



# Ashburton District Council

## AGENDA

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

**Date:** Thursday 15 July 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

---

	Page
<b>1 APOLOGIES</b>	
<b>2 NOTIFICATION OF EXTRAORDINARY BUSINESS</b>	
<b>3 CONFIRMATION OF MINUTES</b> Operations Committee – 3/06/10	1
<b>4 MATTERS ARISING</b>	
<b>MATTERS FOR COMMITTEE DECISION</b>	
<b>5</b> Second Bridge across Ashburton River – Project Update6	<b>5</b>
<b>6</b> Extension of the Ashburton Water Supply – Resource Consent	<b>9</b>
<b>ACTIVITY REPORTS</b>	
<b>7</b> 7.1 General	<b>12</b>
7.2 Roding	<b>13</b>
7.3 Water Supplies	<b>17</b>
7.4 Wastewater	<b>20</b>
7.5 Stormwater	<b>21</b>
7.6 Stockwater	<b>21</b>
7.7 Solid Waste Management	<b>22</b>
7.8 Emergency Management	<b>26</b>
7.9 Road Safety	<b>27b</b>
7.10 Contracts Awarded	<b>28</b>
7.11 Customer Service Requests	<b>28</b>
7.12 Methven Community Board	<b>28</b>
<b>BUSINESS TRANSACTED WITH THE PUBLIC EXCLUDED</b>	
<b>8 Township Minor Maintenance Contract</b> Section 7(2)(h) Commercial activities	<b>51</b>

8 July 2010

## ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: C554  
DATE: 15 July 2010  
REPORT TO: Operations Committee  
FROM: Operations Manager  
SUBJECT: Second Bridge across the Ashburton River

---

### 5. SECOND BRIDGE ACROSS THE ASHBURTON RIVER – PROJECT UPDATE

*Concept plans attached*

#### 5.1 SUMMARY

On 20 May 2010, Council approved additional investigation work for the second bridge project and the formation of a community reference group.

On 29 June Council approved the makeup and terms of reference for the reference group.

The purpose of this report is to provide the Committee with a project update and seek Council's formal approval to accept prices to carry out the social impact assessment and additional technical investigation work in their entirety. A timeline will be tabled.

#### 5.2 RECOMMENDATION

- |  |
|--|
| <ol style="list-style-type: none"><li>1. That the social impact assessment work be awarded in the sum of \$47,860; and</li><li>2. That the additional technical assessment work be awarded in the sum of \$167,980."</li></ol> |
|--|

#### 5.3 BACKGROUND

On 20 May 2010, Council approved additional technical investigation, social impact assessment work and a budget of \$247,980 excluding GST.

Project briefs have been prepared and preliminary work has commenced. Set out below is a summary of the worksopes for the two project phases and completion dates.

##### **Social Impact Assessment**

- Attend open days, carry out one on one interviews and prepare a brief report (complete).
- Provide assistance regarding guidelines and terms of reference for the establishment of a reference group (complete)
- Facilitate and complete reference group meeting phase of the project (11 March 2011)
- Carry out social impact assessment and prepare a report (30 November 2010)
- Assist with the preparation of a second stage consultation/communication plan (15 July 2010)
- Prepare a project report at the completion of all project phases (April 2011).

The cost to complete the above work is \$47,860 excluding GST.

##### **Additional Technical Investigation Work**

- Carry out investigations of potential impacts on Tinwald School (20 August 2010)
- Chalmers Avenue to Grove Street additional investigations (10 September 2010)

- Chalmers Avenue to east of Tinwald additional investigations (10 September 2010)
- Melcombe Street options additional investigations (10 September 2010)
- Bypass options additional investigations (10 September 2010)
- Further consultation (18 March 2011)
- Reference group support and liaison (March 2011)
- Revision of the transportation model (6 August 2010)

The cost to complete the above work is \$167,980.

Set out below is a summary of the work completed to date.

### **Bypass investigations:**

Two “typical” bypass options have been identified, a “bigger bypass” and a “closer in bypass”.

#### Fairton to Winslow bypass (bigger bypass)

- SH1 to follow new alignment
- New route to have priority at all intersections
- 100km design speed
- Use of existing roads optimised.

Note: this bypass could also be a local road. A cost estimate is yet to be prepared.

#### Seafield Road to Laings Road bypass (closer in bypass)

- SH 1 to remain on existing alignment
- SH 1 to have priority at Seafield Road and Laings Road
- New route to have priority at other intersections
- Seafield Road intersection to be revised to eliminate back track of traffic between SH 1 and Seafield Road
- 70km design speed between SH 1 and Trevors Road
- 60km/hr along Trevors Road to Bridge Street
- 100km/hr elsewhere
- An option of relocating SH 1 to this alignment was considered. This would have a significant impact on design standards and curves
- A greenfields option east of Trevors Road will have a significant impact on land.

Note: a cost estimate is yet to be prepared.

### **Melcombe Street options:**

- SH 1 to follow any new alignment
- SH 1 would have priority at all priority intersections
- If the rail level crossing is located outside the urban area minimum curve radii will be dependent on road speeds which could be 100km
- Any rail crossing will need to be a minimum of 70
- A 32m stacking distance across level crossings
- Four laning is likely to be required for SH 1 (West Street) from Moore Street to Walnut Avenue unless constrictions on East Street are removed to allow East Street to become the primary route.
- A grade separated rail crossing has also been included.

Note: a cost for Melcombe Street options is yet to be prepared.

The “typical bypass” and Melcombe Street options were discussed with the NZ Transport Agency on Friday 2 July.

A draft consultation strategy has been prepared. This will be discussed with the reference group. The draft consultation strategy will be the subject of a standalone report for consideration by Council prior to any further consultation commencing.

An overview of the draft consultation strategy is as follows:

- Is an internal project document that outlines the framework for undertaking further consultation for the project.
- Outlines the nature of the project and the background to the proposal.
- Sets out the scope of the decision making process and evaluation of the consultation and feedback provided.
- Details the purpose and objectives of the consultation to be undertaken.
- Identifies broadly the parties to be involved in the consultation.
- Identifies the tools and activities proposed in conducting the consultation.
- Sets out the consultation project team and protocols.

The social impact assessment is being undertaken alongside the consultation and other technical investigations. The social impact assessment is focused on the social effects of a proposed second bridge on the community where as the consultation is aimed at providing the community with information and exploring the effects of the proposal. There will however be an overlap with the consultation and social impact assessment work.

At this stage the draft consultation strategy includes the following:

- Newsletters
- District Diary/Community Noticeboard
- Some aspects of the reference group activities/considerations
- Open days
- Liaison/discussions with NZTA and other stakeholders

Work has commenced on the formation of the reference group. It is anticipated the first reference group meeting will be held in July.

While some technical and social impact assessment work has commenced formal approval is requested to award the work in its entirety.

## 5.4 OPTIONS

The following options are available to Council.

*Option 1: to award the work to the service providers identified to carry out the social impact assessment and additional technical investigation work.*

This option will allow work to continue as identified through initial feedback and as approved by Council.

