

OPERATIONS COMMITTEE AGENDA

28 AUGUST 2012

1. ANIMAL CONTROL ACTIVITIES REPORT FOR JULY 2012

Customer Service Requests

There were 52 reported incidents this month. A busier month than usual.

There was an increase in the wandering dogs in Matura this month. A rottweiler in Allen St, Matura proved to be a problem to us on two occasions as we couldn't catch it without being attacked. We shut it in a porch but it broke out. The owner was sent two different infringement notices.

We had four reports of sheep out at Tutarau Reserve and we put them back but the fences had collapsed. The owner was finally contacted and he sorted the problem. The other stock calls range from a cow wandering in Robertson St to 100 sheep out in Glendhu Road. Also a horse had thrown its rider and the horse was sighted trotting up Waimea Highway. Also a dog in Matura attacked a sheep, pulling at its wool.

A dog attacked a smaller dog in Walker Crescent and that was dealt with.

My opinion as to the increase in wandering and barking dogs, is that the weather is cold so the owners do not get out and walk the dogs to give them stimulation. They should think about this before they get a dog.

	Matura	Gore	Total
Dog Attacks	1	2	3
Barking Dogs	1	9	10
Dogs Claimed by Owner	1	7	8
Dogs Rushing Out		1	1
Escaped			
Euthanased	1		1
Fouling	1	2	3
Impounded registered		2	2
Impounded not registered	1	5	6
Missing Dogs	2	3	5
Other & Animal Welfare			
Registration Checks	1	2	3
Rehoused			
Stock Calls	8	3	11

Infringement Notices issued	2		2
Wandering Dogs	9	10	19
Warning	1	4	5

RECOMMENDATION

THAT the report be received.

2. REPORT OF THE ASSET MANAGER – UTILITIES

Provided by Senior Asset Management Officer

New Staff

Ian Lowe joined the utilities team on 2 July, filling the position of Essential Services Supervisor and is based at the Miro Street depot overseeing the Essential Services Team. Ian previously worked at Fonterra and has joined the Council with a strong background in health and safety, documentation and managing utilities teams on the Edendale Fonterra site. Ian has a lot to see and do in the Essential Services area but is fitting in well with the rest of the team.

Training

Staff have undergone training in a variety of areas in the last few months. A two day safety at heights training course was completed to improve staff understanding of working at height and also over open areas around pump wells etc. The completion of this course will lead into the purchase of appropriate equipment for staff to undertake work in a safe manner.

The team has also undergone training and certification testing to gain their crane operators licences to operate the hiab crane used to lift pumps from wells.

Further training needs have been identified and are programmed for completion over the next few months such as off-road ATV and vehicle driving skills, chemical handling and telemetry software training.

Urban Water

A succession of hard frosts at the beginning of July caused many casualties in the urban water area. Several taps that were exposed to air burst in the frosts, causing an icy hazard and requiring replacement. Response to bursts taps and pipes became a priority due to property damage that could occur. A variety of residents had frozen or burst pipes in their houses and called Council to find out what to do.

On 14 July a series of reports (11) of discoloured water in the Hilbre Ave zone were received. Flushing of water mains was completed in this area by on-call staff to alleviate the issue.

A sample pump was replaced at Hilbre Ave water treatment plant as its performance was causing issues with maintaining pH levels in the treated water. pH management is required for aesthetic reasons.

Eight toby taps were located and 18 were repaired or replaced. There were eight requests in July to turn off water to empty houses by concerned neighbours or absentee owners. Three water tobies were located during this month as well.

Seven water leaks were reported and repaired. Two of the leaks were at the connection between the water main and the lateral that supplies the dwelling.

Five sets of water samples were collected from the Gore and Mataura water reticulation system for compliance testing. Weekly samples were taken from all water plants. The treated water samples collected during the period showed no E.coli transgressions.

However a low chlorine residual in Mataura was recorded at one of the reticulation sample points on 18 July. As a result of this transgression, three consecutive daily tests for E.coli presence were completed at this site to ensure public health compliance and water main flushing was completed. Each of the three samples detected zero E.coli presence. The site where the original sample was taken is prone to low use and this is expected to be the cause of the unusually low chlorine reading. All chlorine tests since this event have been acceptable.

Wastewater

Wastewater pumps were lifted 10 times in July. This is a reasonable number of pump lifts and rag blockages were found to be a regular occurrence.

Preventative maintenance was carried out at wastewater pump stations in Gore and Mataura; wet-wells were cleaned down to remove debris build up.

Stormwater

Repairs and the insurance claim for the Ardwick Street stormwater pump station is an ongoing project.

Investigations into contaminants entering the stormwater system in the southern industrial zone of Gore have resulted in site visits to two properties. Stormwater filter bags have been placed in several manholes in the industrial area to narrow down the location of hydrocarbon contaminants entering the system. Council staff are working with the proprietors who have been visited to improve quality of the stormwater that is discharged from their properties.



