



Ashburton District Council

AGENDA

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

Date: Thursday 6 December 2007

Time: 9.30 am

Venue: Council Chamber
5 Baring Square West
Ashburton

B LESTER
Chief Executive

MEMBERS:

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

AGENDA

	Page	
1	APOLOGIES	
2	NOTIFICATION OF EXTRAORDINARY BUSINESS	
3	CONFIRMATION OF MINUTES	
	Services & Operations Committee – 1/11/07	1
4	MATTERS ARISING	
 MATTERS FOR COMMITTEE DECISION		
5	Draft 2008/ 09 District Land Transport Programme, Ashburton District	5
 ACTIVITY REPORTS		
6	6.1 General	9
	6.2 Roothing	13
	6.3 Water Supplies	16
	6.4 Wastewater	17
	6.5 Stormwater	19
	6.6 Stockwater	20
	6.7 Solid Waste Management	20
	6.8 Contracts Awarded	21
	6.9 Customer Service Requests	21
	6.10 Emergency Management	21
	6.11 Methven Community Board	23
	6.12 Road Safety	23

30 November 2007

ASHBURTON DISTRICT COUNCIL REPORT

FILE NO: 5/1/2/1
DATE: 6 December 2007
REPORT TO: Operations Committee
FROM: Roading & Street Services Manager
SUBJECT: Draft 2008/2009 District Land Transport Programme, Ashburton District.

5. DRAFT 2008/ 2009 DISTRICT LAND TRANSPORT PROGRAMME – ASHBURTON DISTRICT

5.1 SUMMARY

This report outlines the draft Ashburton District Land Transport Programme for 2008/09, seeks the Committee's approval of this draft programme and recommends this for inclusion in the 2008/09 Annual Plan.

This draft budget has been forwarded to Land Transport NZ for inclusion in the National Land Transport Programme, as this was required to be lodged by 2 November 2007. The maintenance activity part of this draft can be reviewed and amended at any time by Council prior to 22 February 2008, so any changes that arise as a result of the draft Annual Plan processes can be advised to LTNZ.

The final submission of all Land Transport budget components must be submitted by 23 March 2008.

5.2 RECOMMENDATION

"That the draft Ashburton District Land Transport Programme for 2008/2009 be approved for inclusion in the draft Annual Plan for 2008/2009."

5.3 BACKGROUND

The National Land Transport budget structure for 2008/09 follows the same structure as for 2007/08 and has work categories in line with local government accounting procedures. This draft plan will be compared to the LTCCP budget for year three in the draft annual plan.

Overall the budgets for subsidised roading work compare as follows:

- Approved 2007/08 DLTP from annual plan \$8,701,480
- 2008/09 DLTP from LTCCP \$8,638,042
- Proposed draft 2008/09 DLTP \$9,815,127

The draft District Land Transport Programme (dDLTP) proposed budget shows an increase of \$1,113,467 (12.8%) over the approved 2007/08 budget and \$1,177,085 (13.6%) increase over the LTCCP budget for 2008/09.

The main factors leading to the increase of the budget over the proposed LTCCP figure are as follows:

- Cost Escalations The cost escalation allowed in the preparation of the LTCCP budgets was as follows -
 - 2006/07 to 2007/08 2.6% (As recommended by BERL)
 - 2007/08 to 2008/09 2.5% (As recommended by BERL)

The actual cost fluctuations used in the budget calculation are as follows:

	Actual Budget	LTCCP (BERL)
2004/05 to 05/06 (actual)	7.3%	4.5 %
2005/06 to 06/07 (actual)	5.6 %	2.8 %
2006/07 to 07/08 (estimated)	5.3 %	2.6 %
2007/08 to 12/2008 (estimated)	2.5 %	1.3 %

Note: The actual figures are based on cost indices as produced by Department of Statistics, and are based on actual measurements in cost movements. The estimated figures are based on expected movements. The movement for 2008/09 is taken to the mid-point of the year (Dec 2008).

The outcome of these cost fluctuations means that the LTCCP for 2008/09 is understated by \$502,728.

- Movement in oil prices: The fluctuation in bitumen prices continues to be a major source of concern. As an example, the movement from Nov 05 to Nov 06 was a reduction of 1.9%, while the movement from Nov 06 to Nov 07 has been an increase of 25.6%, and is still continuing to climb.

A copy of a graph produced by LTNZ is attached showing actual movements in bitumen prices up to date. The effect of this movement is to increase the forecast budget by \$357,780 over the LTCCP 2008/09 budget. **Pages 25-27**

- Increase in work scope: In the last few years there has been an increasing need for pavement maintenance on sealed roads and additional maintenance on unsealed roads arising from heavy motor vehicle numbers and weights increasing as a result of changed land use. Following is a schedule of budgeted quantities vs actual quantities for the last six years.

Year	Sealed pavement repairs sq m		Maintenance metalling cu m	
	Budget	Actual	Budget	Actual
2002/2003	11,000	11,081	33,000	45,329
2003/2004	11,000	15,989	33,000	52,779
2004/2005	11,000	4,180	33,000	67,335
2005/2006	11,000	13,054	38,750	53,669
2006/2007	11,000	14,465	41,250	43,811
2007/2008	15,000	5,119 to Oct 07	48,000	17,623 to Oct 07

These increased quantities are a measure of the effect of heavier traffic on district roads, and the need to provide additional maintenance funding to maintain these at current levels.

- New maintenance contract: A new maintenance contract has commenced from July 2007. This has both cost increases and decreases, and these have been built into the new budget for 2008/09.

