



Ashburton District Council

AGENDA

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

Date: Thursday 26 August 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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20 August 2010

ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 0500-0500
DATE: 26 August 2010
REPORT TO: Operations Committee
FROM: Operations Manager
SUBJECT: Request for Approval to Carry Over 2009/10 Funding

5. REQUEST FOR APPROVAL TO CARRY OVER 2009/10 FUNDING

5.1 SUMMARY

The purpose of this report is to seek approval to carry over unspent budget provisions from Year 1 of the 2009-2019 Community Plan, and to complete the relevant projects as part of the 2010/2011 Annual Plan programme.

5.2 RECOMMENDATION TO COUNCIL

“That the request to carry over funds from Year 1 of the 2009/19 Community Plan to the 2010/11 Annual Plan, as detailed in this report, be approved.”

5.3 BACKGROUND

A number of projects programmed as part of Year 1 of the 2009-2019 Community Plan, were not completed by 30 June 2010.

The reasons for non-completion of the projects include:

- Additional consultation requirements identified after the project was scoped.
- Difficulties finding groundwater.
- To allow coordination of work with other works / developments in order to reduce overall project costs.
- Delays in approvals for funding from outside sources.
- Delays associated with securing resource consents.

The requested carryovers fall into two categories; the first being **committed** projects where work is committed under contract or somehow advanced and the carry-over is required to complete the works; and **uncommitted** projects where no commitment exists. In the latter case Council has some discretion regarding the carry-over approval.

Committed Projects – Required Carry-overs:

Road Capital Improvements

The majority of the Bremners Road widening project has been completed however the portion involving the intersection at Glassworks Road has been delayed due to land purchase negotiations. Dobson Street West was delayed to allow consenting issues to be worked through. The minor improvements were delayed due to an unforeseen conflict with future works planned by Barrhill Chertsey Irrigation Ltd at the intersection of Trevors Rd and Hinds Arundel Road. An application to carry over the subsidy portion has been approved by NZTA.

Bremners Rd	\$ 90,726	Forecast Completion – 31 Dec 2010
Dobson St West	\$ 207,130	Forecast Completion – 30 Sep 2010
Minor Improvements	\$ 124,897	Forecast Completion – 30 Jun 2011

Bridge Replacements

These projects were not progressed. It is now proposed to combine the projects with similar works programmed for the 2010/11 year. This approach is expected to provide economies of scale and result in more competitive tendering. An application to carry over the subsidy has been approved by NZTA.

Bridge 48	\$ 35,891	Forecast Completion – 31 Mar 2011
Bridge 65	\$ 20,347	Forecast Completion – 31 Mar 2011

Kerb & Channel

These projects were not progressed due to delays associated with design. The Operations committee approved holding over the work and combining the projects with similar works in the 2010/11 programme.

Methven	\$ 41,819	Forecast Completion – 30 Jun 2011
Rakaia	\$ 40,996	Forecast Completion – 30 Jun 2011
Rural	\$ 86,650	Forecast Completion – 30 Jun 2011

Footpaths

The design has been completed. Construction of the footpath is reliant on local interest groups completing the work ie Council is funding the materials only. The local groups have yet to initiate the works.

Methven (Hobbs Road)	\$ 10,414	Forecast Completion – 30 Jun 2011
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Toilet Upgrade

This project has been delayed as a result of a submission to the 2010/11 Annual Plan. Council agreed to hold over work, combine the current budget with additional budget provision in the 2010/11 financial year, complete stakeholder consultation, and coordinate the project with other works in the Hinds Domain.

Hinds	\$ 15,000	<i>Forecast Completion – 31 Mar 2011</i>
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Water Supply Upgrades

These upgrades are at varying points of progress, some nearing completion whereas others are at hold points. The Ashburton projects relate to the Domain Bore No: 6 and the Tinwald borefield development. These were delayed due to the inability to locate suitable groundwater sources (now found). The Fairton upgrade was initially delayed due to consenting but all works are now substantially complete. The Mayfield upgrade has been delayed pending the confirmation of the suitability of a private bore.

Ashburton – Tinwald Borefield	\$ 675,618	Forecast Completion – 30 Jun 2011
Ashburton – Domain No: 6	\$ 257,839	Forecast Completion – 29 Oct 2010
Fairton water supply	\$ 95,349	Completed – 20 Aug 2010
Mayfield water supply	\$ 139,819	Forecast Completion – 30 Jun 2011

Pipeline Replacements

Montalto water renewals are being progressed in conjunction with the Montalto water committee. Design has commenced. The wastewater cyclic renewals were delayed due to construction issues. Work is now substantially complete.

Montalto water	\$ 94,988	Forecast Completion – 30 Jun 2011
Ashburton wastewater	\$ 150,713	Completed – 20 Aug 2010
Methven wastewater	\$ 26,545	Completed – 20 Aug 2010

Ashburton Urban Stormwater Strategy Investigations

This project covers the investigation and survey works associated with the stormwater strategy. The professional services contract has been negotiated and awarded.

The process to select the service providers for the survey and flow data collection phases of the work is well advanced. This work will now be completed in conjunction with other phases of the overall project in the 2010/11 year.

Ashburton	\$ 170,278	Forecast Completion – 30 Jun 2011
Mill Creek	\$ 98,116	Forecast Completion – 30 Jun 2011

Mill Creek Bank Stabilisation

This project covers the ongoing bank stabilisation programme on Mill Creek. This project has been delayed while the work scope and access issues were addressed. The contracts were awarded by Council on 20 May.

Mill Creek	\$ 439,053	Forecast Completion – 27 Aug 2010
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Stockwater Intake Improvements

This project covers the improvement work required at the intake to address likely consent compliance issues. The projects have not been progressed because the consents are yet to be given effect to. These carryovers are essential to ensure we have sufficient funding available to complete the works arising from conditions on the new consents.

