
Asset Manager's Report



WATER/WASTEWATER

Wastewater

The snow storm on the 12th June did not have any significant impact on the sewage system or treatment works.

Urban Sewer Network

One new sewer connection was established in June 06. No problems with the network were reported.

Wastewater Plant

The sewage treatment plant continues to function satisfactorily. Dissolved Oxygen levels are good in spite of the cold weather and shortened daylight hours.

Water Schemes

New Drinking Water Bill, TAP & CAP

The Health (Drinking Water) Amendment Bill was introduced to Parliament on 21 June 2006 to await its first reading.

A small group from Waimate including council staff councillors and water scheme committee representatives attended the MOH Public Consultation in Oamaru on the 4th of July, on facilitating the Technical Assistance Programme (TAP) Capital Assistance programme (CAP). A separate Council Agenda item refers.

Urban Water System

The urban water scheme remained unaffected during the Civil Defence emergency resulting from the snow storm. The urban services staff played a significant and commendable job by helping in the efforts to address the problems due to power outage at pumping stations of the various rural schemes.

The Hunts Road water main is now commissioned, with three new fire hydrants and one new property connection.

Rural Water Schemes

The snowstorm on the 12th of June resulted in wide-spread power outages and communication failure that lasted several days. Coordinated by the Civil Defence Team at the Council and with the valuable assistance from several members of the public, the Utilities & Services team did a wonderful job in keeping the situation well under control.

A Boil Water Notice was issued from the 12th of June to the 26th of June for all the rural water schemes, as a precaution against the possibility of contamination of the networks, due to fluctuating power supplies and the effect on control systems.

Cannington

The power failure at the Cannington area due to the snow storm lasted for almost a fortnight. Its impact on the functioning of the water scheme was minimal, as the scheme has only one booster pump that is dependent on mains power. Most of the scheme is gravity-fed and the chlorinator is battery-operated with solar panel chargers.

A generator was used to operate the booster pump for nearly a week before the mains power was reinstated.

A few problems in distribution were reported, due to the frosting up of pipes. All water samples were OK.

Hook Waituna

The power to most pumping stations of the scheme was reinstated within 24 hours and hence the impact of the snow storm was not significant. No major problems were reported.

Lower Waihao

Thanks to the automated SCADA controls the two pumps for the scheme were back in operation as soon as the mains power was reinstated on the evening of the 12th of June.

The field staff is currently trying to identify and rectify the leaks in the 4.80 km long 150mm A.C. rising main from the Ferrry Road intake to the Pykes Point Road booster pump.

- The loss due to leaks is measured as 5 L/second, which is roughly 30% of all the water pumped from the source.
- So far the indication is that the leak is not a localised one that can be pinpointed and fixed. In all probability there are several leaking joints all along the pipe line, caused by the degradation of rubber ring liners.
- Apart from the loss of water these leaky joints can potentially result in intrusion of contaminated groundwater into the water main, resulting in health and safety issues.

The worst case scenario is that we may need to replace the entire rising main at an anticipated cost of around \$ 160,000. On the other hand, providing a new secure deep bore source near the Pykes Point Road booster pump that can serve entire Lower Waihao and part of Waikakahi could be a cheaper alternative, risks due to the uncertainty of the quality of groundwater there notwithstanding. All the water samples tested were OK.

Otaio-Makikihi

The power was out at the Otaio intake for 12 days from the 12th of June. A diesel-operated generator was used to run the scheme during this period.

No problems in the network were reported. All water samples were OK.

Waihaorunga

The locality was one of the worst affected by the snow storm, and the scheme was kept in operation with the help of generators for several days.

No problems reported; all water samples tested were OK.

Waikakahi

Following the snow storm the Stone Wall intake was kept in operation with the help of a generator for nearly two weeks before the power was back on.

The upgrade of the electrical controls at the Stone Wall pump house is scheduled for the week starting the 10th of July. The main pump will be operated with the assistance of a generator during the changeover and hence no disruption is anticipated to the continuity of the supply to consumers.

All water samples tested were OK.

OPUS Consultants were requested to look in to the various options for augmenting the Waikakahi water scheme by utilizing the surplus water from the Lower Waihao intake, and prepare a preliminary design report. They submitted the report that included the analysis of six options based on different routes for the pipeline and different volumes of water pumped.