In order to maintain roads, both sealed and unsealed, at a level considered to be satisfactory to road users, and to off-set the increasing maintenance works required, the budget provisions for these items for 2008/098 have been maintained in the budget as follows

- Pavement repairs 15,000m²
- Maintenance metalling 48,000m³

- New maintenance contract: A new maintenance contract has commenced from July 2007. This has both cost increases and decreases, and these have been built into the new budget for 2008/09.

The major work scope changes from the 2007/08 budget are as follows

Maintenance and Operation of Roads	
Unsealed pavement maintenance	Increased costs arising from new maintenance contract. (+\$48,781)
Environmental maintenance	Increase in road maintenance during snow and ice gritting activities, and to maintain the stock effluent plant. (+\$66,554)
Traffic services maintenance	Increase in costs of street lighting power supply, and sign maintenance (\$82,852)
Network and Asset Management	Increased budget to meet increased requirements in network and asset management (\$34,565)
Renewal of Roads	
Sealed road surfacing	Increased costs due to bitumen price fluctuations (+\$213,769)
Pavement rehabilitation	Increased budget for unsealed road rehabilitation (\$155,305)
Associated improvements	Provision of budget for minor widening at rural intersections and replacement of old culverts (\$32,036)
Improvements to roads	
Bridge renewals	Only one smaller bridge being replaced (- \$41,854)
New road construction	No work planned (-\$241,916)
Road reconstruction	Inclusion of the upgrade of Northpark Rd and Works Rd intersections on SH 1, and Company Rd widening (\$810,606)
Seal extension	Reduced level of work due to planned projects not able to achieve LTNZ funding status (- \$115,657)
Minor Improvements	Set at 8% of Maintenance and Renewal work, so increases accordingly (\$27,949)

Financial effects are detailed below in section 8 of this report.

The work programmed for roads around the NE Industrial Park site has been included as follows:

2007/08	Works Rd, Northpark Rd and Bremners Rd, overlay and widening
2008/09	Company Rd, widening.

Road safety for 2008/09 continues with the same level of project work as for 2007/08.

5.4 OPTIONS

Options available to the Committee are

1. To approve the draft programme and include this in the 2008/09 annual plan.
2. To review and modify the draft programme prior to inclusion in the 2008/09 Annual Plan.

The Council is required to produce a Land Transport Programme, and failure to do this will result in funding assistance not being provided by Land Transport NZ.

5.5 STATUTORY IMPLICATIONS

The Land Transport management Act 2003 requires that every year every territorial local authority (TLA) shall prepare a district land transport programme (DLTP) for the next year in relation to its district.

5.6 CONSULTATION

No specific consultation on the draft programme has been carried out. The LTCCP underwent considerable consultation, and the proposed 2008/09 Annual Plan will also be subject to full consultation

5.7 STRATEGIC LINKS

The DLTP has been matched against the current LTCCP as prepared in 2005/06, and is consistent with the current Activity Management Plan.

5.8 FINANCIAL

At this point in time we have been advised what the funding assistance rate from Land Transport NZ Ltd will remain unchanged at 47% for 2008/09. This is the same as the current rate for 2007/2008. The subsidy we expect to receive for the dDLTP is as follows:

	dDLTP 08/09	LTCCP 08/9	Variance
Land Transport share	\$ 4,795,878	\$ 4,338,471	\$ 457,407
Council Share (rates)	\$ 4,335,592	\$ 4,051,282	\$ 284,310

This will result in an increase in Council's rate share by \$378,258 above the 2007/2008 budget.

The overall programme is dependent on the following:

1. Land Transport accepting the Maintenance, Renewal, and road safety budgets as submitted.
2. Land Transport approving as category 1 the improvement projects as submitted.

The Funding Assistance Rate is assumed to be unchanged at 47% and we have had advice that this will not change for 2008/09. Note that any movement in this rate would increase our rate requirement by \$96,190 for each 1% movement.

D ROBERTSON
Roading & Street Services Manager

ACTIVITY REPORTS

6. Activity Reports

6.1 General

6.1.1 Financial reports

Financial reports for the period ending 1 July 2007 to 31 October 2007, for roading and street services are attached to this report. **Pages 28-29**

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

6.1.2 Development in the Ashburton District

• NE Ashburton industrial park

The decision on the Plan Change process for the proposed North East Ashburton Business park was considered and adopted by Council on 22 November 2007. The only minor changes which are different from Council's policy position are as follows:

- the buffer area width is to be increased to a minimum of 75 metres
- activities that do not comply with the outline development plan are non-complying and will require a resource consent
- the measurement of the construction noise within the area, subject to the roading designation, has been defined differently to that proposed by the Council at the Hearing.

None of the above are of significant concern from a technical point of view.

The Plan Change is subject to a 30 day appeal period and the designation to a 15 day appeal period.

Resources to progress this project to the next stage will not be formally engaged until the appeal periods have expired and the status of the Plan Change and designation process is finalised.

6.1.3 Proposed Natural Resources Regional Plan

Council was the lead agency preparing and presenting evidence on water efficiency which was prepared on behalf of nine district councils.