*Option 2: to not award the work to the service providers identified to carry out the social impact assessment and additional technical investigation work.*

This option will mean that the additional information identified being required as a result of the feedback process will not be obtained. This may result in an inability to show we have adequately considered options that currently have a high public profile.

***The recommended option is Option 1: to award the work to the service providers identified to carry out the social impact assessment and additional technical investigation work.***

## 5.5 STATUTORY IMPLICATIONS

There are no statutory implications arising from the approval of the recommendation in this report.

NZTA requirements must be complied with regarding an application for subsidy funding.

## 5.6 CONSULTATION

The social impact assessment and additional investigation work has arisen as a result of feedback received as part of the first stage of consultation on a possible second bridge location across the Ashburton River. The wider community were given the opportunity to provide feedback through this process.

The “typical” bypass and Melcombe Street options have been discussed with NZTA. Their formal response is yet to be received.

## 5.7 STRATEGIC LINKS

The recommendations in this report are consistent with the outcomes and strategic objectives included in the 2009/2019 LTCCP.

## 5.8 FINANCIAL

The cost of the additional work is as follows:

- Social impact assessment \$ 47,860 excluding GST
- Additional technical investigations \$167,980 excluding GST

On 20 May Council approved –

1. *the additional technical investigation and social impact assessment work;*
2. *additional funding in the sum of \$106,631.40 excluding GST being the local share of the costs of the additional work within the total cost of the work being \$247,980 excluding GST.*

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

Prepared By:

R ROUSE  
Operations Manager

Approved by:

B LESTER  
Chief Executive

## ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 0570-06-01  
DATE: 15 July 2010  
REPORT TO: Operations Committee  
FROM: Operations Manager  
SUBJECT: Extension of the Ashburton Water Supply

---

### 6. EXTENSION OF THE ASHBURTON WATER SUPPLY – RESOURCE CONSENT

#### 6.1 SUMMARY

Work is progressing on the construction of onsite utilities and roading in the Ashburton Business Estate and is programmed for completion in August 2010.

The 2009/2019 LTCCP has identified, subject to consultation, the servicing of properties in the NE Ashburton area with potable water in 2012/2013.

The purpose of this report is to seek the Committee's approval to apply for resource consents for water sufficient to ensure availability and reliability of supply to the Ashburton Business Estate and to service the NE Ashburton area.

#### 6.2 RECOMMENDATION

“That the Committee approves

1. the preparation and lodging of a resource consent application for the taking of water for a community water supply for the North East Ashburton rural residential area and to support the Ashburton Business Estate; and
2. funding up to \$100,000 from the Ashburton Business Estate project budget.”

#### 6.3 BACKGROUND

Work is progressing on the construction of utility services and roading within the Business Estate footprint. Work is programmed for completion in August 2010.

The Business Estate is serviced from the Ashburton water supply.

The 2009/2019 Long Term Council Community Plan states the following:

*“Council has budgeted \$3.6 million in 2012/13 to construct drinking water reticulation from the existing Ashburton network to service the rural-residential area to the north east of the town. This project will only proceed following consultation with affected residents.”*

Given the completion of the business estate and the project outlined in the 2009/2019 LTCCP and likely increased demand on the Ashburton water supply it is proposed that work commence in obtaining a resource consent for a new community bore to be installed either within the business estate footprint or in the area adjacent to facilitate servicing of the NE Ashburton rural residential area. This location has been selected for strategic purposes and is located close to where the water will be required.

Under normal circumstances the process to be followed for this project would be as follows:

##### Step 1

- Carry out consultation with NE Ashburton residents

**Step 2**

- Obtain resource consent to drill a bore and carry out pump testing

**Step 3**

- Apply for a resource consent to take water

**Step 4**

- Implement construction of approved and consented facilities.

Given the uncertainties regarding accessing groundwater resources, the following process is proposed:

**Step 1**

- Apply for a resource consent to take water

**Step 2**

- Carry out consultation with NE Ashburton residents

**Step 3**

- Obtain resource consent to drill a bore and carry out pump testing – subject to Step 2.

**Step 4**

- Implement construction of approved and consented facilities – subject to Step 2.

This process and bore location is proposed because of the following benefits and requirements:

- Provides a higher level of certainty regarding the consenting of an appropriately located bore and associated facilities prior to consultation.
- Will provide a strategically located bore close to the users.
- Better risk management.
- Will ensure that Council is ready to implement approved and consented works with the knowledge that a consent is in place.
- More efficient distribution of water to customers.
- Benefits to the business estate regarding system availability and reliability.
- Will ensure from a source point of view a holistic approach to servicing areas outside the current Ashburton urban area and the business estate rather than a piece meal approach.
- Ensure, subject to consultation timely connection of properties to the extended scheme.

Rough order of costs have been prepared and are as follows:

- Publicly notified resource consent \$75,000 to \$100,000
- Physical works including a 30% contingency \$819,000

These figures are set out in more detail in the financial implications section of this report.

Based on the above, we are seeking the committees' approval to investigate resource consenting options for an additional bore to service the NE Ashburton residential area, provide additional availability and reliability to the Ashburton Business Estate and apply for a resource consent to take water.

## 6.4 OPTIONS

The following options are available to the Committee.

*Option 1: to approve the lodging of an application for a resource consent to take water.*

This option will provide the benefits outlined in this report. While a site for a possible bore and associated treatment facilities are available within the business estate footprint, a consent would be applied for that would enable the drilling of a bore in the general area of the business estate and north east Ashburton rural residential area to provide the necessary flexibility and risk management.

*Option 2: to not approve the lodging of resource consent application to take water.*

This option will delay the benefits identified in this report.

***The recommended option is Option 1: to approve the lodging of an application for a resource consent to take water.***

## **6.5 STATUTORY IMPLICATIONS**

Any extension to the Ashburton water supply requiring an increase in the quantity of water will require a resource consent. All water currently consented for the Ashburton water supply is allocated.

## **6.6 CONSULTATION**

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

Consultation regarding the servicing of the north east Ashburton rural residential area will be carried out as required by the 2009/2019 LTCCP.

The servicing of the NE Ashburton rural residential area and the Ashburton Business Estate water supply availability and reliability have been discussed with the Ashburton Business Estate Project Board.

## **6.7 STRATEGIC LINKS**

The recommendations in this report are consistent with the community outcomes and strategic objectives in the 2009/2019 LTCCP.

*Outcome 1: a thriving and diverse local economy that provides the foundation for a quality lifestyle.*

*Strategic objective: our community has access to quality infrastructure (roading, water, footpaths, wastewater and stormwater) that is efficient and reliable.*

## **6.8 FINANCIAL**

The cost to prepare consent application documentation and lodge a consent application is estimated to be \$75,000 to \$100,000 excluding GST.

The estimated cost of a new bore and treatment works is as follows:

Bore drilling	\$125,000
Bore head works	\$120,000
Building	\$160,000
Reticulation to network	\$105,000
Generator	<u>\$120,000</u>
Subtotal	\$630,000
Contingency 30%	<u>\$189,000</u>
<b>TOTAL</b>	<b>\$819,000 excluding GST</b>

The estimated cost to service NE Ashburton with reticulation is \$3,600,000 excluding GST. This sum is included in the 209/2019 LTCCP in the 2012/2013 financial year.

