

NOTICE IS HEREBY GIVEN THAT A MEETING OF THE OPERATIONS COMMITTEE, WILL BE HELD IN THE COUNCIL CHAMBERS, 29 CIVIC AVENUE, GORE, ON TUESDAY 15 JUNE 2010, FOLLOWING THE CONCLUSION OF THE COMMUNITY SERVICES COMMITTEE MEETING.

**Stephen Parry
CHIEF EXECUTIVE**

9 June 2010

A G E N D A

1. Report of the Asset Manager - Utilities
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2. Report of the Roading Manager
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3. Report from Animal Control Contractor
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4. JR and CR Martin - Resource Consent Application
(Page 15)
5. Racecourse Road Speed Limit Reduction
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6. Business to be Considered Pursuant to the Local Government Official Information and Meetings Act 1987:
 - (i) Other Business
 - Mataura Pool Heating Cost Options

OPERATIONS COMMITTEE AGENDA

15 JUNE 2010

1. REPORT OF THE ASSET MANAGER - UTILITIES

During the past 43 days the Essential Services team has been affected by staff being away from work. This was a result of a combination of sickness, annual leave and statutory days being taken. The 94 man days lost or 27% reduction in work time was equivalent to having two men off work for the two months. Some planned work has been delayed by the reduced capacity. Essential routine work was not affected.

Transfer Station - Weights (tonnes) from March 2010

The projected tonnage of refuse received at the Gore Transfer Station for the full year will be approximately 6800 tonnes. This will be very similar to the amount of refuse received last year.

	Refuse	Green Waste	Metal	Clean fill	Glass	Refuse 09
Jan	571	90	5	41	12	543
February	535	91	5	9	12	513
March	614	61	6	24	12	581
April	500	63	2	9	12	588
May	500	61	3	10	13	597
Totals	2720	366	21	93	62	2823

General Repairs

General repairs carried out in the past two month were:

- Water main replacement in Vogel Street completed.
- Thirty toby taps and leaks were repaired in Gore and Mataura.
- Two lateral lines were replaced in Gore.
- Three new water connections were completed to supply water to properties in Gore.
- Three fire hydrants were serviced in Gore.
- Mud sump outlet was renewed in Maple Grove.
- Three stormwater drains cleaned with a water jet.

The Otama Water Scheme had six minor leaks repaired. The Otama water meters were all read, with invoices being sent to the land owners. Faults that were identified while the meter readings were being collected were repaired at the same time, including leaks, replacement meters and other minor repairs. In total, 26 faults were repaired. A major leak in the 150mm pumping line to the Pyramid reservoir was repaired. This was close to a previously completed repair.

Sewer pumps in Mataura and Gore were lifted at the pumping stations on nine occasions and cleared of blockages. The Margaret Street pumping station had large amounts of fat in the chamber which surrounded the float, which stopped the pump from operating. A resident reported an odour coming from the pumping chamber which was inspected and repaired. All pumping stations were checked weekly and the run hours recorded.

Two trade waste samples were sent away for testing. Samples were taken on one occasion in April, from upstream and downstream of both Gore and Mataura Oxidation pond discharge points. This was to confirm that the Council met its consent conditions for the oxidation pond discharge. The results for the Gore oxidation pond have been reported and showed a slightly elevated level of escherichia coli, but did not exceed the maximum level as set by Environment Southland. The Mataura results showed slightly elevated levels in both ammonia-N (1.3 mg/l above limit) and dissolved reactive phosphorus (0.2mg/l above limit).

The Actiflo plant at the Gore oxidation ponds was operated for 23 days in April and two days in May, as the river flow at the Gore bridge was below 60 cumecs.

Eight samples were collected from the Gore and Mataura water reticulation system every nine days for testing. Weekly samples were taken from all of the water plants. The drinking water samples taken during the two months showed no E.Coli transgression which confirmed the quality of the water that was delivered and met the forecast level of service for potable water.

The level of service as attached shows a reduced number of reports relating to water discolouration since the last report. The Council is meeting the target set for all areas.

RECOMMENDATION

THAT the report be received.