Passive skimmer filter bag inside manhole in South Gore industrial area

Two stormwater sumps were replaced in Robertson Street by Delta Utilities. The existing sumps pipes had been affected by roadside tree roots and have been causing nuisance surface flooding. Three sumps were also replaced in Matura due to performance issues. The new sumps are performing well.

Otama Rural Water Scheme

Several calls were received for no water at properties over the month, with many property owners requiring constant water supply for stock grazing on their property. Unfortunately some of these reports resulted in a private property issue requiring attention rather than an issue on the scheme itself.

Two tank repairs were completed and three repairs to rural water mains. One of these repairs required the entire Blackhills line to be drained empty; this affected a large area of the scheme.

Non-Financial performance targets

Appended for the Council's information is the first month of the Essential Services non-financial performance targets, based upon the new levels of service identified in the Councils 2012-22 LTP.

Any variances are explained in the last column.

RECOMMENDATION

THAT the report be received.

WATER LEVELS OF SERVICE, PERFORMANCE MEASURES AND TARGETS 2012-2013

Level of Service	How it Contributes to our Council Outcomes	Specific Measure	Performance monitoring methodology/ source (how do we measure, or where do we get data from)	Performance	
				Target	Achievement
Water systems are effective and reliable	A reliable service and effective response to queries.	Compliance with the maximum duration of disruption to service:	Customer services log.	100%	2013 – No Incidents 2012 – 100% 2011 – 100% 2010 – 100%
Water systems are effective and reliable	A reliable service and effective response to queries	Compliance with the following response times for water reticulation faults and emergencies:	Customer services log.	100%	2013 - No Incidents 2012 – 100% 2011 – 100% 2010 – 100%
Water systems are effective and reliable	A reliable service and effective response to queries.	The community agrees that it has good water supply according to the annual customer satisfaction survey.	Annual customer satisfaction survey.	85%	2010 Resident Satisfaction Survey: Reliability - 78% Quality - 69%
A potable water supply is provided in urban areas.	A reliable service and effective response to queries	Compliance with the microbiological criteria of the NZ Drinking Water Standards: Complaints regarding smell, unusual taste or colour.	WINZ (New Zealand Drinking Water System) Customer Service Request.	100% Less than 20 complaints per year	2013 – All tests no E.Coli in treated water 2012 – 100% 2011 – 100% 2010 – 100% 2013 - 12 complaints Ten complaints on 16 th July West Gore Area Reticulation flushed 2012– 44 complaints 2011 – 50 complaints 2010 – 54 Complaints
Adequate pressure and volume of water to permit effective fire fighting.	This allows communities to be safe.	Urban fire hydrant test flows exceed minimum flow level..	Fire Service testing.	97% Gore 95% Maitai	2013 – no testing yet 2012 – Gore – Achieved 2012 – Maitai – Not Achieved

WASTE WATER LEVELS OF SERVICE, PERFORMANCE MEASURES AND TARGETS 2012-2013

Level of Service	How it Contributes to our Council Outcomes	Specific Measure	Performance monitoring methodology/ source (how do we measure, or where do we get data from)	Performance	
				Target	Achievement
A reliable service for removal of waste water is provided.	Safeguards the health of the community and ensures that the environment is protected from the negative effects of human activities.	Compliance with the maximum response times of: 2 hours for emergency or pump station failure. 4 hours for sewer blockage. 12 hours for urban surface flooding.	Initial response recorded by telemetry system/pager for pump stations and in Customer Services Request for sewer blockage and flooding. Actual response time recorded in customer services log.	100%	2013 - No Incidents 2012 – 100% 2011 – 100% 2010 – 100% .
Waste water systems that are effective and comply with environmental standards.	Safeguards the health of the community and ensures that the environment is protected from the negative effects of human activities.	Annual complaints relating to smell from oxidation ponds.	Customer Services Request.	Less than 5 per annum	2013 - no complaints 2012 – no complaints 2011 – no complaints 2010 – no complaints
Waste water systems that are effective and comply with environmental standards.	Safeguards the health of the community and ensures that the environment is protected from the negative effects of human activities.	Annual customer satisfaction survey shows the community is satisfied with the wastewater service.	Annual Customer Satisfaction survey.	More than 97%	2010 Survey - 97% satisfaction
Waste water systems that are effective and comply with environmental standards.	Safeguards the health of the community and ensures that the environment is protected from the negative effects of human activities.	Percentage of resource consent conditions complied with.	Monitoring results of Environment Southland.	100%	2013 – Samples taken all meet limits 2012 – Target Not Achieved, 2011. Target Not Achieved .