The consultants were requested to compare the following options in designing the pipeline pumping & storage system:

- Utilizing all the surplus water available at Lower Waihao (approximately 500 m³/day), vs. utilizing only 300 m³/day to meet the immediate demand.
- Aligning the pipeline strictly along roads and road reserves vs. the cheapest route.
- Pumping the water to Dog Kennel Reservoir vs. pumping it to Claytons' pump.

The approach by the consultant involves a booster pump near the junction of Dog Kennel road and the paper road leading to the Dog Kennel Hill tanks, thereby eliminating requirement of pipes above PN18, which is a measure of pipe strength.

Summary of Cost Estimates

	Alternate	300 m ³ /day	500 m ³ /day
1	Along private land, direct to Dog Kennel Tanks	\$ 422,000	\$ 509,000
2	Along private land, to Claytons' Pump	\$ 425,000	\$ 541,000
3	Along Road Reserves, direct to Dog Kennel Tanks	\$ 571,000	\$ 692,000

The estimates are based on using PVC pipes. There is the opportunity of significantly reducing the cost of the pipeline by using coiled Polyethylene pipes wherever possible.

The following points are also significant in arriving at a final decision on the upgrade:

- The rising main from the Lower Waihao intake to the Pikes Point Road booster pump station has a net loss of 5 L/sec and the pumping hours have gone up to 18

hours a day just to keep up with the demand at Lower Waihao. The upgrade is not possible unless this is rectified, and the beneficiaries from Waikakahi may need to contribute to the cost of solution- which can be replacing full or part of the rising main or going for a totally new, secure source.

- The tank capacity at Claytons' pump site and the Dog Kennel reservoir will need to be enhanced, or a new reservoir will need to be set up near the proposed Dog Kennel Road booster pump site.
- The pipe line condition connecting Claytons Pump and Dog Kennel reservoir is not good.
- A number of laterals will need to be upgraded.

Downlands

Water distribution under the Downlands scheme was also disrupted for a few days due to the power failure after the snow storm.

ROADING

Work Completed

Metalling

Various Roads in the Lower Pareora, Upper Pareora, Otaio, and Makikihi Wards have been metalled.

Serpentine Valley Road

Culvert replaced

Granular Overlay 1.8km from SH 82 metal placed, sealing will be completed when weather allows.

Morven Glenavy Road

A side drain has been constructed between Archibalds and McLeays Roads. This has alleviated ongoing road drainage problems. The shoulder of Morven Glenavy Rd has been metalled

Gordons Valley Road

Culvert replaced.

Pareora Gorge Road

Sumps have been installed at the inlet of 3 culverts to remove a traffic hazard. The construction of two 50m lengths of concrete channel has been delayed due to the snow event and will be reprogrammed.

Dog Kennel Road

A small length of seal on Dog Kennel road been repaired and drainage Pavement maintenance completed

Uretane Road

A blind brow has been widened and a new culvert installed.

Parsonage Rd

The first stage of a safety footpath on Parsonage Rd has been completed on the "S" bend. This included a small retaining wall.

Sign Upgrade

Warning signs have been upgraded on Gordons Valley, Colliers, and Hakataramea Pass roads

Tree Trimming

Tree trimming work has been undertaken on various Roads including Parkers Bush, Davisons, Henrys, Pentland Hills, McHenrys, and Te Akatarawa Roads.

Work Programmed

Unsealed Roads

Metalling

Snow Clearing 12th June 2006

Roads throughout the Waimate District were covered with snow, limiting traffic movement to 4WD vehicles. Most inland roads were closed. Priority was given to the clearance of Arterial and Collector roads followed by sealed then unsealed roads where necessary. "No Exit" roads were cleared to the last house.

Initially, on Monday morning (12th June 2006) two graders and a snow plough were engaged in clearing roads, with an additional grader engaged to work in the Hakataramea Valley. On Tuesday 13th June a large 4WD tractor was used to assist the grader in the Hakataramea Valley on hill sections. A second grader was engaged to work in the lower Hakataramea Valley on Wednesday (14th June).

By Monday Night (12th June) Arterial and Collector roads had been cleared except for Pareora Gorge and Hakataramea Valley Road 3km north of Wrights Crossing. On Tuesday (13th June) Hakataramea Valley Road was cleared to Cattle Creek, access over the Pareora Gorge to Cannington was opened, and most sealed roads had been cleared. All other roads were checked and cleared as required, by Friday 16th June). Hakataramea Pass Road past Round Hill Station and Meyers Pass beyond House access have remained closed to 2WD vehicles due to the unsafe condition of the surface.

Clearance of snow from unsealed roads can result in the removal of metal with the snow and damage to the pavement. Inspection of unsealed road has not revealed any major pavement damage.