SECTION	LEVEL OF SERVICE	SPECIFIC TARGET	YEAR TO DATE
Water Supply	A safe to drink water supply in urban areas.	100% compliance with NZ Drinking Water Standards.	100%
		<2 complaints per week regarding unusual taste or colour.	52 in 48 weeks
		100% compliance with resource consent conditions.	100%
	A reliable water supply service.	100% compliance with maximum disruption of service times. Urban - 8 hours Rural - 48 hours	No disruptions
	A reliable water supply service.	100% compliance with the following response times for water reticulation faults: <ul style="list-style-type: none"> • 2 hours for emergency • 8 hours for major urban leak • 24 hours for major rural leak • 21 days for minor leak 	There have been no major leaks.
Waste Water and Stormwater	A reliable service for removal of waste and stormwater is provided.	100% compliance with the maximum response times of: <ul style="list-style-type: none"> • 2 hours for emergency or pump station failure 	16 incidents, all attended to within maximum response times.

SECTION	LEVEL OF SERVICE	SPECIFIC TARGET	YEAR TO DATE
		<ul style="list-style-type: none"> • 4 hours for sewer blockage • 12 hours for urban surface flooding 	
	Waste and stormwater systems that comply with environment standards.	<10 annual complaints relating to smell from oxidation ponds.	No complaints
		Trade waste discharges comply with the bylaw based on minimum of two samples per discharge.	Trade waste from one Business exceeds limits on occasions. (They are working on treatment enhancement)
Solid Waste	A transfer station is provided to meet the needs of the community.	100% of urgent requests responded to in one day.	Achieved.
	An effective kerbside refuse collection services is provided in the urban area.	<5 complaints annually about the effectiveness of the kerbside refuse collection service.	3 complaints
	Waste minimisation is promoted to improve the environment.	Volume of waste per capita being disposed of at the regional landfill reduces by 1% p.a.	(Based on year to date information. waste stream is in fact increasing)

2. REPORT OF THE ROADING MANAGER

Network Maintenance Contract

General

Urban and rural cyclic crews continued regular network inspections. Repair of minor faults identified were carried out.

The weather during the report period was variable, however conditions were generally much damper than previous months. This brought benefits and problems. On gravel roads the presence of corrugations significantly reduced, however more potholes were apparent. A sustained period of rain during late April caused some minor flooding problems around the Mataura River. Downer crews monitored the flooding areas and signed, or where necessary, closed road sections. Fortunately Gore District was spared the major flooding and resultant damage that occurred in the Southland District. Although we suffered no major flooding the continuing cooler, damp, calm conditions caused significant problems for several large projects. A number of our traction seal projects have had the pavement construction completed for some time, but have not been able to be sealed.

The eagerly awaited Waimea Street new footpath project commenced in May and good progress was achieved.

Monthly Maintenance Activity – April/May

Some of the significant activity undertaken since the previous report includes the following:

- Routine cyclic rural and urban maintenance.
- 301km of roads were inspected since the previous report. Refer attached inspection maps. Refer Appendix A below.
- 199km of gravel road pavements inspected complied and did not require grading or other pavement repairs when inspected. Refer Appendix A attached.
- 102km of the gravel roads inspected were graded to restore pavement compliance. Refer Appendix A attached.
- Intersection approaches were prepared for traction sealing on Gardyne and Turnbull Roads at their intersection with Glenkenich Road. Sealing delayed by damp condition.
- Intersection approaches were prepared for traction sealing on Sandy Knowes and Turnbull Roads at their intersection with Matheson Road. Sealing delayed by damp condition.
- Edge break repairs were undertaken on various urban and rural sealed roads.
- Concrete kerbing at Waimea Street has been completed and construction has started on the new footpath.

- Preliminary work for the new Birch Lane footpath to the hospital was carried out.
- GDC Essential Services Department service repairs on roads were reinstated.
- Biannual urban storm water sump cleaning underway. GPS recording to Council database of each sump inspected or cleaned aiding quality assurance process. Refer Appendix B attached.
- Biannual urban kerb cleaning was continued.
- Autumn leaf drop picked up in collaboration with GDC Parks and Reserves stockpiled for recycling into mulch material.
- A number of culvert replacements have been completed in the rural area.
- Wheel guards were moved inwards on bridges on McGibbon, Mason, Otama Valley and Woodrow Roads to enable reduced loading restrictions on these bridges.

