 2:** determine tender acceptability when assessed against each of the non price attributes. Each attribute is scored on a pass/fail basis. Any attribute which scores a "fail" will exclude the tender from further consideration. Determination of acceptability will commence with the lowest priced tender and ceases when the first conforming tender is determined.

Notwithstanding the above, it is permissible to ask for price in a separate envelope and to then assess the non price attributes of all tenderers before opening the price envelopes.

- **WEIGHTED ATTRIBUTES METHOD**

Tenderers are required to submit tenders in two separate envelopes:

- Envelope one will contain all tender information other than price
- Envelope two will contain price information

Tenders are evaluated in three stages as follows:

**Stage 1:** envelope one is opened and an assessment is carried out of the non price attributes. Each attribute is graded from 0 (completely inadequate) to 100 (excellent).

Tenders scoring 35 or less on any single non price attribute are excluded from further consideration. Stage 1 assessment must be completed for all tenders prior to commencing stage 2.

**Stage 2:** envelope 2 is opened. The price is converted to a grade using a standard formula. Amounts fixed by the tendering authority are to be removed from the tender price before calculating the price grade.

**Stage 3:** the weighting of each attribute as previously specified in the tender documents is multiplied by the grade of the same attribute. This is then divided by 100 to give an index for each attribute. The indices are then added together to give an overall index for the tender. The overall index is rounded to the nearest whole number.

It is only possible to enter into a contract for the tender with the highest overall score. If more than one tender shares the same top overall score the contract is awarded to the one with the lowest price.

- **BROOKS LAW METHOD**

Tenderers are required to submit tenders in two separate parts as follows:

- Envelope 1 containing all information other than price
- Envelope 2 containing the tender price information

The tender evaluation is carried out in three stages:

**Stage 1:** Only envelope 1 is opened and tenders are assessed against the non price attributes. Each attribute is scored on a point's basis from 0 (completely inadequate) to 100 (excellent). Any tender that scores 35 or less on any attributes is excluded from further consideration.

**Stage 2:** consists of multiplying the weight of each attribute as previously specified in the RFT by the grade of that same attribute and then dividing by 100 to give an index for each attribute. The indices for each tender are then scored to give an overall index for each tender.

**Stage 3:** involves opening the second envelope of the tender that scored the highest overall index only. Negotiations are conducted with the service provider that submitted the tender to resolve and agree details of the contract including the methodology, the resources to be applied and an acceptable price etc. When agreement is reached the second envelopes of all unsuccessful tenderers are returned unopened to the tenderers.

If agreement cannot be reached with the tenderer whose tender scored the highest overall index then that tender is rejected and the tenderer advised in writing.

The third stage of the evaluation process is repeated with the next highest scoring tender.

Once a tender has been rejected, that tender cannot be accepted in its original form or in any negotiated form.

- **QUALITY PRICE TRADE OFF METHOD**

Tenderers are required to submit tenders in two separate envelopes.

- Envelope 1 will contain all tender information other than price
- Envelope 2 will contain the tender price information

The contents of envelope 1 are evaluated first. Envelope 2 is not opened until evaluation of envelope 1 is completed. The contents of envelope 2 are evaluated together with the results of the envelope 1 have been determined.

The evaluation of envelope 1 is carried out in two stages:

**Stage 1:** the first stage involves assessing tenders against the non price attributes. Each non price attribute is graded on a point's basis from 0 (completely inadequate) to 100 (excellent).

For each tender the points awarded will then be multiplied by the weight assigned to each attribute and a weighted sum of attribute scores determined. The weight to be assigned to each non price attribute will be specified in the request for tenders.

The sum of all non price attributes weights will be 100 and individual attribute weights will be 0 to 100 (inclusive).

The weighted sum of non price attribute scores will be used to rank tenders from highest overall quality to lowest quality. Any tender that does not meet the tendering authority's minimum quality threshold (stated in the Request for Tenders) will be excluded from further consideration.

**Stage 2:** will involve determining the maximum additional price over the price of the lowest quality tender of those acceptable in stage 1 that Council would be prepared to pay in order to secure each of the tenders of higher quality.

The evaluation of envelope 2 will then proceed as follows:

- If the tender price is not lump sum it would be converted to an equivalent lump sum
- The maximum additional price for each tender shall then be subtracted from the actual tender price to obtain an adjusted price.

The tender with the lowest adjusted price shall then be the preferred tender and that can be the only tender accepted.

An example of this method is as follows:

A contractor may require less supervision because of quality assurance systems they have in place. The estimated supervision cost savings to the tendering authority could then be subtracted from the tendered price to identify the preferred tenderer.

For tender evaluation methods involving non price attributes, the non price attributes are:

- Relevant experience
- Track record
- Technical skills
- Management skills
- Resources
- Methodology

In addition to the above it is recommended the tender evaluation process include the following:

- After evaluating submissions, two separate interviews/presentations be held with those service providers as follows:
- Corporate/governance to ensure they meet our requirements from a company/corporate perspective
- With management etc that will actually be doing the work. This would be done to ensure Council and contractor staff can work together and would reflect ADC's requirements from a business point of view, the required passion and commitment to waste management/waste minimisation and any other matters considered important.
- The results of these interviews will be compared with the initial contractor non price attribute evaluation.

## **TENDER EVALUATION TEAM**

Given the size of this contract and the importance to the community, it is suggested that the tender evaluation team comprise the following:

- The Operations Manager
- Four elected representatives from the Operations Committee

- The Solid Waste Manager (observer and evaluation team support)

The tender evaluation team would also be involved in the establishment of key performance indicators.

## 5.4 OPTIONS AND RISKS CONSIDERED

Tender evaluation options are as follows:

### *Option 1: Lowest price conforming tender*

This option only considers non price attributes on a pass/fail basis and has a very high emphasis on price. This emphasis can be at the expense of quality.

### *Option 2: Weighted attribute method*

This option considers non price attributes at a higher level. A tenderers experience and track record etc can influence their “ranking”. Each non price attribute is assigned a weighting. This weighting can be adjusted to reflect the tendering authority’s area of concern/interest/importance. If price is given a high weighting, a tenderer with a low non price attribute score with a low price could be the highest scoring tenderer.

### *Option 3: Brooks Law method*

This tender evaluation method focuses primarily on non price attributes with negotiations being carried out with the highest scoring tenderer. Price does not influence the ranking of tenders. This method will deliver the most “qualified” tenderer and does not consider price other than during the negotiation stage.

### *Option 4: Quality price trade off method*

This method can be used as an alternative to the weighted attribute method. This method requires explicit decisions regarding the additional amount to be paid for additional quality rather than relying on the formula approach used by the weighted attribute method.

The additional amount to be paid for higher quality must be determined before the price envelope is opened.

***Based on the above, the recommended option is Option 4: The Quality Price Trade-off method.***

## 5.5 STATUTORY IMPLICATIONS

There are no statutory implications arising from the recommendations in this report.

It should be noted that when a tender evaluation method is stated in the request for tender document, it must be strictly adhered to.

## 5.6 STRATEGIC LINKS

The contracting of waste management services is consistent with community outcomes and work programmes included in the 2009/2019 LTCCP.

## 5.7 CONSULTATION

The matter of contract scope and tendering options has been the subject of discussion/workshop with Councillors.

The current contractor has been advised that the contracts will now be combined into a single contract and the contract will be competitively tendered.

The content of this report and the recommendations have not been the subject of consultation with the wider public.

## **5.8 FINANCIAL IMPLICATIONS**

There are no financial implications arising from the approval of the recommendations in this report.

Tendering costs will be funded from existing budget provisions.

### **Prepared By**

R ROUSE  
**Operations Manager**

### **Approved By**

B LESTER  
**Chief Executive**

## ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 0510-21  
DATE: 22 April 2010  
REPORT TO: Operations Committee  
FROM: Operations Manager  
SUBJECT: Vehicle Dimensions and Mass Rule

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### 6. VEHICLE DIMENSIONS AND MASS RULE

#### 6.1 SUMMARY

The Land Transport Rule Vehicle Dimensions and Mass (2002) for vehicles operating on New Zealand Roads sets in place a regulatory regime so that vehicles, in particular, heavy trucks and trailer combinations are operated safely.

