



Asset Manager's Report - September 18th 2007

Water/Wastewater

Wastewater

Urban Sewer

The preliminary engineering report on the Timaru Road area sewer extension has been completed. The staff management team are reviewing the report prior to bringing it forward to Council.

There were two minor repairs conducted on sewer laterals. No other problems were reported on the network.

The treatment plant continued to function satisfactorily, with normal level of effluent irrigation.

Water Schemes

Urban Water Scheme

With the change of season the demand is creeping up as expected, due to the longer and warmer days and increasing water use in backyard gardens.

There were no major maintenance issues during the month.

Rural Water Schemes

Cannington-Motukaika

No problems were reported in water quality or the distribution network.

Hook Waituna

A new 2.2 kW pump with automatic speed control is being installed at the O'Donnell's pump station, replacing the existing one that has been struggling.

All water samples were OK and there were no major issues with the network.

Lower Waihao

The impact on the scheme due to diversion of water to Waikakahi has been marginal. The average daily pumping time at the intake now is around 17 hours, an increase of about three hours as compared to similar season last year.

The scheme functioned trouble-free during the month.

Otaio-Makikihi

No major problems were reported in the network or water quality.

Waihaorunga

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

Waikakahi

The total additional water allocation arising from the scheme upgrade has reached 280 kL/day, out of the total of 340 kL/day approved. Some minor network upgrade is to be finished before the rest of the allocation is done.

During the month there have been no problems with the water quality and network management.

Downlands

Nothing to report on the Downlands scheme.

Roading

Work Completed

Drainage

Drainage and culvert installation on Morven Glenavy Road / McLeays Road intersection to connect to drainage works proposed by the Morven Glenavy Irrigation Company, also two culverts have to be installed on Morven Glenavy Road to drain low areas.

A failed culvert has been replaced on Waikakahi Valley Road.

Two culverts has been installed on Gunns Bush Road.

A precast box culvert has been installed for the end of Englebrechts Road to alleviate a flooding problem,

Hakataramea Valley Road drainage maintenance is in progress.

Drainage maintenance has been completed on Linfield Road.

Slip Repair

A small drop out has been repaired by the installation of a gabion basket on Clarksfield Road.

Flood Damage Repairs

Repair to roads damaged by the heavy rain on 30th July 2007 has been completed. The work included additional grading, metalling, scour repairs and drainage maintenance. The cost of this work was \$25,000.

Work Programmed

Drainage

Hakataramea Valley Road drainage maintenance in progress.

Gumtree Flat replacement of two culverts.

Old Ferry Road widen four culverts and remove concrete headwall hazard.

Pavement Repair

Morven Glenavy area.

Intersection Improvement

Work is in progress to widen the seal and replace a culvert at the Upper Hook / Linfield intersection. Linfield Road now has increased traffic due to a new dairy shed and tree harvesting from the Waimate Forest.

Reseal Contract

Roading staff are inspecting roads for the preparation of this season's resealing contract.

Seal Extension for Dust Suppression Policy

This policy is currently being advertised. Property owners have been invited to apply to Council to have a specific section of a maintained rural public road that adjoins residential dwellings sealed for dust suppression. Applications close on 1 October 2007.

Applications shall be prioritised according to the severity of the nuisance, as the budget amount for this year is \$50,000. Preference will be given in cases where the use of the road has rapidly changed, such as an increase in heavy traffic due to development.

The residents of Carlisle Street between Bond and Oxford Streets who have requested the street to be sealed, will be invited to apply.

Street Closure Request

Waimate Caledonian Society (Inc.), have requested the following streets to be closed on Sunday 30 December 2007 from 11:00am to 4:00pm for a Cycling Criterium. This has been advertised for public comment.

- Goldsmith Street (Queen Street to John Street)
- Paul Street (Goldsmith Street to Wilkin Street)
- Victoria Tce (60m east of Queen Street to Wilkin Street)
- John Street (Goldsmith Street to 70m north of Victoria Tce.)