The Hearing process is summarised below:

- There were 5 witnesses
- Evidence was presented over a period of 5 hours
- Stockwater races and piped systems were covered
- Areas covered included
 - planning
 - natural values
 - technical
 - groundwater
 - territorial local authorities
 - legal

The main case for the joint territorial authorities was:

- Current water efficiency provisions in the policy framework places undue weight on achieving technical efficiency at the expense of the broader concepts of overall efficiency (including achieving appropriate environmental and economic outcomes).
- The focus on technical efficiency is too narrow, affects the policy framework and therefore needs to be removed and replaced with a broader concept of overall efficiency.
- The objectives and policies may trigger upgrades / replacements of infrastructure that are costly and compromise other important environmental (and other) benefits to the community.
- Water in stockwater races is not lost or wasted, as suggested in the policy framework, and it makes other significant contributions to the community other than just for stock use.
- The wording of the policy framework is ambiguous and will result in uncertainty and inconsistencies to both plan users and administrators.
- There is an inequity in requiring councils to upgrade or pipe the stockwater system at significant public expense for the benefit of other abstractors. This is 'picking winners' that the plan is seeking to avoid.
- The current plan framework is not the most appropriate means to efficiently and effectively manage the region's water resource. There are better, more effective (non regulatory) means. The changes to the policy framework requested will better achieve the purpose of the Resource Management Act.

At the hearing the following was acknowledged:

- That the policy being considered as currently worded is ambiguous and provides no certainty or direction as to what appropriate circumstance that required upgrading or piping of the stockwater system.
- That such ambiguity could result in inconsistent and uncertain plan administration and create difficulties at time of consent.
- The significant cost implications to territorial local authorities of piping stockwater races and upgrading reticulation systems.
- The importance of community drinking water systems and the need to secure their existing and future supply of water to communities.

There are no hearings scheduled for December.

6.1.4 Transit New Zealand Draft 2007/ 08 Land Transport Programme and 10 Year Financial Forecast

A submission on the above was prepared and forwarded to Transit on 29 March 2007. The submission focused on the following:

- The transportation study and its importance for future planning and programming of work.
- Easing passing lanes and that these must proceed as soon as possible.
- Improvements to State Highway One in Tinwald.
- East Street (SH1) / South Street intersection improvements.
- West Street (SH1) / Walnut Avenue intersection improvements.

Set out below are Transit comments relating to our submission.

- Transit is happy with the partnership approach to the transportation strategy and that the strategy will form the basis for prioritising improvements to the state highway.
- The Ealing passing lanes are on the Transit construction programme for 2007/ 08. construction will start when all consents are obtained.
- Improvements to State Highway One in Tinwald are programmed to be carried out early in the new year in conjunction with resealing work.
- East Street (SH1) / South Street intersection improvements have been identified as an issue in the transportation study. The priority of this project will be considered as the block programme is developed for consultation in 2008.
- West Street (SH1) / Walnut Avenue intersection improvements have also been identified as an issue in the transportation study. A scheme plan has been developed and the Regional Manager has been requested to investigate a joint funding plan with Council to fund this project.

6.1.5 Central Parking Working Group

The Environmental Services Committee considered a stand-alone report entitled 'Parking in the Urban Areas of Ashburton'. The Committee approved the following –

- 1. a) the review of times, charging mechanisms and locations of restricted parking areas/spaces;
b) the investigation into increasing the number of long term parking areas/spaces;
c) the investigation into the establishment of private reserved parking spaces;
d) a review of the number and location of mobility impaired parking spaces; and
e) the investigation of a one way system in the CBD to increase the number of parking spaces available.*
- 2. That the results of the investigation be considered by the Central Parking Working Group and the Town Centre Subcommittee, to be reported to the March meeting of the Environmental Services Committee; and*
- 3. That discussions with OnTrack be held to further assess availability of their land.*
- 4. That the cost for the investigation and report be met from the Parking reserve account."*

Work will commence shortly on preparing the design brief for the work outlined in the recommendations above. This will be completed and forwarded for pricing before Christmas.

A letter providing an update will be forwarded to Working Group members shortly.

6.1.6 Waste Management Bill

The Operations Manager will be speaking in support of Council's submission on Thursday 6 December. Council and Wastebusters, our waste minimisation service provider, will be presenting together.

6.1.7 Ashburton Resource Recovery Park Baler

We have been advised by our waste minimisation service provider that a replacement baler is required to process the increasing volumes of recyclable materials received at the Ashburton resource recovery park.

Their comments are summarised below:

- Fast processing is required, especially over the holiday periods when drop-off volumes are high and stockpiling is required.
- An average of 8-10 bales can be produced per day. This could be increased to 14-20 bales per day with a new baler.
- A new baler will result in a reduction in processing time reducing loose stored quantities of material.

We are currently discussing options with our service provider regarding the provision of a new baler. Councillors will be provided with an update regarding this issue before the Committee meeting.

6.1.8 Regional Land Transport Programme and Land Transport Amendment Bill

The Operations Manager attended workshops hosted by the Ministry of Transport and Local Government New Zealand on preparing regional land transport programmes and the requirements of the new Land Transport Management Amendment Bill.

It appears that the Canterbury Region Technical Officers Group and programme development process has been used as a model to develop the requirements in the proposed Land Transport Amendment Bill. Attendance at the workshops has been useful in providing background information to assist in preparing Council's submission on the Bill. Submissions close on 14 December.

6.1.9 Coordinated Incident Management System

A project team has been established to investigate the introduction and implementation of the Coordinated Incident Management System (CIMS) into Council's emergency management operating procedures.

The project team includes:

- Operations Manager
- Water Services Manager
- Environmental Services Manager
- Human Resource Advisor
- Emergency Management Officer

Four members of the project team attended CIMS 4 training on 8-9 November 2007. The Emergency Management Officer has previously attended this course and is fully familiar with CIMS.

Based on the training received the following will be developed –

- Incident / emergency management systems / processes and procedures that are consistent with CIMS and Emergency Operations Centre procedures that can be integrated / interfaced with external agencies, eg Police and Fire Services;
- Confirm resourcing requirements for a range of incidents;
- Identify and source training that is available and develop a training programme for incident management team and emergency operations centre personnel.