Methven Lauriston	\$ 69,289	Forecast Completion – 30 Jun 2011
Winchmore Rakaia	\$ 72,000	Forecast Completion – 30 Jun 2011
Montalto Hinds	\$ 77,705	Forecast Completion – 30 Jun 2011
Mt Somers Willowby	\$ 76,159	Forecast Completion – 30 Jun 2011

Uncommitted Projects – Requested Carry-overs:

Pipeline Replacements

Note: All programmed work on the 2009/10 water cyclic renewals has been completed. The remaining budget provision in Ashburton and Methven is requested to be made available for meter maintenance works which is expected to increase in the next 12 months as works to improve the standard of meters and coverage are progressed.

Ashburton water	\$ 42,026	Forecast Completion – 30 Jun 2011
Methven water	\$ 41,307	Forecast Completion – 30 Jun 2011

Ocean Farm Projects

Note: All programmed projects are now complete.

Carry-over requested to be made available to complete fencing replacement works at Wilkins Road wastewater treatment plant and other additional improvement works around Ocean Farm.

Fencing	\$ 118,369	Forecast Completion – 30 Jun 2011
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Ashburton Resource Recovery Park

Note: All required works have been completed. The requested carry over is effectively the favourable variance from the 2009/10 works programme. The requested carryover will be used for further site development work that may be required as part of the new contract transition phase.

Site development	\$ 18,482	Forecast Completion – 30 Jun 2011
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5.4 OPTIONS & RISKS CONSIDERED

The options available to the Committee are set out below:

Option One - Approve All Carryovers as Detailed

Council approves all carryovers as details are approved. This will ensure all projects as originally programmed are completed.

Risks

- *None Identified*

Option Two - Approve Carry-overs Relating to Committed Projects

Council only approves carryovers relating to projects that are either in progress or contractually committed in some way. The funding relating to the uncommitted projects would be unspent and appear as favourable variances. The suggested additional work would not be progressed.

Risks

- *None identified*

The preferred option is **Option One**. Approval of all carry-overs as detailed is required to ensure we meet our contract & community obligations. These projects have already been agreed to by the community in previous Community and Annual Plans.

5.5 STATUTORY IMPLICATIONS

There are no statutory implications relating to the approving of these carry-overs.

5.6 CONSULTATION

Consultation on these projects has been carried out as part of the 2009/2019 Community Plan development and for some of the projects there has been further consultation with interested groups and affected parties as part of the project's progression.

Any issues of concern have been addressed through the consultation phase.

5.7 STRATEGIC LINKS

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

Individual projects may be the subject of separate requests for additional funding once final pricing of those projects has been received.

5.8 FINANCIAL

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

Individual projects may be the subject of separate requests for additional funding once final pricing of those projects has been received.

Prepared By:

A R GUTHRIE
Water Services Manager

Approved by:

R S ROUSE
Operations Manager

B J FAUTH
Roading & Street Services Manager

C F COOMBS
Solid Waste Manager

ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 0510-68-08
DATE: 26 August 2010
REPORT TO: Operations Committee
FROM: Operations Manager
SUBJECT: High Productivity Motor Vehicles

6. HIGH PRODUCTIVITY MOTOR VEHICLES – PERMIT APPLICATIONS

6.1 SUMMARY

The Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010 Act came into force on 1 May 2010.

The purpose of this report is to provide:

- Background information on the Act
- Information on how applications already received will be processed
- Information on how future applications will be processed

6.2 RECOMMENDATION

“1. That the Committee approves the Council carrying out the assessment of the four applications for overweight permits for the routes identified;

2. That the four assessments received be funded from the subsidised roading account; and

3. That future assessments be included in the regional assessment project/process facilitated by the New Zealand Transport Agency.”

6.3 BACKGROUND

The Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010 came into force on 1 May 2010.

A range of vehicles are now eligible for higher mass limits. The vehicle combinations will typically allow for an increase to the standard vehicle permits mass limit from 44,000kg to a maximum of 64,800kg.

Permits issued will restrict these vehicles to specified routes. Permits will be issued by the road controlling authority (Councils) and the Highway Network Operator (NZTA).

Since the introduction of the new legislation, a number of meetings and workshops have been held in the region with the NZTA and road controlling authorities. The purpose of these meetings and workshops being to increase the understanding of the implementation of the new legislation and develop route assessment and permitting procedures to ensure timely processing of applications.

To date Council has received four applications as follows:

Application	HPMV Mass & vehicle type	Requested route	Permit timeframe
1	48t Truck & trailer Type R12T22	From 200m south of the Ashburton River North Branch bridge, Thompsons Track to Blands Road to SH77 to Park Street to Kermod Street to Dobson Street West to the applicants depot	10/5/2010 to 10/5/2011

2	48t Truck & trailer Type R12T22	From Boundary Road (south bank of Ashburton River) to Grahams Road to SH1 to West Street to Dobson Street West to the applicants depot	10/5/2010 to 10/5/2011
3	48.8t Truck & trailer Type R22T22	From Fairfield Road Ashburton to SH1 to Meadows Road Washdyke to site	16/7/2010 to 16/7/2011
4	47.2t Articulated truck Type A224	From the applicants facility to Fairfield Road Ashburton to SH1 to SH73A to SH74 to Gladstone Quay Lyttelton	21/7/2010 to 21/7/2011

Application No 1 has been returned to the applicant with a request that sections of the application be removed and the proposed route includes more of SH77 to SH1.

Application No 3 has been returned to the applicant with a request for further information on the proposed route.