STORMWATER LEVELS OF SERVICE, PERFORMANCE MEASURES AND TARGETS 2012-2013

Level of Service	How it Contributes to our Council Outcomes	Specific Measure	Performance monitoring methodology/ source (how do we measure, or where do we get data from)	Performance	
				Target	Achievement
A reliable service for the collection and disposal of storm water	A reliable service for the collection and disposal of stormwater enables the local economy to operate and grow without interruption	Compliance with the maximum response times of: 12 hours for urban surface flooding	Customer Services Request	100%	2013 – No Incidents 2012 – 100%
	A reliable service for the collection and disposal of stormwater enables the local economy to operate and grow without interruption	Annual customer satisfaction survey shows the community is satisfied with the stormwater service	Annual Customer Satisfaction survey	85%	2010 Survey – 90%
Storm water systems that are effective and comply with environmental standards	Compliance with conditions imposed by a resource consent ensures that waterways are protected from adverse impacts of providing the stormwater service	Percentage of resource consent conditions complied with	Annual report for resource consents	100%	2013 – Report is due 15 th August and will be late ES have been informed and are Ok with a short delay

3. REPORT ON WANDERING LIVESTOCK ISSUES

(Memo from General Manager, Corporate Services – 10.08.12)

The report of the Animal Control Contractor for May 2012 raised some concerns regarding wandering livestock in the district.

Having canvassed views from other local authorities I would advise that this Council deals with livestock issues in very much the same way as those Councils. Given that most wandering events occur at night the most practical solution is to find a secure paddock in the near vicinity and herd the animals into that area. Once the owner of the livestock has been identified they are contacted to arrange collection of the said livestock, with discussions held regarding recommended remedial action should fencing or other security be found to be inadequate. On most occasions this results in action being taken to alleviate the identified issues.

Where remedial action is not effected the Council does have the power under the Impounding Act 1955 to impound the offending livestock and impose monetary penalties for the release of those livestock. Whilst this would seem to be a useful incentive to encourage landowners to ensure their livestock are retained in a secure location, the Council's pound does have a practical issue precluding large animals being taken there as it has a cattle stop in the entranceway to control stock movements from the surrounding leased grazing land. Unless large animals are freighted in, entry would be extremely difficult, especially at night which is when most wandering events seem to occur. Whilst the cost of freight could be on charged to the livestock owner organising the pickup could be somewhat difficult during night time hours.

Finally, with regard to the specific issue highlighted in the previous meeting, Mrs Evans has reported to me that as of last week the fencing on the property concerned was in good order and was deemed to be stock proof. She also advised that there were some changes occurring with regards to the person's management of their stock so it appeared that the issue was close to resolution.

RECOMMENDATION

THAT the report be received.

4. MATAURA SERVICEPERSON

(Report from the General Manager, District Assets – 08.08.12)

Purpose

The purpose of this report is in response to a request from the Mataura Community Board for the Council's consideration to be given to providing Mataura with a dedicated serviceperson.

Mataura Community Board meeting held 28 May 2012.

6. SERVICE PERSON FOR MATAURA (48.2.12 / 46.36.2)

Cr Dixon said it was time Mataura had a service person for parks and reserves and essential services. One small mower could be used in Mataura, instead of bringing three down. The person would also check footpath conditions, trim hedges and conduct inspections for overgrown sections. He thought the Council should provide someone that the community could identify with. He suggested a part time position that could be incorporated with a role in the essential services and parks and reserves department. The employee could also be the first to attend to the waterworks in the mornings. The position would not come under the road contract.

The Roding Manager said the raised issue should be discussed with the General Manager, District Assets. If the Board was thinking about a rearranged operational arrangement, a lot of issues including health and safety would have to be considered.

RECOMMENDED on the motion of Cr Dixon, seconded by B Lee, THAT the Mataura Community Board request that the Council investigate the criteria around the possibility of providing Mataura with a service person.

Background

Prior to amalgamation which created the Gore District, the Mataura Borough Council had a works yard in Mataura and all works in the town were carried out by staff based in Mataura. This situation continued for several years following amalgamation. During this period the Gore District Council became increasingly aware that this arrangement was inefficient and costly. Eventually operations were rationalised so that a reduced workforce based in Gore was continued to successfully provide the level of service needed for a lower level of funding. This remains the case. Similar rationalising of Council operations occurred throughout the country with significant gains in efficiency and effectiveness.

Options

1. Status Quo

Operations would continue in the same manner as at present with staff and plant being based at the Council services yard in Gore. The level of service provided would remain the same unless a call for a change is received. There is scope to change levels of service under this arrangement however if these are increased additional funding would be needed.

2. Maitava Based Operators

Under this option the Council would base staff and plant that carry out asset maintenance at a yard in Maitava. This option would require increased funding for the following reasons:

- (a) An operations yard would need to be provided and maintained in Maitava.
- (b) A staff member or members having the requisite skills to undertake the wide variety of tasks.
- (c) Specialised plant and tools will be duplicated and may get very little use in some cases.
- (d) The efficiency of the Gore based operations will be reduced. Resources will no longer be fully utilised.
- (e) Management of the operation will be fragmented and more difficult.

It appears that the issue behind this request from Cr Dixon is his perception that the current level of service is inadequate. This does not however appear to be backed by the customer requests received by the Council regarding the maintenance of assets proposed to be undertaken by a dedicated service person.