An interim report has been prepared and forwarded to the Chief Executive Officer for consideration.

The project outcome is –

Incident management processes and procedures are developed and documented that are consistent with CIMS and will facilitate incident / emergency management and that can be interfaced / integrated with external agencies such as Police and Fire Service.

6.2 Roading

6.2.1 State Highway Work

State Highway Work 2007/2008

We have been advised of the following work to be carried out on state highways in the Ashburton district over the next few months:

- SH 1 Chertsey: 240 m of area wide pavement treatment. Tenders close at the end of November.
- SH 1 South of Works Rd: 230 m of area wide pavement treatment. Tenders close at the end of November.
- SH 1 Ashburton North Threshold: Extension of street lights out to threshold, and re-marking of road markings. Starting in November.
- SH 1 Ealing : Passing lanes under construction, complete March 2008.
- SH 77, West of Braemar Lauriston Rd: 220 m of area wide pavement treatment. Tenders close at the end of November.
- SH 77/Route 72/McLennans Bush Rd: Intersection upgrade, complete December.
- SH 77, Blackford Rd: 1,040 m of area wide pavement treatment. Tenders close at the end of November.

6.2.2 Crash Reports

On Thursday 22 November, at approximately 7:00 am, a fatal crash occurred at the intersection of Timaru Track and Maronan Valetta Road.

A thorough check of the vicinity approximately two hours after the crash, and discussions with the attending police personnel confirm that road conditions and/or signage and delineation did not contribute to the crash.

Police reports into the fatal and serious crashes detailed in the previous report have yet to be received

A record of other crashes that have occurred in Ashburton District on State Highways and local roads since last report is appended. **Pages 30-32**

6.2.3 General Maintenance

Since the last report the maintenance contractor has continued with pavement repairs on sealed sections of road due to be sealed in the current reseal contract. Maintenance grading of the unsealed network is also continuing.

In addition to the above, the section of Hakatere Potts Road known as Potts Cutting received some additional attention in an attempt to tighten the unsealed pavement on the steep hill above the Potts River Bridge. This section has proved difficult to hold in a trafficable condition and with the increase in traffic visiting the Lord of the Rings site at Mt Sunday (Edoras), an increasing number of vehicles have been getting stuck on this hill and calling on the local land owner to get them mobile again. Investigations are underway to design a pavement and seal that will rectify this situation.

Also completed since the last meeting, is the installation of running planks on the bridge across Glenfalloch Stream at the north western end of Double Hill Run Road. This bridge is restricted to light vehicles only as there is an adjacent trafficable ford, but the poor state of the deck planks meant that the bridge was unusable if any of these broke.

This was occurring reasonably frequently, and because of the distance from Ashburton and the difficulty in actually accessing the broken timbers, it was decided to install the longitudinal running planks to spread the traffic load along the bridge and provide a more robust but safer surface for vehicles.

6.2.4 Area Wide Pavement Treatment

- **Contract C528 – Unsealed Roads Area Wide Pavement Treatment 06/07.**

The contractor has completed pavement construction on all roads in this contract and has only to construct the clay bound wearing course on Chertsey and Hamptons Road and short sections of Reynolds Road and Ashburton River Road. Weather conditions are critical for the blending and construction of this layer and there is a relatively fine line between the material being too wet to mix and spread properly and too dry to prevent segregation and strong winds and vehicles causing the fine material to be lost. Once the wearing course has been constructed, shaped and compacted, it can then be watered carefully using a water cart.

6.2.5 Major Drainage Control

Opus International Consultants been surveying the existing layouts and designing the replacement kerb and channel for this years cyclic renewal work.

Contract C538 for Roadside Drainage Improvements. G C Smith Ltd have been carrying out the excavation of swale drains, generally adjacent to sections of rural road about to be resealed this season and this work is almost complete. Some sections will require minor remedial work to ensure that the cross section profiles specified are achieved and also to remove some material which has been graded from the high shoulder/swale operation but still remains on the adjacent verge. Soakpits are scheduled where appropriate and these will be installed once the most advantageous positions for these are ascertained.

6.2.6 Reseals

Contract C534 – Reseals and Preseal Repairs, Ashburton District 2007/08. Ashburton Contracting Ltd has completed preseal work and all standard resealing in the Ashburton Urban area. Approximately 30% of the rural reseals have also been completed. With the spell of hot weather in the last two weeks some of the fresh sealing and also some of the previous season's work, has flushed prematurely and required treatment to ensure that the material is not picked up on vehicles tyres and tracked along the road.

The Bitumen Price Index continues to increase and we will continue to monitor this to gauge the effect that this will have on the total cost of the resealing. A copy of the index movement is attached to a stand-alone report on the 2008 / 09 draft District Land Transport Programme.

6.2.7 Bridges

Opus International Consultants are about to inspect several of the district's bridges which are on our list for complete replacements and/or upgrading structural elements. This is necessary to ensure that the most appropriate bridges are programmed for replacement at a given time. Some structures are degrading at a quicker rate than others so ongoing monitoring of all the structures will be carried out annually.

6.2.8 Street Cleaning

Routine street cleaning is continuing on the specified cycles. No major issues have been noted in the reporting period but we continue to monitor effectiveness and thoroughness of the cleaning operations.

6.2.9 Traffic Services

With the completion of the work at the Netherby Shops and on Chalmers Avenue, traffic appears to be moving very smoothly. An additional 21 Give Way signs and controls have been installed on approaches to Chalmers Avenue and at all crossings of the median. This should reduce the risk of a driver crossing into the through lanes on Chalmers Avenue not realizing that they do not have right of way.