District Land Transport Programme 2008 / 09 (LTP)

The preparation of the DLTP for 2008/2009 has commenced. The key submission dates for this are as follows:

- Fri 2 November 2007 Submit completed draft District LTP
- Fri 22 February 08 Submit final maintenance programme
- Fri 28 March 2008 Submit final LTP including capital programme
- Fri 28 March 2008 Submit advice on R funding distribution

- Thu 10 April 2008 LT Board consider Maintenance programmes
- Tue 8 May 2008 2008/09 NLTP adopted by LT Board
- 30 Jun 2008 Release of 2008/09 NLTP

Roading Technical Unit Staff

Bruce Wheeler has been appointed to the position of Rooding Officer, commencing on the 10th September 2007. This appointment replaces that recently vacated by John Kerse.

Transport Regional Implementation Plan (TRIP)

This is a key technical report for inclusion in the review of the Regional Land Transport Strategy (RLTS) which is being put forward for adoption for consultation by the Regional Land Transport Committee (RLTC) on 25th September 2007. It will then be notified for submissions, hearings and adoption next year.

The role of the TRIP work is to document the future transport needs of Canterbury to the year 2038. In terms of funding, only the projects within the first ten years have been outlined in detail. The TRIP only includes projects of regional benefit. The TRIP analysis and the reviewed Regional Land Transport Strategy (RLTS) indicate a funding gap of approximately \$370 million between the proposed implementation plan over the next ten years and the current funding available.

In order to better understand the financial impacts on your Council of any additional works in the attached programme, the Transport Officers Group assisting the TRIP process have modelled a local share impact using the current FAR formula. It has been assumed that the current Land Transport New Zealand funding allocation process and criteria will continue for R funded projects and local share will be required.

Given the Government's desire to assist with a few large and clearly identified projects, if additional funds are obtained then the existing "R" (or regional) funds that would normally fund these large packages of projects, will become available for funding the balance of the other projects spread across the region. It is the intention of TRIP and the RLTS to implement all of the packages identified.

The transport package for Canterbury is completely dependent upon a number of projects not currently part of the respective organisations, LTCCPs ultimately being agreed on and a commitment by Councils to fund the local share requirements, in conjunction with an adequate level of Government funding assistance being obtained on terms acceptable to the region to allow the transport programme to proceed. Some projects may not yet be in LTCCPs but are mentioned.

Please note that the ten year plan is based on projects with a realistic chance of delivery in that time frame, while the estimated individual project costs represent the best information to hand at this time.

The Minister of Transport, the Hon Annette King is attending the 25th September 2007 meeting of the RLTC. She will be briefed on the TRIP and the RLTS at the conclusion of the meeting. It is critical that she leaves with a clear understanding of Canterbury's transport issues. This will enable both the Minister and her officials to play a more effective part in Cabinet budget discussions.

Draft Canterbury Transport Regional Implementation Plan 2008 – 2038

Executive Summary

The purpose of this Transport Regional Implementation Plan (“TRIP” or “the plan”) for the Canterbury region is to ensure a coordinated approach in delivering the Regional Land Transport Strategy (“RLTS”).

The Canterbury Regional Land Transport Committee (“RLTC”) resolved to oversee the development of the plan in response to growing demands for regional coordination of transport activities. The TRIP has been developed by the RLTC through the Technical Officers Group (“TOG”) and three sub-regional oversight groups, representing:

- Northern Canterbury
- Greater Christchurch
- Southern Canterbury

The main objectives of this plan are as follows:

- Providing an implementation framework for transport in the region.
- Ensuring a ‘regional’ picture for transport and land use is obtained.
- Developing an advocacy and planning tool in order to progress key projects.
- Assisting with input into ‘regional’ funding allocation discussions.
- Informing the RLTS review by providing content for the implementation and funding chapters.

