

**WORKS AND SERVICES COMMITTEE MEETING HELD ON  
WEDNESDAY 16 MARCH 2016 AT MEMORIAL HALL SUPPER  
ROOM, ESPLANADE, KAIKOURA.**

**AGENDA**

**1. Apologies**

**2. Matters of Importance to be raised as Urgent Business.**

**3. Reports:**

- Operations and Maintenance Manager's Report *page 1*
- Budget Report *page 8*

**4. Urgent Business**

**5. Works & Services Public Excluded Session**

*Moved, seconded that the public be excluded from the following parts of the proceedings of this meeting, namely*

**a. Reserves Contract**

*The general subject matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) and 7(2)(i) of the Local Government Information and Meetings Act 1987 for the passing of this resolution are as follows:*

<b>General subject of each to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Grounds of the Act under which this resolution is made</b>
Reserves Contract	The exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Local Authority to protect information where the making available of that information would likely unreasonably to prejudice the commercial position of the person who supplied the information or who is the subject of the information.	<b>Section 48(1)(a) and 7(2)(b)(ii)</b>

# OPERATIONS AND MAINTENANCE MANAGER'S REPORT

## 1.0 WATER SUPPLY

### 1.1 Urban Water

#### Operations – Kaikoura Urban Supply

This facility operated satisfactorily during the reporting month.

The second stage of works on the project on South Bay Parade Tui, Moa, Weka and Kaka Road has been completed. The last stage of the water main renewal, streetlighting and reinstatement will commence in early April. Works on private property will commence towards the end of this stage and will be under the direction of Mainpower. Expenditure to date is \$143,000 out of a budget of \$300,000.

Significant Work planned for 2016 includes:

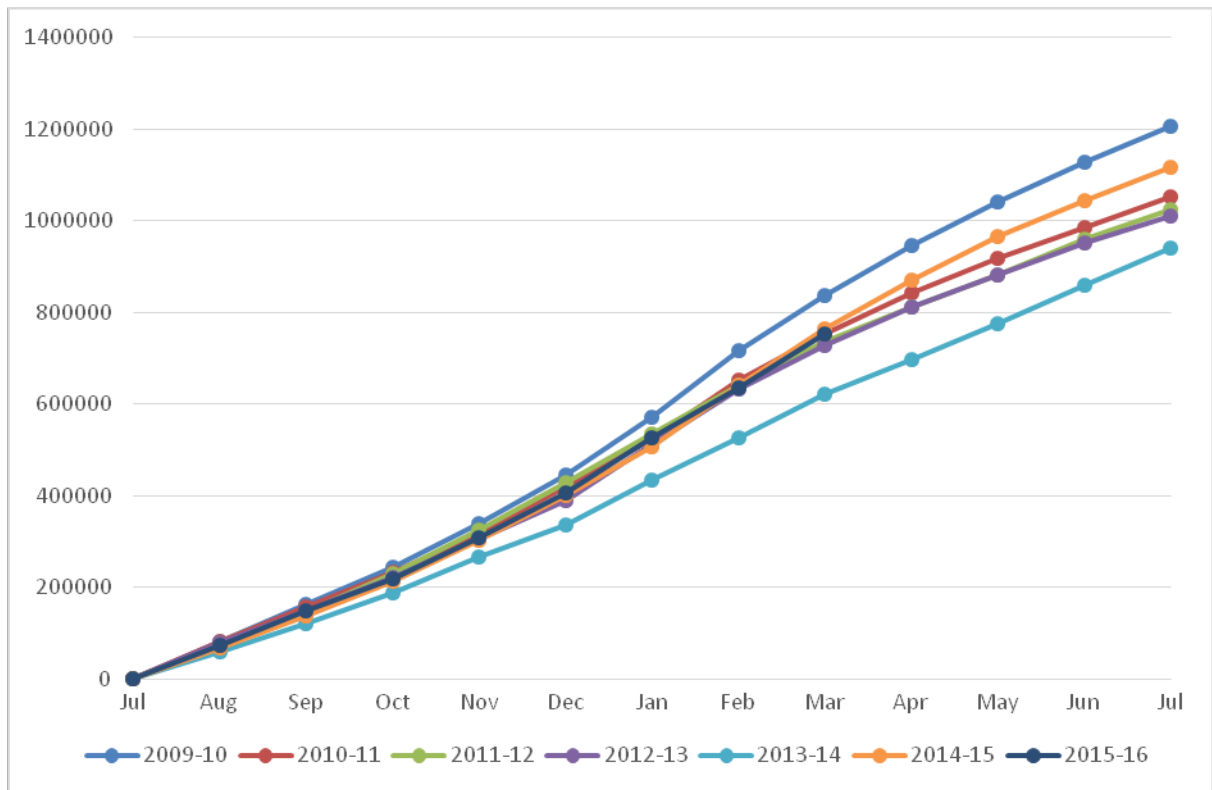
- The further GNS test on Mackles Bore has been taken. Results will be back in the middle of 2016.
- Install flowmeters on Mackles irrigation to comply with new consent conditions

#### Water Demand

Table 1 below shows the water demand for the reporting month measured from the Mackles bore while Figure 1 shows the yearly cumulative water demand since 2009.