NZTA Highways and Networks Operation (HNO) have assessed these applications with respect to the state highway components of the routes and are satisfied that permits could be issued from a process and highway structures point of view. HNO will process the permits when they have approval of other road controlling authorities with respect to the local road components of the routes.

In addition to the above, we have also been approached by heavy vehicle operators regarding how permit applications will be assessed by Council.

Set out below is an outline of how we intend processing applications in the short and long term:

1. Processing of the four applications received by Council

- The applicants will be contacted to discuss and determine their permit processing timeframes. If there is no urgency, these routes will be added to the list of routes to be assessed at a regional level (facilitated by NZTA). If permits are required urgently, the following will be carried out:
 - A service provider will be engaged to inspect all the bridges and pavement on the routes identified
 - The assessment will be at a high level and will primarily be focused on bridges
 - This work will be funded from our existing roading budget activity area (NZTA have advised that they will not be receiving applications for funding for small quantum's of work hence the regional approach to assessments).

2. Processing of future applications

- Given the regional approach proposed for the assessment of heavy vehicle routes and the associated funding, it is proposed that Council becomes part of this project that will be facilitated/lead by NZTA. The following process is proposed:
 - Letters will be sent, meetings/discussions will be held with the Road Transport Association and local transport operators.
 - Through the above process heavy vehicle routes will be identified and forwarded to NZTA for assessment.
 - The results of the assessments will be forwarded to Council for 'sign off' approval.

This approach will ensure integration of local and state highway routes. NZTA are also responsible for licensing of the overweight vehicle.

6.4 OPTIONS

Options for processing the four applications received

The following options are available to the committee:

Option 1: Council carries out an assessment of the four routes identified

This option will allow the processing of these applications ahead of the regional project which may take some time to establish and implement. This option will result in the use of funds from the subsidised roading account. Only applications requiring prompt processing will be assessed. Subsidy applicable to this option would be 47%.

Option 2: application processing be delayed and incorporated in the regional assessment project

This option may result in unreasonable delays to the operators. Funding for this option would be at 100%.

Options for processing future applications for overweight permits

Option 1: Join the regional heavy transport route assessment project facilitated by NZTA

This option will ensure consistency in assessments both in timing and processing. NZTA are also the authority responsible for licensing vehicles. This option would attract 100% funding. Council would be involved in approving routes on local roads.

Option 2: Council assesses routes

This option may result in more timely processing of applications ie assessments can be carried out at the time of application. At this time it is unclear whether NZTA would fund assessments carried out by Council as outlined in this option at 100%. There would be a lack of integration between local road and NZTA areas of interest.

The preferred option for processing the four applications received is Option 1: Council carries out an assessment of the four routes identified.

The preferred option for processing future applications for overweight permits is Option 1: join the regional heavy transport route assessment project facilitated by NZTA.

6.5 STATUTORY IMPLICATIONS

The Land Transport Rule: Vehicle Dimensions and Mass Amendment Act 2010 came into force on 1 May 2010. The requirements of the Rule must be complied with.

6.6 CONSULTATION

No consultation is required or proposed regarding the permitting of routes for high productivity motor vehicles.

The content of this report has been discussed with NZTA.

There has been no consultation with the wider community.

6.7 STRATEGIC LINKS

Approving the recommendations in this report is consistent with the 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, footpaths, wastewater and stormwater) that is efficient and reliable.

6.8 FINANCIAL

The assessment of the four routes that are the subject of applications already received will be funded from the subsidised roading account. The cost of this work is not considered significant.

Assessments facilitated by NZTA will be funded 100% by NZTA.

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 June 2010 are attached. *Pages 33-47*

7.1.2 Ashburton Business Estate

- **Roading**

Road 1 is approximately 65% complete.

Work on construction of the roundabout is complete.

Road 2 has been chip sealed and is ready for final sealing.

Road 3 has been chip sealed and is ready for final sealing.

Top soil has been placed on the swales along road 4. Road 4 is currently being used as a haul road and will be the last road to be completed.

Road 5 has been chip sealed and is ready for final sealing.

- **Footpaths**

Road 5 footpaths are 90% complete.

Lot 24 footpaths have been prepared for sealing.

- **Water supply**

The potable water supply is substantially complete with only a few outstanding service connections.

- **Wastewater**

Manhole benching and testing was programmed for completion on 20 August. Manhole lids are being finished to final road level.

Pumping station civil works are 80% complete. Pumps and guide rails have been installed. Electrical work is programmed for completion by 30 August with final commissioning in early September.

- **Rail Bund**

Final shaping to the bund is being carried out with grassing to commence within the next two to three weeks.

- **Landscaping**

Landscaping is complete in the buffer zone.

The planting of roadside trees will commence following the sealing of footpaths.

Tree planting is programmed for completion by the end of September.

- **Financial summary (physical works)**

As at 22 June 2010

Accepted tender	\$5,826,020 (includes \$1,000,000 contingency)
Value of work to date	\$4,261,104

Forecast final cost	
Tendered sum (excl contingency)	\$4,826,020 (excludes \$1,000,000 contingency)
Stage 2 work	\$ 577,327
Lot 24 work	\$ 167,541
Approved variations	\$ 761,797
Increases to schedule	\$ 349,022 (increase to quantities)
Forecast final contract value	\$6,681,707
Forecast final construction value excluding stage 2 & Lot 24 work	\$5,936,839

This is \$110,819 higher than the tendered sum of \$5,826,020 which includes the \$1,000,000 contingency sum.

Contract commitment and carry-over details and requirements have been discussed with the Finance Manager and will be reported to the Finance & Community Services meeting on 9 September.