A good response and a well managed snow clearing operation was carried out by Council Roothing Contractor, Works Infrastructure, and Rooney Earthmoving assisted by Geoff Wallace contracting, often in difficult conditions.

The cost of snow clearing, Tree removal and ice control for the period 12-16 June was approximately \$ 45,000. This will be funded from to the Roothing Subsidised Work Programme.

2005/06 Land Transport Programme

The overall 2005/06 Land Transport Programme has been completed close to budget, and the following figures include the snow clearing estimate.

Structural Maintenance: \$ 14,000 under budget

Professional Services: \$ 4,000 under budget

Corridor Maintenance: \$ 27,000 over budget, due to snow clearing operations.

Net effect \$13,000 over budget, including the CD snow clearing/tree removal/ice control.

WASTE

Solid Waste

The following figures are for the financial year ending 30 June 2006, compared with the previous year:

	y.e. 06	y.e. 05	
Collection tonnage to Landfill	1,438	1,549	7.7% reduction
RRP tonnage to Landfill	359	410	14.2 % reduction
Commercial tonnage direct	<u>356</u>	<u>437</u>	22.8 % reduction
Total Tonnage to Landfill	2,153	2,396	11.1% reduction
Refuse bags sold	11,979	17,008	42% reduction
RRP Customers	5,543	3,197	73.4% increase (1)
RRP Revenue	\$20,269	\$22,372 excl. GST	10.4% reduction (1)

Notes. (1) Influenced by the 5 month free greenwaste trial.

The reductions in waste volumes are mainly due to the introduction of the kerbside recycling collection, and increased recycling options for businesses.

Resource Recovery Park: Change to Open Hours

From Saturday 1st July 2006, the open hours at the RRP were changed to the following: -

- Monday to Friday 2.30 pm – 4.30 pm
- Saturday 9.30 am – 3.30 pm
- Sunday & Stat. Days Closed

This wider coverage of hours were agreed with Whitehorse Recycling, and do not financially impact the LTCCP.

Customers have also noted the reinstated charges for greenwaste, following the end of the free trial.

GENERAL

Meridian Energy Open Day

Staff attended a second display at the Silver Band Hall in Waimate on Thursday 6th July 2006. Many local residents took advantage of the photo/slide/brochure presentations of the proposed North Bank Tunnel Concept and the Hunter Downs Irrigation Proposal. Meridian had some 4 key staff present to explain the concept. They advise that their water resource applications are on track to submit later this year.

LGNZ Transport Reference Group, Wellington, 30th June 2006

G Hamilton attended a forum that is intended to provide LGNZ on the preferred sector response/position on roading and transport related issues. (A copy of the full minutes is attached). This group furthered the recent initiative for rural roading that Southland chaired in Wellington on April 06. LGNZ would define the consensus views in responding to government policy or otherwise, and have direct access to Ministers. It is intended that meetings would be quarterly. There were some 12 asset managers/roading engineers present with Councillor Terry McDavitt from Wellington Regional Council, and Mayor Graeme Weld of Western Bay of Plenty who is the Portfolio Holder and Chairman for this group, as well as LGNZ staff. I was the only attendee from the South Island. Presentations were received from LGNZ, LTNZ, and MOT. Subjects canvassed included inflationary road maintenance costs; MOT transport sector research; affordability of roading costs; R funding; continuity of funding; FAR typically ranges from 43%-67% with Chatham Islands at 87%. On the issue of FAR funding Chairman G Weld is to look at some other alternatives, including a lower FAR i.e. 37-40%, and report back to Annette King, Minister of Transport, within 6 weeks. LGNZ were not supportive of the Dr Love analysis of roading expenditure/capita across the TLAs, as they maintained it was flawed. Also, LGNZ were preparing a consensus summary to the Minister on the TNZ Supplementary Planning Manual on the basis of responses from over 22 TLAs, of which Waimate were one.