Vehicle Dimensions and Mass Amendment 2010 will make changes to the Land Transport Rule: Vehicle Dimensions and Mass 2002.

The purpose of this report is to provide summary information on the amendment rule and outline our response with respect to local roads.

#### 6.2 RECOMMENDATION

“That the report be received”.
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#### 6.3 BACKGROUND

The Land Transport Rule: Vehicle Dimensions and Mass Limits for vehicles operating on New Zealand Roads sets in place a regulatory regime so that vehicles, in particular, heavy trucks and trailer combinations are operated safely.

Vehicle Dimensions and Mass Amendment 2010 will make changes to the Land Transport Rule: Vehicle Dimensions and Mass 2002.

Set out below is summary information related to the Amendment Rule.

The amended rule will allow:

- A permit regime for road controlling authorities to issue permits for high productivity vehicles, up to 20 metres in length, to operate above 44 tonnes on specified routes. This category will represent the majority of permits.
  - Some increases in vehicle lengths to allow certain vehicles to operate without the need to obtain a permit (eg logging trucks that already operate at 22 metres overall length).
  - For longer high productivity vehicles there will be additional approval required from the NZ Transport Agency (NZTA). These permits would be for specific tasks and would be the exception, rather than the rule. This will allow road controlling authorities to issue permits for vehicles that exceed 20 metres in length. Any vehicles over 53 tonnes will fall into this category.
  - The amendment rule also contains some other changes related to buses.
  - The current weight/length limit vehicles on NZ roads depend on the number and layout of vehicle axles. The heaviest permitted weight without a permit is 44 tonnes and 20 metres in length.
-

- The amended rule will become law on 1 May 2010.
- Trucks carrying heavier loads will not be any wider or higher than trucks on the road at present; however in some cases they may be slightly longer. Generally the same trucks will be maximizing existing capacity.
- Some trucks operating under permit at 22 metres overall length will be able to operate at this length as of right. This includes trucks such as logging trucks, car transporters and vehicles transporting heavy containers. This as of right provision only applies to certain types of trucks – it is not an across the board increase in vehicle length.
- Other trucks that wish to operate at more than 20 metres will require an over dimension permit.
- Any vehicles issued with a permit will be required to meet appropriate safety standards.
- The roads that can be used by vehicles will be specified in their permit. Road controlling authorities will have the final say on whether roads/routes are suitable for heavier vehicles within their jurisdictions. Local authorities for local roads and the NZTA for state highways, over dimension permits will be approved by NZTA or their agents.
- Not all roads and other infrastructure such as bridges will be able to handle the heavier loads. The permit system will allow for access to appropriate and approved routes only.
- A special sign will be fixed to the front and back of motor vehicles covered by the amended rule.
- The legislation will be monitored for compliance by the commercial vehicle inspection unit of the NZ Police as part of its normal policing function.
- The government has stated that the cost of increased wear and tear on roads will be met through the increased road user charges. Local roading controlling authorities receive funding through their financial assistance rates with the remainder to be met by ratepayers government has also prepared infrastructure upgrade estimates as follows - \$10-20m for pavement upgrades and \$85m for bridges.
- Heavier vehicles can only operate on routes approved by the relevant road controlling authority and these will be assessed for their ability to handle the permitted vehicles.
- Local road controlling authorities are responsible for approving permits for overweight or high productivity vehicles within their jurisdictions. However for permits over 53 tonnes the operator will also need an over dimension permit from NZTA to ensure the safe operation of any longer vehicles. The NZTA is responsible for any vehicles on state highways.
- It is anticipated that the majority of permits will be for vehicles less than 53 tonnes. It is anticipated that there may be a few permits over this weight and these will be in very specific circumstances. Permits can be applied for from 1 May 2010.
- While permits will be able to be applied for from 1 May 2010, implementing the permit system will take some time as routes are assessed for infrastructure capability and approval procedures are followed. The number of vehicles carrying heavier loads is therefore expected to come on stream progressively over the coming months.
- Where a route applied for cannot support the increased weights, the permit will not be approved. An assessment as to whether it is cost effective to upgrade the infrastructure will be done before any decisions are made.

### **Council's response to the amended rule**

Set out below are comments on the impact of the new rule on our infrastructure and how we propose dealing with the implementation of the rule.

- Heavy vehicles oversize or over limit belong on state highways. This will be encouraged/facilitated where possible.
- All inter-district traffic should be on the state highway.
- Where there are areas of “high production” within the district that may benefit from the use of overweight over dimension vehicles the shortest routes from the high production areas to a state highway will be identified, assessed and upgraded if required and permits for oversize, overweight vehicles will be issued as appropriate.
- Both of council’s industrial/light industrial areas are located immediately adjacent to state highways.
- It has never been Council’s intention to encourage heavy vehicles to use residential streets. There is however some heavy traffic use of principal roads within urban areas.
- There are a number of methods available to discourage heavy vehicles from using certain routes. These include:
  - Council’s bylaw – Heavy Traffic Prohibitions
  - Arrangements with heavy transport operators
  - The permit system for the heavy vehicle mass limit amendment (yet to be implemented)
  - Physical infrastructure to discourage use by heavy vehicles (certain roads only eg no left turn into Northpark Road when leaving the Ashburton Business Estate).
- No work of any consequence has been carried out on possible routes for large vehicles.
- This work is likely to take time and there will be cost implications. Work will be targeted initially in response to permit applications.
- No permits will be issued until routes have been assessed and approved or upgrading work has been carried out.

#### **6.4 OPTIONS AND RISKS CONSIDERED**

There are no options regarding compliance with the Vehicle Dimension and Mass Amendment 2010.

Only roads from high productivity areas linking with the state highway will be assessed and permits issued as appropriate. It is not currently our intention to assess the entire network.

#### **6.5 STATUTORY IMPLICATIONS**

Council will be required to comply with Vehicle Dimension and Mass Amendment 2010 as a road controlling authority.

#### **6.6 STRATEGIC LINKS**

The Vehicle Dimension and Mass Amendment 2010 and our response/implementation is not inconsistent with the community outcomes in the LTCCP.

*A thriving and diverse local economy that provides the foundation for a quality lifestyle.*

#### **6.7 CONSULTATION**

The Vehicle Dimension and Mass Amendment 2010 has been the subject of consultation by the NZTA. Council had input into this process through a number of mechanisms/processes.

## 6.8 FINANCIAL IMPLICATIONS

There are a range of financial implications arising from the implementation of the Vehicle Dimension and Mass Amendment 2010.

They include:

- Increased administration costs to deal with the permitting system (not anticipated to be significant)
- Assessment of potentially approved routes for heavier vehicles. This would include assessment of the road in general and in particular bridges (this could be significant)
- Upgrading works for roads and bridges to meet higher requirements (this could be significant)
- Cost implications regarding the above will be clearly identified and reported back to the committee/council.
- No permits will be issued until roads have been confirmed as suitable for large vehicles.
- Funding regarding any remedial works to support the implementation of the amendment will be discussed with the NZTA at the time of the preparation of the District Land Transport Programme.