Prepared By:

**ROB ROUSE**  
**Operations Manager**

Approved by:

**BRIAN LESTER**  
**Chief Executive**

## 7. ACTIVITY REPORTS

---

### 7.1 GENERAL

#### 7.1.1 Financial Reports

Financial reports for the period 1 July 2009 to 30 May 2010 are attached. *Pages 29-41*

Financial reports for solid waste management and roading will be circulated prior to the Committee meeting.

#### 7.1.2 Ashburton Business Estate

- **Earthworks**

Road formation is complete. Work on the railway bund is progressing but has been affected by bad weather.

- **Drainage work**

Stage one work is essentially complete with testing of manholes to be completed.

Work on stage two stormwater is underway.

Work is continuing on completion of the wastewater pumping station.

Testing of rain gardens is underway.

- **Water supply**

Water main installations are complete and tested.

- **Rail level crossing**

Roading work associated with the level crossing is complete and ducting was also laid under the tracks at the same time, avoiding the need to thrust ducting under the tracks. This work was carried out by OnTrack.

- **Kerb and channel**

Kerb and channel work has been affected by bad weather.

- **Roading**

Road construction work is approximately two weeks behind programme.

Sealing work commenced on Tuesday 6 July

- **Forecast completion date**

The forecast completion date is the end of August 2010.

The biggest concern at present is the completion of the berms which is weather sensitive.

- **Rail relocation**

Work has been completed on the review of rail relocation costs. The cost estimates prepared have been confirmed. The review also confirmed there are no 'buildability' issues and that work could be completed in 20 to 24 weeks.

- **Signage**

Prices have been received for the lighting of the 'gravestone' signs on the state highway. Additional promotional signage will be constructed / installed shortly.

- **General**

Practical completion has been issued for the landscape bunding.

- **Financial summary (physical works)**

As at 22 June 2010

Accepted tender	\$5,826,020 (includes \$1,000,000 contingency)
Value of work to date	\$3,399,467

Forecast final cost

Tendered sum	\$4,826,000 (excludes \$1,000,000 contingency)
Stage 2 work	\$ 577,328 (additional to the original contract)
Lot 24	\$ 203,041 (additional to the original contract)
Approved variations	\$ 265,757
Increases to schedule	\$ 273,400 (increase to quantities)
Importing of gravel	\$ 219,000
Forecast additional variations	\$ 100,000 (estimate of possible future variations)

Forecast final contract value \$6,488,126 (estimate of possible future variations)

Forecast final value excluding stage 2 & Lot 24 work \$5,707,757

This is \$118,243 below the tendered sum of \$5,826,000 which includes the \$1,000,000 contingency sum.

### 7.1.3 Contract 589

Tenders for contract 589, the supply of management, operations, maintenance and associated services for waste management and waste minimisation activities and facilities 2010 to 2015, has been publicly advertised.

Set out below are key dates:

Tender period started	21 June
Tenderers' site visit	28 June
Tenders close	9 July
Interviews / presentations	19 & 20 July
Tender award (Extraordinary Council meeting)	29 July
Contract commencement date	4 October

## 7.2 ROADING

### 7.2.1 State Highway Work 2009/10

Significant works on the State Highways throughout the district during the reporting period include:

- Upgrade of the threshold treatment on SH 1 south of Tinwald, has been completed.
- Flush median, etc, has been marked on SH 77 in Methven.

The New Zealand Transport Agency does not plan on any work on the state highways in the Ashburton district other than routine maintenance for the next three months.

### 7.2.2 Crash Reports

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

**Pages 42-43**

### 7.2.3 Subsidised Roading Account – Expenditure and work carry over

The approved budget for 2009/10, 2010/11 and 2011/12 has been approved by the New Zealand Transport Agency for each of the three years, as approved at 1 September 2009. This means that the funding for each year has been set, in line with the Council budget as approved for the LTCCP.

We have been advised by NZTA that we are able to carry over unspent allocations in the following areas:

- Block maintenance (maintenance and renewals)
- Minor improvements
- Demand Management
- Community programmes

We are also able to carry over approved allocations for individual improvement projects, which have always been permitted.

Final costing is currently being completed and balances will be lodged by 14 July 2010 for the final claims for 2009/2010, at which stage we will know what budget carryovers will be required from 2009/10 to 2010/11.

At this stage NZTA have approved the following budget carryovers

	Budget	spent 09/10	carryover 10/11
• Replacement of Br 48 (Jacobs stream)	\$95,433	\$14,690	\$80,743
• Replacement of Br 65 (Deals Drain)	\$51,761	\$13,801	\$37,960
• Bremners Rd stage III	\$100,000	\$9,274	\$90,726
• Dobson St West	\$230,000	\$22,390	\$207,610
• Minor improvements	\$656,666	\$531,769	\$124,897

In addition to these a request has been lodged to carry over the funding for the cycleway construction between Moore St and Havelock St, which will be a request of \$35,046 to be carried over.

In the block maintenance area expenditure is currently forecast to be underspent by \$35,587(of a budget of \$8,261,811), and this balance will be requested to be carried over to 2010/11.

Full details of the final carry over sums will be provided in the carry over report to be presented to the next Committee meeting.

### 7.2.4 General Maintenance

The main focus for June has been reinstatement of roads affected by the rain event during the week of 24 May. Once the Hinds River had dropped sufficiently for the flow to be diverted back underneath the three bridges, reinstatement of the south approaches to the bridges on Hackthorne Road, Winslow Road and Boundary Road was completed. These have since been inspected by representatives of ECan and ADC and some minor work will be required to ensure that the conditions of the resource consents for these crossings are met. This work pertains to the nature of the stream diversion work and also to the level of the road south of the bridges.

In addition, significant flood repair work has been necessary on Upper Downs Road, Hakatere Heron Road, Double Hill Run Road and Thompsons Track.

The effects of the prolonged rain is still being felt especially on unsealed roads as the saturated pavement and subgrade has caused potholes to develop at an accelerated rate. The contractor is attending to these as requests come in and it is expected that the requirement for heavy duty metalling of these roads will stretch the available quantities and budgets.

Repair work to a large culvert on Emersons Road has been completed after the old concrete headwall separated from the pipes and opened up a hole on the edge of the road. As the original headwall and end wall were very old concrete and rock units with possibly some historic value, an attempt was made to repair these walls but these were not capable of retaining the road edge and collapsed as the edge was backfilled.

Also, on 13 June and on 23/24 June, snow clearing was carried out in the main inland roads as well as Ashburton Gorge Road, Hakatere Potts Road and Hakatere Heron Road.

### **7.2.5 Area Wide Pavement Treatment**

Contract C573 - Sealed Road Rehabilitation 2010 – 2011. Work has commenced on the Longbeach Road section and the first 1km of this has been successfully sealed. The remaining 800m is due to be sealed within the next two days. Work is due to commence on Arundel Rakaia Gorge Road late in July.