7.1.3 Contract 589 – Solid Waste Management and Waste Minimisation

This contract was awarded by Council on 29 July. Work has commenced on the preparation of a transition plan. Preliminary work is progressing smoothly.

7.1.4 Mayfield Water Supply

Discussions are being held with all parties regarding progressing the testing work to support the inclusion of the recently drilled bore into the Mayfield water supply. The committee will be updated regarding any new information at the meeting.

7.1.5. Professional Services Contract

A project team has been formed to prepare the professional services contract as outlined in the results of the procurement review project.

At this stage tenders will be advertised at the end of November 2010 and close early in February 2011.

Tenders will be evaluated using a quality price method.

Further details will be provided to the committee prior to the calling of tenders.

7.1.6. Second Bridge Project

Newsletter No 1 has been circulated to all properties in the district. This newsletter was circulated to councillors and other interested parties prior to printing.

Work on the additional technical investigations and social impact assessment work is progressing.

7.2 ROADING

7.2.1 State Highway Work 2010/11

No significant work has been undertaken on the state highways in the district since the previous report.

Following several recent crashes on State Highways apparently as a result of motorists losing control on icy roads, the New Zealand Transport Agency were queried on the policy and procedures with respect to the monitoring and treatment of ice in the Ashburton District. The NZTA response is outlined below:

“NZTA has set procedures and response times for ice control, which are well defined and understood by our contractors. Where practicable, chemical control is our preferred method. This utilises CMA, which is a pre-treatment sprayed onto areas likely to ice up in sub-zero temperatures. Typically these areas are usually shaded areas that stay wet most days during winter, and the CMA application lowers the freezing point thus preventing the formation of ice. Sometimes these areas are gritted as well to provide an additional level of security.

Our contract documents require all of the known ice locations to be inspected and treated as necessary. In Ashburton District these are SH77 Waimarama Road and the Rakaia Gorge, and SH1 Rangitata cutting. The requirement is that these areas are inspected and if ice is present or likely, they must be gritted before 7.00am.

The morning of 13 July was particularly cold, and it is suspected that an early dew may have settled and frozen on the highway south of Rakaia, and also around the Dromore area. Ice was first reported at Dromore at 6.45am. Signs had been put up there by 7.15am, and the grit truck arrived at 7.20 and began applying grit at 7.35 after the correct signs had been put in place. During this time ice was also reported by the police at Chertsey, and the plant was to be sent there when gritting around Dromore was finished. The fatal accident was reported at 7.27am.

Fulton Hogan have included both the Rangitata to Chertsey and the Dromore areas in the inspection route until further notice. That is to say, if frost conditions are possible or predicted then these areas will be inspected and treated if necessary.”

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. **Page 48**

7.2.3 General Maintenance

Work continues on the repairs to unsealed roads severely affected by the very wet winter. In order to make efficient and effective use of the available budget, in most cases the work has been focused on sections of road which have flooded regularly and involves either raising the road levels over short distances, installing rural soak pits or excavating roadside drainage.

In addition, the unsealed approaches to the “Sunshine Bridges” on the Hinds River have been washed out three times during the last six weeks and Hackthorne Road, Winslow Road and Boundary Road are currently closed until the Hinds River drops sufficiently to repair the south approaches to the bridges. Hakatere Heron Road, Hakatere Potts Road and Double Hill Run Road have also been rendered temporarily impassable after heavy rain scoured out fords on these roads. The contractor has responded to these situations at short notice and disruption for high country residents has been minimised.

Ice gritting has continued and due to a combination of wet weather followed by freezing temperatures, the grit trucks have been extremely busy during July.

The maintenance contractor is gearing up to undertake pavement repairs on sections of road included in the 2010/11 reseal programme.

7.2.4 Area Wide Pavement Treatment

Contract C573 - Sealed Road Rehabilitation 2010 – 2011. Work has been completed on the Longbeach Road section and the Contractor has commenced on Arundel Rakaia Gorge Road between McKenzie Road and Anama Station Road.

7.2.5 Major Drainage Control

Design work for new and replacement kerb and channel work planned for 2010/11 due to be completed shortly and it is expected that tenders for the physical works will be called during September.

7.2.6 Reseals of District Roads

Contract C592 - Reseals and Pre-seal Repairs, 2010/11. Tenders for this contract have been called.

7.2.7 Bridges

As part of the 2010/11 Bridge Replacement Programme, replacements for bridges 30 (Double Hill Run Road – Double Hill Stream No 1) and 146 (Osborns Road – Spicers Creek) are currently being designed. The physical works will be tendered in a major contract with the upgrades of Bridges 48 and 65, carried forward from 2009/10. The economies of scale in packaging this work together is likely to result in significant savings.

7.2.8 Street Cleaning

Routine cleaning is being carried out to programme. All reported incidents of detritus and undesirable material left on road carriageways or berms, and any blockages of surface water run-off were attended to very quickly and no reports of significant flooding were received at any time.

7.2.9 Traffic Services

Routine maintenance of road signs and traffic services continues as part of the road maintenance contract throughout the district.

As previously reported, most of the PW-41.1 slippery surface permanent warning (yellow) signs have replaced with folding TW-4.1 ice/grit temporary warning (orange) signs which are considered more effective and appropriate.

Total numbers of signs affected during July and for the last ten months are:

	Oct	Nov/ Dec	Jan/ Feb	Mar	April	May/ June	Jul	Total 10 mnths
Replace broken signs	17	26	29	18	24	26	12	152
Replace missing signs	8	29	31	29	8	13	5	123
Replace or upgrade signs	8	8	11	10	11	52	9	109
Replace marker posts	86	22	131	113	7	85	-	444
Totals	119	85	202	170	40	176	26	818

Contract C556 – Maintenance of Road Markings 2009 – 2012. Operation of this contract continues with the maintenance of Pavement Marking on sealed roads District wide. The contractor has commenced a progressive remark of the rural roads as conditions allow.