**Prepared By**

R ROUSE  
Operations Manager

**Approved By**

B LESTER  
Chief Executive

## 7. ACTIVITY REPORTS

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### 7.1 GENERAL

#### 7.1.1 Financial Reports

Financial reports for the period 1 July 2009 to 28 February 2010 are attached to this report.  
*Pages 37-50*

#### 7.1.2 Ashburton Business Estate

- **Earthworks**  
Essentially complete. All roading earthworks completed to subgrade level.
- **Wastewater**  
Stage 1 essentially complete. Minor works to complete pipe laying, manhole benching and placement of lids. All testing is up to date and tested pipe lines have been "passed". All CCTV inspection is complete with no issues identified.  
Stage 2 is complete with no issues identified.
- **Gravel Crushing**  
Most of the gravel crushing is now complete.
- **Footpaths**  
Footpaths surrounding the landscape bund, are completed as far as possible at this stage (90%). No further work has been carried out in the reporting period.  
The Contractors will commence sealing the bund footpaths within the next three weeks.
- **Potable Water**  
Potable water main installation is substantially complete with only one to two weeks work required for completion.  
Flushing of the mains is currently underway and testing of the mains was carried out on 31 March.
- **Stormwater**  
Concrete sump installation is progressing with Road 1 substantially complete. Roads 3 and 4 complete and Stage 2 Road 1 complete.  
There was a late start to the rain garden and road swale construction. This was reprogrammed to start after Easter.  
Work has progressed well in the construction of conveyance swales with more than 50% complete, including filter media and grass sown. All infiltration testing carried out to date has been satisfactory.
- **Landscaping**  
Landscaping is progressing well.
- **Road Construction**  
Over 1 km of kerbing has been poured.  
Roads 1 and 2 were programmed for completion before Easter.  
Sealing is programmed to commence shortly to complete the Northpark Road intersection.

- **Forecast completion date**

The forecast completion date is 9 July 2010 for Stage 1.  
Stage 2 work forecast completion date is 30 September 2010.

- **Financial Summary**

Accepted Tender	\$5,826,020 (includes \$1,000,000 contingency)
Value of work to date	\$2,390,337.12
Approved variations	\$70,000
Stage 2 costs	\$805,000
Subdivision of Lot 24	\$314,125
Changes to scheduled quantities (measure and value contract to be confirmed)	\$121,973
Total forecast final construction cost (assumes contingency funding is used)	\$6,137,118
Original contract excluding Stage 2 work the forecast total cost would be	\$5,017,993

### 7.1.3 Second Bridge across the Ashburton River

Set out below is a summary of work carried out in the reporting period and work identified as a result of the public meeting held on Tuesday 6 April.

- Consultation with affected parties prior to the sites being made public was completed.
- A well attended public meeting was held on 6 April. The purpose of this meeting was to provide attendees with technical information regarding the site / sites prior to the open days and inviting feedback.
- Open days were held on Thursday 15 April, Friday 16 April and Saturday 17 April. The Committee will be verbally updated on the open days at the meeting.
- As a consequence of information gained at the public meeting and the discussions at the Council meeting on Thursday 8 April the following work has been either arranged or brought forward:
  - Social impact assessment  
An independent service provider specialising in this type of work has been engaged to independently assess the social impact of the preferred site and other sites. The service provider attended the open days.
  - Chalmers Avenue to east of Tinwald Option  
Further detailed investigation work including cost estimates will be carried out.
  - Melcombe Street Options  
Further details investigation work including cost estimates will be carried out.
  - Tinwald School  
Further investigation into impacts on the Tinwald School will be carried out.
  - Traffic Dispersion  
Traffic dispersion plans along Grove Street and Chalmers Avenue will be prepared.
  - Local Road / State Highway Interface  
This will be developed in conjunction with the traffic dispersion plans.
  - New Zealand Transport Agency NZTA  
A meeting to discuss the project in more detail has been arranged with the NZTA. The purpose of the meeting is to:

- Commence the establishment of a long term relationship / partnership with respect to this project.
  - Ensure the State Highway operators perspective and position is established and communicated with respect to the project.
  - If possible and appropriate establish a role for the NZTA within project phases.
  - Commence the establishment of State Highway 1 “betterment” process to support the above.
- Transportation Study  
Bring into the bridge project the projects identified in the Transportation Study to ensure appropriate integration. These projects and their implementation will also impact on traffic dispersal and the interface of local roads with the State Highway.

Work on the above is underway, there will however be programming and cost implications. These will be reported to the Committee / Council when they have been determined.

#### **7.1.4 Staff Appointments**

Mrs Salve Velasco has been appointed to the position of Water Services Contract Engineer and commenced work with Council on Monday 19 April.

Mr Vlad Svetlovsky has been appointed to the position of Water Services Asset Information Officer. This was an internal appointment. An offer has been made to an applicant to fill the position in Roading and Street Services vacated by Mr Svetlovsky.

Mr Brian Fauth has been appointed to the position of Roading and Street Services Manager and commences work with Council on 4 May.

#### **7.1.5 Service Delivery Procurement Review**

Work is progressing on this project and is programmed for completion in early May.

#### **7.1.6 Solid Waste Management Contract**

Tender evaluation procedures for the solid waste contracts and the establishment of a tender evaluation team are the subject of a stand-alone report.

#### **7.1.7 Vehicle Dimensions and Mass Amendment 2010**

Summary information relating to the Vehicle Dimensions and Mass Amendment 2010 is the subject of a standalone report.

## **7.2 ROADING**

### **7.2.1 State Highway Work 2009/10**

Significant work on the state highways carried out in the district during the reporting period include:

- SH 1 Rakaia: Foam bitumen stabilisation of most of SH 1 (Bridge St) in Rakaia, including the reconstruction of the first 80m of Elizabeth Ave west of SH 1 for ADC. This work has commenced and is due for completion by 23 April.
- SH 1 at Tinwald: Foam bitumen stabilisation of 660 m of SH 1, (Archibald Street). This work is now complete.
- Upgrade of the threshold treatment on SH 1 south of Tinwald, due for construction during May.
- Improved road marking on the south approach to Methven on SH 77 and a flush median to better control traffic and to assist with traffic calming.

The flush median will stretch from the south threshold to South Belt. Plans have been forwarded to the MCB on this proposed work. This work will be done in conjunction with the relocation of the pedestrian crossing on McDonald Street and construction of kerb protrusions.

### **7.2.2 Crash Reports**

A record of other crashes that have occurred in Ashburton district on state highways and local roads since last report is appended.

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### **7.2.3 General Maintenance**

With the completion of all pre-seal pavement repairs, the focus of the next two months will be maintenance metalling of the unsealed roads on the network. An extensive list of roads which need metal has been submitted by the contractor and we are working together to set priorities for this work. The available budget will limit the total length of road able to be effectively treated so it is critical to establish which sections will benefit the most. With the protracted dry weather through Autumn and the continuing growth in vehicles on some of these roads, the rate of deterioration of unsealed pavements has increased and in most cases, grading does not help, other than to temporarily re-spread the segregated metal which remains on the surface.

During the last two weeks, the edges of a number of unsealed roads throughout the district have been treated with a modified set of agricultural discs towed behind a tractor. This process recycles maintenance metal which collects along the edge of these roads through the action of traffic and repeated grading.

This operation was first carried out on several roads in August 2009 and the process not only recycles a significant quantity of metal but also removes the high shoulder of the road and therefore improves roadside drainage.

### **7.2.4 Area Wide Pavement Treatment**

Tenders have closed for the 2010 and 2011 sealed road rehabilitation work and these are currently being evaluated. What can be reported is that the tenders have come in at very competitive rates, well within the budget and below the Engineer's estimate.

### **7.2.5 Major Drainage Control**

Contract C566 – Roadside Drainage Improvements, 2009/10. Although the excavation of all swales scheduled in this contract was completed, construction of the soakpits in the most advantageous locations is still to be completed. In order to site these effectively, a reasonable amount of rain is needed to locate areas where water ponds on the roadside and therefore where a soakpit would be needed.

Provisional design work for kerb and channel replacement and new kerb and channel work planned for Methven, Mt Somers, Rakaia and Hinds has been completed. This work is being scheduled in the Physical Work Contract and the tender for this will be advertised this weekend.

### **7.2.6 Reseals of District Roads**

Contract C565 – Reseals and Pre-seal Repairs, 2009/10: Due to a national shortage of bitumen and a protracted supply contract issue between the reseal contractor and his supplier, sealing of the remaining three sections in this contract are now programmed for next week. No adverse affects are expected due to the mild weather at present.

### 7.2.7 Bridges

Work has commenced of the pre-casting of concrete elements for the Jacobs Creek bridge on Hakatere Heron Road. Actual site works are due to commence once the pre-cast panels have cured for the specified time.