Investigation trenches have been dug on Moore Street between Chalmers Avenue and East Street to confirm the state of the existing subgrade material and provide information for the design of the new pavement due for construction this year.

### **7.2.6 Major Drainage Control**

Contract C566 – Roadside Drainage Improvements, 2009/10. Marking for the locations of rural soakpits has commenced and this construction will commence once conditions improve sufficiently.

Design work for new and replacement kerb and channel work planned for 2010/11 is underway and this work will be combined with the 2009/10 schedule and tendered in Contract C568 once completed.

### **7.2.7 Reseals of District Roads**

Contract C565 – Reseals and Pre-seal Repairs, 2009/10: All scheduled resealing work in this contract has now been completed. Monitoring of the lengths sealed will continue for the 12 month period of defects liability. It is likely that some additional sweeping of chip and repainting of pavement marking will be necessary.

### **7.2.8 Bridges**

Repairs to the abutment joint at the south end of the Rangitata River Bridge on Arundel Rakaia Gorge Road have been completed by the Roading Maintenance Contractor.

It is now intended that a package for the replacement of both bridge 48 on Hakatere Heron Road and bridge 65 on Lower Beach Road will be publicly tendered in August.

### **7.2.9 Street Cleaning**

Routine cleaning is being carried out to programme. Cleaning plant and labour were kept busy during the rain event as sumps and stormwater leads tended to block with leaves and debris resulting in localised flooding in some urban areas. All reported incidents were attended to very quickly and no reports of significant flooding were received at any time.

### **7.2.10 Traffic Services**

Routine maintenance of road signs and traffic services continues as part of the road maintenance contract throughout the district. All of the PW-41.1 slippery surface permanent warning (yellow) signs are currently being replaced with folding TW-4.1 ice/grit temporary warning (orange) signs and 47 have been replaced to date and are included in the “replace or upgrade” section of the table below. The old signs had become faded and had largely lost their effectiveness. The new signs are more technically correct and will be more effective. As they are foldable, they will only be displayed when applicable.

Total numbers of signs affected during May/June and for the last nine months are:

	Oct	Nov/Dec	Jan/Feb	Mar	April	May/June	Total 9 mnths
Replace broken signs	17	26	29	18	24	26	140
Replace missing signs	8	29	31	29	8	13	118
Replace or upgrade signs	8	8	11	10	11	52	100
Replace marker posts	86	22	131	113	7	85	444
<b>Totals</b>	<b>119</b>	<b>85</b>	<b>202</b>	<b>170</b>	<b>40</b>	<b>176</b>	<b>792</b>

Contract C556 – Maintenance of Road Markings 2009 – 2012. Operation of this contract continues with the maintenance of pavement marking on sealed roads district wide.

### 7.2.11 Carriageway Lighting

Contract C583 – Operation and Maintenance of Streetlights 2010-2011 has been awarded to Electricity Ashburton who will continue with maintenance work and operation of Council's street lights until June 2011 when a new longer term contract will be tendered.

### 7.2.12 Minor Improvements

A schedule of projects for completion under the minor improvement category in 2010/11 is being prepared and will be presented for consideration at the next Operations Committee meeting.

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

1. Sealing of Rural Unsealed Intersection and Bridge Approaches. All work scheduled at the six intersections and two bridge approaches has been completed.
2. Bremners Rd/Glassworks Rd intersection. This work will now be scheduled with the last section of Bremners Road Seal Widening and tendered in August/September for commencement in October.
3. Park Street / Kermod Street. To be tendered with the kerb & channel contract.
4. Brucefield Avenue / Kitchener Street. To be tendered with the kerb & channel contract.
5. East Street / Wills Street. To be tendered with the kerb & channel contract.

### 7.2.13 Seal Widening

The remaining section of Bremners Rd widening will be tendered with the Glassworks Road Intersection upgrade.

### 7.2.14 New Roads

Contract C574 - Dobson St West Construction. HEB Construction has commenced work on site with the installation of some stormwater pipes, clearing of trees in preparation for the culvert extension and minor earthworks.

### 7.2.15 New Kerb & Channel and Footpaths

Contract C568 – New and Replacement Kerb & Channel, 2009/10. Tenders are to be called for this work once designs for the 2010/11 sections are complete.

### 7.2.16 Footpath Resurfacing 2009/10

C570 – Footpath Resurfacing 2009/10. This contract has now been completed.

### **7.2.17 Footpath Maintenance**

Ongoing routine maintenance and cleaning of the urban footpaths continues.

Significant work on the paved footpath area on Tancred Street West at the West Street intersection has been complete. This involved removing a large area of paving blocks, removing tree roots, installing additional drainage, levelling the base and reinstalling the paving blocks.

### **7.2.18 Minor Township Maintenance Contracts**

Normal operations continue on these contracts, with no issues arising. The tendering of these contracts is the subject of a stand alone report.

### **7.2.19 Public Conveniences**

There are no major issues arising.

Options for the resurfacing of the floors in the Rakaia Public Conveniences will be investigated and this work will be carried out as soon as practicable if this is achievable within the available budget.

## **7.3 WATER SUPPLIES**

### **7.3.1 General**

The schemes are operating satisfactorily.

### **7.3.2 AM-AC10 Provision of Operation & Maintenance Services for ADC Utilities 2010/11**

This contract covers the provision of operation and maintenance services for the Council's utility infrastructure (water, wastewater and stormwater) and is currently held by Ashburton Contracting Limited. At the 20 May meeting, Council approved a further 12 month extension of the contract for the 1 July 2010 – 30 June 2011 year, subject to the negotiation of satisfactory prices for any new scheduled items of work.

This gives the contractor an opportunity to negotiate price increases where changes in the work scope have occurred through the previous year. Changes to work scope arise primarily from asset improvements (eg water supply upgrades) and new vested assets (eg subdivisions).

The contractor submitted a proposal on 30 June 2010. A summary of the proposal is set out below -

- The lump sum item covering the operation and maintenance of the Ashburton wastewater facilities is proposed to be reduced by \$13,000 exclusive GST as a result of operational improvements at Ocean Farm.
- Lump sum rates for all other contract items are proposed to be held at current rates for the coming year – noting that contract cost fluctuations are still to be applied to payments through the year as normal.
- The contractor has identified operational cost increases of \$5,110 exclusive GST, which are proposed to be absorbed.

On the basis that there were no changes in scope to be priced and renegotiated, and therefore no budget implications, the contract extension has been formalised under delegated authority.

### **7.3.3 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 on Methven Chertsey Road, Methven, on 14 May. A final shutdown programmed for 23 June had to be abandoned due to an unforeseen connection configuration.

The shutdown was rescheduled, and connection work (and work at the site) successfully completed on 30 June. The Hakatere pipeline replacement commenced on 19 May. All work was completed as of 11 June. Work on the rider main replacement in Hefford Place, Ashburton commenced on 10 June. All work was complete at this site on 21 June. An inspection for practical completion took place on 2 July 2010.

Concern has been raised by the Methven Community Board regarding the timing of the Methven watermain replacement project. To address this issue in future contracts, it is proposed to specify key (or sensitive) projects as “separable portions” of the main contract.