7.2.10 Carriageway Lighting

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

Damaged street light columns were replaced on Middle Road at Bathurst Street and on SH 1 – East Street opposite Kermod Street.

7.2.11 Minor Improvements

Below is a list of projects proposed under the Minor Improvement Programme for 2010/11. The new projects are:

- Intersection Upgrade – Cracraft Maronan Road/Trevors Road/Barnswood Road/Lismore School Road/Stonylea Road. It is envisaged that this will be included in the same contract as –
- Intersection Upgrade – Hinds Arundel Road/Trevors Road and Withells Road. This work was deferred from 2009/10 to allow a large irrigation pipe to be installed beneath the proposed intersection.
- Upgrade signage and parking on Dorie School Road for Dorie School and the Pre-school.
- Sealing of up to 8 Unsealed Intersection approaches.
- Sealing the unsealed approaches to 2 single lane bridges.

The total estimated cost for the above is \$600,000 from a total available budget of \$793,000.

7.2.12 Seal Widening

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

7.2.13 New Roads

Contract C574 - Dobson St West Construction. Work continues with the construction of stormwater drainage and the new water main on Dobson Street between West Street and Robinson Street. Minor adjustments have been required in order for the new construction to keep clear of some unmarked or unknown services. In addition, it was discovered that a sewer main constructed when the Riverside industrial area was developed was placed through the bottom of the large culvert under Dobson Street, effectively blocking half the capacity of the culvert. In order to remedy this situation, the stormwater culvert will need to be relaid at a higher level, and given that there is a water main to be installed on top of this, the road level may need to be raised accordingly.

7.2.14 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.

7.2.15 Footpath Resurfacing 2009/10

Sections of footpath due to be resurfaced in 2010/11 will be scheduled during the next two months. It is anticipated that a contract will be tendered for this work by early November.

7.2.15 Footpath Maintenance

Ongoing routine maintenance and cleaning of the urban footpaths continues.

Of significance is the fact that on 12 July, Council was requested to treat ice on the footpath on Wills Street near the Event Centre. It was reported that several visitors had slipped on the ice and there was the potential for someone to be injured. Fulton Hogan spread a small quantity of CMA powder on the footpath which slowly melted the ice and prevented it freezing for up to a week afterwards.

7.2.16 Minor Township Maintenance Contracts

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

7.2.17 Public Conveniences

There are no major issues arising. During July, vandalism of the East Street toilets was reported after the Police apprehended an individual who admitted to damaging two toilet seats and generally making a mess of the toilet area. The costs of repairs have been reported to the police and an order for recovering the costs has been made.

7.3 WATER SUPPLIES

7.3.1 General

The schemes are operating satisfactorily.

7.3.2 AM-AK10 Water Pipeline Renewal, Ashburton, Methven, Chertsey & Mount Somers 2010/11

This contract covers the renewal of 1,918m of water mains and installation of new rider-mains in Ashburton, Methven, Chertsey and Mount Somers. The water mains to be renewed as part of this contract have reached the end of their serviceable life.

The sections for renewal are as follows:

Ashburton

- Racecourse Road – Galbraith Street to West Street
- Brucefield Avenue – Princes Street to Show Grounds
- Ferriman Street – King Street to Maynard Place

Methven

- Methven Chertsey Road – Mackie Street to Line Road

Chertsey

- Chertsey Kyle Road – Alexander Street to High Street

Mt Somers

- Existing Main to Arundel Rakaia Gorge Road

The physical works contract is programmed to be awarded in early November.

7.3.3 Installation of Sampling Facilities

These projects cover the construction of secure sampling taps within the reticulation of the Dromore and Hakatere water supplies.

This work has been negotiated with Council's maintenance contractor. Fabrication work is expected to commence shortly with a programmed installation completion date on or about 30 September.

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. The constant rate discharge test was completed on 17 August. The bore was pumped at 47 L/s for 72 hours for a drawdown of approximately 4.5m. The bore could have been pumped at a much higher rate but was throttled back due to the lack of suitable areas to discharge the higher flow test water. The final results of the testing and associated analysis are yet to be received. The initial results however suggest that the bore is one of the highest yielding bores drilled for Council.

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

Aquifer testing of Domain Bore No: 6b has been completed. The three day constant discharge test was undertaken by our drilling contractor during the period 14-17 June. The bore was pumped at 90 L/s for 72 hours for a drawdown of approximately 24m. The results indicate the bore is a high yielding bore suitable as a drinking water bore. Design of the civil works for the configuration of Domain Bore No: 6b is continuing.

Due to a delay in the programme as a result of the inadequate yield at the first attempt of drilling Domain Bore No: 6, the completion date is 30 October. Given this delay and the desire to get this bore operational prior to the 2010/11 summer it is proposed to complete the trunk main installation (from the new bore to the existing manifold), as a variation to the Fairton Water Supply Upgrade contract, subject to negotiation of a satisfactory price. The control and treatment plant building alterations will follow shortly after the trunk main construction.

- **Ashburton Upgrade – Ashburton Domain No:7**

This project involves the drilling of a third deep bore at the Ashburton Domain. This project (as with Bore No: 6) is associated with replacing the existing supply capacity originally provided by the shallow bores (1, 3 & 4) to allow for their retirement. Drilling is expected to commence prior to the 2010/11 summer.

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 plant was successfully commissioned on 4 August and all remaining site reinstatement works are expected to be completed on or about 20 August.