The design of the replacement for Bridge 65 at Deals Drain on Lower Beach Rd is complete and this work is currently being priced. The subsidy for this project has been approved by NZTA.

### 7.2.8 Street Cleaning

Routine cleaning is being carried out to programme. Since the last meeting there has been very little rain to cause any problems. Excess chip along the sides of roads where chip has been built up from resealing work is being progressively attended to by the sealing contractor. In addition, the autumn leaf fall, while being later than in previous years, has commenced and additional cleaning plant will be working during the next two months on the extra work this entails.

### 7.2.9 Traffic Services

Routine maintenance of road signs and traffic services continues as part of the Road Maintenance contract throughout the district. Total numbers of signs affected during March and for the last six months are:

	Oct	Nov/Dec	Jan/Feb	Mar	Total 6 mths
Replace broken signs	17	26	29	18	90
Replace missing signs	8	29	31	29	97
Replace or upgrade signs	8	8	11	10	37
Replace marker posts	86	22	131	113	352
<b>Totals</b>	<b>119</b>	<b>85</b>	<b>202</b>	<b>170</b>	<b>576</b>

These numbers are not extraordinary for the reporting period with the possible exception of the number of signs reported missing. The cost of the above schedule of sign work for March was \$19,622.10 and for six months is \$101,495.

Contract C556 – Maintenance of Road Markings 2009 – 2012. Operation of this contract continues with the remarking of faded lines and the marking of new lines as directed from time to time. New edgelines have been marked on Philip Street and Winters Street adjacent to the domain. Locals had complained that vehicles were travelling at excessive speed around the two 45° bends and cutting the corner to such an extent that they felt threatened whenever they manoeuvred out of their driveways. It is hoped that the new edgelines and slight straightening of the centreline will keep vehicles within the defined lanes.

### 7.2.10 Carriageway Lighting

Maintenance work continues on street lights, mainly replacing lamps outages, many of these being reported through the customer request management system. A new contract is currently being prepared for Streetlight Operation and Maintenance. The current contract – C461 – is in its last month and it is anticipated that the new one will be for a twelve month period. A longer term contract will be entered into once Council has finalised the proposed Procurement Strategy as required by NZTA.

### **7.2.11 Minor Improvements**

Progress on the projects included in the programme for 2009/10:

- Bremners Rd/Glassworks Rd intersection. Final designs are being prepared and this work will be scheduled in a contract with the seal widening of the section of Bremners Road to the north of the intersection.
- Park Street / Kermode Street. Design is complete. Work will be tendered in a package with several other sites.
- Brucefield Avenue / Kitchener Street. New kerbing will be installed to better channel and control traffic at this confusing junction and a Give Way is proposed to be installed on the SW approach on Brucefield Ave. Plan attached. *Page 52*
- East Street / Wills Street. This involves the relocation of the two pedestrian crossings at the intersection and the construction of kerb protrusions to better define the intersection, allow for greater pedestrian safety and better visibility.
- Sealing of bridge approaches: A schedule of bridge approaches has been identified and a package will be let next year to improve the safety of a number of high country bridges. Sealing will also help to maintain the roads at these bridges in a better condition.
- Sealing of Rural Unsealed Intersection Approaches. This is a continuation of the successful programme of past years and will involve 6 intersections upgraded.

It is proposed to include the Park Street/Kermode Street, Brucefield Avenue/Kitchener Street and East Street/Wills Street work in one contract. This will be tendered once affected parties have been consulted with.

### **7.2.12 Seal Widening**

NZTA have approved the funding on Bremners Rd stage III widening and this will be scheduled in a contract with the Bremners Road. Glassworks Road intersection upgrade. This will be tendered within the next two weeks.

### **7.2.13 New Roads**

Contract C574 - Dobson St West Construction has been awarded to HEB Construction and work is due to commence within the next two weeks.

### **7.2.14 New Kerb & Channel and Footpaths**

Tenders are to be called for physical works this week.

### **7.2.15 Footpath Resurfacing 2009/10**

This contract is nearing completion, with no issues arising. The extra Ashburton work has been approved and added to the contract.

### **7.2.16 Footpath Maintenance**

Ongoing routine maintenance and cleaning of the urban footpaths continues. Following a recent inspection of the Ashburton CBD, several minor issues were noted where the footpath cleaning was not up to the required standard. This issue will be raised with the contractor and his subcontractor and improvements are expected in the methods used for this work.

### **7.2.17 Minor Township Maintenance Contracts**

Normal operations continue on these contracts, with no issues arising.

### 7.2.18 Public Conveniences

There are no major issues arising. It appears that the vandalism at the Rakaia conveniences has abated.

## 7.3 WATER SUPPLIES

### 7.3.1 General

The schemes are operating satisfactorily.

### 7.3.2 AM-AJ10 Water Pipeline Renewal, Ashburton, Methven & Hakatere 2009/10

This contract covers the renewal of 1,725m of water mains and installation of 782m of new rider mains in Ashburton, Methven and Hakatere.

Work commenced in Suffolk Street on 19 February. Work on the pipelines is now complete. Work on this section is expected to be completed on or about 23 April.

The due date for contract completion is 4 June.

### 7.3.3 Water Restrictions

Water restrictions were lifted for all Council supplies on 1 April 2010.

Scheme	Relative Movement & Dates of Restrictions			
Ashburton	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Chertsey	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Dromore	Permanent Hosing Ban			
Fairton	Permanent Hosing Ban			
Hakatere	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Hinds	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Lake Hood	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Mayfield	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Methven	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Mvn Springfield	Permanent Hosing Ban			
Montalto	Permanent Hosing Ban			
Mt Somers	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Rakaia	■ L0	↑L1 – 21/12/09	↓L0 – 1/04/10	
Winchmore	Permanent Hosing Ban			

Notes:- L0 = **Normal**, no restriction; L1 = **Alternate Days**; L2 = **Time Restricted** (alternate days); L3 = **Hand Held Hosing** (time restricted, alternate days); L4 = **Hosing Ban**; and L5 = **Water Conservation Notice**.

### 7.3.4 Ashburton

#### • Ashburton upgrade - Tinwald Borefield

The Tinwald Reserves Board has provided written approval for the drilling of the bore and “agreement in principle” for the locating of a future facility within the Tinwald Domain. The Board have specifically requested that they be involved in the determination of any site for the facility. This would have been the approach taken regardless and the requirement can be accommodated.

The bore drilling consent was received by Council on 6 April.

- **Ashburton upgrade – Ashburton Domain No:6**

The balance of the aquifer testing of Domain Bore No:6 was purposely delayed due to the level of demand on the Ashburton water supply. With demand now easing off, this testing can be programmed for completion in the next few weeks. Design work for the configuration of Domain Bore No:6 is well advanced. The utilisation of the new bore provides an opportunity to improve the electrical layout at the Domain water treatment facility. The site has been added to and altered many times previously, and with the retirement of the shallow bores, it is now considered prudent to redesign the switchboards and controls from first principles.

Discussions are underway with the Parks Manager regarding the Domain's future power requirements at this location (paddling pool, circus events etc) so that these can be accommodated as far as possible at this time also.

One important outcome of this upgrading work will be to have clear separation of the power supplies and control systems to avoid any potential interruptions to the water supply systems.

### **7.3.5 Chertsey**

- **Water meter replacement**

This project covers the replacement of the existing mechanical meter at the water treatment plant with a new magnetic meter (magflow). The installation and commissioning of the meter was completed on 26 March.

- **Pressure pump**

During routine maintenance it was discovered that one of the pressure pumps in the WTP was overheating. An inspection of the pump found an internal fan had been rubbing against the housing. A replacement pump was purchased and installed. Upon commissioning of the new pump an abnormal noise was identified. This pump was returned to the supplier and a replacement was supplied free of charge and is expected to be installed on or about 16 April.

### **7.3.6 Fairton**

- **Water supply upgrade**

Contract DW-AN11 covers the upgrading of the Fairton water supply. This tender award was the subject of a stand-alone report to the 8 April meeting of Council. The contract was awarded to Ashburton Contracting Limited in the amount of \$240,736.50. The contractor has been advised and work is expected to commence on 26 April.

