

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 10 MARCH 2009, FOLLOWING THE CONCLUSION OF THE COMMUNITY SERVICES COMMITTEE MEETING

**Stephen Parry
CHIEF EXECUTIVE**

4 March 2009

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 - Road Maintenance Contractor Performance Report

OPERATIONS COMMITTEE AGENDA

MARCH 2009

1. OPERATIONS BULLETIN

The Operations Bulletin containing reports from the Roding Manager, Asset Manager, Utilities, Civil Defence Officer and the Animal Control Contractor is enclosed with the agenda.

RECOMMENDATION

THAT the bulletin be received.

2. PRESENTATION FROM ENVIRONMENT SOUTHLAND

Mr John Prince, Environmental Information Manager and Gemma Scott, Environmental Technical Officer will be in attendance to provide a presentation and update on air quality monitoring in the Gore District.

3. PRESENTATION FROM NEW ZEALAND FIRE SERVICE

(Memo from General Manager, District Assets – 02.03.09)

Mr Brendan Nally, Area Manager for the Southern Region Fire Service will be in attendance at the meeting to make a presentation on recent structural changes to the New Zealand Fire Service.

4. GOODWIN ROAD - CONSTRUCTION ZONE

(Report from Roading Manager – 01.03.09)

Purpose

The purpose of this report is to enable a construction zone to be established on a section of Goodwin Road, Waimumu.

Background

Solid Energy currently operates two mine sites in the Waimumu area, Goodwin Mine and Newvale Mine. The mines are approximately 1km apart. Processing of coal excavated from the Newvale site is processed at the Goodwin site. A private haul road links the two sites. Off road dump trucks cart the coal between sites along the haul road. Unfortunately the haul road has to cross Goodwin Road, a Group 8 (very low traffic volume) gravel surfaced public road owned by the Gore District Council.

Solid Energy has recently carried out sight benching excavation work adjacent to the Goodwin Road/haul road intersection and it has also installed control signs on the haul road approaches to make the intersection as safe as it can.

Currently Solid Energy needs to use road legal trucks to cross the public road. This is a significant additional cost for the company.

There is however a measure that the Council can take to enable Solid Energy to legally cross Goodwin Road with off road trucks. To allow this the Council can declare the crossing point to be a “Construction Zone” which it is authorised to do under Clause 12 of the Heavy Motor Vehicle Regulations 1974.

Construction zones are more often used where major realignment of a road requires dump trucks or motor scrapers to cross an operational public road. However, the regulation does not preclude the use of a construction zone for this situation.

Options

Option 1 – Status Quo

This option will continue to restrict the use of the whole of Goodwin Road to only street legal vehicles. Solid Energy will not be able to use off road dump trucks to cross Goodwin Road.

Option 2 – Declare a Construction Zone

The Council will declare that the section of Goodwin Road which intersects the Solid Energy haul road, RP 1869m to RP 1910m, to be a construction zone.

The construction zone will be created on the condition that Solid Energy is responsible for the cost of repair of damage to the section of road within the construction zone. Solid Energy will also be required to install and maintain at its cost compulsory stop signs on the haul road approach to the intersection

The creation of a construction zone is not expected to have any significant effect on other road users.

RECOMMENDATION

THAT the Council declare the section of Goodwin Road intersecting the Solid Energy haul road to be a Construction Zone as per the conditions described in Option 2 above.

5. ROAD NAME CHANGE – SECTION OF MEDWAY STREET

(Report from Roading Manager – 1.03.09)

Purpose

The purpose of this report is to bring to the Councillors attention a request for a street name change.

Background

A request has been received from Melanie Craig, Director of Itic Design Ltd for the Council to consider changing the name of the section of Medway Street (SH1) between the Mataura River Bridge and Hokonui Drive (SH94) to Trout Lane.

Melanie has a studio on this section of Medway Street and has had clients who have not visited her studio previously assume that the studio is on the section of Medway Street between Hokonui Drive and Fairfield Street. It is her contention that a change of name to the state highway section of Medway Street will reduce confusion for her clients. She also believes that the change to Trout Lane will be more in keeping with Gore's fishing reputation.

Nine properties all of which are likely to be commercial premises are located along this section of Medway Street.

No one else has requested a name change for this section of Medway Street. No other reports of confusion resulting from the separation of the two legs of Medway Street have been received.

Options

Option 1 – Status Quo

This option has no cost consequences to the Council or others such as the other established businesses on this street. The street has long been known as Medway Street so will provide the least confusion to local people.

Option 2 – Survey Potentially Affected Parties

Survey the property and business owners on this section of Medway Street to ascertain whether there is widespread support for the proposed name change. If so then initiate formal proposal to change street name.

RECOMMENDATION

THAT a survey of the property and business owners along the affected section of Medway Street be undertaken to gauge support for a street name change as per Option 2.

6. LEITHEN ROAD CONDITION

(Memo from Roading Manager – 01.03.09)

Purpose

This report is in response to concerns expressed recently by Cr Gardyne regarding the condition of the gravel section of Leithen Road.

Background

Leithen Road is located in the northern part of the Waikaka Ward and crosses into the Clutha District. The gravel section of the road is 4.3 km long and has a traffic volume of about 60 vehicles per day, placing it in Group 8 of the maintenance hierarchy.

The northern half of Leithen Road has several steep and windy sections and due to its altitude is more prone to frost, snow and heavy rain than many other roads in the District. As a result of the climate, topography and alignment of this section of road, it is one of the more difficult sections of road in the District to maintain.

The steep slopes and transition curves on the road often develop corrugations and potholes very soon after grading. Unfortunately it is impractical to grade these sections at a frequency sufficient to keep them free of corrugations and potholes all of the time.

Solution

Downer EDI Works, along with Council roading staff, has been investigating treatments that will keep the road in good condition for longer.

As a result of its investigation DEDI Works propose to undertake the following treatments on various sections of the road it has identified as being especially troublesome:

1. Dig out and rebase the carriageway with rock fill. This will be undertaken on the steepest sections and will provide a solid base which will be resistant to scouring.
2. Regravel with Pyramid gravel. Pyramid gravel will be placed over the rebased sections plus other sections identified as needing it. This gravel, which is significantly more expensive than the Mataura River gravel normally used, is sourced from a quarry and has broken faces over the whole stone. Significantly increased mechanical interlock is provided which will help knit the surface

together and combat the formation of corrugations and potholes for longer.

It is intended that this work will be carried out before winter.

RECOMMENDATION

THAT the report be received.