Conclusion

The Council's Managers believe that the current delivery model is the most cost effective and efficient way to deliver the agreed levels of service. The current Long Term Plan stated levels of service are being met in an efficient manner with the Customer Service Report database confirming there is no trending problem with the current operational model being employed.

RECOMMENDATION

That the information be received,

AND THAT the Council maintain the status quo for service delivery in Maitava.

5. POMONA STREET STREETScape – PROGRESS REPORT

(Report from Roading Manager – 15.08.12)

1. Purpose

The purpose of this report is to update the Council Operations Committee on the issues the Council raised in response to the report from the Roading Manager to the May 2012 Council meeting regarding the request, from some of the residents of Pomona Street, for the Council to remove all of the existing grass verges and replace them with chip seal.

2. Background

Two options (other than the status quo) were presented to the Council for possible changes to the Pomona Street streetscape.

Neither of the options gained the support of the Council and the Council requested that further investigation of issues be carried out. In particular the Council was concerned that parking problems which can occur as a result of occasional large events at Calvin Community Church, such as funerals or music festivals, were not addressed by the options presented. Discussion with the Calvin Church regarding the parking issues was requested by the Council. Some Councillors were also concerned that the residents request for sealing for the full width between the existing kerbs the full length of the street was not included in the options.

An estimate of the cost of the options was also requested.

3. Progress

The Roading Manager along with the Council Planner, Keith Hovell, has carried out a preliminary reassessment of the Pomona Street situation.

3.1 Consultant Assessment

In order that informed decision-making takes place traffic counting in the precinct is being carried. It is important to determine the level and type of traffic usage in the area and the implications to the local roading network from any changes undertaken to Pomona Street. It is possible that the classification of Pomona Street as a local residential street arrived at in the recently completed Streetscape Strategy is not appropriate and may need to be amended. On the other hand it may be that the classification is appropriate but that because of the unique set of circumstances that are present in this particular situation an exception to the rule is needed. This may result in a unique streetscape treatment being applied to this street without setting an unwanted precedent for other streets.

Because of these unique circumstances expert transport planning advice has been sought from transport planning consultant, Gabites Porter, which was involved in the Gore Growth Strategy. Gabites Porter is currently assessing the Pomona Street issues and will provide a report including its recommendations. This will include using the recently completed transport model for the district to assess impacts of any possible changes on traffic in other streets. This will be the first use, by Gabites Porter, of the transport model, which it constructed for the Council, on a “real” rather than test assessment.

It is possible that sandbag trialling of some features of some of the options may be required. This may include potential changes to the kerbs at the street ends or traffic calming measures to lower speeds on the street. Consultation with the property owners/residents and other regular users will be undertaken prior to any trials being carried out.

3.2 Consultation with Calvin Church

The Calvin Church parking issues have been discussed with the Chairperson of the Calvin Church Deacons Court. The Calvin Church has fully complied with the parking requirements of its resource consent for the upgrade to its building including concreting the carpark surface and optimising on-site parking by marking the carpark spaces. However the Calvin Church is aware of the parking problems which do occur around the church at times, especially during large funerals. Unfortunately these can coincide with Gore High School operating times which means that there are large numbers of student vehicles on parked around the school including on Robertson Street. This restricts church goers parking in that direction. Members of the church have voluntarily assisted with keeping vehicles from parking on grass verges in Anzac Street on occasions in the past. Use of the St Peters college car park is also arranged and encouraged by the Calvin Church when events do not clash with the school activities. It has also considered purchasing neighbouring property to expand its parking. However this is not financially feasible for the Church in the foreseeable future.

3.3 Cost Estimates

Estimates of costs of options will be provided in a report to the Council following receipt of the report from Gabites Porter.

4. Summary

Discussion with the Calvin Church made it clear that it is unable to make physical changes to its parking to alleviate the occasional problems that occur in Pomona Street. It may have limited scope to help through operational means. This will be explored further with the church.

Expert transport planners currently assessing the Pomona Street issues are more likely to recommend an optimum solution or options that will help alleviate the problems but there will always be events at the church that exceed available parking.

RECOMMENDATION

THAT the report be received.

6. REPORT OF THE ROADING MANAGER

Network Maintenance Contract - General

Generally favourable weather since the last report enabled most activities to proceed with little interruption.

The event of greatest significance in the road maintenance area was the award of the new contract to Downer who understandably are very happy to retain the contract.

The new contract start date is 1 October 2012.

Monthly Maintenance Activity – July/August

Some of the significant activity undertaken since the previous report included the following:

- Routine cyclic rural and urban maintenance.
- Hokonui Drive footpath upgrade is almost complete, only awaiting suitable conditions to seal.
- Reinstatement of various GDC Essential Services trenches.
- Asphalt footpath repairs completed on Bridge Street, Mataura.
- 336 km of the gravel roads inspected to assess their compliance (refer Appendix A below).
- 194 km of the gravel roads inspected were graded to restore compliance (refer Appendix A below).
- 3368m³ of maintenance metalling carried out between 01.07-15.08
- Thomas Street stormwater pipe upgrade in progress.
- Full town sweep underway. East Gore completed.