### **7.3.7 Mayfield**

- **Private bore testing**

The testing of the private bore at Mayfield has now been completed.

There were some issues associated with the quality of the data collected, however it has been sufficient for our engineering service provider to make some preliminary assessments of the viability of the bore.

The test results indicate that the water level in the bore does not fully recover after pumping. This combined with other aspects of the test results give rise to a concern that the aquifer could be "perched". This means that the screened aquifer may be isolated from other water bearing strata by an impermeable layer and recharges either very slowly or not at all. Our service provider is unable to recommend that this bore be used for a community water supply at this stage without further testing. The additional testing involves a two week pump test and longer duration monitoring of the recovery of the bore.

This matter was the subject of consideration by the Water Subcommittee at its meeting on 13 April. The Subcommittee approved proceeding with the additional testing. Arrangements for the testing are underway and are expected to commence in the next 2-3 weeks.

### **7.3.8 Methven**

- **Water Supply upgrade investigations**

Our engineering service provider has completed the investigations into the upgrading of the Methven water supply to meet the drinking water standards. The investigation consisted of two parts: the preparation of a Public Health Risk Management Plan (PHRMP); and an Issues and Options Report to identify the preferred upgrade path in order to address the risks identified in the PHRMP.

These documents are being finalised and will be distributed to the Methven Community Board as soon as they are available. It is proposed to have a site visit / workshop with board members to discuss the issues identified on the scheme and the proposed upgrade plans.

### **7.3.9 Mount Somers**

- **Water Supply Source Investigations**

As a result of a request from members of the Mount Somers District Citizens Association, it was agreed that Council would investigate a possible alternate source of water for the scheme. This followed disappointing results of bore drilling at the current intake. The group had identified a spring on private land further to the northwest of the current source and anecdotal evidence suggests it is very reliable and plentiful. Council staff and a representative from Opus visited the site last year and it was agreed that further investigation of the spring would be carried out.

The investigation involves pump testing the spring in a similar way as a bore source would be investigated. The work entails a step drawdown and constant discharge test. The results of this testing are expected to confirm whether the spring would be a sustainable alternative to the current source. This work is programmed to commence on or about 20 April.

### **7.3.10 Rakaia**

- **Water Supply Upgrade**

The upgrade is complete and the supply has been operating very well since commissioning. Some minor works outside the scope of the civil contract are still being progressed.

The first of these is the landscaping around the reservoir site. The landscaping design is being completed by Opus. Council's Parks Department have agreed to complete the planting component of this work. The landscape plan is expected to be completed late April with planting to be carried out during May/June.

The other outstanding item is the legalisation survey of the reservoir site. This is being coordinated with other survey work at the Mt Somers reservoir site to reduce costs.

## **7.4 WASTEWATER**

### **7.4.1 General**

The schemes are operating satisfactorily.

### **7.4.2 AM-AJ11 Sewer Pipeline Renewal, Ashburton & Methven 2009/10**

This contract covers the renewal of 707m of sewer mains in Ashburton, and Methven.

Work commenced on the Grigg Street / Wills Street / Walker Street sections on 2 February. All pipeline installation works have been completed. Manhole re-benching and testing is still to be completed. The forecast completion date for these sections is 16 April.

The section of trenchless work in Methven (a rear sewer between Allen and Lampard Streets from Blackford Street to near Main Street) is expected to commence on or about 19 April. The due date for this section and contract completion was previously 23 April, but the forecast date for completion is now 30 April.

### **7.4.3 Ashburton**

- **Septage Disposal**

Access to the Wilkins Road septage disposal site had to be temporarily suspended while improvements were made to the septage receiving facility. The septage material received at this facility has to date contained large volumes of stones which were likely to damage the screen. A stone trap device had to be designed, manufactured and installed on the inlet to the screen before the facility could be reopened to the septage contractors. Access to the site was expected to be available again on or about 16 April.

*Note:* Given the “bedding in” of the facility and working through the access procedures, it is not considered appropriate to charge for volumes disposed at this point. Once the facility is operating satisfactorily the charging regime will commence.

- **Wetland Replanting**

Contrary to favourable reports provided in the previous activity report, one cell of the four replanted wetland cells does not appear to have established as well as the other three. This information has been passed on to the contractor and the matter is being investigated.

- **Shelter Belt Establishment**

The shelter belt areas have been sprayed for the second time to control weeds around native trees. A good survival rate of trees is noted in most areas.

### **7.4.4 Ocean Farm**

- **Pasture**

The dry weather over the last three months has reduced the amount of grass being harvested.

- **Standing Grass Contract (WW-AG11)**

This contract covers the removal (sale) of grass at Ocean Farm. The harvest of grass at Ocean Farm commenced 24 October. All blocks except H, J, & L have been cut for silage for the third time between 17 March and 11 April 2010. This equates to approximately 230Ha. Some of these cuts are later than last year because the contractor has chosen to sacrifice some quality for increased bulk of material off the blocks.

### **7.4.5 Rakaia**

- **Standing Grass Contract (WW-AG12)**

This contract covers the removal (sale) of grass at the Rakaia Wastewater Treatment Plant (WWTP). The harvest of grass at the Rakaia WWTP commenced early January. The north block has been cut once and the second cut on the southern block was completed early March.

## 7.5 STORMWATER

### 7.5.1 General

The schemes are operating satisfactorily.

### 7.5.2 Mill Creek

- **Bank Stabilisation**

The programme of work has been finalised and includes the section of the creek between Bridge Street and the flood control weir and the section between Brucefield Avenue and Davis Crescent. Negotiations have commenced with the contractor regarding the works and final details of the design. Pricing of the contract works will commence as soon as the design has been finalised.

It is envisaged that the work will be the subject report for tender award at the 20 May meeting of Council.

## 7.6 STOCKWATER

### 7.6.1 Network

The stockwater network is operating satisfactorily at present.

### 7.6.2 Acton Irrigation Scheme

The work by Acton Irrigation Limited on the upgrading of the Acton stockwater race is continuing. To facilitate the construction works, Council has agreed to shutdown the stockwater main subject to the contractor providing alternate supplies of stockwater to those customers that require it. Council's involvement has been limited to providing notification to customers regarding the work timing including details of a point of contact with the contractor, and ranger advice to the contractor on servicing issues.

The correspondence sent out directed enquiries to the contractor in the first instance, however, Council has received a total of seven enquires about the shutdown since works began on 22 February. These have been referred back to the contractor for resolution. Only two of these enquiries raised strong objections to the work and associated inconvenience.

### 7.6.3 Race applications / closures

Since 1 July 2009, a total of 51 applications have been received. Three applications are awaiting further information and the remaining applications have been approved.

Race closure measurements have been undertaken using measurements derived from the Council's GIS and indicates completed closures at 121,518 metres.

## 7.7 SOLID WASTE

### 7.7.1 Residual waste management at the Ashburton resource recovery park

<b>Tonnes of materials recovered from the residual waste disposal area in 2009/2010</b>			
	<b>2009</b>		<b>2010</b>
<b>January</b>	2.76	<b>January</b>	7.74
<b>February</b>	3.66	<b>February</b>	7.12
<b>March</b>	3.80	<b>March</b>	
<b>April</b>	0.68	<b>April</b>	
<b>May</b>	5.12	<b>May</b>	
<b>June</b>	4.02	<b>June</b>	

<b>July</b>	3.0	<b>July</b>
<b>August</b>	4.78	<b>August</b>
<b>September</b>	3.82	<b>September</b>
<b>October</b>	3.01	<b>October</b>
<b>November</b>	5.88	<b>November</b>
<b>December</b>	6.76	<b>December</b>

There is a steady level of recovery of recyclable and reusable material from the residual waste disposal area.

The operation of the residual waste management contract at the Ashburton RRP is proceeding satisfactorily.