7.3.6 Hakatere

- **Water Supply Upgrade**

This project covers the upgrading of the treatment system to meet the Protozoal Compliance Criteria of the DWSNZ and provision of additional storage on the scheme. The works under this item include the installation of a UV treatment system, additional compliance monitoring equipment and two 30m³ polyethylene tanks. This work is covered under the CAP funding contract with MOH.

7.3.7 Mayfield

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

In recent weeks, Council representatives have had a number of successful meetings with the owner of the private bore that is proposed by the Mayfield Community Group for use within the upgraded scheme. While originally a point of debate, agreement has now been reached with the bore owner on the need for the additional testing.

Final negotiations with bore owner are still being completed to address a few remaining concerns. Once these negotiations are complete the testing will follow shortly thereafter.

7.3.8 Methven

- **Water Supply Upgrade**

The pilot trial equipment was installed at the water treatment plant on 12 August and is expected to be commissioned on or about 20 August. The pilot trial will run for at least three months.

Development of preliminary consultation material will be commencing shortly for distribution to the community. This will be developed in conjunction with the Methven Community Board.

7.3.9 Winchmore

- **Winchmore Scheme Future**

A public meeting was held with the Winchmore Water Supply consumers on 16 July. Representatives from six properties attended. It was agreed that one of the representatives attending the meeting would contact property owners on the scheme to confirm their current use and their views on the future of the scheme.

Another meeting is to be held towards the end of August to discuss his findings (date to be confirmed).

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.

All pipe installation work has been tested and completed. There are some remaining issues to be resolved prior to issue of Practical Completion. These are associated with some minor defects sections of pipe identified during CCTV inspection.

7.4.3 AM-AK11 Sewer Pipeline Renewal, Ashburton & Methven 2010/11

This contract covers the renewal of 532m of Glazed Earthenware (GEW) sewer mains in Ashburton, and Methven that have reached the end of their serviceable life. GEW is prone to cracking which leads to exfiltration/infiltration. The Methven project includes a pipe section where a serious collapse was identified during maintenance works last year. The sections for renewal are as follows:

Ashburton

- Cox Street – Cass Street to William Street

Methven

- Between Main Street and McMillan Street – The Mall to South Belt

The physical works contract is programmed to be awarded in early November.

7.4.3 Ashburton

- **Grove Street**

As reported previously, a one-way valve has been installed on a property on Grove Street as a result of last year's Annual Plan submission. CCTV inspection of the Grove Street sewer has confirmed there are no structural or design issues with the pipeline.

Modelling undertaken by our engineering service provider now suggests that stormwater inflow / groundwater infiltration to be originating from elsewhere in the catchment. This issue will be the subject of further investigation during 2010/11 year.

- **Septage Disposal Facility**

The touch screen panel at the Wilkins Road septage disposal facility has been replaced with separately keyed switches. Supervised access has been provided to the site in the over the last 3-4 weeks. During this period, 11 loads were disposed of at Wilkins Road septage disposal facility from two of the three contractors known to be operating in the Ashburton District. All three contractors have been invited to pick up a key to enable 24 hr / 7 day operational access to the facility. Charging will commence from 1 September.

- **Treated Effluent Irrigation 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.

The engineering consultants have completed their review of the treated effluent irrigation system. A letter report was received late July which is currently being considered by staff. The report contains a number of recommendations including proceeding with the installation of the inline effluent screen. This project was budgeted as part of the 2010/11 Annual Plan and plans are now being finalised to progress this project.

The systematic review of each zone within the network is progressively being checked and correct operation verified. This work is ongoing and may take a further 3-4 months to complete.

- **2010/11 Capital Works Programme**

As part of 2010/11 works programme the following projects are being undertaken at the Ashburton Wastewater facility sites:

- Installation of Inline Effluent Screen – This project involves the installation of an automatic inline screen on the treated effluent pipework prior to the irrigation pumps at Ocean Farm (as noted above).
- Installation of Maturation Pond Outlet Screen – This project involves the installation of a self-cleaning screen on the outlet structure on the Maturation Pond (Pond 4) at Wilkins Road.
- Sealing of Effluent Disposal Area – This project covers the preparation and sealing of a manoeuvring / parking area where the septage disposal vehicles will be operating at Wilkins Road.
- Pump Station Portal Building – This project covers the construction of a portal framed building over the irrigation pump station at Ocean Farm.
- Irrigation Bore Supply – This project covers the drilling of up to two bores on Ocean Farm to augment the irrigation system during summer months when flows of treated effluent are lower.

7.4.4 Ocean Farm

- **General**

Ground conditions still 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**

Preparation of the ground has been completed and planting of the remaining native shelter belts commenced on 14 August.

- **Grazing**

With the end of the silage season, contract grazing is underway. A total of 4,240 head have been grazed this winter. At the time of writing, 470 lambs remain on site.

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 and all physical works were substantially complete as of 9 August.

- **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 commenced at this site on 19 July and all physical works were substantially complete as of 9 August. It has been identified that the piped section should be protected by a formal easement. This work will be completed outside the contract in the next few months.

7.6 STOCKWATER

7.6.1 Network

The network has experienced high flows due to the two heavy rain events during July and the minor event in early August. Due to the saturated soil conditions, surface water has found its way into the stockwater network, resulting in flooding. This has also increased the frequency of culvert blockages due to detritus being carried into the network.

Continual adjustments at the intakes to meet flow demands and forward planning have ensured reasonable levels of service during have been maintained this period. The majority of river and stream intakes required reinstatement after the rain events in July and August. These rain events have further re-charged the underground springs and increasing volumes from these sources have resulted in the requirement to spill some of this water back to rivers.

7.6.2 RDRML Shutdown

The RDR shutdown is scheduled to commence on 20th August 2010 for a duration of no less than three weeks (15 September). Letters have been sent to affected parties advising of that lower flows may be experienced during this period.