Programmed Maintenance Works – May/ June

- Regular winter inspection and ice gritting has commenced.
- Routine cyclic rural, urban and reserves inspections and maintenance.
- Various urban and rural pavement repairs.
- Concrete repairs including footpaths and vehicle crossings. Programme includes sites on Carlyle, Asquith and Bangor Streets in Matura.
- Gravel road re-metalling will continue.
- Maintenance of remote urban channels continues.
- Urban and rural touch up weed spraying to continue.
- Reinstate essential service trenches as required.
- Complete sealing on Gardyne, Turnbull and Sandy Knowes Road intersection approaches.
- Construct pavement rehabilitation repair on Glenkenich Road.
- Construct pavement rehabilitation repair on Paterson Road.
- Complete Waimea Street footpath extension.
- Construct new footpath on Birch Lane.
- Remove large tree from Lewis Street south to alleviate flooding.
- Complete repair of Pyramid Bridge handrail.

Reseal Contract

Sealing work on the reseal contract works has ceased due to the onset of cooler damper climatic conditions which are unsuitable for resealing. Three urban sites scheduled for reseal were not completed. The uncompleted sites will be deleted from the current contract and added to the 2010/2011 season contract. Tender documents are currently being prepared for the 2010/2011 reseal contract, and due to close on 1 July. It is

intended that a tender evaluation report containing a recommendation on who to award the work to will be presented to the Council at its meeting on 6 July.

Reseal Progress			
	Urban	Rural	All
No. of Sites	26	25	51
Completed Sites	18	25	43
% Completed Sites	69%	100%	84%
Scheduled Area (m ²)	57,934	167,513	225,447
Completed Area (m ²)	43,634	165,052	208,686
% Area Completed	75%	99%	93%

Performance Measure Monitoring

Generally, where measurable at this stage, performance targets were met. The only exception was the number of complaints relating to footpaths which continued to increase above the specific target. It is likely this is a result of increased expectation from the public due to the increased repair activity they are observing.

A table showing the performance measure monitoring details is contained in Appendix C attached.

High Productivity Motor Vehicle Permits

On 20 May, the Council, in association with the NZ Transport Agency, became the first Road Controlling Authority in New Zealand to approve the issue of High Productivity Motor Vehicle Permits (HPMVP).

The two permits approved allow Solid Energy to cart larger loads, each individual trip, of its lignite coal to the Fonterra dairy factory at Edendale. Travel is via the Council's Goodwin and Waimumu Roads to State Highway 96, at Te Tipua, then onto State Highway 1 south of Mataura. Approximately 5km of the trip is travelled on the Council's roads, all of which is sealed. Fortunately the one Council bridge travelled over is one of its most recently constructed which made assessment of the potential impact of the heavier trucks simpler to execute.

The assessment of the bridge, and the Council pavements to be travelled over, combined with the fact that the heavier loads will reduce the number of trips by over 700 per year provided an acceptable level of confidence that approval of the heavier trucks will be unlikely to cause any significant detrimental effects on the roading infrastructure. The condition of the route will however be closely monitored to ensure that this remains the case.

An aspect of this permit, which was particularly pleasing, was that it had one end of the route in our District, which will obviously provide a benefit locally, and that the destination is in the Southland region again providing a local benefit. It is suspected that many future HPMV permits, both locally and nationally, will not directly benefit the people and businesses in the local authorities whose roads are travelled over. This could make the approval of permits a little less palatable, especially if significant additional maintenance to the infrastructure is required as a consequence.

Since approving the permit the Council has had several other inquiries regarding potential HPMV travel, however no additional applications have been received. Each application will be assessed on its merits, taking into account the Council's position on HPMV permits, which it decided at its meeting in July 2009.

RECOMMENDATION

THAT the report be received.

APPENDIX A

Gravel Road Inspection/Grading Details – May 2010

Refer attached map and schedules.