### 7.7.2 Green waste, construction & demolition waste management at the Ashburton resource recovery park 2009/2010

Month	Vehicles with Green waste		Vehicles with Demolition Materials		Total Vehicles		Green waste shredded m <sup>3</sup>	
	2009	2010	2009	2010	2009	2010	2009	2010
<b>January</b>	1626	1522	93	52	1719	1574	549.00	54
<b>February</b>	1223	1380	68	80	1291	1460	387.00	322
<b>March</b>	1657		27		1680		268.50	
<b>April</b>	1328		23		1351		410.50	
<b>May</b>	965		25		990		510.00	
<b>June</b>	958		12		970		430.00	
<b>July</b>	933		24		957		403.00	
<b>August</b>	1233		33		1266		195.00	
<b>September</b>	992		20		1012		117.00	
<b>October</b>	1177		34		1211		144.00	
<b>November</b>	1391		59		1450		158.00	
<b>December</b>	1732		60		1792		309.00	

No wood waste was shredded in February 2010.

Ongoing improvements throughout the whole site are progressing. These include surface and pothole repairs in the recycling area and a lime surface replacing river stone in the composting area to avoid contamination of screened product. The waste oil tank has been relocated allowing the recycling shed to be extended to take up the space that it previously occupied. There is funding available from ECan for this relocation. General tidying up of reuse space has started with a focus on higher quality items only being made available both in the yard and shop.

The green waste and demolition waste contract is operating satisfactorily.

### 7.7.3 Refuse and recycling collection

Quantities of residual waste and recycling materials collected from kerbside are indicated in the table below:

All Areas in 2009	Kerbside - tonnes		Litter Bins - tonnes		Total Residual Waste- tonnes		Recycling - tonnes	
	2009	2010	2009	2010	2009	2010	2009	2010
<b>January</b>	197.47	155.74	11.18	9.64	208.65	165.38	113.44	114.82
<b>February</b>	154.1	153.06	7.72	9.90	164.02	162.96	106.32	121.66
<b>March</b>	173.62		5.16		180.3		107.72	

<b>April</b>	161.42	6.82	170.12	110.16
<b>May</b>	144.78	5.96	150.74	92.77
<b>June</b>	151.40	5.46	156.86	97.64
<b>July</b>	153.72	8.36	162.08	103.3
<b>August</b>	147.82	6.70	154.52	107.30
<b>September</b>	150.10	7.04	157.14	108.40
<b>October</b>	147.37	6.46	153.83	118.89
<b>November</b>	154.36	4.66	159.02	123.02
<b>December</b>	172.34	8.56	180.90	156.60

This contract has been operating satisfactorily. Areas that need addressing are communication and contract performance/deliverables.

#### 7.7.4 Waste minimisation

<b>Tonnes of Recyclable Materials Processed</b>	<b>2008/09- tonnes</b>	<b>2009/10- tonnes</b>
<b>July</b>	298.4	381.3
<b>August</b>	303.7	355.8
<b>September</b>	409.6	352.3
<b>October</b>	351.5	390.6
<b>November</b>	365.9	410.8
<b>December</b>	340.8	428.9
<b>January</b>	420.2	426.7
<b>February</b>	376.4	323.3
<b>March</b>	417.3	
<b>April</b>	315.2	
<b>May</b>	295.1	
<b>June</b>	360.1	

The quantity of recyclables processed is down mainly due to a decrease in glass to markets of 108 Tonne.

Recycling materials transported off site are shown on the attachment.

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#### 7.7.5 Domestic hazardous waste drop off at Ashburton Resource Recovery Park

Domestic hazardous waste drop off continues to be utilized and the facility is operating well. An inspection by ECan in March provided good results in both handling and management.

#### 7.7.6 General recycling management update

- 172 tonnes of product was baled in February - this amount includes paper and cardboard.
- In February three shipping containers of glass were sent to O-I New Zealand in Auckland for onshore recycling.
- The volume of recycled products decreased by 14% from February 2009 due to less plastics, glass, steel & cans being sent to markets.

#### 7.7.7 Transport of waste to Kate Valley

There was a marked decrease in the quantity of refuse transported to Kate Valley in February.

The volume of waste transported to Kate Valley for disposal is shown on the attachment.

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### 7.7.8 Management of waste processing sites

- **Ashburton resource recovery park**

The contract for the Ashburton resource recovery park operation is operating satisfactorily.

- **Methven Green waste site and drop-off centre and collection**

Tonnes of residual waste transported to Kate Valley from Methven	2008/09- tonnes	2009/10
July	12.37	13.22
August	12.41	15.54
September	15.11	12.20
October	12.69	12.40
November	11.78	13.30
December	15.51	12.52
January	12.56	12.96
February	13.14	13.30
March	13.39	
April	11.27	
May	11.65	
June	15.54	

Quantities of refuse continue to remain relatively level and stable.

### 7.7.9 Methven recycling drop off

Provision of plastics recycling at the Methven recycling drop off area on Line Road have been increased in 2010/11. This will provide four mesh bins on site at all times with daily collections in the winter and three collections in the summer.

Figures relating to use of the clean fill and green waste disposal site at Vaughan's Road are shown in this table:

Vehicle numbers at Vaughan's Rd green waste drop off	2008/09	2009/10
July	12	5
August	8	26
September	13	17
October	36	17
November	34	31
December	29	25
January	56	37
February	19	20
March	26	
April	24	
May	13	
June	8	

The use of this site remains steady with an overall decrease of refuse to landfill of 29 tonne compared with the same period in 2008/09.

### 7.7.10 Rakaia resource recovery park

This contract is operating satisfactorily.

Tonnes of residual waste transported to Kate Valley from Rakaia	2008/09- tonnes	2009/10 tonnes
July	13.12	11.18

<b>August</b>	26.80	21.32
<b>September</b>	13.58	14.86
<b>October</b>	25.68	11.86
<b>November</b>	23.59	21.82
<b>December</b>	26.03	13.04
<b>January</b>	22.60	21.02
<b>February</b>	23.00	9.46*
<b>March</b>	11.07	
<b>April</b>	22.56	
<b>May</b>	10.53	
<b>June</b>	21.97	

\* This figure does not include any residual waste dropped off at Wastebusters site after hours for February.

## **7.8 EMERGENCY MANAGEMENT**

### **7.8.1 Fire Season Status**

Currently there are restrictions across the plains and a prohibition in place in the high country.

### **7.8.2 Fire Incidents**

Thirty one incidents have been attended by rural fire parties from the time of the last Committee meeting and up to 19 April 2010, with a breakdown as follows:

Vegetation	16
False alarm	11
Arson	2
MVA	1
Spontaneous combustion	1

### **7.8.3 Fire Permits**

A total of 42 permits have been issued to date during the 2009-2010 Fire Season. Most have been for major land clearing operations and all have been completed without incident.

### **7.8.4 Warnings**

One written warning has been issued to a farmer for burning stubble in a manner that created a smoke nuisance to neighbours. ECan also received complaints regarding this incident.

### **7.8.5 Community Planning Forum**

The EMO attended a MCDEM Coordinated one day forum on community planning on 4 March at Tekapo. Presentations were delivered to the forum followed up with workshops on different ways that local authorities have engaged their communities in emergency planning. A very informative day.

### **7.8.6 Canterbury CDEM Welfare Forum**

The EMO and local CDEM Welfare Manager attended this annual one day forum in Christchurch on 10 March.

## **7.9 ASHBURTON DISTRICT ROAD SAFETY**

### **7.9.1 Road Crash Day**

Planning is underway for the Ashburton College "Road Crash Day" which is to be held on 13 May 2010. The day is organised by the Ashburton District Road Safety Coordinator and is a community initiative, aimed at raising high school students' awareness of a motor vehicle crash and the consequences that follow. The event, this year will be held for all of Year 12, which at this stage is 209 students. The theme for this year's road crash day is "it won't happen to me...will it?" There is a competition currently underway for a winning t-shirt design around this year's theme. The winning design will be printed on T-shirts that the students can purchase for a small subsidised fee.

