
Asset Manager's Report



WATER/WASTEWATER

Wastewater

With two staff of the Utilities & Services Unit being on leave for various reasons, the two remaining staff dealt with the demanding workload, and also were on-call 24 hours / 7 days.

Urban Sewer Network

Rains from ANZAC Day caused increased flows through the network and into the treatment plant, with the roof drains from several buildings in town still connected to the sewer drains. Though this has not yet caused any significant overloads, a phased disconnection of the roof-drains from the sewer network is to be implemented.

Wastewater Plant

No problems have been reported. Routine maintenance and monitoring are carried out and effluent-irrigation continued.

Water Schemes

Urban Water System

As the daily water demand has decreased, the Manchesters Road bore is again providing the bulk of the urban water supply.

We have started regular weekly monitoring of the water meters installed to measure the quantity of water served to the Hook-Waituna scheme from the urban scheme. The average volume of water supplied to the Hook-Waituna between 8th of April and 28th of April 2006 was approximately 97,150 L/day.

A 100mm water main is being installed along Hunts Road, connecting the water mains at Manchester Street and Mill Road.

Rural Water Schemes

The Combined Rural Water Scheme Chairmen's meeting was held on the 19th of April 2006. Updates on the operational budgets of the schemes were provided and discussion focused on the proposed capital budgets put forward for the LTCCP. Chairmen were advised to respond to the LTCCP submission process if they wished to challenge modify the budgets and programmes put forward. The background to recent efforts to upgrade the Waikakahi Scheme were aired.

Cannington-Motukaika

No major faults or anomalies reported.

Hook Waituna

There have been problems in supply, due to the blockage of the intake during the rains.

All water samples tested were OK and no major problems in distribution were reported.

Lower Waihao

There was the recurrence of problems to automated pump control, associated with a malfunctioning actuator valve. The valve has been replaced now.

No major problems were reported in the distribution network.

Otaio-Makikihi

No major problems were reported; all water samples were OK.

Waihaorunga

No problems were reported; all water samples tested were OK.

Waikakahi

The preliminary investigation by OPUS Consultants for the proposed upgrade of linking the Dog Kennel Reservoir to the Lower Waihao intake, is in progress.

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

Downlands

A coordination meeting of the Mayors and CEO's of Timaru/Waimate/McKenzie was to be held in Timaru during the week ending 5th May 2006, and will be separately reported by others.

ROADING

Work Completed

Seal Widening

Holme Station Road 800m Completed

Area Wide Pavement Treatment Granular Overlay

Fletchers Road 200m (in progress)

2005/06 Resealing Contract

Contract completed on the 12 of April 2006

Work Programmed

Unsealed Roads

Metalling is programmed to be completed in the next 3 months

Minor Safety Projects

Uretane Rd, Widen blind brow

Planning Safety footpath for Parsonage Rd, Browns Rd and High St. including widening 2 large culverts on Parsonage Rd.

Area Wide Pavement Treatment Granular Overlay

Serpentine Valley Road (1.8km from SH 82) 290m

RAMM Roughness Survey

ARRB Road Info Ltd will complete a roughness survey of the District's sealed roads.

This is required every 2 years for maintaining the RAMM data base-a necessary input to our Roding Asset Management Plan.

Flooding of Morven Glenavy Area (25/26 April 2006)

In coastal strip between the Waihao and Waitaki rivers (and further South) 100-150 mm of rain was reported. Most roads between Morven and Glenavy, East of State Highway No 1 suffered flooding to various depths.

Many irrigation overflow dams appeared to be at, or near capacity prior to the rain and hence overtopped, exacerbating the problem. Also many natural drainage hollows have been lost with farm development. These factors, and the high water table, compounded the problems somewhat. There were also other isolated low lying areas with minor surface flooding, mainly in the Ikawai Tawai area.

A summary of the more serious flooding follows;

Morven Glenavy Road

Flooding occurred at several low areas along most of its length. The water receded in most places within 24-48 hours, with the exception of the section between Archibalds and McLeays roads where water is still lying across the road in several places.

Morven Beach Road

The section of Morven Beach Road from Keartons Bridge to the road end at Morven Beach had surface flooding. The road was considered impassable for light traffic.

This water was mostly clear of the road surface after 24-48 hours; however the drains were still running at near capacity for a further 1-2 days.

Blairs and Morris Road

Surface flooding occurred with the roads marginal to light traffic. Most water receded after 24-48 hours.

Carrolls Road

Surface flooding occurred from State Highway 1 to the railway line. Further down, the culverts at Whitneys Creek were overtopped, with the road being impassable to most traffic at this point. The water was down after 24-48 hours, however there was some minor scouring over culverts.

Crowes Road

Surface flooding occurred in the low area south of the railway crossing.

The areas of concern that will require some ongoing work to prevent long term damage and to improve drainage and safety include the following; -

Morven Beach Road - From Ryans Road to the road end at Morven Beach
Drainage to outfall needs improved.