This is a contractual term and allows Council to formally dictate the completion date for those portions of work and apply liquidated damages (penalties) for late completion. The normal controls for full contract completion would still apply.

### **7.3.4 Ashburton**

- **Ashburton Upgrade - Tinwald Borefield**

Bore drilling commenced on 31 May. The bore has been advanced to 72 metres where a water bearing layer was encountered. Site pumping at 15 litres / second gave a drawdown of 0.75m which indicates it could be capable of supplying 60-70 litres / second once developed. The decision was made to screen and develop the bore at this depth, which has now been completed. Step drawdown testing was to commence on or about 7 July.

The first water quality test result (from a sample taken prior to development) shows a failure on E-coli and a potential issue with elevated iron eg 0.26 mg/L compared against the maximum desirable aesthetic value 0.20 mg/L. No other issues were identified. The E-coli result is likely to be aberrant and iron levels typically improve with further pumping. Additional water quality testing is to be undertaken on completion of bore development and again after completion of the pump testing. The results from these tests will be more representative of the final water quality in the bore.

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

Aquifer testing of Domain Bore No: 6 has been completed. The three day constant discharge test was undertaken by our drilling contractor during the period 14-17 June. The results of this testing and associated analysis are yet to be received. Design of the civil works for the configuration of Domain Bore No: 6 is continuing.

### **7.3.5 Fairton**

- **Water Supply Upgrade**

Contract DW-AN11 covers the upgrading of the Fairton water supply. Work on the upgrade commenced onsite on 17 May. The start date was delayed due to supply issues with the proposed precast concrete building. This necessitated a change to a standard timber framed building which resulted in additional consenting requirements to be addressed. All issues have been resolved and work is progressing well. Commissioning is programmed to commence on or about 12 July with a revised due date for completion of 20 July.

### **7.3.6 Mayfield**

- **Water Supply Upgrade – Private Bore Testing**

Approval for the additional testing has been obtained and the drilling contractor has been booked in. Preparation for testing (deployment of loggers and establishment) is expected to commence on or about 12 July, with pumping to start later that same week.

The upgrade project was the subject of further discussions with the water subcommittee and it was agreed that the project be brought back “in-house”. This approach will require much more detailed and regular communication with the wider community on the project.

### 7.3.7 Methven

- **Water Supply Upgrade**

A site workshop / walkover was held on 23 June with representatives from the Methven Community Board, Councillors Tasker and Lowe, the Water Services Manager, Contracts Engineer and a Project Engineer from our engineering service provider. The purpose of the workshop was to brief the MCB & local councillors on issues with the existing scheme and provide context to the proposed upgrade work.

As the upgrade will almost certainly involve filtration of some form, a pilot trial is being implemented in order to evaluate the most cost-effective system. There are two systems to be evaluated:- a rapid "sand" filter (media = ceramic based particles); and a cartridge filter (media = polypropylene microfiber). Cartridge filters have a lower capital cost but can have high operating costs if the cartridges have to be replaced frequently. The trial will allow for an accurate life-cycle cost analysis to be completed.

The total cost to establish the pilot trial equipment is quoted at \$19,586 exclusive GST plus an allowance for consumables which estimated at <\$300. Of the quoted amount approximately \$11,200 relates to equipment that will be reused in the subsequent upgrade with the balance of the equipment having a return value of \$500. This gives a net effective cost of the trial at \$7,886 exclusive GST and consumables. The quote has been approved under delegated authority and the equipment is currently being built off site. Once the equipment is installed, the pilot trial will run for at least three months.

### 7.3.8 Mount Somers

- **Water Supply Source Investigations**

The testing of the spring has been completed by our well drilling contractor on 20 May. The testing comprised a very basic pump test to establish the likely yield. The spring was pumped for 1 metre of drawdown before being throttled back to reach the equilibrium point (inflow=outflow), which occurred at a flow rate of 4.5 litres / second. To put this in context, the existing gravity pipeline to the Mt Somers reservoir operates at a peak flow rate of 3.4 litres /second.

Anecdotal comments suggest this spring is reliable and continued to flow through very dry seasons. Based on these comments and the results of testing, it is expected that the spring could be utilised as a supplementary source in its current state or primary source subject to development. Utilisation of the spring would require the construction of a new gallery structure, and an additional 2km of trunk watermain (from the spring to the existing gallery). The new pipeline would have to cross a number of streams.

### 7.3.9 Rakaia

- **Water Supply Upgrade**

The civil works contract for this project was completed some months ago. The landscaping was kept separate from the contract and delayed to the winter months to optimise any planting. Our engineering service provider was engaged to prepare a landscaping plan covering the beatification of the reservoir site. This was completed in May. Planting out in accordance with the plan was contracted to Council's Parks & Recreation Department. This work commenced toward the end of June with all work completed on 2 July. The contract with the Parks department includes a 12 month maintenance period to ensure full plant establishment.

## **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 work was completed on 21 June. The Oak Grove sewer replacement commenced on 6 April with all work completed 24 May. The section of renewal work in Methven (a rear sewer between Allen and Lampard Streets from Blackford Street to near Main Street) commenced on 19 April. Work was substantially complete on 28 June.

### **7.4.3 Ashburton**

- **Wilkins Road Site**

Additional groundwater monitoring bores along Boundary Road have been completed and their locations surveyed. Markers posts will be installed in the next few weeks. The new bores will be added to the groundwater monitoring programme associated with the Wilkins Road site.

- **Septage Disposal Facility**

The touch screen panel at the Wilkins Road septage disposal facility has been replaced with separately keyed switches and was operational at the time of report preparation. Testing and commissioning with septage loads delivered by the contractors was programmed to take place on or about 12 July. This was to confirm proper functioning under operating conditions and allow for verification through the telemetry system. Subject to successful testing the site was to be reopened on or about 14 July.

- **Ocean Farm Control Building**

A lean-to porch has been constructed on the control building. This was completed to address an ongoing issue with wind and rain driving under the doors and creating a dust and moisture nuisance.

- **Sprinkler Improvements**

Minor repositioning and resetting of sprinkler heads has been progressively attended to over the last few months. This work is being undertaken to address concerns raised by Environment Canterbury regarding the ponding of treated effluent around low-lying sprinklers.

- **Wetland Replanting**

The performance of the replanting of one of the four wetland cells is still being investigated. Our engineering service provider for the wastewater project is following this issue up with the supplier but was unable to provide an update in time for inclusion in this report.

### **7.4.4 Ocean Farm**

- **General**

Ground conditions remain very wet after the heavy rains in May and June and as a result of the reduced area available for irrigation during the winter months. Minor maintenance work has been completed in the woolshed. Two second hand shearing machines have been purchased and fitted.

- **Shelter Belts**

The remainder of native planting is programmed for August. Preparation of the ground is underway at present.

- **Grazing**

With the end of the silage season, contract grazing is now underway. Lambs numbers peaked at 3,381 head at the end of May. A total of 1,802 head were drafted progressively through June. Lambs did not gain as much weight during May / June in comparison to last year. At the time of writing, 1,572 head remained on site but more were expected to be drafted during the week of 5-9 July.