### **7.9.2 A&P Shows**

The Mayfield and the Methven show were attended the Canterbury Regional Road Safety Coordinator and the Ashburton District Road Safety Coordinator on 13 and 20 March. The theme for this year's A & P Shows was how to plan your party. A competition was held where people had to read the information on safe partying and fill in the missing words for four questions. 435 entries were received for the Mayfield Show and 610 for the Methven Show. Evaluations are underway for both the A & P shows to see how effective the information given is.

### **7.9.3 ADRSAP Meeting**

A meeting was held for the implementation for the road safety action plan for the winter period. Due to the new Road Safety Strategy that was released by the Ministry of Transport, the RSAP template has been revised to best show the linkages to Safer Journeys. A draft plan has been sent out to the action group for consultation.

### **7.9.4 Plunket**

A meeting has been held with a representative of Plunket to organise a project plan for restraint checking clinics. The objective is to run a number of checking clinics at pre-school centres in urban Ashburton (childcare centres, kindergartens, play centres). To check vehicles and child car seats to ensure they are fitted correctly, to educate parents about the need to fit seats correctly and to use them and to encourage the use of booster seats until children are 148cm tall. Further planning is being done to try and facilitate this event.

### **7.9.5 NZTA Funding Update**

We received correspondence from the NZTA, in late March, relating to the proposed Community Programme for the 10/11 and 11/12 year budget. Information as provided by NZTA has asked us to review our projects to bring them in line with their priority criteria which are the Safer Journeys Road Safety Strategy and the new Communities at Risk Register. This means that some projects will have to be abandoned and new projects including in the programme for the next two years. The indications are from NZTA that the following will not be funded:

- Cycling and cycle safety (such as Bikewise)
- Walking/Pedestrians
- Fatigue

It is too early at this point to report our proposed road safety projects as this is currently being worked on. A separate memo will be issued to Councillors once a first draft is complete. Our draft programme has to be completed and submitted to NZTA no later than the 7 May 2010. NZTA accepts that formal council approval may not be possible before the programme is required to be submitted. Council approval is needed prior to 11 June.

### 7.9.6 Miscellaneous

Attended a CAT (Canterbury Active Transport) forum, attended a meeting with ACADS (Ashburton Community alcohol and Drug Service) regarding CAAP (Community Alcohol Action Programme), Russell Hendry from ACC retired, Susan Cambridge from Christchurch City (the first road safety coordinator in New Zealand) retired.

### 7.9.6 Miscellaneous

Attended a CAT (Canterbury Active Transport) forum, attended a meeting with ACADS (Ashburton Community alcohol and Drug Service) regarding CAAP (Community Alcohol Action Programme), Russell Hendry from ACC retired, Susan Cambridge from Christchurch City (the first road safety coordinator in New Zealand) retired.

## 7.10 CONTRACTS AWARDED

Contracts awarded since March 2010

No.	Contract	Contractor	Date / Value \$	N <sup>o</sup> of Tenders / Range \$	Engineer's Estimate
C572	Sealed Road Rehabilitation 2010-2011	Paul Smith Earthmoving 2002 Ltd	16/4/2010 \$965,752	6 \$965,752 to \$1,718,346	\$1,198,195
C574	Dobson Street West Construction	HEB Construction	10/3/2010 \$306,904	2 \$306,904 to \$363,047	\$380,597
C581	Prof. Services – Pavement Deterioration Modelling 2010	Opus International Consultants	10/3/2010 \$13,962	Invited Sole Tender \$13,962	\$17,300

## 7.11 CUSTOMER SERVICE REQUEST REPORTS

CRM reports for the year to date and the reporting period are attached. **Pages 56-59**

## 7.12 METHVEN COMMUNITY BOARD

The Methven Community Board met on 12 April. There were no matters were referred to the Operations Committee:

R ROUSE  
**Operations Manager**

## ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 0530-07-01  
DATE: 22 April 2010  
REPORT TO: Operations Committee  
FROM: Water Subcommittee Meetings  
SUBJECT: Unconfirmed Minutes of Water Subcommittee Meeting – 18/03/10  
Unconfirmed Minutes of Water Subcommittee Meeting – 13/04/10

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### 8. WATER SUBCOMMITTEE MEETING – 18 MARCH 2010

**PRESENT:** Councillors J Leadley (Chair); K Lowe, P Reveley and B Tasker  
In attendance Mayor B O'Malley and Cr R Kilworth; Water Services Manager, Operations Secretary and Senior Water Ranger.

**APOLOGIES:** Crs N Brown & J Burgess (absence); Cr J Everest & K Holmes (lateness) **Sustained**

#### *Ashburton Water Supply*

##### Tinwald Borefield Drilling Site

The Water Services Manager reported that a site has been found for drilling in Tinwald. (Plan attached). It has been suggested that there are better opportunities for locating water towards the north-west. The Tinwald Reserve Board supports the bore being drilled on their site but would like to have input into future buildings etc. A letter of confirmation from the Reserve Board will be coming to Council in the next week, giving permission to drill. The Water Services Manager confirmed that no water diviner was involved in the site selection, and the decision was based on the best available science.

##### Report on Water Cylinders

The Water Services Manager advised that a technical report has been received from an Opus, Technical Manager (who used to work for Dunedin City Council). Other towns have experienced similar issues. The report is based on three 'reported' samples. The outcome is that additional treatment is not required. It was noted that there have always been issues with water cylinders, and the water cannot always be blamed.

#### *Fairton Water Supply Upgrade*

The Water Services Manager reported that Council are close to getting consent. A consent is held for the existing bore; the application is for a 'change of condition' rather than a new consent. ECan identified an existing bore in the vicinity which required affected party signatures but this has been completed. Attached plans are only in draft form at this stage, but are close to being finalised. It is intended to report to the Council meeting on 8 April, seeking contract approval. Contact will be maintained with property owners. The site is on Council owned land

Crs Everest and Holmes attended the meeting at 2pm.

- ***Confirmation of Minutes – 17/12/09***

"That the minutes of the Water Subcommittee meeting held on Thursday 17 December 2009, be taken as read and confirmed."

Tasker/Reveley

**Carried**

### ***Matters Arising***

- It was reported that good progress is being made with the Acton scheme.
- BCI have had sufficient uptake to proceed without Council funding.

### ***Barrhill Rakaia Update***

Three Barrhill property owners were welcomed to the meeting. Cr Leadley explained the meeting procedures advising that the property owners would not have speaking rights. It was noted that some Councillors have had contact with the Barrhill farmers.

This race was surveyed with 52 properties being affected – 49 properties returned the survey forms to the Council office. At meeting in December, further investigation was to be carried out by consultants. The Water Services Manager apologised for delay in not having completed these investigations. It is believed that some of the properties who have indicated they do not have an alternative water supply actually do. Further investigations need to be done, but rather than out-sourcing to consultants, the preference is to complete the work in-house by Council rangers. Some properties have been listed more than once and each property must be surveyed. It is understood that the stockwater is going into a duck pond. The Timeframe for the investigation to be completed is 15<sup>th</sup> April 2010. Rangers are to complete the initial investigation and if any further issues are raised, there is a \$10,000 consultant option if required as a backup. It was noted that this is a management decision as to how this investigation is undertaken.

“That Council stockwater rangers undertake further investigation of Barrhill/Rakaia race properties opposed to race closure – to be completed by 15<sup>th</sup> April”

Lowe/Reveley

**Carried**

### ***Racecourse Road Race Closure***

The Water Services Manager reported that only one property was without a bore and this property is on town supply.

"That the special consultative procedure be commenced to close the stockwater race running from Pt RS 8053 below Methven Highway, running parallel to Racecourse Road, to a junction below Allens Road on Lot 4 DP 13291”

Tasker/Everest

**Carried**

The Water Services Manager said he doesn't see any problems arising with water in the Racecourse Road / Allens Road in the future. Council will continue to maintain the race alongside Methven Highway from Racecourse Road to town. It was noted that the race needs cleaning and this will be arranged as soon as possible.

