

**NOTICE IS HEREBY GIVEN THAT THE MONTHLY MEETING OF THE OPERATIONS COMMITTEE, WILL BE HELD IN THE COUNCIL CHAMBERS, 29 CIVIC AVENUE, GORE, ON TUESDAY 14 AUGUST 2007, AT 4:00 pm**

**Steve Parry  
CHIEF EXECUTIVE**

**8 August 2007**

## ***A G E N D A***

1. Operations Bulletin  
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2. Civil Aviation Authority Safety Inspection Report  
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## OPERATIONS COMMITTEE AGENDA

AUGUST 2007

### 1. OPERATIONS BULLETIN

The Operations Bulletin containing reports from the Visitor Information Centre, District Arts and Heritage Curator, Library Manager, Aquatic Services Manager, Parks and Recreation Manager, Roading Manager, Asset Manager, Utilities and the Animal Control Contractor, is enclosed with the agenda.

#### **RECOMMENDATION**

**THAT the Operations Bulletin be received.**

## 2. CIVIL AVIATION AUTHORITY SAFETY INSPECTION REPORT

(Memo from Parks and Recreation Manager – 24.7.07)

A Civil Aviation Authority Inspector conducts an annual inspection of airports and reports back to the relevant local authority.

A site inspection was carried out on 13 June and a favourable report received. This is appended for the Committee's information.

There is one item raised relating to some irregularity of the ground surface where two runways cross. This will be monitored and rectified if required. It was deemed by the Inspector to not currently pose any risk.

### **RECOMMENDATION**

**THAT the information be received.**

### 3. DUTCH ELM DISEASE

(Memo from Parks and Recreation Manager – 25.07.07)

Following a report issued by Biosecurity New Zealand relating to the national threat that Dutch Elm Disease (DED) poses to our nation's Elm trees, there has been a question raised about the level of support amongst territorial authorities for the long term management of this disease. This relates to support in principal as well as financially.

To date the campaign against Dutch Elm Disease has been funded by MAF Biosecurity New Zealand and the affected Councils in the Auckland region. The project has now reached a critical point and for it to continue in 2007/08 and beyond there is a need for a commitment from Territorial Authorities throughout New Zealand to finalise funding arrangements on an ongoing basis for the continuation of this programme.

Appended to this report is a discussion document that Biosecurity New Zealand has circulated throughout the local Government sector. It needs to be noted that if this disease is left uncontrolled it will progressively spread throughout the country with the entire nation's Elm trees being destroyed in an estimated thirteen year period.

The recommended level of commitment as noted in the appended papers would place the Gore District Councils financial commitment to the project at \$1,000 per annum as we currently have 70 Elm trees listed in the Council tree database and in the Gore District Plans significant tree register.

Whilst at the moment this issue may not seem to be a local one, if this programme was to fail due to lack of a collective commitment then in the near future it will be a local issue. Local trees will be at risk, and the destruction of our avenue of Elms in Hokonui Drive should this disease progress to the south is a scenario that warrants taking action to prevent from occurring.

Therefore I recommend making a financial contribution from a horticultural point of view, but as well as an aesthetic one considering our existing town's treescape.

#### **RECOMMENDATION**

**THAT the information be received,**

**AND THAT the Council agree to commit \$1,000 per annum to the national Dutch Elm Disease control programme, to be funded from existing budgets.**

4. SPORT AND RECREATION NEW ZEALANDS RURAL TRAVEL FUND

(Memo from Parks and Recreation Manager – 24.7.07)

An application was furnished in May to Sport and Recreation New Zealand (SPARC) after the Gore District became eligible to apply for contestable funds to cover travel costs of district residents to sporting events. The Council has been granted \$9,000 to distribute via a panel to applicants meeting the strict criteria.

SPARC's Rural Travel Fund is designed to subsidise travel for junior teams participating in local sport competitions. It was developed in response to concerns raised by Councils about the lack of participation in sport by young people living in rural communities. Geographical isolation, urban drift, and lack of employment opportunities and access to mainstream funding were identified as barriers to sport participation.

The Rural Travel Fund is open to rural sports clubs and rural school teams in Council areas that have less than 10 people per square kilometre. The fund is for young people aged between five and 19 years who require subsidies to assist with transport expenses to local sporting competitions. (The fund is not available for travelling to regional or national events.)

The fund is managed by local Councils. Each Council has a limited amount of money and distributes the fund as they see fit. The Council decides on its own assessment process, based on the resources they have. It is up to each Council to communicate the process to applicants. Councils should satisfy themselves that the public money distributed from the fund has been used for the purpose for which it was intended. SPARC has produced guidelines to help Councils with this.

**RECOMMENDATION**

**THAT the Council appoint a panel of four people comprising the Parks and Recreation Manager, a representative from Sport Southland and two Councillors, (quorum of three) to act as the Contestable Grant Committee for disbursement of the Rural Travel Fund,**

**AND THAT the Council's Corporate Support Officer be appointed as the fund administrator.**

5. LAND TRANSPORT NEW ZEALAND - CHANGES TO REGIONALLY DISTRIBUTED (R) FUNDING

(Memo from Roothing Manager – 06.08.07)

Attached is a copy of Land Transport New Zealand's General Circular Funding: No. 07/02 advising of changes to its 'R' funding policy.

The changes in the 'R' fund policy will allow Road Controlling Authorities (RCA's), such as Gore District Council to use 'R' funding for renewal activities including area wide pavement treatments and resealing. Previously 'R' funds could only be used for capital improvement works such as seal extensions and only if the normal local share was available from the RCA.

This Council was one of the first RCA's in the country to take advantage of the 'R' funding when it sought and was granted LTNZ subsidy for approximately 7km of seal extension during 2006. This work would have otherwise been completely unsubsidised and would have taken a number of years to complete. The other RCA's in the region including Transit NZ supported the GDC application for the seal extension 'R' funded subsidy.

'R' funding will be able to be used in two ways for renewal works.

The first use is for a one off extended renewal programme where this can be demonstrated to be necessary. The financial assistance rate (FAR) in this case remains at the normal level.

The second use of 'R' funds for renewal works is the provision of an increased FAR for the work. In this case the work must be able to be demonstrated as necessary and the inability of the local ratepayers to afford the local share of the work cost must also be able to be demonstrated. The maximum increase in FAR is 50% of the local share.

In both cases the application for 'R' funding must be approved by the Regional Land Transport Committee and there must be sufficient 'R' funds not already allocated for improvement works.

At this stage, the Southland District Council is the most likely beneficiary of the changed policy within the Southland region. Southland have fought long and hard (with full regional support) for the change to the policy to enable it to access 'R' funding for its extensive and costly AWPT programme required.

Currently the Gore District does not have the same pressing needs that the Southland District does. It is therefore unlikely that the change in policy will significantly benefit the Gore District in the short to medium term.

The situation will however be monitored and should any opportunity to take advantage of the policy change be identified it will be fully investigated.

**RECOMMENDATION**

**THAT the information be received.**