G Hamilton
Asset Manager

11th July 2006

Local Government New Zealand
Transport Reference Group: Friday, 30th June 2006

Time Commenced & Location:

In Attendance:

Meeting Chaired By: Graeme Weld, Western Bay of Plenty
 District Council

Gary Main	Western Bay of Plenty District Council , Tauranga District Council
David Fraser	Hastings District Council
Graeme Hamilton	Waimate District Council
John Freeman	Central Hawke's Bay Regional Council
Terry McDavitt	Wellington Regional Council
Jag Pannu	Central Hawke's Bay Regional Council
David Hall	Otorohanga District Council
Leigh Halsted	Rangitikei District Council
Paul Desborough	Wellington City Council
Geoff Swainson	<i>Local Government New Zealand</i>
Eugene Bowen	<i>Local Government New Zealand (until midday)</i>

Apologies

Stephen Rainbow	Auckland City Council
Don Houghton	Auckland Regional Council
Brian Hodge	Tauranga District Council
David Adamson	Southland District Council
Chris Freke	Manukau City Council
Brian Hodge	Tauranga District Council
Ken Thompson	Hauraki District Council
Greg Campbell	Wellington City Council
Mike Theelen	Christchurch City Council
Rob Daniel	Westland District Council
Cr Macpherson	Hamilton City Council
Clive Manley	Far North District Council

1. Welcome & Introductions

Graeme Weld welcomed the group and outlined safety measures. He informed the group that himself, Eugene Bowen and Geoff Swainson had met with the Minister and the meeting went well. He then highlighted those areas of importance that were discussed and where action needed to be taken in order to report back to the Minister in approximately 6 weeks. The action points were:

- FAR review
- Total Mobility
- Regional land Transport Committee Composition
- Transit NZ Planning Issues

2. Terms of Reference

It was suggested that if councils were finding it hard to cover the costs for people attending the meeting, some provision should be made towards covering these at LGNZ's discretion. "*As a principle*" is to be added at the start of paragraph 3 in the Terms of Reference.

GW outlined benefits of being members of LGNZ.

3. National Land Transport Programme

An update from David Darwin & Bob Alkema representing Land Transport New Zealand was received. David presented an overview of the National Land Transport Programme and responded to questions and points of clarification. (see copy of presentation attached).

At the end of the presentation GW thanked LTNZ for coming in and congratulated them on their work to date. He felt that the strategic planning behind the Programme has been a great help for Councils especially with regards to revenue uncertainty

GW then opened the forum for questions and general discussion on the presentation and other issues:

Matters raised by Group included:

- Forecasting has been a big plus.
- Issues with contracting - very hard for councils to be able to forecast what contracting costs were going to be as these were continually changing (increasing in most cases).
- State Highway sector costs are increasing costs for councils as well and this is having a knock-on effect as rates funding isn't able to match costs.
- Cost issues for councils in relation to maintenance projects especially in rural areas (sealing roads etc).
- FAR needs to be addressed.
- Main issues were:
 - Rate capacity - ability to raise local revenue
 - Levels of service - could be inconsistent and/or inappropriate
 - Lid on FAR - hurting rural councils.

Land Transport New Zealand indicated a keenness to work with Local Government going forward in an effort to address issues. Network impacts need to be looked at and addressed by both parties. At the moment they are researching issues and are aware that there are different cost and community drivers in different regions that contribute towards council budgeting. They are also seeing cost fluctuations across the board and are aware of the impacts these are having. Some allowance for these have been made in forecasts for the next programme year. LTNZ don't have a crystal ball and need councils to filter information in relation to costing issues through to them. They can use this information to plan ahead.

4. Funding Assistance Rate - Review & Issues

GW explained in detail the outcomes of the meeting with Minister Annette King on Wednesday 28th June 2006. In relation to the FAR, the Minister has offered to share

the Ministry of Transport review (due out in about 2 weeks) with *Local Government New Zealand* and was willing to listen to any proposals or ideas around what was being recommended. The conditions around this were very explicit:

- *there will be no increase in funding; and*
- *once the outcomes are agreed to and signed off she expects sector support and not to be criticised for the review outcomes.*

Issues:

1. *Local Government New Zealand*

Chief Executives are questioning why their respective councils are members of *Local Government New Zealand* and what *Local Government New Zealand* is doing for them.

GW said that a lot of work carried out by *Local Government New Zealand* is not seen by the sector. A lot of the issues are dealt with before they become an issue for local councils. Progress can be made if we work together.

2. *FAR - Where to from here.*

- EB outlined the background to issues facing the group. He noted a lot of discussion has taken place on the FAR topic and often it has just been left in the “too tough” basket.
- The way FAR operates at moment impedes Government from fulfilling its promises due to lack of information coming from the Local Government sector. There was a strong need for more liaison between the two.