Morven Glenavy Road - Archibald to McLeays Road
Drainage to and down McLeays Road needs attention.

All other drains in the area carrying irrigation overflow: - drains require cleaning and culverts cleared.

Transport Advisory Group Appointed

Acting Transport Minister Pete Hodgson has announced the appointment of members to the new Ministerial Advisory Group on Roothing Costs to examine costs in the roading sector.

"This is a multi-disciplinary group with a great deal of knowledge and experience," Pete Hodgson said. "I expect they'll have constructive recommendations for how we can improve value for money in roading."

Clive Tilby will chair the group, which also includes Jo Brosnahan, Alan Isaac and Stuart McKenzie.

Mr Tilby, a consultant to the infrastructure industry, is a professional engineer with knowledge of the construction industry. He also has project and financial management skills.

Ms Brosnahan, also a consultant, has extensive public and private sector experience. Mr Isaac is the recently retired CEO of KPMG's Wellington and Auckland offices and Mr McKenzie, previously a professional engineer working in the construction industry, is currently a partner in Endeavour Capital, Ltd, a venture capital firm.

The group will consider ways of moderating cost increases in the roading sector by looking at construction and maintenance costs including design and technical standards, procurement processes, and the cost of materials and other inputs.

The group will be supported by advice from the Ministry of Transport, other transport agencies and Treasury. It is expected that the group will meet with key industry stakeholders, Crown entities and local government bodies in its work.

The Terms of Reference will be released once they are finalised. The group is expected to report to the Minister in July 2006.

WASTE

Resource Recovery Park Operational Statistics

Following is the comparative data for two x 10 month periods:

	<u>1/07/04 – 30/04/05</u>	<u>1/07/05 – 30/04/06</u>
Revenue	\$18,996.62	\$18,912.80
Total vehicles over period	2,717	4,550
Average vehicles per open day	15.80	25.57

i.e. income is the same, and vehicle traffic has increased 67%

Much of this traffic increase is due to additional trips disposing of:

- Free compostable greenwaste--1,414 visits
- Recyclables--431 visits

It is expected that if the free compostable greenwaste trial continues, it will impact negatively on RRP revenue.

Free Compostable Greenwaste Trial Update

The trial is now entering its fourth month. The data following indicates the reduced tonnage to landfill is continuing, however, it must be noted there is no direct evidence to prove it is due to the free greenwaste trial. Indeed only half of the reduction is from less tonnage though the kerbside refuse collection.

Observations at the Resource Recovery Park suggest most of the greenwaste presented is not of a type you would expect to be disposed of in wheelie bins. Increased traffic at the RRP is a challenge for staff at times.

Data for February/ March/April 2006 is as follows:

	<u>Feb/Apr 05</u>	<u>Feb/Apr 06</u>	
Kerbside Refuse Collection Tonnes to L/fill	405.05	340.75	-18.87%
Total Tonnes to Landfill	617.65	495.77	-24.58%
This results in Savings of		\$5,909.96	

	Revenue Lost	
Number of paying discounted -Trailers	451	58 (2,794.66)
Number of paying discounted - Cars	186	116 (\$ 248.89)
Total Revenue Lost		<u>(\$3,043.55)</u>

Net Savings for first two months of trial = Savings less Revenue Lost
 = \$5,909.96 less \$3,043.55
 = \$2,866.41 (excl GST)

The increased shredding / transport costs required to process the additional greenwaste are estimated at = \$8,000. Therefore, the net cost of operation from 1 Feb to 30 Apr 2006 = \$2,866.41 less \$8,000(est.) = (\$5,133.59) excl. GST, in deficit

The non-financial benefits of the free greenwaste trial are: -

- Increased traffic at RRP, allowing better public education.
- Council is seen to be actively taking steps to minimise greenwaste.
Reduced environmental emissions, if indeed less greenwaste is landfilled.
- That the initiative, if continued, may influence ratepayers to hand in their wheelie bin, with the resultant incentive to reduce their waste.
- A greater portion of greenwaste is composted instead of alternative disposal methods e.g. burning.

The non-financial disadvantages are: -

- It may cost more overall
- The public may resist more change, as better solutions are introduced in the medium term (2-3 years).
- Ratepayers may ignore benefits of bags and keep their wheelie bin, thus reducing the effectiveness of other initiatives to reduce their waste.
- Greenwaste may have been home-composted before the trial.
- There is a greater workload for RRP staff.

Staff intend to present options to Council for a decision on the current greenwaste trial at their next Council Meeting, scheduled for 20th June 2006.

Kerbside Recycling Collection Milestone

The first week of this month saw kerbside recycling surpass 202 tonnes collected, since its introduction in July 2005. This total does not include recyclables dropped-off from businesses and individuals. This is a sound achievement for 44 weeks of operation. A breakdown of the total recyclables received from all sources, by material type, will be presented in our next month's report.

G Hamilton
Asset Manager

5th May 2006