<b>Water Demand (m<sup>3</sup>/day)</b>				
	<b>Min</b>	<b>Avg</b>	<b>Max</b>	<b>Total Demand</b>
<b>July 2014</b>	1629	2166	2681	67,158
<b>August 2014</b>	1791	2271	2989	70,415
<b>September 2014</b>	1686	2546	3374	76,395
<b>October 2014</b>	1686	2252	3582	88,708
<b>November 2014</b>	2246	3259	4670	97,780
<b>December 2014</b>	2403	3444	4556	106,765
<b>January 2015</b>	3169	4327	5296	134,124
<b>February 2015</b>	3325	4353	5185	121,886
<b>March 2015</b>	2808	3500	4493	108,502
<b>April 2015</b>	2398	3119	4321	93,557
<b>May 2015</b>	1691	2519	3088	78,095
<b>June 2015</b>	1997	2470	3217	74,096
<b>July 2015</b>	1917	2450	3033	73,507
<b>August 2015</b>	1779	2412	3783	74,766
<b>September 2015</b>	1565	2335	3040	70,064
<b>October 2015</b>	2291	2880	3783	89,275
<b>November 2015</b>	2383	3297	4454	98,921
<b>December 2015</b>	2797	3898	5050	120,827
<b>January 2016</b>	2561	3596	4978	107,894
<b>February 2016</b>	3133	4073	4806	118,121

Table 1: Water Demand for reporting period



**Figure 1: Cumulative Water Demand in cubic metres**

The water usage for the month and for the year is similar to the previous year.

**1.2 Suburban Water Supply**

There were no issues with this system during the reporting month.

**1.3 Kincaid Water Supply**

There were no issues with this system during the reporting month.

**1.4 Oaro Water Supply**

There were no issues with this system during the reporting month.

**1.5 Fernleigh Water Supply**

There were no issues with this system during the reporting month.

**1.6 Ocean Ridge Water Supply**

There were no issues with this system during the reporting month.

**1.7 Peketa Water Supply**

There were no issues with this system during the reporting month.

**1.8 East Coast Water Supply**

A transgression occurred on 26<sup>th</sup> February and a boil water notice issued.