EB outlined three possible ways going forward and opened these for discussion:

- a) Bigger fund - same formula.
- b) Bigger fund - re-jig formula (attraction of this is that it drops average contribution by councils.)
- c) Same fund - re-jig formula:

Views of the Group:

- The size of the fund is increasing but Local Government share is decreasing. Treasury are not backing any increase over and above inflation because funding studies to date don't indicate systemic problems.
- Option 3. The very nature of FAR creates winners and losers - take off Peter to feed Paul. FAR has 43% floor - differential between ends is approximately 2 times. LGNZ varies its membership fees by a differential of 6 to recognize the 100 fold size differential between councils.
- Can the sector bear the consequences of a backlash from large councils in addressing nature of FAR e.g. remove the 43% floor.
- Another way forward is to take 10% difference on maintenance and have one FAR. This may reduce the ability to undertake capital works.
- In order for us to be coherent as a sector we need to find solutions for the smaller councils and the issues they face. This leads to the question of what our better endowed members are prepared to do.
- Sector needs to point out to the Minister that the fund has been significantly reduced through inflationary effects and that she needs to revisit this issue.
- EB said that if we make the fund bigger, smaller councils may find it hard to meet their share of costs.
- Could issues for some councils be mismanagement?
- With regard to a bigger fund and re-jig, it was felt this option would be ineffective. Need to concentrate on re-jig and take this to Government so they can assess political consequences. This could lead them to increasing the level of the fund thus minimising disadvantages of re-jigging the fund. This is fine in theory but we need to find a re-jig that will work. We need to work together as a sector to find and drive solutions.
- The rural and provincial sectors have to come to terms with issues and what the alternatives are in relation to the FAR review and roading costs. Is the sector getting enough help? Are these councils forward planning? Councils in certain "hardship" categories already get a bigger percentage above that calculated by the FAR. This is one of the techniques available. Look at doing an analysis and determine who is getting it right - learn from these. Then put in place incentives to change behaviours.
- No enthusiasm from government for change. Message going to councils is expect nothing.
- Southland is doing some research on FAR including examining the alternatives to FAR.

It was pointed out to the group at this stage, that *Local Government New Zealand*, is currently undertaking studies regarding information provided in LTCCP's - roading costs etc to build up models and case studies. These are showing some interesting findings e.g. the condition and ride quality of some rural roads may be higher than adjoining urban communities

- Fed Farmers come on board - good for rural sector - doing work round FAR as well. It would be premature to go into what conclusions are at this stage but there may be sustainability issues for some councils.
- 65% NZ Foreign Exchange earnings came out of rural sector. Areas like Auckland are not adding to this. Bulk of wealth still comes from the rural sector - some out of tourism etc.
- Discussion then went on to exception management. There are regional development mechanisms in place - can funds be made available through this mechanism? For those councils that have the right criteria but for whom the systems aren't working can intervention take place through this mechanism?
- The question was then asked if we could drop from 43% down to 33% for each? It was explained that this option wouldn't be that simple. How would you differentiate between councils at lower levels? If you can't then the formula as it stands wouldn't work.
- The question was raised: When subsidy rates approach 75% should the decisions be made locally or nationally? Are rates a fundamental funding mechanism for roads?
- It was felt that if you are putting money in you have to have some say. The more input the more say.
- The argument is still averaging FAR out. Equalisation intervention - question of a flaw in way formula works at the moment. Put in a political context - we need to find an answer, if there isn't one, things remain the same. Need to rationalize a decision that's made. By involving us, the changes are our decision which is a smart move by Government.
- Maintenance in the National Land Transport Programme for roads has gone up 18.5% with the lowest rise in Auckland and highest in Southland.
- State highway costs have also gone up which leads us back to the issue of Council's inability to match subsidised funds.
- What about along the theme of a new fund? Justification in national terms on economic development and return for putting extra money into transport infrastructure in place. Rural areas where money should be targeted at. Government investing in transport area to deliver economic return to NZ. Note that Auckland/Wellington also have an equal chance to get their hands on money.
- Need to shelve risk of autonomy argument.
- With the Government collecting road charges on our behalf, the current system is causing aberrations. If we don't want to produce system with a political power base - need systemic solution around site. Dr Robin Dunlop has been talking around this. Where do you draw the line? Do you want to go down the exceptions approach which could lead to all eggs in one basket?
- GS stated that the reality is that we are not going to come up with answer in one month or 12 as the issues are too big. Initially, this was driven by perceived inequity within the funding distribution mechanism. No evidential base to support inequality arguments. Once the percentage is determined by FAR, the dollars become a consequence of the programme agreed between LTNZ and local councils. The problem with the FAR is that it is based upon relative land values and therefore it is simply wrong to assume