## **7.5 STORMWATER**

### **7.5.1 General**

The schemes are operating satisfactorily.

### **7.5.2 Mill Creek**

- **SW-AG10 Bridge Street, Timber Retaining Wall**
- **SW-AF10 Bridge Street, Mill Creek By-pass Structure Upgrade**

These contracts cover the construction of timber bank protection both sides of the creek from Bridge Street to the south eastern boundary of 64 Bridge Street, and the battering of banks to a non-erodible profile from the south-eastern boundary of 64 Bridge St to the by-pass structure and reconfiguration and protection works around the bypass structure itself located between 60 Bridge Street and 12 Orchard Grove.

Work commenced on site on 25 June. A temporary diversion has been put in place to allow for the construction of the new bypass structure. Work on the structure itself has commenced. Excavation and shaping of the banks in preparation for construction of the timber retaining has been completed. Pole driving has commenced.

- **SW-AG11 Kitchener St to Davis Crescent**

This contract covers the construction of timber bank protection both sides of the creek from Kitchener St to Davis Crescent. This includes a short section of piping to address the stability issues at and immediately around a garage at 1 Kitchener Street.

Work has not commenced at this site. The contractor is finalising access arrangements before work commences. Work is programmed to commence on this site on or about 12 July.

## **7.6 STOCKWATER**

### **7.6.1 Network**

The majority of river and stream intakes required reinstatement after a period of heavy rain in May. The rain in May has also recharged many springs across the district and in many cases the additional flows are reaching the race network. These additional flows are being managed and diverted where possible / appropriate.

The annual movement of winter grazing dairy herds has lead to a concentrated effort by staff to address bylaw breaches in relation to cattle in races. While there appears to be a high level of bylaw compliance in paddocks on roadsides, it is disappointing to note an increasing number of non-compliances are occurring on internal paddocks of the same properties.

### **7.6.2 RDRML Shutdown**

Rangitata Diversion Race Management Limited (RDRML) has advised of a scheduled shutdown of the RDR commencing on 23 August for a duration of not less than three weeks (10 September).

In accordance with an agreement between the two parties, RDRML are required to provide an alternate supply of stockwater to ADC during the period of the shutdown. This is usually achieved by way of pumping from water stored in the RDR main race. Council contributes 50% to the cost of the alternate supply.

It is proposed that a “level of service” brief be prepared to clearly outline Council’s requirements to RDRML for the duration of the shutdown. This is in response to concerns raised by staff after last year’s shutdown.

### 7.6.3 Race applications / closures

Since 1 July 2009, a total of 74 applications have been received. Of the total received, 64 applications have been approved and the remainder is awaiting further information.

Race closure measurements have been undertaken using measurements derived from the Council’s GIS and indicate completed closures for 1 July to 30 June period of 125,114 metres (no change from last report).

- **Racecourse Road Race Closure - SCP**

This closure covers the section of race from a junction near Methven Highway, running parallel to Racecourse Road and to a junction below Allens Road into Mill Creek – a distance of approximately 4.6km. Council accepted the recommendation from the Water Subcommittee that the race be closed. Water will cease to be supplied to this race system from 30 September 2010. All affected property owners have been advised.

- **Barrhill Race Closure - SCP**

This closure covers the section of race 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 – a distance of approximately 22.2km. The special consultative procedure commenced on 26 May. Submissions closed with Council on 30 June. A total of 24 submissions have been received with 11 wishing to be heard. The hearing of submitters by the Water Subcommittee is scheduled for Friday 9 July (brought forward). Deliberation on the closure by the Subcommittee is scheduled for 23 July.

- **Buttericks Rd Race Closure - SCP**

This closure covers the section of race from a junction at Stanley Road, along Buttericks Road and Inverrose Road, continuing to the coastline – a distance of approximately 11.9km. The special consultative procedure commenced on 26 May. Submissions closed with Council on 30 June. A total of two submissions have been received with no one wishing to be heard. Deliberation on the closure by the Water Subcommittee is scheduled for 23 July.

## 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>2008/09</b>		<b>2009/10</b>
<b>July</b>	3.78	<b>July</b>	3.00
<b>August</b>	4.24	<b>August</b>	4.78
<b>September</b>	5.34	<b>September</b>	3.82
<b>October</b>	6.94	<b>October</b>	3.01
<b>November</b>	3.96	<b>November</b>	5.88

<b>December</b>	6.04	<b>December</b>	6.76
<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>	7.62
<b>April</b>	4.68	<b>April</b>	6.82
<b>May</b>	5.12	<b>May</b>	8.96
<b>June</b>	4.02	<b>June</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.

Month	Vehicles with Green waste		Vehicles with Demolition Materials		Total Vehicles		Green waste shredded m <sup>3</sup>	
	2008/09	2009/10	2008/09	2009/10	2008/09	2009/10	2008/09	2009/10
<b>July</b>	680	933	102	24	782	957	650.00	403.00
<b>August</b>	832	1233	81	33	913	1266	168.75	195.00
<b>September</b>	1262	992	96	20	1358	1012	562.50	117.00
<b>October</b>	1189	1177	79	34	1268	1211	438.75	144.00
<b>November</b>	1532	1391	94	59	1626	1450	848.27	158.00
<b>December</b>	1452	1732	69	60	1521	1792	483.50	309.00
<b>January</b>	1626	1522	93	52	1719	1574	549.00	54.00
<b>February</b>	1223	1380	68	80	1291	1460	387.00	322.00
<b>March</b>	1657	1320	27	83	1680	1403	268.50	295.00
<b>April</b>	1328	1241	23	44	1351	1285	410.50	328.00
<b>May</b>	965	950	25	41	990	991	510.00	347.00
<b>June</b>	958		12		970		430.00	

No wood waste was shredded in May 2010.

Ongoing improvements throughout the greenwaste site are progressing. The access area for the public has been streamlined which has greatly improved drop off points for the public. The composting operation is increasing in volume and product is of a high quality. There is an intention to become Organically Certified. 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
January	197.47	155.74	11.18	9.64	208.65	165.38	113.44	114.82
February	154.1	153.06	7.72	9.90	164.02	162.96	106.32	121.66
March	173.62	170.96	5.16	7.02	180.3	177.98	107.72	128.36
April	161.42	160.82	6.82	9.72	170.12	170.54	110.16	121.02
May	144.78	163.16	5.96	8.08	150.74	171.24	92.77	108.62
June	151.40		5.46		156.86		97.64	
July	153.72		8.36		162.08		103.3	
August	147.82		6.70		154.52		107.30	
September	150.10		7.04		157.14		108.40	
October	147.37		6.46		153.83		118.89	
November	154.36		4.66		159.02		123.02	
December	172.34		8.56		180.90		156.60	

This contract has been operating satisfactorily.

### 7.7.4 Waste minimisation

Tonnes of Recyclable Materials Processed	2008/09- tonnes	2009/10- tonnes
July	298.4	381.3
August	303.7	355.8
September	409.6	352.3
October	351.5	390.6
November	365.9	410.8
December	340.8	428.9
January	420.2	426.7
February	376.4	323.3
March	417.3	367.0
April	315.2	445.4
May	295.1	393.5
June	360.1	

Recycling materials transported off site are shown on the attachment.

