
Asset Manager's Report



WATER/WASTEWATER

Wastewater

Urban Sewer Network

No major problems have been reported.

Wastewater Plant

No problems have been reported. Routine maintenance and monitoring are carried out.

Water Schemes

National Environmental Standards (NES) for Drinking Water Sources

The Report on Submissions on the proposed National Environmental Standards (NES) for Sources of Human Drinking Water has been received. An overwhelming 41% of the respondents have expressed their disagreement to the proposal, as against a mere 4% who supported it; 34% of the respondents expressed conditional support.

According to the information received, now a final report containing the final recommendation (incorporating the outcome of the public consultation), and a cost-benefit report is to follow. If this is approved and there is a recommendation to proceed, the report and recommendations will be made public and the proposed standard will then go through the formal legal drafting. If the draft is approved by the Government the proposed standards will be introduced later this year.

Public Health Risk Management Plans

The preparation of the Public Health Risk Management Plans (PHRMP) for the water schemes is still in progress. Steve Waller from the South Island Drinking Water Assessment Unit in Timaru visited on the 9th of March to discuss procedures for monitoring and reporting. It appears that most rural schemes, except Hook-Waituna fall under the 500 person size limit and therefore can be considered as small communities with less rigorous standards and reporting. However, we will need to increase the water testing to 3 days a week and to vary the testing points. For the Urban and Hook-Waituna schemes, these will require to be tested 5 days a week and again at varied test locations.

Urban Water System

The use of the Timaru Road bore is becoming less as the summer has ended.

The automated control of the two bore pumps based on the reservoir levels failed, due to a malfunctioning transducer at the reservoir end. This was rectified by replacing the faulty component.

There has not been any recorded complaint about the taste or odour of water.

Rural Water Schemes

Cannington-Motukaika

No major faults or anomalies reported.

Hook Waituna

New connections have been established from the Hannaton Road extension. All water samples tested were OK; no major problems in distribution were reported.

Lower Waihao

There has been a malfunctioning of the automated pump control, due to the random failure of an actuator valve. The problem has now been rectified.

There has been one incident of detection of E-coli in the water samples, collected on the day when chlorine levels were low owing to repair work at the pump station.

No major problems were reported in the distribution network.

Otaio-Makikihi

There have been two successive incidents of detection of E-coli in the water sample. The Drinking Water Assessor was informed about this, and on his direction another water sample was collected immediately and sent for a quantitative analysis. The results showed no trace of contamination this time and no further action was recommended.

No major problems were reported in the network.

Waihaorunga

No problems reported; all water samples tested were OK.

Waikakahi

The contract for the MCC upgrade has been signed and the work is in progress.

The feasibility study for the new 17 km long pipeline from Stone Wall to Clayton's pump was completed, with the estimated cost over \$ 300,000. During a meeting at the WDC office on the last week of February the representatives of the Waikakahi Scheme Committee indicated that this was too costly to be pursued any further, and the option of availing water from the intake for the Lower Waihao Scheme to meet the demand at East Waikakahi is to be explored. Steps are being taken to prepare a project proposal in line with the interests of both the Schemes and conforming to the WDC Assets Management Plan and the requirements as per the National Drinking Water Standards 2005.

All water samples were OK and no major problems were reported.

Downlands

There has not been anything to report on the Downlands Water Scheme.

ROADING

Work Completed

Drainage Maintenance

Garlands Road

Culvert Installation

Garlands Road 4 culverts
Hannaton Road 900mm and 450 mm diameter culverts

Pavement Repairs

Craigmore Valley, Brasells, Lyalldale Middle, Old Station, Otaio River, Marshall, Esk Valley, Woolshed Valley and Pakikihi Roads

Pavement Marking

Pavement Remarking has been completed.

Minor Safety Projects Sealing Intersection & Bridge Approaches

Esk Valley Rd Church Hill Road intersection including Church Hill Bridge Approach.
Half Chain Road Railway Crossing and SH 1 intersection
Mitchell / SH 1 intersection.
Scotts Rd / Pareora River Rd intersection including Scotts Bridge Approach
SH No 1 / Carrolls Road, SH No 1 / Cooneys and SH No1 McNaughtons Road in progress

Seal Widening

Hannaton Road (Foleys to Meyers Road) 400m

Area Wide Pavement Treatment Granular Overlay

Andrews Road 140m and 80m length
Pareora Gorge Road at Willows Bridge 230m (in progress)

2005/06 Resealing Contract

Work in progress

Work Programmed

Pavement Repairs

Makikihi Hunter, Sherwood, Hook Swamp, Lower Hook and Hook Schools roads.

Minor Safety Projects

Pikes Point Road /Cock & Hen Road / Mt Harris seal intersection
Parker Street / Railway Terrace Glenavy Realign intersection

Seal Widening

Holme Station Road 800m

Area Wide Pavement Treatment Granular Overlay

Serpentine Valley Road (1.8km from SH 82) 400m
Fletchers Road 200m

Road Safety South Canterbury Charitable Trust

Attached is the Road Safety South Canterbury Charitable Trust Draft Statement of Intent 2006. The Trust is seeking comments by the 1 May 2006.