Ongoing signs maintenance continues throughout the rest of the district. Reports of street and road name blade signs damaged in strong winds in October are still being received and actioned.

6.2.10 Carriageway Lighting

Maintenance of the District's street lights continues to be carried out by Electricity Ashburton who carry out regular and routine inspections and checks and attend to lamp maintenance requests.

New street lights with undergrounding are progressively being installed in Harrison Street and the Allenton area.

6.2.11 Minor Improvements

Other sections of the works schedule are currently being investigated and/or designed. One recent addition to the list of sites for upgrading is the intersection of Winchmore Dromore Road and Winchmore School Road. With the seal extension of the eastern section of Winchmore Dromore Road, it appears that increasing traffic is using this intersection to access SH 1 and points north. This is resulting in traffic approaching SH 77 from Winchmore School Road is being put at risk by motorists leaving SH 77 at speed and travelling east on Winchmore Dromore Road. This site is currently being investigated by Opus International Consultants. The section of land at this site between SH 77 and Winchmore Dromore Road is actually a worked out Council owned gravel pit which could be made available for roading purposes should the final design require this.

6.2.12 New Kerb & Channel and Footpaths

New kerb and channel and footpath work for 2007/08 is currently being designed by Opus International Consultants who have completed the survey of the existing layouts. It is planned to have a contract awarded at the end of January 2008 for the construction of this work.

6.2.13 Footpath Maintenance

On-going routine maintenance and cleaning of the urban footpaths continues as well as the routine cleaning of the East Street Public Toilets and the Tancred Street restrooms.

A one-off special clean of the central area will be carried out early in December.

6.2.14 Minor Township Maintenance Contracts

Normal seasonal operations are underway for the Rakaia and Methven contracts. Additional emphasis will be made on cleaning and general tidying work prior to Christmas.

Revised opening times for the various solid waste disposal facilities have been decided and will be advertised for the Methven and Rakaia residents in mid December.

6.3 Water Supplies

6.3.1 General

The schemes are operating satisfactorily.

6.3.2 Water Consumption

Consumption on the schemes is increasing with the warmer temperatures. The schemes are being closely monitored but appear to be coping at this point.

At the previous meeting there was a request for water consumption information to be reported within the report. There are two different graphs provided; the first details the Ashburton daily water usage and includes the seven day rolling average and total consumption; the second graph details the daily consumption on Methven, Rakaia, Hinds and Mt Somers. **Pages 33-34**

More detailed information shall be provided the members of the Water Subcommittee on a regular (weekly) basis by email and other Councillors on request.

6.3.3 AM-AE10 Water Pipeline Renewals

The Committee was advised at the last meeting that the tenders for this contract were too high and all tenders were declined. Discussions at officer level resulted in the decision to enter into negotiations with the lowest tenderer directly to establish whether there was any potential savings to be made through that approach.

The negotiations were completed on Friday 23 November. The results were discussed with the Water Subcommittee on 29 November. The Water Subcommittee agreed that the savings arising through the negotiation process did not warrant consideration of the negotiated tender by Council and that the contract should be re-tendered using an open tender process.

6.3.4 Ashburton Water Supply

– Tinwald Borefield Development

A draft report to the Operations Committee was considered by the Water Subcommittee on 29 November. The Subcommittee requested additional information to be reported back to the Subcommittee before finalising their preferred option and report recommendation.

– Nitrate

Nitrate influence on groundwater is quite topical in Canterbury at present with concerns being raised about the potential impact of farming practices on public water supplies. The Ashburton water supply has been the subject of intensive monitoring over an extended period as the water upgrade has progressed. The monitoring includes all bores utilised in the Ashburton water supply and the monitoring has included amongst a number of other determinants, Nitrate Nitrogen. The Council has tested a total of 149 individual samples since Feb 2004. The Nitrate Nitrogen results from all of these tests range from <0.002 to 5.0 mg/L. The majority of results are in the 1-3 mg/L range.

Note:- The Drinking Water Standards for New Zealand (DWSNZ 2005) indicate a Maximum Acceptable Value (MAV) for Nitrate 50 mg/L.

6.3.5 Rakaia Water Supply Upgrade

No advice has been received at this point on the result of the application for Capital Assistance Programme (CAP) funding. It was envisaged that informal advice may have been forthcoming from the Ministry of Health prior to the formal notification in mid December.

Design work is continuing in advance of the funding result. Documentation is being prepared at present for the purposes of consultation with properties neighbouring the proposed reservoir site.

6.3.6 Mount Somers Water Supply Upgrade

Information on the status of this upgrade was presented at a recent meeting of the Mount Somers District Citizens Association. There was a general desire to see progress on the upgrade and in particular provision of additional storage. It was agreed that this issue would be considered by the Water Subcommittee the following week.

The matter was the subject of lengthy discussion by the Subcommittee and it was agreed that storage may not necessarily provide the benefits to the scheme in the short term due to limitations on the trunk main from the reservoir to the township and the lack of “real-time” monitoring of the reservoir.

A request by staff to utilise some of the upgrade budget to provide additional monitoring and investigations at the intake was approved. The monitoring equipment would be part of any upgrade works and has simply been brought forward to enable essential data to be collected over the summer period.

The total cost of this work is approximately \$25,000 as comprises:

○ Water level monitoring of Reservoir	\$ 10,000
○ Rainfall and water level monitoring at intake ¹	\$ 10,000
○ Water quality testing ²	\$ 2,000
○ Installation of monitoring tube at intake	\$ 2,000
○ Step drawdown pump test	\$ 1,000

Notes

1. This item is subject to satisfactory cellular coverage
2. Item may be eligible for Technical Assistance Programme (TAP) funding

It is anticipated that the monitoring equipment can be installed prior to Christmas.