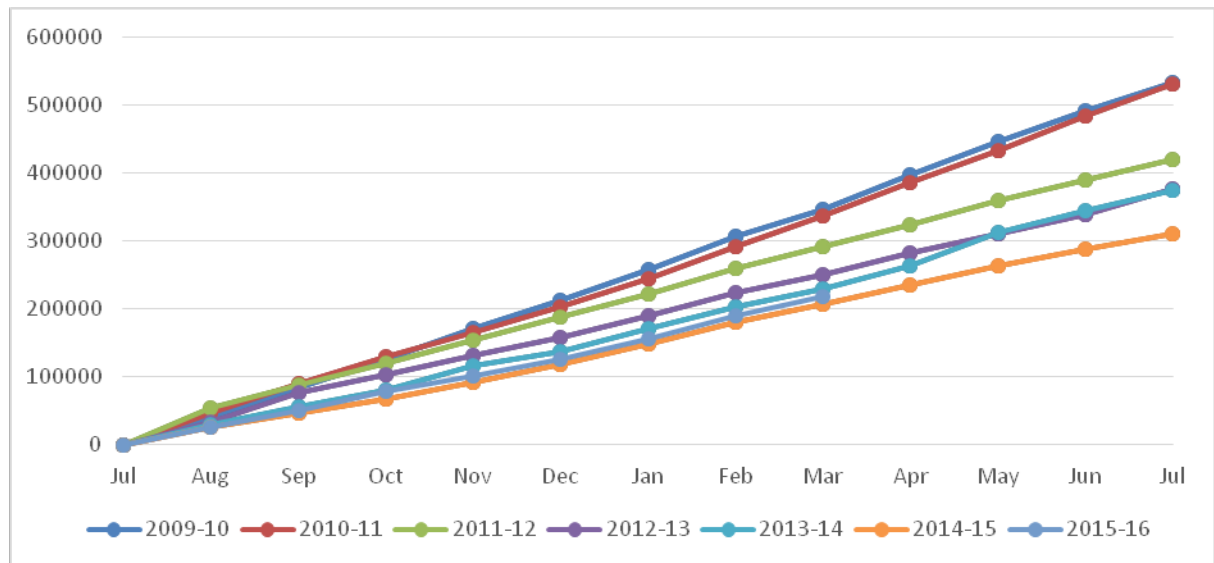
## 2.0 SEWER SYSTEM

<i>Sewage flows (m3/day)</i>			
	<i>avg</i>	<i>Max*</i>	<i>Total Flow**</i>
<b>July 2014</b>	857	2500	26,571
<b>August 2014</b>	677	860	20,975
<b>September 2014</b>	668	1233	20,052
<b>October 2014</b>	775	1321	24,025
<b>November 2014</b>	888	1537	26,641
<b>December 2014</b>	986	1266	30,557
<b>January 2015</b>	1029	1318	31,901
<b>February 2015</b>	981	1183	27,478
<b>March 2015</b>	892	1025	27,662
<b>April 2015</b>	945	1284	28,361
<b>May 2015</b>	776	909	24,046
<b>June 2015</b>	764	986	22,934
<b>July 2015</b>	871	1442	26,120
<b>August 2015</b>	784	919	24,307
<b>September 2015</b>	954	2500	28,630
<b>October 2015</b>	738	1116	22,865
<b>November 2015</b>	821	992	24,621
<b>December 2015</b>	953	1240	29,558
<b>January 2016</b>	1114	2020	33,418
<b>February 2016</b>	992	1487	28,769

**Table 2 : Sewage generated for reporting period**

\*The asterisk figure represents daily flows during heavy rainfall events.

\*\*The double asterisk figure has not been adjusted to reflect inflows from storm-water.



**Figure 2: Cumulative Sewerage Discharge from Oxidation Ponds in cubic metres**

The lids on the Hawthorne Road pump station are to be rebuilt to improve drainage and then seal to reduce odour.

The fan at the Mill Road pump station is to be replaced.

One of the aerators at the treatment plant is being reconditioned.

### **3.0 STORMWATER**

The consent for the Kaikoura Urban Area is still being processed by Environment Canterbury. The proposed conditions have yet to be commented on.

### **4.0 PARKS AND RESERVES**

The parks and reserves were satisfactorily maintained during the reporting month.

### **5.0 BUILDINGS**

Significant Work planned for 2016 include:

- Replacement of existing main lights.
- Purchase of scaffolding.

The work on Unit 11 at the pensioner cottages is nearly completed.

### **6.0 AIRPORT**

The levelled area has been mown and is still to be grassed.

### **7.0 SWIMMING POOL**

Work on bringing the fencing in line with the swimming pools act is occurring.

### **8.0 PUBLIC TOILETS**

There were no issues with the toilets during the reporting month.

### **9.0 ROADING**

The work on the kerb and channel on Margate, Ramsgate and Torquay has commenced.

Minor maintenance works have occurred on roads. HEB Contracting has made completed identification of the immediate works required in Kaikoura.

Work on the programme is being issued to contractors and completed accordingly.

A meeting was held between New Zealand Transport Agency (NZTA) and representatives of Kaikoura District Council. Minutes are attached. The next step is to formalise a letter based on the minutes and the actions to be requested from NZTA.

#### ***Recommendation:***

- 1. That a letter be sent to New Zealand Transport Agency (NZTA) based on the minutes of the meeting with NZTA to recommend progress on issues within the Kaikoura District.***

## 10.0 FOOTPATHS

There were no issues with the footpaths during the reporting month.

***Recommendation:***

***That this report be received.***

<b>Prepared by</b>	Gerry Essenberg, Operations and Maintenance Manager
<b>Authorised by</b>	Angela Oosthuizen, Chief Executive Officer

# **NZTA MEETING HELD AT 11AM ON WEDNESDAY 24 FEBRUARY 2016 AT THE CONFERENCE ROOM, DOLPHIN ENCOUNTER, ESPLANADE, KAIKOURA**

**Present:** Mayor Gray, Councillors Millton, Harmon, Blunt and Howden

**In Attendance:** A Oosthuizen (Chief Executive Officer), G Essenberg (Operations and Maintenance Manager) and B Taylor (Secretary), C Knaggs (NZTA)