### ***Business transacted with the public excluded (2.30 pm)***

“That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item no	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
9	Piped scheme proposal	Section 7(2)(a)	Protection of privacy of natural persons
10	Electricity Ashburton / BCI Ltd	Section 7(2)(i)	Conduct of negotiations

Tasker/Lowe

**Carried**

The Mayor left the meeting at 3pm.

***Mayfield Water Supply Upgrade***

The Water Services Manager reported that the well driller is on site carrying out further testing. The Water Services Manager has been in preliminary discussions with Council's Property Manager in relation to land access. Letters will be sent out to the Mayfield Group to keep everyone informed. It was agreed that communication is very important as is having a paper trail. The question was asked about property concerns/easements etc. and what the procedure is – it was explained that the Mayfield site is unusual in that the bore is not owned by Council and not on Council land, but is on private property.

***Methven Water Supply Upgrade***

The Water Services Manager reported that as Opus had out-sourced the report, this resulted in the report being late – he apologised for the lateness. Galley re-lining may need to be looked at, also there may be work required on some trunk lines. The Fluoridation plant may need upgrading but there may be funding available for this. The Water Services Manager was asked if this report ties in with water meter issues in Methven and, if so, a copy of that report should go to the Methven Community Board. Mr Guthrie said that a report would be made available to MCB and councillors, but water metering was outside the scope of the report.

The meeting concluded at 3.45 pm.

## **WATER SUBCOMMITTEE MEETING – 13 APRIL 2010**

**PRESENT:** Councillors J Leadley (Chair); J Everest, K Lowe, P Reveley, N Brown and B Tasker  
In attendance Crs R Kilworth, K Holmes, Operations Manager, Water Services Manager, Operations Secretary and Senior Water Ranger

**APOLOGIES:** Cr J Burgess **Sustained**

### **Confirmation of Minutes – 16/3/10**

"That the minutes of the Water Subcommittee meeting held on Tuesday 16 March 2010, be taken as read and confirmed."

Reveley/Tasker **Carried**

### **Matters Arising**

#### **Tinwald Borefield Drilling Site**

The Water Services Manager advised access to Tinwald Domain has been confirmed by Tinwald Domain Board. Bore drilling consent has been received. More information will be available at the Operations committee meeting.

#### **Report on Water Cylinders**

Councillors requested if further reports had been received, the Water Services Manager replied that no further reports have been received at this time.

#### **Mayfield Water Supply**

The Water Services Manager reported that testing of the Mayfield bore had been carried out. The well-drilling company had been very helpful although not experienced in monitoring requirements, as outside their scope of usual testing. Results have not been as good as expected, as the bore does not recover fully after testing. Would like to undertake a two week period of further testing. Council need to have a meeting with the Mayfield residents - information should be coming from Council staff, as requested by Councillors in December 2009.

"That Council employs Opus, in conjunction with McMillan Well-drilling to do further testing for a two week period on the Mayfield bore; and that an information meeting be held with Mayfield residents, to be followed up with written correspondence."

Tasker/Reveley **Carried**

In response to a question regarding Mayfield land access, it was reported that the Property Manager has had an on-site meeting with the property owner. The Operations Manager is planning a visit for a meeting at Mayfield – this is tentatively planned for next week but is to be confirmed.

#### ***Winchmore Water Supply***

The Water Services Manager reported that the Winchmore Water Supply is a domestic scheme that supplies 20 properties. Council was approached by a property owner who made the suggestion that he would like access to additional water and would be prepared to pay for it. This developed into the option to convert the scheme into a restricted supply, to free up additional volumes for other purposes (not just domestic).

Consultation was undertaken to gauge support for this option – only one of nine properties wanted the additional water.

One of the consequences of the consultation is that now two properties have asked to leave the scheme, with another two properties indicating they may do the same. If property owners leave scheme, they will still be required to pay a half charge on their rates. It will be necessary to talk to Winchmore residents, as Council would not want people leaving the scheme.

It was suggested that a meeting be held with the Winchmore group, either on a site that suits them or that a representative group come to Council. This should be outside the Annual Plan process.

“That Council staff hold a meeting with Winchmore Water Supply users, at a site suitable to them to discuss options regarding water supply – to be held within the next month.”

Tasker/Brown

**Carried**

There was general discussion about whether Council should be consulting with both Winchmore and Dromore Schemes, to see if the property owners would like to take the schemes over. It was decided to work through the Winchmore Scheme first, then begin consultation/meetings with Dromore Scheme users.

### **SK-AP Barrhill-Rakaia stockwater race closure**

The Operations Manager reported that the report was left without recommendation, to allow for discussion. Council water rangers visited each opposing property and spoke to all affected owners. It was noted that some properties had said they had bores on the original survey, but these were not stated for each separate property. The majority of properties opposed are in the Rakaia Settlement area. Councillors asked if Rakaia Water Scheme could be extended to Settlement but this is not part of the ‘stockwater’ brief. When following Special Consultation Process, this will clarify all information.

### **RECOMMENDATION TO OPERATIONS COMMITTEE**

“That the Water Subcommittee recommends to Council that the special consultative procedure be commenced to close the stockwater race commencing from a junction near Accommodation Road on Lot 1 DP 23885, running parallel to Rakaia Barrhill Methven Road, and terminating below Baker Road on Lot 14 DP 1017.”

Reveley/Lowe

**Carried**

Cr Leadley declared an interest in the Buttericks Road race closure and left the chair.

Cr Tasker took the chair.

### ***SK-AN Buttericks Road***

The Operations Manager reported that opposing property owners have bores – to trough in affected paddocks can be completed for under the \$10,000 threshold.

### **RECOMMENDATION TO OPERATIONS COMMITTEE**

“That the Water Subcommittee recommends to Council that the special consultative procedure be commenced to close the stockwater race running from a junction at CT 295368 to where it ceases at the coastline on Lot 26 DP 289”

Tasker/Brown

**Carried**

Council staff are required to follow stockwater procedures to carry out race closures. More and more closures are being requested from property owners with feelings in the community changing with more education with owners being more pro-active. Kaye/Kevin to process/generate reports – Andy/Rob to check report before meetings. It is intended to speed up race closure process.

Councillors suggested using some of surplus water funds to help with staffing. The Water Services Manager reported that the Water Services Department has been one staff member down since last year, but replacement staff member starts on Monday 19 April.

Also, an internal staff member has been appointed to the new asset position, resulting in the Water Services Department being now fully staffed.

The Water Services Manager is satisfied that with present staffing levels, stockwater staff will be able to process race closures as requested, but may take time to work through existing closures.

Cr Leadley returned to the chair.

### ***General Business***

#### **Spray Contractors Taking Water From Stockwater Races**

Cr Brown voiced concerns regarding spray contractors filling from stockwater races, and discharging/washing out vehicles after use with stockwater race water. He asked whether there is anything to stop this in the stockwater bylaws. It has been a problem in the past – if sighted, registration numbers should be recorded and report to Council staff. Council does not want this happening in any area, but it is of extra concern in the Mayfield area with the township involved. Council staff will prepare a public notice and organise publication through Federated Farmers and the ATS magazine. Council staff to organise spraying of main races or road crossings, but with Roundup only, and use approved contractors. All contractors are aware of Council's resource consent conditions. All spray contractors must have non-return valves on vehicles. General discussion about Council staff having a meeting with all spray contractors/sheep dip operators, to follow up with letter.

“That Council staff generate a public information leaflet for all spray contractors/sheep dip operators to be advertised through Federated Farmers/ATS, with regard to taking water from stockwater races.”

Brown/Leadley

**Carried**

#### ***Somerton Road Race Closure***

The Senior Water Ranger reported that there may be some issues with the Somerton Road race closure and if there are any concerns reported, staff should ask the caller to contact him directly.

#### ***Racecourse Road Race Closure***

The Water Services Manager requested a date for the next Water Subcommittee meeting, to allow advertising to commence for the Racecourse Road race closure, going through the special consultation process. The next Water Subcommittee meeting will be held on Tuesday 1 June.

The meeting concluded at 2.50 pm.