Programmed Maintenance Works – August/September

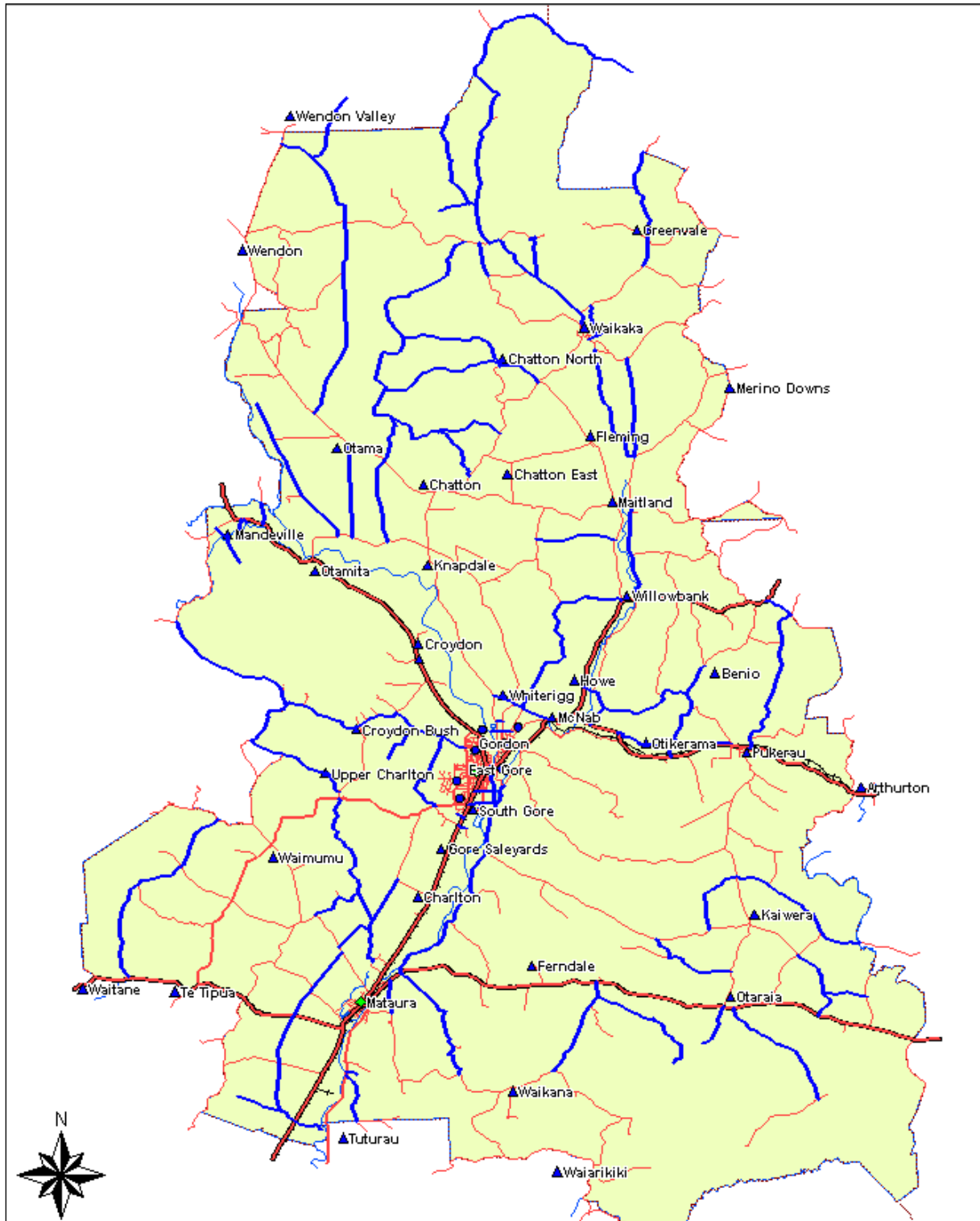
- Routine cyclic rural, urban and reserves inspections and maintenance.
- Various urban and rural pavement repairs.
- Routine grading & maintenance metalling to continue.
- Reinstate essential service trenches as required.
- Continue with biannual town sweep.
- Digout repairs on various sealed rural roads.
- Continuing with urban footpath and concrete repairs on Thomas, Viking, Elsie, Gorton and Halton Streets.

APPENDIX A

GRAVEL ROAD INSPECTION/GRADING DETAILS– July/August 2012

Refer attached map and schedules.