**Page 44**

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

Volumes received in to the Domestic Hazardous Waste Drop Off facility is slowly decreasing. The facility has been cleared for 2009/10.

### 7.7.6 General recycling management update

- 173 tonnes of product was baled in May - this amount includes paper and cardboard.
- In May four shipping containers of glass were sent to O-I New Zealand in Auckland for onshore recycling.
- The volume of recycled products increased by 33% from May 2009 due to increased volumes of paper and cardboard, plastics and glass. Scrap metal recovery increased by 6.8 tonnes.

There has been a substantial focus at the Ashburton Resource Recovery Park to only accept items for recycling that currently have a market for re-sale.

Much effort has been put into the appearance of the park reuse facilities creating a more professional look with only the items of better condition being made available for sale.

#### E-Waste

- Signage has been put in place to advise public only hard drives will be accepted for free drop off and all other E-Waste will be charged at the weighbridge as no market has been found for this product as yet.

### 7.7.7 Transport of waste to Kate Valley

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

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

*Page 45*

### 7.7.8 Management of residual waste processing sites

- **Ashburton Resource Recovery Park**

The contract for the Ashburton Resource Recovery Park residual waste operation is operating satisfactorily.

- **Methven Residual Waste transported to Kate Valley**

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	15.19
April	11.27	12.95
May	11.65	15.04
June	15.54	

Quantities of refuse continue to remain relatively level and stable.

### 7.7.9 Methven Recycling Drop Off and Satellite Drop Off Facility

The satellite facility continues to be well supported with heavy demand on plastics.

## **Methven Greenwaste Facility**

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

<b>Vehicle numbers at Vaughan's Rd green waste drop off</b>	<b>2008/09</b>	<b>2009/10</b>
<b>July</b>	12	5
<b>August</b>	8	26
<b>September</b>	13	17
<b>October</b>	36	17
<b>November</b>	34	31
<b>December</b>	29	25
<b>January</b>	56	37
<b>February</b>	19	20
<b>March</b>	26	21
<b>April</b>	24	20
<b>May</b>	13	17
<b>June</b>	8	

### **7.7.10 Rakaia Resource Recovery Park**

This contract is operating satisfactorily.

<b>Tonnes of residual waste transported to Kate Valley</b>	<b>2008/09- tonnes</b>	<b>2009/10 tonnes</b>
<b>July</b>	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	16.86
<b>April</b>	22.56	8.38
<b>May</b>	10.53	19.90
<b>June</b>	21.97	

## **7.8 EMERGENCY MANAGEMENT**

### **7.8.1 Fire Season Status**

An open fire season is in place across the district other than state land which has a 365 day restricted fire season.

## 7.8.2 Fire Incidents

Eight incidents have been attended by rural fire parties from the time of the last Committee meeting and up to 8 July 2010, with a breakdown as follows:

Structure	2
Vegetation	1
False alarm	1
Vehicle fire	3
MVA	1

## 7.8.3 Mt Hutt Station Fire Debrief 8 June

The operational debrief for this fire was held at the Methven Fire Station on 8 June.

The fire started on 6 May and burnt through the night, being finally extinguished on 7 May.

Consultation with Department of Conservation staff in the early stages indicated the jurisdictional responsibility for the fire lay with the Ashburton District Council, and the response was managed accordingly. Subsequent investigation several days later revealed that in fact the jurisdictional responsibility lay with the Department of Conservation.

As a consequence, the ADC coordinated the debrief which was chaired by the local NZ Fire Service Fire Safety Officer .

While the overall view was that the fire was managed effectively, a number of opportunities for improvement were identified and these will be actioned in the near future.

## 7.8.4 New NRFA Minimum Standards

During 2009, the NRFA commenced the development of the final two NRFA Minimum Standards required by the Fire Service Amendment Act 2005. These standards relate to 'Assessing Fire Hazards' and 'Achieving Timely Response to Fires'.

The draft Standards were presented at the June 2009 meeting of the National Rural Fire Stakeholders Group, then underwent two rounds of sector consultation during June 2009 and October 2009. A further round of feedback involving the respondents to the second round of consultation took place in February 2010.

The effective date for these standards was 1 July 2010.

In order to meet the requirements of the 'Assessing Fire Hazards' standard the EMO has been working with the local NZ Fire Safety Officer in assessing structures within the district which meet certain criteria with a view to identify any risks/hazards both for the people working within these structures and also for any firefighters who may be called to respond to an incident at any of these sites. These site visits are well advanced and are ongoing.

In order to meet the requirements of the 'Achieving Timely Response to Fires' standard the EMO has been working with the Department of Conservation with a view to ultimately produce a tactical/strategic response plan for the high country areas of the Ashburton, Rakaia and Rangitata Gorges. Once this plan is complete the focus will shift to the plains where a separate plan will be produced.

## 7.8.5 CDEM Presentations

The local Rural Support Trust Coordinator, on behalf of the EMO, delivered a presentation on CDEM to a New Immigrants group of approximately 40 people on 19 June. The presentation covered an explanation of the local CDEM organisation and an awareness of local hazards and how to prepare and respond to them.

A similar set of three presentations was made on 1 July to the junior, middle and senior pupils of Allenton School with the entire roll of in excess of 300 pupils being addressed.

### **7.8.6 CDEM Training**

The EMO, along with four other ADC staff, attended a one day Planning/Intelligence training course in Rolleston on 2 June.

The Senior Water Ranger attended a one day Operations course on 30 June in Christchurch.

The EMO and CDEM Welfare Manager attended a one day workshop in Christchurch on 17 June which focused on the issue of dealing with stressed/distressed people.

### **7.8.7 Neighbourhood Support Coordinator Position**

The EMO, as the Council Representative on the local Neighbourhood Support Committee, has been assisting in conducting job interviews for the above position. There were a number of very good candidates and these were shortlisted to four for interviews. These interviews are now complete and an offer for the position is likely to be made by Friday 9 July.

## **7.9 ROAD SAFETY**

### **7.9.1 Seat Belt Checking Clinics**

Merle Leask Kindergarten, Ashburton Baptist Early Learning Centre and Hampstead Kindergarten were visited by the Ashburton District Road Safety Coordinator and Plunket to educate the children, teachers and parents on the correct way to use a car seat and that 148cm is the best practice guide to keep children in a booster seat. The next step was to visit playcentres with the Police to inspect car seats in vehicles to check whether or not they were correctly installed. Only one inspection has been completed due to the timing of the school holidays. The other clinics will take place after that, with dates to be confirmed. A questionnaire was left for parents/caregivers to fill in with the opportunity of winning a brand new booster seat. The draw was done on 1 July under Police supervision. The car seat has been embroidered with "donated by Ashburton District Road Safety".