- the formula delivers metropolitan councils at one end and rural councils at the other end of the funding split. They are mixed on the basis of land value being a proxy for affordability. They are not split along urban/rural, north/south, big/small divides. If you want a formula that delivers along these lines then the existing one will not do it. If the outcome desired is as above, then you need a new basis on which funds are allocated. This will take time.
- Need target of one month - we have to have some sort of answers at conference. Suggested by GS that this is probably too ambitious.
- Comments from some around the table that the problem isn't necessarily around road funding but around the pressure being put on council funds in general to meet other obligations and needs such as water and sewerage. Questioned what would the response of government be if, as the result of the injection of more funds in roads, there was no direct benefit in terms of increased level of service or increased investment.

Action List - Issues to be addressed:

1. Analysis of effects of changing the floor from 43% changed to 37% and a range down to zero.
2. Look at a formula based on roading costs v. median income per head.
3. Look at a formula that considers the ratio urban to rural roads (with a differential applied to rural roads).
4. Compare communities and equalize what they spend on roads.
5. Analysis on who got 18.5% maintenance funding increase.

There is an expectation that LGNZ will do this work. However there is, at present, limited capacity to do this work in-house.

5. Rural Group Study Update

David Hall outlined the work of this group and progress to date (some of this discussion occurred during the general debate around the FAR). The work has been broken down into three distinct streams:

- Gathering information by way of case study to demonstrate inequity through decisions, trade-offs and prioritisation. So far this is mostly anecdotal because good records of "non-decisions or commitments" and the rationale for them are not maintained. Also filtering occurs at a number of levels and not just at the political level.
- LGNZ are collating and analysing data around road and transport costs from LTCCP's and asset management plans with the aim of having a dataset that backcasts through annual reports for 3-4 years and forecasts through LTCCP's and asset plans for 10-20 years. Proving to be a slow process because of variability of data.
- Southland District Council are doing some work around alternatives to the use of Net Equalised Land Value as a proxy for ability to pay in the FAR formula. This is not simple as the NZIER report has pointed out.

6. Metro Sector Update

Due to the apology from Steven Rainbow there was no Metro Sector update for this meeting.

7. Ministry of Transport - Expenditure Reviews

Elizabeth Anderson was accompanying the Minister and unable to attend the meeting to provide an update on the workings of the Ministerial Advisory Group and the EXG group both reviewing cost drivers and expenditure.

8. LGNZ Work Programme

GS: Handed out copies of the LGNZ work programme in relation to transport and infrastructure issues. Outlined various projects LGNZ were involved with - organizations such as LTNZ, MoT, Transit New Zealand and the sector itself. He also outlined upcoming events that might be of interest.

9. Ministry of Transport - Transport Strategic Directions

John Allard (who has taken over from Roger Toleman as Strategic Directions Deputy Secretary) attended the meeting with Mark Lindsay and provided background to the Transport Strategic Directions taskforce and workgroups.

This stimulated debate and a number of questions from the reference group members.

10. Passenger Transport Procurement Review

GS presented an outline of issues associated with the procurement of passenger transport services which had originated in Auckland and provided a brief update on the LGNZ submission on this issue. Terry McDavitt also updated the meeting on passenger transport issues including discussion around problems related to the Total Mobility scheme and its funding.

It was confirmed that the Minister of Transport wanted some comment from the sector on Total Mobility Issues in time for the next scheduled meeting with her in approximately 6 weeks. Wayne Hastie from Wellington Regional Council will be working with LGNZ on this issue.

11. MED Policy Paper - Road Corridor

GS raised the issue of the policy paper which MED are putting to cabinet and indicated that Transit and some road controlling authorities had expressed concerns about the obligations for planning and records management that it could place upon them. David Fraser indicated that it was positive in the respect that at least someone (MED) was taking a leadership role in clarifying the current situation. Further consideration on this matter was held over until the final MED paper is released for comment.

12. NZIER Report

GS asked if the NZIER Report should be released for the wider information of the sector. Some minor points of clarification and/or correction were suggested prior to release but it was accepted that, as it seems to have been signed off by the authors some 15 months previous, that it may not be possible to get those amendments made at this stage. If changes could be made then they should, otherwise it was generally agreed that the report be released as is.

13. General Business

None

14. Next Meeting

No date was set for the next meeting given the conference is coming up soon and there is a need to get research and modelling completed before re-engaging with the Minister.

Agreed that it was worthwhile and most looking forward to the next meeting.