Ranger staff have met with the operational staff of the RDRML, and a written undertaking has been received to provide a minimum flow of 100 l/s. This rate has not been guaranteed due to unforeseen problems that may cause a diminution of supply.

7.6.4 Race applications / closures

Since 1 July 2010, a total of 10 applications have been received, with 2 applications awaiting further information. There are a further 4 applications that have carried forward from the 2009/10 that also require further information.

Race closure measurements have been undertaken using measurements derived from the Council's GIS and indicate completed closures at around 29,721 metres.

- **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. Council accepted the recommendation from the Water Subcommittee that the race be closed.

Water will cease to be supplied to this race system from 18 November 2010. All affected property owners have been advised.

- **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. Council accepted the recommendation from the Water Subcommittee that the race be closed.

Water will cease to be supplied to this race system from 18 November 2010. All affected property owners have been advised.

7.7 SOLID WASTE

7.7.1 Residual waste management at the Ashburton Resource Recovery Park

Tonnes of materials recovered from the residual waste disposal area in 2009/2010			
	2008/09		2009/10
July	3.78	July	3.00
August	4.24	August	4.78
September	5.34	September	3.82
October	6.94	October	3.01
November	3.96	November	5.88
December	6.04	December	6.76
January	2.76	January	7.74
February	3.66	February	7.12
March	3.80	March	7.62
April	4.68	April	6.82
May	5.12	May	8.96
June	4.02	June	9.08

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 ³	
	2008/09	2009/10	2008/09	2009/10	2008/09	2009/10	2008/09	2009/10
July	680	933	102	24	782	957	650.00	403.00
August	832	1233	81	33	913	1266	168.75	195.00
September	1262	992	96	20	1358	1012	562.50	117.00
October	1189	1177	79	34	1268	1211	438.75	144.00
November	1532	1391	94	59	1626	1450	848.27	158.00
December	1452	1732	69	60	1521	1792	483.50	309.00
January	1626	1522	93	52	1719	1574	549.00	54.00
February	1223	1380	68	80	1291	1460	387.00	322.00
March	1657	1320	27	83	1680	1403	268.50	295.00
April	1328	1241	23	44	1351	1285	410.50	328.00
May	965	950	25	41	990	991	510.00	347.00
June	958	957	12	41	970	998	430.00	298.00

No wood waste was shredded in June 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 continues to be well supported. The green waste and demolition waste contract is operating satisfactorily.

7.7.3 Refuse and recycling kerbside 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	
	2008/9	2009/10	2008/9	2009/10	2008/9	2009/10	2008/9	2009/10
July	167.77	153.72	7.51	8.36	175.17	162.08	113.40	103.30
August	152.80	147.82	8.64	6.70	161.44	154.52	105.97	107.30
September	172.10	150.10	5.78	7.04	177.88	157.14	120.02	108.40
October	170.74	147.37	7.04	6.46	177.78	153.83	126.26	118.89
November	154.60	154.36	4.52	4.66	159.12	159.02	110.16	123.02
December	182.16	172.34	8.52	8.56	190.68	180.90	139.25	156.60
January	197.47	155.74	11.18	9.64	208.65	165.38	113.44	114.82
February	156.30	153.06	7.72	9.90	164.02	162.96	106.32	121.66
March	175.14	170.96	5.16	7.02	180.30	177.98	107.72	128.36
April	163.30	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	156.06	5.46	7.12	156.86	163.18	97.64	115.56

This contract has been operating satisfactorily.

7.7.4 Waste minimisation

Tonnes of Recyclable Materials Processed	2008/09- tonnes	2009/10- tonnes
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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	372.5

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

Volumes received in to the domestic hazardous waste drop off facility have markedly decreased. The facility has been cleared for 2009/10.

7.7.6 General recycling management update

- 193 tonnes of product was baled in June - this amount includes paper and cardboard.
- In June four shipping containers of glass were sent to O-I New Zealand in Auckland for onshore recycling.
- The volume of recovered materials increased by 4% from June 2009 due to increased volumes of cardboard and scrap metal. Scrap metal recovery increased by 6 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.

7.7.7 Transport of waste to Kate Valley

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

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

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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. The compactor required repairs that stopped residual waste operations for one and a half days in June.

- **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	12.28

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:

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	21
April	24	20
May	13	17
June	8	20

7.7.10 Rakaia Resource Recovery Park

This contract is operating satisfactorily.

Tonnes of residual waste transported to Kate Valley	2008/09- tonnes	2009/10 tonnes
July	13.12	11.18
August	26.80	21.32
September	13.58	14.86
October	25.68	11.86
November	23.59	21.82
December	26.03	13.04
January	22.60	21.02
February	23.00	9.46
March	11.07	16.86
April	22.56	8.38

May	10.53	19.90
June	21.97	8.73

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

Six incidents have been attended by rural fire parties from the time of the last Committee meeting and up to 18 August 2010, with a breakdown as follows:

Structure	2
Vegetation	1
False alarm	2
MVA	1

7.8.3 Ashburton District High Country Tactical Fire Planning

In order to meet the requirements of the NRFA standards relating to 'Assessing Fire Hazards' and 'Achieving Timely Response to Fires' the EMO has been working with the Department of Conservation with a view to initially produce a tactical/strategic response plan for the high country areas of the Ashburton, Rakaia and Rangitata Gorges. Once complete a further plan will be developed for the plains.

Some run holders in the area have been visited to discuss the plan and also to gather statistical data relating to each property which will be fed into the plan, and further visits are scheduled. This data includes values, access, water points, airstrips, hazards etc. and will ultimately be available to responding fire crews.