- C Knaggs is Highway Manager for Canterbury and the West Coast regions.
- Jim Harland is the Southern Regional Director and ensured positive relationships were maintained between NZTA and other related organisations. Two projects he was focused on were the tourist driver programme and the South Island Freight Study.
- Michael Aitken is Southern Regional Manager, focusing on Planning & Investments.
- NZTA is approximately half way through \$1 billion worth of works in Christchurch following the earthquakes.
- C Knaggs advised the Ministry of Transport wanted heavier, wider and longer trucks on New Zealand's roads. NZTA is not in favour of trucks being diverted through the Inland Road.
- The two road tunnels south of Kaikoura have been identified as in need of remediation to allow for larger vehicles. The main issue would be traffic management through the tunnels while work was in progress. The option of enlarging or open-cutting the tunnels is available.
- The lower end of Churchill Street and underneath the rail bridge was identified as a main issue. G Essenberg felt the area had not been adequately maintained and was an eye-sore. People would generally assume that Council was responsible for the road's condition and it would reflect poorly on the organisation. NZTA was responsible for the road from one side of the kerb to the other side. C Knaggs would take photos of the area and discuss it with Mr Aitken when back in Christchurch. Mayor Gray suggested the Churchill Street maintenance be co-ordinated with Council's maintenance schedule so the Town looked good all over.
- Not all pull off areas and lay-bys were sealed so deterioration was more prevalent. More signage was required for these areas and in particular Ohau Point. Ohau Point had become a very popular stop for tourists with both carparks often full. Councillor Millton advised he had seen cars skid on to the shingle as they stopped suddenly and he felt that the area would be much safer with signage.
- Kaikoura District Council had completed the drainage work at the top of Churchill Street.
- The issue of large trucks being parked on the footpaths was discussed. It is starting to cause failures on the footpaths.
- A study had been done about the condition of the highway from the Ashley River to Picton and some projects identified in that would go in the Government Policy Statement (GPS).
- The Churchill Street and West End intersection was discussed. It was considered a dangerous intersection but did not rate highly on the accident list. Any improvements in this area would be best led by NZTA and it would improve the aesthetics of the entrance to the business area. A safe route for school children to cross over the main highway is considered to be important. A footbridge or underpass under the Lyell Creek Bridge would work although the footbridge is unlikely to attract all users due to the diversion from the favourable route
- The issue of trucks parked overnight at the Old Beach Road intersection was discussed. There was concern about drainage and noise pollution more so than safety. Opus had completed a tentative design for the area which both NZTA and Council would like to see

progressed. The expenses would be apportioned appropriately between NZTA and Council, and the project would be led by NZTA.

- If the commercial part of town (from Lyell Creek Bridge to Hawthorne Road) were to be widened the power poles would need to be moved and potentially would go underground. Widening of the road is necessary for existing use and will become more so with the Vehicle, Dimension and Mass Project (VDM). The Operations Manager felt the Road had to be widened before any increase in the dimension of vehicles could occur.
- NZTA needs to make the highway suitable for more and larger vehicles to reduce the stress currently placed on the Inland Road and to make the road more acceptable for the mix of users.
- The West End/Lyell Creek Bridge/ Beach Road bypass had been in the District Plan for some years and was it deemed better to happen sooner rather than later. There was a designation on part of the land required, a couple of other properties still need to be purchased but it was important to get a business case prepared and the project into the next RLTP
- It was anticipated that there would be 30% increase in freight on the road by 2030, and all of that increase would be felt on Kaikoura's roads as there was no feasible alternative route.
- There is a high chance of an earthquake in the next thirty years that would be bigger than that that had occurred in Christchurch. Potentially State Highway One could be blocked for a long period. There was an increased focus on the integrity and durability of bridges in the event of a quake. Rock and rubble can be pushed out of the way but if bridges fail or the road falls away then the period of disruption will lengthen.
- The Inland Road was considered to be the easiest road to clear and reopen in the event of an earthquake. As part of the District's resilience plan the bridges on the Inland Road should be bought up to a higher standard.
- NZTA had a global consent from the Regional Council to carry out sea protection through the District. The District Council had carried out \$50,000 of work to preserve the Esplanade which had been done under consent from the Regional Council which would soon expire. The District Council may look at being able to carry out future works on the coast under the NZTA consent.
- The potential for Kaikoura District Council to come on to the Network Outcomes Project (NOC) was discussed. If the Kaikoura District Council wanted to sign on with the Canterbury contract this would need to be communicated to NZTA in the very near future, though it could be specified to be dormant for one year before activation. Councils future intentions needed to be in the document, but the negotiations would not occur until later on.
- HEB Construction were the contractors for the County roads. They have now been asked to provide a generic Traffic Management Plan which could be used by all contractors in the Kaikoura District. It would be advantageous for NZTA to provide the generic Traffic Management Plan to provide consistency across all of New Zealand.

***There being no further business the meeting closed at 1.15pm***



# Works and Services Budget Report