Table 1 Map – Roads Inspected from 04 July to 15 August 2012

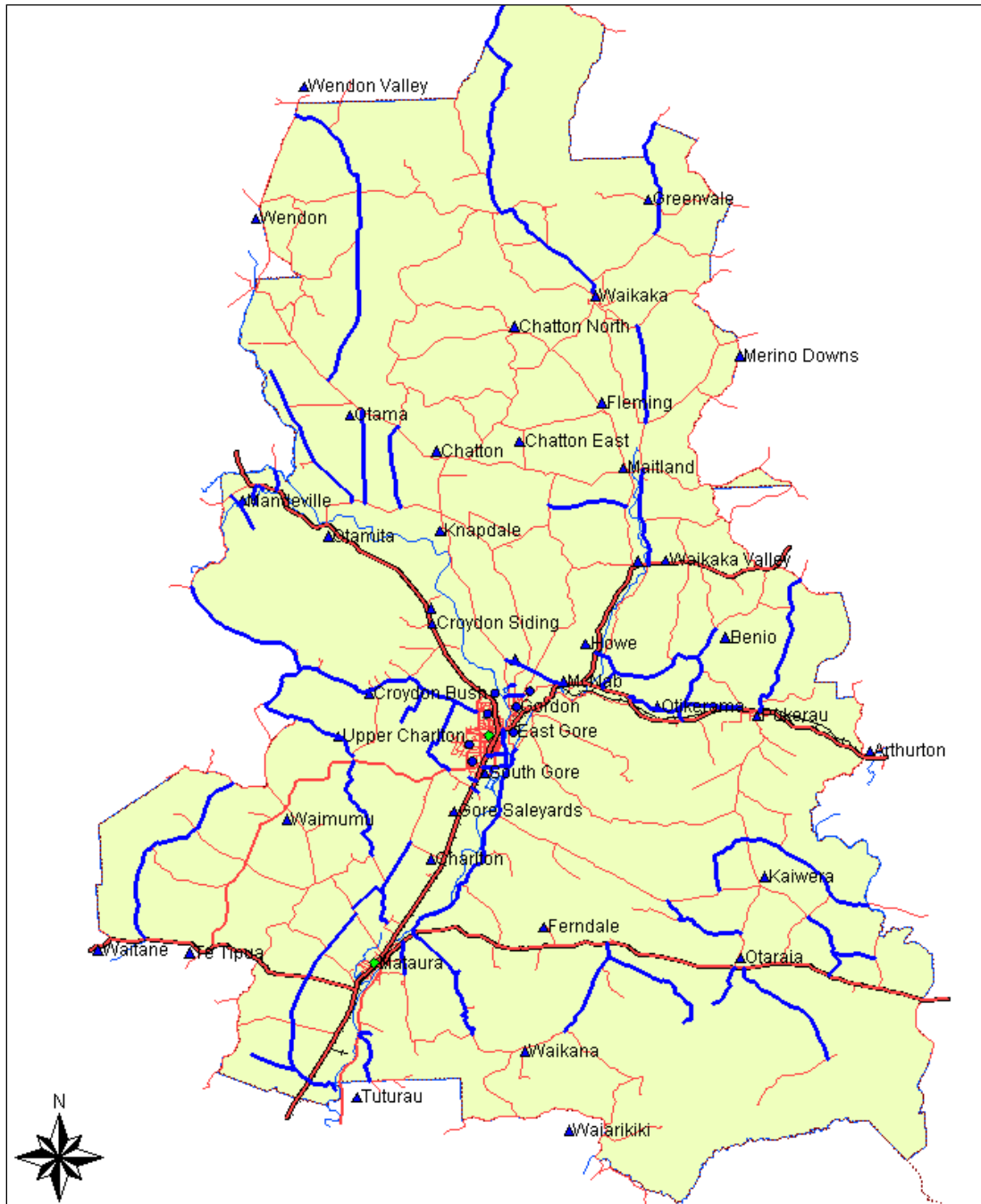


Schedule of Roads Inspected – from 04 July to 15 August 2012

ROAD NAME	LENGTH INSPECTED (M)	ROAD NAME	LENGTH INSPECTED (M)
ROSEMARKIE RD	5634	OTAMA FLAT RD	2580
NICHOLSON RD (CHATTON)	2054	CROMBIE RD	1885
DOLAMORE PARK RD (BDY RD)	6076	HORRELL RD	827
NITHDALE RD	4246	HATFIELD RD	951
ISLA RD	2105	FLOURMILL RD	257
ELLIOT RD	3587	WILSON RD	3897
SCOTT RD	2019	OTAMA FLAT RD	2987
CLEMENT RD	2895	BYARS RD	5795
HUMPHRIES RD	5315	FRIEND RD	1421
MARSHALL RD	2667	HUMPHRIES RD	5315
TOWNSLEY RD	1785	MARSHALL RD	2667
MCBRIDE RD	1681	CAMPION RD	2066
OTAMA FLAT RD	5567	TERRY RD	3918
JAFFRAY RD	4265	BLACKHILL RD	10807
WILSON RD	3897	SMITH RD	1550
TURNBULL RD	5803	CLINKER HILL RD (BDY RD)	7889
MORRISON RD	2945	SWITZERS RD (BDY RD)	2500
PINNACLE RD	4741	WATTS RD	4500
EDGE RD	2092	KENNEDY RD	1759
KAIWERA DOWNS RD	6152	WICKS RD	3370
CLEMENT RD	4000	OTAMA VALLEY RD	5178
PULLAR RD	3379	RIVER ST - GORE	4
WAIKANA RD	4732	OTAMA VALLEY RD	5178
ROSEMARKIE RD	5634	CLINKER HILL RD (BDY RD)	7889
TOWNSLEY RD	1785	WENDON VALLEY RD	6233
MCBRIDE RD	4353	CLINKER HILL RD (BDY RD)	7889
SHANKS RD	2475	LEITHEN RD	4224
REKO RD	501	GARDYNE RD	4561
BOUNDARY RD - MATAURA	1593	GILCHRIST RD	4451
BURY ST	354	PRYDE RD	3687
GRASSLANDS RD	124	MCKINNON RD	1032
SALFORD ST	317	BOUNDARY RD - GORE	291
TERRACE RD	3654	MAITLAND ST	407
GIBSON RD	1615	FAULKNER RD	373
PAKURA RD	2124	RIVER ST - GORE	1022
WADDLE RD	6380	NOBLE RD	341
TERRACE RD	3654	CLEMENT RD	6895
RIVER RD	972	TERRY RD	3918
RIVER RD	1659	CAMPION RD	2066
RIVER RD	686	HUMPHRIES RD	5315
RIVER RD	3756	NICHOLSON RD (CHATTON)	2054
BURNETTS HILL RD - WEST	1339	ROBERTSON RD	5383