Transport packages have been developed for the Northern Canterbury, Greater Christchurch and Southern Canterbury sub-regions. These have been developed in order to respond to the issues and outcomes identified for each area. Each project has been assessed against the effectiveness of the response to the outcomes identified for each package. The packages were also assessed against the objectives of the NZTS and the LTMA 2003.

The packages are made up of a variety of responses, including roading, public transport, walking and cycling, travel demand management and rail.

Sub-region	Package
Northern Canterbury Kaikoura	Kaikoura Northern Rural Area
Greater Christchurch	Waimakariri Northern Corridor Eastern Corridor Southern Corridor Western Corridor Central City Southern / Western Approach (Selwyn) East Selwyn
Southern Canterbury	Clandeboye State Highway 1 Timaru Ashburton Southern Rural Area

All activities that make up the packages included in this table have been assessed and prioritised on a regional basis.

From the workshops that were held as part of the development of this plan, there is now a clear picture of current and future transport needs for Canterbury. This plan will provide key data for updating and implementing the RLTS and will provide technical source material for transport planning the Canterbury region. This is the first version of the TRIP and it is anticipated that it will be updated on a three yearly basis or as required due to any change in circumstance.

Conclusions

This plan has been prepared in order to:

- Provide an implementation framework for transport in the region.
- Ensure that there is a complete 'regional' picture for transport and land use.
- Ensure a regionally coordinated and multi-modal transport approach.
- Develop an advocacy and planning tool to progress key projects.
- Identify future regional funding requirements and any funding gaps to be addressed.
- Assist with input into 'regional' funding allocation discussions.
- Informing the RLTS review by providing content for the implementation and funding chapters.
- Assist ongoing RLTS implementation.

From the workshops that were held as part of the development of this plan, there is now a clear picture of current and future transport needs for Canterbury. The TRIP has a ten year emphasis but has included transport projects over a 30 year period in order to provide a long term view.