Table 1
Roads Inspected and Graded –May 2010

Road Name	Length Graded (m)	Road Name	Length Graded (m)
BOUNDARY RD - GORE	291	MORRISON RD	2500
BROCK RD	934	NICHOLSON RD (CHATTON)	2054
BURY ST	354	NICHOLSON RD (WAIMUMU)	530
CAMPION RD	2066	NOBLE RD	341
CHITTOCK RD	4961	OKAPUA RD	2645
COLLINS RD	3527	OKAPUA RD	2789
CROYDON BUSH RD	1360	OLDHAM ST	139
DILLON RD	1030	OLSEN RD	340
DOMAIN RD	608	OTAMA FLAT RD	7345
ELDER RD	1847	PINNACLE RD	3290
FAULKNER RD	373	POPE RD	580
GERKEN RD	1266	POPE RD	480
GILCHRIST RD	150	PRYDE RD	3684
GIVEN RD	148	RICHARDSON RD	1797
JAFFRAY RD	4265	RIMU ST	111
KEIR RD	459	RIVER RD	7516
MACGIBBON RD	500	RIVER ST - GORE	1022
MAITLAND ST	407	ROBERTSON RD	5383
MCBAIN RD	2124	SALEYARD RD	248
MCKINNON RD	1032	SALFORD ST	317
MERINO DOWNS RD	4964	STRAUCHON RD	536
MERINO DOWNS RD	3273	TERRY RD	2061
MILLANE RD	6935	WILSON RD	3895
MILNE RD	5110	WINSLOE RD	3066
MONAGHAN RD	569	WRIGHT RD	861
TOTAL			102083

Map 1 - Roads Inspected May 2010



Map 2 - Roads Inspected and Grading Completed



APPENDIX C

Performance Measure Monitoring – 1 July 2009 To 5 June 2010

LEVEL OF SERVICE	SPECIFIC TARGET	YEAR TO DATE
We will provide safe roads.	<43 injury crashes per 100 million vehicle km in urban area. <22 injury crashes per 100 million vehicle km in rural area.	Report from NZTA after 1/7/10
	<24 complaints relating to condition of footpaths.	To Date 38 Previous 35 (The accelerated reinstatement of the Council's footpath network has heightened residents expectations of quality overall)
	Maximum of six complaints relating to unsafe parking facilities.	No complaints
Road work construction sites are safe.	No crashes occur as the result of substandard safety provisions at work sites.	Nil
The average roughness of sealed roads is better than the target levels as measured by NZZSRA surveys.	Roads shall have roughness counts within specified limits depending on numbers of vehicle movements.	All targets achieved.
Unsealed roads are maintained to specific requirements.	90% of gravel roads are maintained to specification in the network maintenance contract.	To Date 94% Previous 94%
To provide a roading network that meets the needs of the community.	90% of requests for service and complaints are dealt with within contractually specified response times.	Internal database needs some modifications to provide correct data.

3. REPORT FROM ANIMAL CONTROL CONTRACTOR

April 2010 Customer Service Requests

There were 38 reported incidents this month. The four incidents of dog attacks, relates to dog on dog. This resulted in one offending dog being put down by the owner. One case is still unresolved until a dog can be identified. There was also a reported case of a dog attacking a ram, but as yet we do not know who the dog belongs to. There was an incident at Hamilton Park where there were two dogs off lead and they both had an altercation, however in this case, no action was taken.

The barking complaints in Maitaunga pertain to one particular dog. We seized the dog, but it was released the next day as the owner was going to take the dog with him in future. To date we have not received any further complaints.

I had to attend an incident one evening where a dog had been hit by a car and was badly injured, resulting in it having to be put down. The next morning I received another call about a dog that had been run over and killed.

	Maitaunga	Gore	Total
Dog Attacks (dog on dog) (dog on ram)		5	5
Barking Dogs	4	4	8
Dogs Claimed by Owner	1		1
Dogs Rushing Out		1	1
Escaped			
Euthanased		1	1
Fouling			
Impounded registered		1	1
Impounded not registered	1	1	2
Missing Dogs		2	2
Other & Animal Welfare		4	4
Registration Checks		1	1
Rehoused			
Stock Calls	1		1
Infringement Notices issued			
Wandering Dogs	4	13	17
Warning		1	1

May 2010

It was a quieter month, with 37 incidents. Unfortunately the number of call outs pertaining to stock is on the increase.

	Mataura	Gore	Total
Dog Attacks			
Barking Dogs	1	3	4
Dogs Claimed by Owner		4	4
Dogs Rushing Out	1	3	4
Escaped			
Euthanased	2	1	3
Fouling	1		1
Impounded registered		3	3
Impounded not registered	1	2	3
Missing Dogs		2	2
Other & Animal Welfare		2	2
Registration Checks	1	3	4
Rehoused	1		1
Stock Calls	3	4	7
Infringement Notices issued			
Wandering Dogs	1	10	11
Warning	1		1

RECOMMENDATION

THAT the report be received.