6.4 Wastewater

6.4.1 General

The schemes are operating satisfactorily.

6.4.2 Ashburton Wastewater Treatment and Disposal Upgrade

Page 35

• Contract 501 - Treatment Plant

Works are progressing in accordance with the revised programme. The forecast completion date is April 2008. This takes into account programme changes that have resulted from the revised wetland lining work.

Physical works undertaken:

- The aeration pond is now complete with 8 of the 10 aerators installed and commissioned. One aerator requires a new motor and this will affect the programmed installation of that aerator and it will now not occur until January 2008. This delay will not impact on the commissioning of the Wilkins Road plant.
- All pipeline work is now complete.
- The pumping station is now complete.

- The control room building is complete.
- Prefabrication of the weir structure is complete.
- The storage pond is 90% complete.
- The storage pond structures (inlets, outlets etc are complete)
- The first row of cells for the wetlands is currently being planted and irrigated. The second row of cells is programmed for planting commencing 10 December 2007.

Financial:

There has been a net increase in costs of \$55,000 from the costings advised in the last report. This is primarily associated with additional concrete hardstand areas under bin locations and working areas around the pumping station and additional works associated with new fresh water supplies from new bores at Ocean Farm and Wilkins Road.

An allowance of \$25,000 has also been included for additional communications costs associated with the unavailability of broad band.

- Tendered sum \$5,459,469.12
- Forecast final construction cost \$6,448,525.17

Note: The significant items of over-expenditure relates to the clay lining of the wetland and maintenance of plants (vegetation for the wetland).

- **Contract 502 – Transfer pipeline**

This contract is now complete.

Financial:

- Tendered sum \$3,677,323.00
- Forecast final construction cost \$3,709,307.60
(no change from the previous report)

- **Contract 503 – Land disposal**

Physical works undertaken:

Work is progressing to programme however the mechanical and electrical work is behind programme.

Earthworks and clearing are complete with only tidy up work remaining.

Irrigation work is approximately 95% complete. Pipeline testing work has commenced.

- The control room is complete
- The pumping station is complete
- Electrical work is complete

Financial:

There are no additional variations/costs since the previous report.

- Tendered sum \$4,695,156.53
- Forecast final construction cost \$4,914,798.00

Project financial summary:

- Forecast final construction cost \$15,069,629.65
- Budget for construction \$14,850,601
- Forecast over expenditure \$212,028.65

Note: At the 13 September meeting of the Finance and Corporate Services Committee, the Committee approved the recommendation to Council that the forecast favourable variance in the sum of \$304,870 for the 06/07 waste water cyclic renewals programme be carried over into the 07/08 financial year to offset the above over expenditure and farm development costs. The recommendation was approved by Council on 27 September.

6.4.3 Ocean Farm

- **Fencing**

Council has programmed in the 2007/08 year the installation of approximately 50km of new fencing throughout the property. While construction of the treatment facilities is continuing the fencing work has to be coordinated and staged around the construction work.

The first stage of the work includes the installation of approximately 9km of fencing. The contractor has completed approximately 80% of this work. Materials have been purchased for the next stage (also 9km). It is now expected that the fencing contractor will be able to continue onto next stage when the first stage is complete.

- **Pasture Establishment**

Council has programmed in the 2007/08 year the establishment of 320ha of new pasture. This project involves weed spraying, rolling and drilling pasture and application of fertiliser. 120 ha of new pasture has been drilled and the remainder is on hold until autumn. Weed spraying is continuing on an ongoing basis.

6.5 Stormwater

6.5.1 General

The schemes are operating satisfactorily.

6.5.2 Trevors Road Debris Interceptor

The specification and design brief is still being finalised. There has been some delay in confirming pipe sizing and identifying where “first flush” flows would be diverted. Once the documentation is completed it will be forwarded to a shortlist of five suppliers. The equipment is still relatively specialised with only a few companies making units of sufficient size to manage the expected flows at this site.

6.5.3 Tuarangi Road Debris Interceptor

A short term maintenance contract for the new debris interceptor has been negotiated with the supplier. This is a service the supplier recommends in order to confirm expected debris quantities, and removal performance, and required maintenance cycles.

The contract covers monthly inspections; at least two full cleans during the contract period; and inspection immediately following 1 in 10 year rainfall events (if they occur). Reporting includes a monthly inspection report; a cleaning report; and at the conclusion of the contract, the service provider will submit a comprehensive report summarising the performance of the unit and any maintenance issues arising. This information will be used as the basis for future negotiations for maintenance of the unit in 2008/09 and beyond.

6.5.4 Mill Creek Bank Stabilisation (carry-over project)

This project was reduced in scope to remedial work at two properties where structures were threatened by the bank instability. The work involved the driving of 4m long steel sheet piles along the banks. This project commenced on 15 October. All work was complete as at 2 November.

6.6 Stockwater

6.6.1 General

The schemes are operating satisfactorily.

6.6.2 Acton Irrigation Pre-feasibility Study

The study report is expected to be available early December. The study report will be the subject for discussion at the next Water Subcommittee meeting.

6.6.3 Water Race Applications / Closures

Since 1 July 2007, a total of 30 applications have been received. Three applications are awaiting further information, and the remainder have been approved. The length of race closed since 1 July 2007 is 14,581 metres.