### **7.9.2 After Ball Party**

Each year the Ashburton District Road Safety Coordinator organises safe rides home from the After Ball Party for the teenagers. This is held in conjunction with ACADS (Ashburton Community Drug and Alcohol Services). This year six vans were hired and two vans were donated for this purpose with 15 people volunteering their time to take the teenagers home. The vans were available for use from 1.00 am and the night was all wrapped up by 5.30 am. All attendees who chose to use the courtesy vans were delivered home safely. A full debrief was held with ACADS to discuss any issues that arose on the night of the after ball.

### **7.9.3 Winter Driving**

A winter driving event was held at Caltex Ashburton on 18 June, in conjunction with Port FM, Ashburton District Road Safety and Caltex Ashburton. Motorists were approached and were given handy tips for driving in winter conditions, or asked a winter driving question and if answered correctly were given a prize. MTA (Motor Trade Association) donated \$300 worth of MTA gift vouchers for the event. De-icer, windscreen wash, lollipops and sunshades were all given out to motorists with Caltex Ashburton giving them a free car wash if they spent over \$20 on fuel. Port FM donated several hours of air time for the event for free.

### **7.9.4 Miscellaneous**

An ADRSCC (Ashburton District Road Safety Coordinating Committee) Meeting was held. The Road Safety Coordinator attended a SafeKids workshop in Christchurch regarding Child Vehicle Safety, a CAT (Canterbury Active Transport) Forum at ECAN, and the Road Safety Forum in Christchurch where this year's focus was on alcohol - "is one for the road one too many?" The Road Safety Coordinator also attended morning tea for the Migrant Women's Driving Licence group and the opening of the new Plunket buildings on Cameron Street.

## **7.10 CONTRACTS AWARDED**

No contracts awarded in the reporting period.

## **7.11 CUSTOMER SERVICE REQUEST REPORTS**

CRM reports for the year to date and the reporting period are attached.

***Pages 46-49***

## **7.12 METHVEN COMMUNITY BOARD**

The Methven Community Board met on 5 July, and referred the following matter to the Committee. Minutes of the meeting are separately attached.

### **Second access to Methven Primary School**

#### **RECOMMENDATION**

“That the Operations department negotiates with Bike Methven and ensures unwanted dirt is moved, by 31 July 2010, or the Operations Department will arrange this at Bike Methven’s expense.”

R ROUSE  
**Operations Manager**

**Recycling Materials Transported Off-site**
**MAY 2010**

Previous Year	Cardbd (tonne)	Paper (tonne)	Metal cans (tonne)	Alum cans (tonne)	Batt (tonne)	Recycl metals (tonne)	Plastic Film (tonne)	PET plastic (tonne)	HDPE plastic (tonne)	Glass (tonne)	Re-usables (tonne)	Waste oil (litres)	Totals excluding oil
2002/03	616.50	500.90	44.38	9.821	2.99	4.99		39.18	22.21	302.38	66.53	7,420	<b>1,609</b>
2003/04	743.74	624.67	48.42	12.63	1.75	19.13		39.29	28.46	416.80	174.74		<b>2,109</b>
2004/05	395.46	601.71	65.48	10.94	1.82	96.99		9.72	29.38	475.46	181.91	3,600	<b>1,868</b>
2005/06	544.61	848.9	77.25	13.01	7.28	28.25	45.03	49.81	33.64	490.32	482.37	6,691	<b>2,620</b>
2006/07	627.07	885.15	53.04	11.60	10.56	80.16	64.99	43.29	51.79	648.65	679.59	8,160	<b>3,155</b>
2007/08	680.43	988.92	63.44	11.60	10.00	179.30	270.30	18.60	8.95	817.06	923.10	7,700	<b>3,971</b>
2008/09	718.76	1,016.4	58.60	12.24	8.97	216.34	309.10	0	0	967.86	941.32	8,100	<b>4,249</b>
<b>Current year</b>	<b>2009/10</b>												
July 2009	95.38	82.08	7.82	1.21	1.28	23.74	6.10	0	0	77.63	86.08	2,000	<b>383.32</b>
August	64.06	70.48	2.49	0.87	0	11.26	42.71	0	0	91.62	72.30	0	<b>355.79</b>
September	80.96	79.80	4.58	1.34	.92	95.33	0	0	6.14	87.64	81.45	2,000	<b>352.37</b>
October	76.84	86.82	2.8	.610	0	14.10	0	5.16	0	115.10	89.53	0	<b>390.96</b>
November	86.06	76.38	2.7	1.14	1.0	6.46	7.50	20.88	26.57	91.42	90.69	0	<b>410.80</b>
December	103.26	103.68	4.69	.60	1.34	23.28	0	0	0	102.72	89.34	1,800	<b>435.70</b>
January 2010	82.58	50.88	4.74	1.8	0	24.86	0	0	0	158.46	103.38	0	<b>426.68</b>
February	96.84	59.08	3.89	1.18	1.65	16.30	7.82	8.28	2.28	49.78	76.15	1,800	<b>323.26</b>
March	130.70	59.01	4.70	1.11	0	20.76	0	0	3.51	64.40	82.79	0	<b>366.97</b>
April	113.10	87.00	4.79	1.15	0	19.68	0	23.46	2.89	114.54	78.87	0	<b>445.48</b>
May	101.50	46.18	5.76	.88	0	28.39	26.20	8.69	17.00	72.78	86.09	1,100	<b>393.47</b>
June													
<b>Total to Date</b>	<b>1,031.28</b>	<b>801.39</b>	<b>48.96</b>	<b>11.89</b>	<b>6.19</b>	<b>284.16</b>	<b>90.33</b>	<b>66.47</b>	<b>58.39</b>	<b>1,026.09</b>	<b>936.67</b>	<b>8,700</b>	<b>4,361.82</b>

**Note:** Products are only weighed when transported off-site.

**Residual Waste Volumes – Kate Valley**

<b>Month</b>	<b>Transported 09/10</b>	<b>Transported 08/09</b>	<b>Transported 07/08</b>	<b>Transported 06/07</b>	<b>Transported 05/06</b>	<b>Transported 04/05</b>	<b>Transported 03/04</b>	<b>Transported 02/03</b>
July	663	708	627	611	616	528	532	502
August	645	752	682	680	665	538	536	434
September	690	815	605	605	581	615	600	499
October	718	759	691	652	586	618	637	522
November	630	774	693	696	649	701	606	529
December	775	876	626	696	716	722	693	628
January	706	733	746	713	619	670	621	554
February	655	685	695	610	627	602	640	558
March	766	781	667	718	668	670	675	554
April	803	662	684	618	562	668	595	579
May	694	624	691	721	690	677	582	565
June		669	648	576	558	600	525	499
<b>TOTAL</b>	<b>7,746</b>	<b>8,837</b>	<b>8,056</b>	<b>7,895</b>	<b>7,537</b>	<b>7,609</b>	<b>7,242</b>	<b>6,423</b>

Budget for contracts 2009/10	\$1,261,553	9,137 tonnes
Contract to May 2010 (transport and disposal)	\$1,144,139	7,746 tonnes
<b>Projected expenditure and tonnages 30 June 2010</b>	<b>\$1,248,109</b>	<b>8,450 tonnes</b>