4. JR AND CR MARTIN - RESOURCE CONSENT APPLICATION

(Memo from General Manager, District Assets – 03.06.10)

At its meeting on 27 October 2009 the Council resolved to oppose JR and CR Martin's resource consent application to take groundwater for pasture irrigation.

A letter has been received from Environment Southland advising the applicants have withdrawn their application for resource consent.

RECOMMENDATION

THAT the information be received.

5. RACECOURSE ROAD SPEED LIMIT REDUCTION

(Report from Roading Manager – 07.06.10)

Purpose

This report is to advise Councillors of a petition received from Racecourse Road residents regarding concerns they have about speeding vehicles on the road. My comments follow on their request that a permanent reduced speed restriction or other improvements should be installed along the road to combat speeding vehicles.

Background

Racecourse Road is a 1.5km long, flat, sealed local road on the southern outskirts of Gore township. The east end of the road begins at the State Highway 1 intersection close to the Gore Racecourse. The first 840m of the road is straight. From this point to its intersection with Waimumu Road the road is a series of sharp corners. A 100km/hr speed restriction currently applies to the full length of the road. The average daily traffic volume is 157 vehicles per day, which was last counted in February 2010. Seven crashes have been recorded on the road since 1981, however most of these have been at the SH1 intersection and are unlikely to have been caused by excessive speed on Racecourse Road.

There have been requests for a reduction in the speed limit on Racecourse Road for a number of years. This resulted in the Council employing a consultant safety engineer in 2008 to assess the road for a possible reduction in the speed limit. The procedures for setting or altering of speed limits are strictly governed by the Ministry of Transport Land Transport Rule: Setting of Speed Limits 2003. The purpose of the procedure is to ensure the risk to public safety is minimised and that the freedom of road users to travel on New Zealand roads at speeds that are reasonable and appropriate is protected by road controlling authorities. Uniformity across the country is an important facet of the rule. The assessment carried out in 2008 indicated that the road was border line for a reduction in speed limit to 80km/hr. As nearly half of the road length had its speed governed naturally by the sharp corners, the 100km/hr speed limit was retained. As the assessment was carried out several years ago, a reassessment has recently been completed. The latest assessment shows that some factors, such as development adjoining the road, have increased not greatly, but sufficiently to support the installation of a 80km/hr speed restriction on the road.

Proposed Action

It is proposed that the Council resolve to amend Schedule 7, Roads with a Speed Limit of 80km/hr, in its Land Transport Bylaw 2008 to include the whole of Racecourse Road and Raceway Lane.

Installation of fluorescent “Horse” warning signs at each end of Racecourse Road is also proposed to better warn of the presence of horses on the road.

Options Considered

The options considered were to keep the status quo of the 100km/hr speed limit or to install a reduced speed limit if it met the legal requirements.

Policy and Plan Considerations

This resolution will not affect the current LTCCP, District Plan or policies of the Council.

Consideration of Community Views

The views of the community have not been specifically obtained for this report. However, the majority of residents of Racecourse Road have expressed their desire for a reduction in the speed limit.

Financial Considerations

It is considered that adoption of this resolution will have no significant financial effect.

Legal Considerations

The recommendation contained in this report has been arrived at by following the legally prescribed procedures and will when actioned amend the Council’s Land Transport Bylaw.

RECOMMENDATION

THAT the Council resolve to amend Schedule 7, Roads with a Speed Limit of 80km/hr, in its Land Transport Bylaw 2008 to include the whole of Racecourse Road and Raceway Lane.

EXCLUSION OF THE PUBLIC

Cr Davis to move

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items as listed below.

The general subject of each matter to be considered while the public is excluded, the reason for passing the resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987, for the passing of this resolution are as follows:

<u>General Subject Matter</u>	<u>Reason for passing this resolution in relation to each matter</u>	<u>Grounds under Section 48(1) for the passing of this Resolution</u>
<u>Other Business</u>		
Mataura Pool Heating Cost Options	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	7 (2) (i)