RIVER RD	972	LEITHEN RD	2509
RIVER RD	1659	OKAPUA RD	5434
RIVER RD	686	WINSLOE RD	3066
RIVER RD	3756	HERRON RD - WAIKAKA	1465
MILLER RD	8689	MCMILLAN RD	790
MILLER RD	1123	MASON RD	3120
REABY RD (BDY RD)	2575	HOWE RD	1389
KELVIN RD (BDY RD)	1677	MCDONALD RD	3414
DOLAMORE PARK RD (BDY RD)	6076	LANDSLIP VALLEY RD	957
BENIO RD	6999	JAFFRAY RD	4265
		TOTAL	336,565

Map – Roads Graded from 04 July to 15 August 2012



Schedule of Roads Graded– from 04 July to 15 August 2012

ROAD NAME	LENGTH GRADED (M)	ROAD NAME	LENGTH GRADED (M)
NITHDALE RD	4246	MASON RD	3120
ISLA RD	2105	HOWE RD	1389
ELLIOT RD	3587	MCDONALD RD	3414
SCOTT RD	2019	LANDSLIP VALLEY RD	957
CLEMENT RD	2895	JAFFRAY RD	4265
KAIWERA DOWNS RD	6152	OTAMA FLAT RD	2580
CLEMENT RD	4000	CROMBIE RD	1885
PULLAR RD	3379	HORRELL RD	827
WAIKANA RD	4732	HATFIELD RD	951
ROSEMARKIE RD	5634	FLOURMILL RD	257
TOWNSLEY RD	1785	WILSON RD	3897
MCBRIDE RD	4353	OTAMA FLAT RD	2987
SHANKS RD	2475	OTAMA VALLEY RD	5178
REKO RD	501	CLINKER HILL RD (BDY RD)	7889
BOUNDARY RD - MATAURA	1593	WENDON VALLEY RD	6233
BURY ST	354	CLINKER HILL RD (BDY RD)	7889
GRASSLANDS RD	124	LEITHEN RD	4224
SALFORD ST	317	GARDYNE RD	4561
TERRACE RD	3654	GILCHRIST RD	4451
GIBSON RD	1615	PRYDE RD	3687
PAKURA RD	2124	MCKINNON RD	1032
WADDLE RD	6380	BOUNDARY RD - GORE	291
TERRACE RD	3654	MAITLAND ST	407
RIVER RD	972	FAULKNER RD	373
RIVER RD	1659	RIVER ST - GORE	1022
RIVER RD	686	NOBLE RD	341
RIVER RD	3756	TERRY RD	3918
RIVER RD	972	CAMPION RD	2066
RIVER RD	1659	HUMPHRIES RD	5315
RIVER RD	686	BENIO RD	6999
RIVER RD	3756		
MILLER RD	8689		
MILLER RD	1123		
REABY RD (BDY RD)	2575		
KELVIN RD (BDY RD)	1677		
DOLAMORE PARK RD (BDY RD)	6076		
		TOTAL	194,369