The plan is incorporating the 4 R's concept of reduction, readiness, response and recovery and there will be a strong focus on mitigation measures to prevent fire ignitions from occurring, such as education and fuel reduction strategies.

7.8.4 Training

The CWCRRFC provide a week of IMT training each August as a precursor to the annual regional rural fire exercise which runs over three days in October. This training was delivered in Christchurch during the week of 9-13 August and included courses on CIMS, Introduction to Logistics Manager, Facilities Unit Leader, Medical Unit Leader, Communications Unit Leader, Situation Unit Leader, Ground Support Unit Leader and Operations.

The EMO attended the Medical Unit Leader course as a student, and assisted in the delivery of Intro to Logistics Manager and Facilities Unit Leader courses.

7.8.5 Rural Structures Visits

Ongoing, and nearing completion.

7.8.6 Forest and Rural Fires Association of NZ Annual Conference

This conference was held in Whangarei from 28-30 August and attended by the EMO, District Forester and four volunteers from local Rural Fire Forces. The attendance of the volunteers has been made possible through the provision by the NRFA of a travel grant which has covered practically all their costs. The theme of the conference was 'Is Big Really Better' being a reference to the NRFA drive to encourage the establishment of further enlarged rural fire districts across the country.

This concept involves the amalgamation of rural fire authorities with common interests into larger body corporates for the purposes of effecting efficiencies of cost and management.

7.8.7 New Registered VRFF

The Rakaia Gorge fire unit has recently become registered as a Volunteer Rural Fire Force. This process involves signing an agreement between the VRFF, ADC and the National Rural Fire Authority which sets out formal arrangements for provision and housing of equipment and appliances/tankers, personal protective equipment and training and also requires the establishment of a management committee and a set of rules.

The advantage of this is to gain access to NRFA grant assistance funding and also to assist in formalising training, fire response etc.

7.8.8 VRFF AGM's

The annual round of AGM's is well progressed, with only Ashburton Rural, Hinds and Rakaia Gorge still to be completed.

7.8.9 Restorative Justice Meetings

Two prosecutions taken by ADC for transgressions during the Restricted Fire Season have been dealt with through the restorative justice process and are now completed. The process requires a guilty plea to proceed and has been resolved with the individuals concerned making donations to all the fire forces involved and also an agreement to cover all ADC legal costs.

Fire suppression costs have also been recovered from both individuals.

7.8.10 New Medium Size Fire Appliance Rakaia Gorge

The ADC has recently been advised that it has been successful in its application to the NRFA for a 2:1 subsidy for a new medium sized fire appliance to replace the 1956 Landrover currently stationed at Glenaan Station in the upper Rakaia Gorge.

This unit will be identical to the Isuzu 4x4 unit currently stationed at Lauriston and will be a significant addition to the fire fleet.

7.8.11 Neighbourhood Support Coordinator Position

This appointment has now been made, with Rosie Crone accepting the position. This should see the organisation grow in membership and effectiveness within the wider Ashburton District community.

7.9 ROAD SAFETY

7.9.1 NZTA

The Final 2009/10 Community Focused Activities Narrative reports were submitted to NZTA (New Zealand Transport Agency). These are a description narrative of the projects and programmes that were undertaken with NZTA subsidy throughout the 09/10 financial year. The date for funding decisions for the Community focused activities is 7 September 2010.

7.9.2 Regional Road Safety Coordinating Committee

The Road Safety Co-ordinator attended the Regional Road Safety Coordinating Committee at the Selwyn District Council. Inspector Al Stewart, Road Policing Manager for the Canterbury District spoke regarding the NZ Police focus for the coming year and he expressed his interest in attending each Road Safety Action Plan meeting in his district.

The Christchurch City Council Road Safety Coordinator (Schools) showcased the new “school travel planning information kit” that the City Council has released. It was also an opportunity for the new Road Safety Coordinator for the Kaikoura District to introduce himself.

7.9.3 Feet First

The Road Safety Coordinator recently contacted NZTA in regard to the Government’s Feet First Programme, which encourages primary school students to walk to school with a caregiver, friend, or organised walking group at least once a week, every week, during term time. Only two schools had signed up to Feet First in the Ashburton District. In an effort to encourage more schools to take part, NZTA donated over \$300 worth of children’s books as a drawcard for schools to register. The children’s books all have a sustainable travel focus. So far two schools have joined up making a total of four for the Ashburton District.

7.9.4 Miscellaneous

- Had basic RAMM (Road Assessment and Maintenance Management) training in the contractor part of RAMM.
- Held an ADRSCC (Ashburton District Road Safety Coordinating Committee) Meeting.
- Attended a CAAPS Meeting at the Ashburton Police station, this was to organise Blitz dates for this financial year.

7.10 CONTRACTS AWARDED

NO.	CONTRACT	CONTRACTOR	DATE / VALUE \$	NO. OF TENDERS / RANGE	ENGINEER’S ESTIMATE
C 589	The supply of management, operations, maintenance and associated services for waste management and waste minimisation activities and facilities 2010 to 2015	Mastagard	29 July 2010 \$4,208,708	6 \$4,208,708 to \$5,194,758.63	\$4,967,500

7.11 CUSTOMER SERVICE REQUEST REPORTS

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

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7.12 METHVEN COMMUNITY BOARD

The Methven Community Board met on 16 August 2010. There were no matters referred to the Committee for decision.

R ROUSE
Operations Manager

ASHBURTON DISTRICT COUNCIL REPORT

FILE NO:
DATE: 26 August 2010
REPORT TO: Operations Committee
FROM: Farm Management Subcommittee
SUBJECT: Minutes of Meeting – 9/07/10

8. FARM MANAGEMENT SUBCOMMITTEE

TO BE CIRCULATED