6.7 Solid Waste Management

6.7.1 Residual Waste Management at the Ashburton Resource Recovery Park

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

6.7.2 Green Waste and Construction and Demolition Waste Management at the Ashburton RRP

The green waste and demolition waste contract is operating satisfactorily. 1310 vehicles visited the site in October, slightly up on previous months. Of the 1310 vehicles, 1226 contained green waste and 84 had demolition materials. 168.75m³ of green waste and 258.74m³ of wood waste was shredded during the month. The newly laid and compacted shingle surface is proving suitable. Concrete blocks and poles are now being set-up to make bunkers for the orderly storage of materials.

6.7.3 Refuse and Recycling Collection

The recycling and refuse collection contract is running smoothly. Residual waste and kerbside recycling quantities are typical. Figures are indicated in the table below:

All Areas	Kerbside - tonnes	Litter Bins - tonnes	Total Residual Waste- tonnes	Recycling - tonnes
October	180.1	7.76	187.86	114.6

6.7.4 Waste Minimisation

313.739 tonnes of recyclables materials were transported off-site during October. A breakdown of figures is shown on the attachment. Brown and green glass continues to be transported to Auckland.

Page 36

6.7.5 Transport Waste to Christchurch

Transport and disposal of waste to Kate Valley volumes are shown on the attachment. Tonnage is increased from the previous four months.

Page 37

6.7.6 Management of Waste Processing Sites

- **Ashburton resource recovery park**

The Ashburton Resource Recovery is operating satisfactorily.

- **Methven landfill and drop-off centre**

Improvements are proposed to be completed by the end of the year include the installation of three additional litter bins, designing signs giving guidance and direction and preparing explanatory pamphlets. The recyclables drop-off area is to be tidied by mid-January.

14.75 tonnes of residual waste has been sent to Kate Valley from Methven for October.

Usage of the cleanfill and green waste disposal site at Vaughans Rd continues to increase. Twenty seven vehicle movements were recorded in October.

- **Rakaia resource recovery park**

This contract is operating satisfactorily. 22.62 tonnes of waste material has been transported to Kate Valley from Rakaia during October.

6.8 Contracts Awarded

There have been no contracts awarded in this reporting period.

6.9 Customer Service Request Reports

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

Pages 38-40

6.10 Emergency Management

6.10.1 Fire Season Status

An open fire season is in place throughout the district other than state land where the Department of Conservation is maintaining a restricted fire season.

6.10.2 Fire Incidents

Seventeen incidents have been attended by rural fire parties from the time of the last Committee meeting and up to 20 November 2007, with a breakdown as follows:

Vegetation	10
Structure	2
Vehicle	4
False alarm	1

The fire season is fast approaching and with the district having received far less than its average annual rainfall to date it is likely that curing rates in vegetation will increase rapidly over the next few weeks. This is a time for people to be additionally vigilant when lighting fires in the open air.

6.10.3 DoC Fire Safety Margins

The removal on 18 October of the DoC fire safety margins surrounding UCL has already resulted in the Council picking up the jurisdictional responsibility for a fire in the river margin at Greenstreet where a land clearing fire escaped with an unexpected wind change.

An advertising programme will be implemented to inform the rural community once Council has received the revised maps from the Department of Conservation.

6.10.4 Ashburton District Rural Fire Annual General Meeting

The 2007 Annual Ashburton District Rural Fire Meeting was held on Wednesday 14 November with a good representation from Councillors, most of the rural fire forces, brigades and other support agencies.

6.10.5 Ashburton District Rural Fire Field Day

This annual pre fire season event was held on Sunday 11 November at the Ashburton Clay Target Club site off Alford Forest Road. The format focused around a trap shooting competition between the volunteer rural fire forces, fire brigades and other invited agencies and Councillors and approximately 50 people attended.

6.10.6 Canterbury Regional Wajax Competitions

This event was hosted by the Hinds Volunteer Rural Fire Force on 10 November in the Hinds Domain. Nine teams from throughout Canterbury attended, including four from Ashburton District. The winning team with best overall aggregate score was Scargill. The best of the local teams was Ashburton Rural which finished third.

6.10.7 Rural Fire Plan Review and Adoption

A change to the Forest and Rural Fires Regulations in 2005 has required a change in the adoption procedure and format for rural fire authority fire plans, with plans now required to be approved by the individual fire authorities.

Fire authorities must have prepared and adopted a fire plan by 5 September 2005.

The plan must set out the policies and procedures of the fire authority under the following headings and in the following order:

- Reduction
- Readiness
- Response
- Recovery

From that original adoption date fire plans must be reviewed to the following time frames;

- Readiness and Response sections – not more than two yearly
- Reduction and Recovery sections – not more than five yearly

The Readiness and Response sections of the current fire plan therefore must be reviewed and adopted by Council in 2007. Reports seeking adoption of the reviewed documents will be the subject of stand-alone reports to the 18 December meeting of Council.

6.10.8 Local Arrangements

At a CDEM Group Coordinating Executive Group (CEG) meeting in May of this year it was resolved that all members of the Group were to review their Local Arrangements (formerly CDEM Plans and now appendices to the Canterbury CDEM Group Plan) and adopt the reviewed documents before the end of the 2007 year.

The Ashburton District Civil Defence Emergency Management Local Arrangements were recently peer reviewed and the recommendations from that process will be incorporated into the revised document. The recommendations are all minor and the changes will be relatively superficial. However it is still necessary for Council to approve this document and a stand alone report to this meeting addresses this issue.

6.10.9 Pandemic Planning

The EMO has been working with representatives of the Health Sector (who would be the lead agency in such an event) in an effort to plan for a local response to a pandemic.