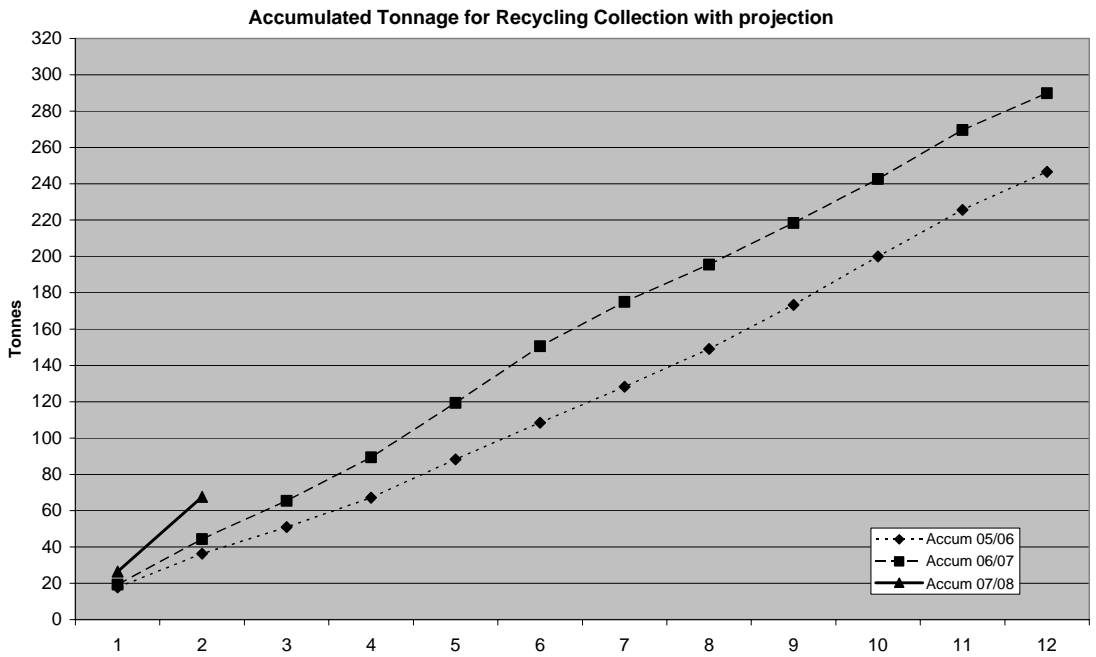
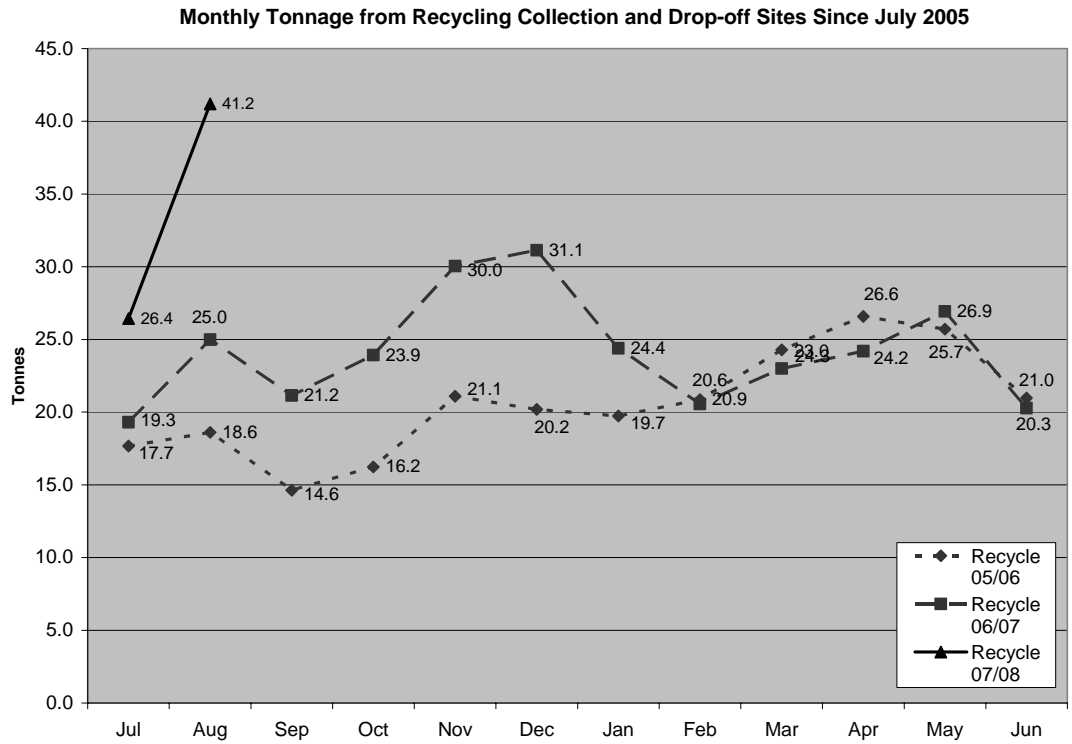
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Waste

Monthly Tonnage for Recycling Collection

The tonnage of recyclables collected this month - 41.2 tonnes - considerably exceeded the comparable month last year of 25.0 tonnes.

Tonnage from the recycling collection for the first two months of this financial year totalled 67.6 tonnes. This is an increase of 52.7% over the comparable period last year. The chart below compares the monthly and accumulative tonnages for the 26 months that the recycling collection has been operating:



Tonnage to Landfill

There was a substantial increase in refuse to landfill this month. The tonnage for August 2007 was 224.36 tonnes compared to 164.97 for the comparable period last year (see chart at the bottom of this section).