Submission to Transit New Zealand Planning Policy Manual Supplement

A submission has been forwarded to Transit, copy attached.

Transit New Zealand Draft 10 year State Highway Forecast

Transit New Zealand has released its draft 2006/07-2015/16 10-year State Highway Forecast for public consultation. The draft forecast sets out Transit's proposed priorities and activities for the state highway network over the next 10 years.

Projects on State Highway No 1 in the Waimate District are the St Andrews North Passing Lane ranking 73 and the Pareora Stock Truck Effluent Disposal facility which is ranked 5 in the 3 year plan.

The Canterbury overview of the Draft Forecast is attached. The full programme is available at the Council Office or on from www.transit.govt.nz

Submissions on the 10 Year State Highway Forecast close at 12 noon on Friday 24 March

WASTE

Early Results of Free Compostable Greenwaste Trial at RRP, Introduced 2nd Feb 06

Data for February 2006 is as follows:

	<u>Feb 05</u>	<u>Feb 06</u>	<u>Change</u>	<u>%</u>
Refuse Collection Tonnage to Landfill Savings \$572 (excl GST)	130.51	118.81	-11.7	-9.85
Total Tonnes to Landfill [incl Refuse Collection] Savings \$1394.31 (ex GST)	194.44	165.92	-28.52	-17.19
Number of paying Greenwaste Trailers Revenue loss \$995.55 (ex GST)	161	21	-140	-667

Net savings = \$1394.31 - \$995.55 = \$389.76 (ex GST) in first month of trial.

The results for the first month of the five month trial are encouraging, and represent the biggest reduction in waste volumes from a single initiative.

It will be interesting to observe if this trend is sustainable over the term of the trial.

GENERAL

Budgets/LTCCP

Staff have continued to support the current LTCCP processes for 2006/07.

Ecan Rooding Officers' Meeting - 8 Mar 2006, Christchurch

The purpose was to discuss the TNZ Rooding Programme. G Hamilton attended- approx 20 others in attendance incl. NZLT; TNZ; ECan; & LAs.. The focus was on growth in Waimakiriri DC and Selwyn DC as well as a Christchurch Urban Development Strategy. As a result, most of the roads discussion was related to the needs for key routes into and out of Christchurch.

Ingenium's 2006 Asset Management and Engineering Director's Forum - 9 & 10 Mar 2006, Christchurch

G Hamilton attended. This was an excellent opportunity to meet up with other asset managers and hear speakers on topics of current interest. An up to date response on the LTCCP review process was received from Kevin Brady, the Auditor General.

G Hamilton
Asset Manager

12th March 2006

27th Feb 2006

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Review Comment on the TNZ Planning Policy Manual Supplement SP/M001, Effective 1st September 2005.

The effort to link the policy objectives of the Planning Policy Manual, via this supplement, to the LT Management Act 2003 and version 1 of the Environmental Plan Nov 2004 is recognized. The need to manage and balance multi-modal transport systems is also recognized. However, the overzealous approach to protecting the state highway traffic function for some as yet to be defined use in the future would appear to be counter-productive.

In reviewing this supplement in practical terms, there are several key observations that are disquieting, and should be raised at this time of review comment. They are: -

1. The approach to developing an integrated hierarchy of roads is appropriate, but the option to "vigorously" protect this hierarchy would indicate an over-the-top approach to the TNZ role. Reference **Section 1.1**
2. The document purports to be directed to promoting the interest of economic development, in part, but in reality the costs and challenges of meeting the additional bureaucratic requirements at the planning stage for any new/changed development will hinder and not facilitate such development. Refer **Section 1.1**
3. The role of participating in the Resource Management Act 1991 (RMA) to oppose any 'unacceptable reduction' in the function of state highways, is not defined and will lead to increased costs in consulting and legal terms. Reference Section 1.1 Other such loose terminology is "adversely affected" and "unnecessary vehicle travel" as proposed development traffic pertains to the state highway. Reference **Section 2.2**.
4. The over-riding interest of TNZ in entering the planning jurisdictions of both the regional and local authorities e.g. "significant and early involvement in the development and strategic planning documents and in individual development proposals". This will trend to a duplication of interests with added and duplicitous costs of the planning function. Refer **Section 2.4**.
5. The timeframe for consideration of land-use/transport planning implications of "the next 30 years" will again force costly and unrealistic guesstimates and /or models to be used for assessing ill defined variables for an inordinately long projection period. Refer **Section 3.3**.
6. In considering the assessment of the impact of activities and subdivision on state highways "where the impact may be minor or more" effectively means IN EVERY CASE! This is an excessive requirement, and should be removed/modified to a more realistic value. Refer **Section 3.4.4**

We trust that you find our comments of assistance in your review.

Regards

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cc. Ashley Harper, Asset Manager, Timaru D.C.

cc. Bernie Harper, Asset Manager, McKenzie D.C.

cc. Dean Sulzberger, Asset Manager, Waitaki D.C.