The most likely way to manage a pandemic event would be to set up Community Based Assessment Centres (CBAC's) in populated areas. To this end the EMO and Health reps have been jointly assessing potential CBAC sites. Following on from this it is intended to develop a response plan for the district.

This activity is independent from Council's own business continuity planning.

6.11 Methven Community Board

A meeting of the Methven Community Board is scheduled for 3 December 2007; any matters for the Committee's consideration will be tabled.

6.12 Ashburton District Road Safety

6.12.1 School Gate Road Safety

I have now visited nearly all of the schools in the district, with the last few to be completed by early December. Over 4000 bookmarks have been distributed and these have been very well received.

6.12.2 Young persons Forum

I attended the Young Persons Forum on 15 November. Most of the presentations given involved some aspects of the cycle safety theme. I am to follow up on some of the issues raised with the individual schools and the Police Education Officers.

6.12.3 Bike Wise Week

The delivery of Bike Wise Week has now become the responsibility of Land Transport NZ, with the support from Health. Because of these recent changes, registration by coordinators for Bike Wise has been delayed until early December. Our local Bike Wise Committee met to discuss the Ashburton District programme for 2008. The Mayoral Challenge, a Business Bike Battle and other cycle safety activities are planned. The other representatives include the Regional Road Safety Coordinator, Community Public Health (2), Sport Mid Canterbury and Paul Wylie.

6.12.4 CAAPS Drink/Driving Launch 2007/08

I have been involved in the CAAPS Drink Driving launch for 2007/08. The theme this year is "Your Country Needs You, Drive Sober." The launch was held at on 23 November at the Tinwald Domain.

The Courier produced a host responsibility feature to highlight drink/driving issues and I was able to contribute an article on other road safety issues.

6.12.5 Cycle Safety

A cycle safety campaign, including cycle helmet checks with Police were held in late November. Media coverage, advertising, giveaways and a cycle safety competition were used to promote the cycle safety message and the use of cycle lanes.

6.12.6 Seatbelt Campaign

I am currently planning a joint seatbelt campaign with ACC for early next year. A recent survey completed showed 30% of employees driving were recorded as not wearing their seatbelts. This survey excluded truck drivers but included all “marked” light work vehicles and cars.

6.12.7 Share the Road Campaign

I have recently been involved in the planning for a regional ‘Share the Road’ campaign in February. This campaign will focus on all road users and sharing the road safely, including drivers, cyclists and pedestrians. Locally, we can expect a new billboard, newspaper and media articles and advertising.

6.12.8 Land Transport NZ

I am to attend a Land Transport NZ workshop on 28 November. This has been organised to provide further information on the Land Transport NZ funding changes, Road Safety Actions Plans, Community Focused Activities, including Neighbourhood Accessibility Plans and Sustainable Transport. This report was required on the day I attended, so a further report on this workshop will be completed in my next report.

R S ROUSE
Operations Manager

RECYCLING MATERIALS TRANSPORTED OFF-SITE IN THE MONTH OF OCTOBER

Month	Cardbd (tonne)	Paper (t)	Metal cans (t)	Alum cans (t)	Batt. (kg)	Recycl metals (t)	Plastic Film (t)	PET plastics (t)	HDPE plastic (t)	Glass (t)	Re- usables (t)	Waste oil (litres)
Tot 02/3	616.50	500.90	44.38	9.821	2,990	4.992		39.178	22.208	302.38	66.53	7,420
Tot 03/ 4	743.74	624.67	48.42	12.63	1,745	19.129		39.293	28.485	416.80	174.74	
Tot 04/05	395.459	601.708	65.478	10.939	181.9	96.993		9.716	29.381	475.46	181.906	3,600
Tot 05/06	544.614	848.9	77.248	13.011	7,280	28.253	45.033	49.81	33.641	490.32	482.369	6,691
Tot 06/07	627.067	885.153	53.043	11.598	10.56	80.162	64.991	43.287	51.788	648.65	679.59	8160
Totals from July 07												
July 07	57.856	80.94	4.7	0.1356	0	13.55	3.774	0	0	66.36	42.97	0
Aug 07	52.04	79.06	4.8	0.582	1.6	3.31	20.706	0	0	40.7	77.609	2150
Sep 07	43.6	80.24	4.68	1.053	0.98	10.1	32.26	0	0	59.22	92.005	0
Oct 07	59.54	80.46	0	0.649	0	8.95	10.74	0	0	77.52	75.88	0
Tot 07/08 to date	213.036	320.7	14.18	2.4196	2.58	35.91	67.48	0	0	243.8	288.464	2150

The recycling tonnage for October 2007 is 313.739 tonnes.

Note 1: Products are only weighed when transported off-site.

Residual Waste Volumes – Kate Valley

<u>Month</u>	Transported 07/08	Transported 06/07	Transported 05/06	Transported 04/05	Transported 03/04	Transported 02/03	Transported 01/02
July	627	611	616	528	532	502	507
August	682	680	665	538	536	434	541
September	605	605	581	615	600	499	480
October	691	652	586	618	637	522	568
November		696	649	701	606	529	678
December		696	716	722	693	628	656
January		713	619	670	621	554	781
February		610	627	602	640	558	589
March		718	668	670	675	554	573
April		618	562	668	595	579	566
May		721	690	677	582	565	567
June		576	558	600	525	499	486
Annual Total	2605	7895	7,537	7609	7,242	6,423	6,992

Budget for contracts	\$785,550	7,879 tonnes
Contract to Oct 2007 (transport and disposal)	\$260,540	2605 tonnes
Projected expenditure and tonnages 30 June 2008	\$784,320	8101 tonnes