The tonnage and increase can be broken down into the following categories:

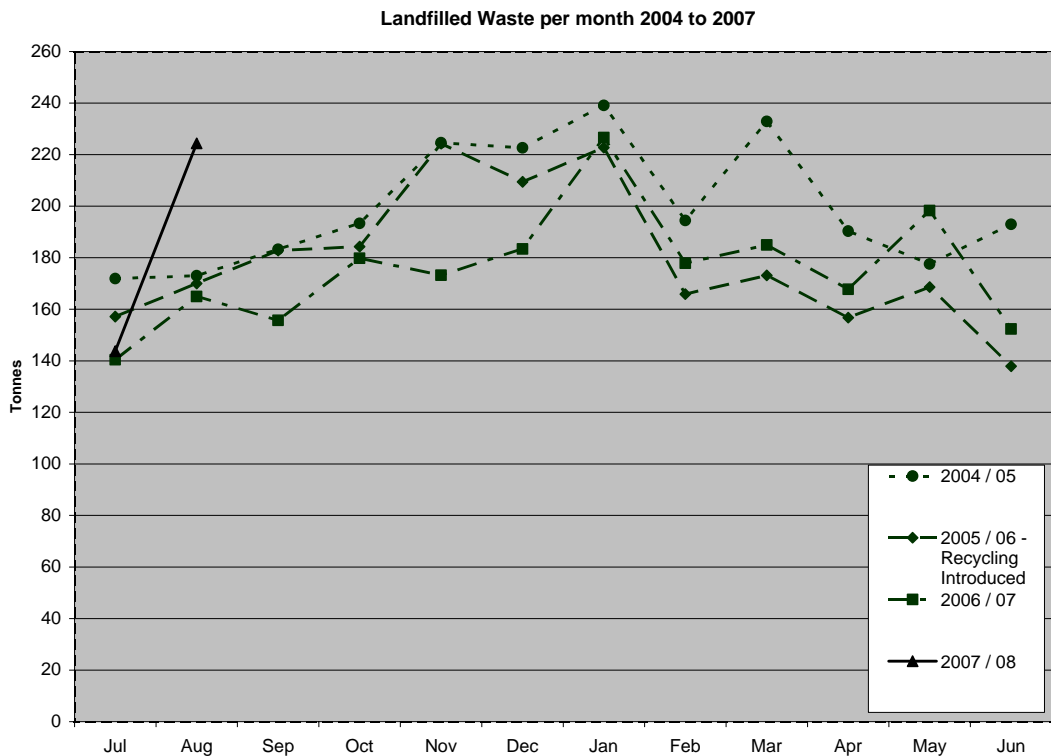
	Tonnes	Tonnage Diffce from Aug 07
Refuse Collection	116.49	-8.06
NZ Dairies Ltd (Studholme)	45.95	45.95
Transpacific Ltd (private skips)	22.83	0.03
RRP	39.09	21.47

The waste from NZ Dairies Ltd and Transpacific Ltd is invoiced out at \$60 per tonne including GST so there is no cost impact to Council. However the additional tonnage does not aid the district's waste diversion goals.

It is unknown whether NZ Dairies will generate similar levels of waste once it becomes operational.

Since December 2006 the monthly tonnages have exceeded the previous year's comparable period, by the following:

Jan 2007	+ 3.89
Feb 2007	+11.98
Mar 2007	+11.82
Apr 2007	+11.02
May 2007	+29.71
Jun 2007	+14.47
Jul 2007	+ 3.35
Aug 2007	+59.39



Resource Recovery Park Patronage

Gate revenue at the RRP for the period 1 July to 5 September 2007 is \$4,457, 14% above the comparable period last year. This would project to annual revenue of \$35,800 excl. GST.

Visit to Neighbouring Districts

During the first week of September the Solid Waste Manager visited Waitaki, Mackenzie and Timaru Districts to meet with their respective waste officers, as part of Waimate's Waste Strategy Review process.

Each district is implementing or in the process of implementing cost effective diversion solutions against a background of increasing total waste volumes. A brief description of their strategy and methods is to be outlined at the Council Workshop on 11 Sept 2007.

General

The three yearly review of the Asset Management Plans for Potable Water, Waste Water, and Transportation are in their final draft stages. These are to be completed prior to the Audit review at month end.

G Hamilton
Asset Manager