Levels of SERVICE, PERFORMANCE measures and targets 2010-2011

Level of Service	How it Contributes to our Council Outcomes	Specific Measure	Performance monitoring methodology/ source (how do we measure, or where do we get data from)	Performance	
				Target	Achievement
We will provide safe roads.	We live in a caring compassionate community	Injury crashes per 100 million vehicle kilometres travelled over five years.	As reported by NZTA. Gore District Road Safety Report – Peer group crash rates.	Less than 42 injury crashes per 100 million vehicle km in urban area. Less than 22 injury crashes per 100 million vehicle km in rural area.	2005-2010 (latest) Target Not Achieved Urban 47 Rural 24 2004-2009 (previous) Urban 49 Rural 25
	We live in a caring compassionate community	The number of complaints relating to the condition of footpaths each year.	As measured by the customer services log.	Less than 28 complaints relating to condition of footpaths.	2013 - 5 complaints 2012 – 28 2011 – 35 2010 – 39
We will provide safe roads.	We live in a caring compassionate community	No crashes occur as a result of negligence substandard safety provision at road works sites.	TMP auditing (COPTTM and LRS standards).	100% of road work sites not contributing to a crash	2013 – No incidents 2012 – No incidents 2011 – One incident 2010 – no crashes
Unsealed roads are maintained to specific requirements	We have a quality infrastructure with potential for growth	Communities in the Gore District are satisfied with the local gravel roads as measured in the customer satisfaction survey	Community surveys are conducted annually.	77% satisfied	Satisfied 2010 – 77% Only 23% expressed dissatisfaction with local gravel roads in the 2010 Resident Satisfaction Survey.
To provide a roading network that meets the needs of the community.	We have a quality infrastructure with potential for growth	Communities in the Gore District are satisfied with the footpaths	As measured in the customer satisfaction survey. Community surveys are conducted annually.	75%	Satisfied 2010 – 75% Only 25% expressed dissatisfaction with footpaths in the 2010 Resident Satisfaction Survey
	A treasured environment which we care for and which supports us now and into the future.	The percentage of request for service and complaints (e.g. streetlight failures, pot holes, pavement markings) dealt with within the contractually specified response times.	Customer services request log.	More than 90% of requests for service and complaints are dealt with within contractually specified response times.	2013 – to be done 2012– 99% 2011 — 95%

7. FAIRFIELD STREET PEDESTRIAN CROSSINGS

(Report from Roading Manager – 15.08.12)

1. Purpose

The purpose of this report is to advise the Committee on concerns raised about the safety of pedestrian crossings on Fairfield Street in Gore.

2. Background

Concerns have been expressed about the safety of two pedestrian crossings across Fairfield Street for some time. The crossing located at the south side of the intersection with Irk Street has been of particular concern. The Fairfield Street/Irk Street intersection has been the most frequent location of crashes in the District. Although these have not involved pedestrians on the pedestrian crossing the fact that it is a hazardous intersection increases the risk of pedestrians being affected in the future. As a result of the high crash incidence at this intersection the Council arranged for a safety assessment of the intersection including the pedestrian crossing to be undertaken. This has recently been completed by MWH Road Safety Engineer, Jeremy Byfield.

3. Intersection Safety Assessment

Comments from Jeremy Byfield, MWH are contained below.

Fairfield/Irk Intersection

There are a number of issues here that all contribute to the crash rate.

An unbroken view through the intersection of Fairfield Street caused by a combination of the trees on the western side and the building line and power poles on the eastern side. The stop signs are not as visible as they should be due primarily due to the width of the road. A number of options are possible to increase compliance, some of which will require a narrowing down of the intersection.

Option 1

Kerb build outs could be constructed to bring the stop signs more in to line with an approaching vehicle. To retain a two lane approach on both sides though would require moving the centre line over. I'd suggest you want to retain the two lanes at this intersection but this option would mean the lanes next to the centreline would be opposite each other meaning you would need to have a left turn/straight through lane and a right turn lane. At present straight through traffic can use either lane.

Option 2

A second option is to install a central splitter island to enable a secondary stop sign to be erected. This would break up the visibility issues and ensure people cannot miss the fact that an intersection is there. By having a left turn/straight through lane and a dedicated right turn lane the splitter island could be installed to the right of the existing centre line on both approaches. Alternatively you could take a little bit out of the approach lanes so that the medians are a mirror image of each other. I would suggest that based on the

number of crashes where people did not see that there was an intersection ahead this is the way to go.

Option 3

Finally, you could also mark the words STOP AHEAD on the carriageway approaching the intersection.

When travelling north and sitting at the limit line visibility to the left is restricted by parked cars. I would suggest that the first space and possibly the second should be removed. A number of crashes have occurred when people complied with the stop and then pulled out because they did not see an oncoming car.

There have been no crashes reported relating to the pedestrian crossing, but its location does mean that there are potential safety issues with vehicles heading south either turning in from Irk or crossing from Fairfield. The first question is, is a formal pedestrian crossing required here? Sometimes it may be safer to just provide a crossing point so that pedestrians don't believe they have right of way and take a little more care. I turned right in to Fairfield Street when a vehicle was wanting to turn left out and a pedestrian was crossing the road behind them.

Assuming a formal crossing is required then how to improve it? Firstly, pedestrian crossings should not be over 10m wide unless they have a refuge in the middle. This one is just over 12m. The option above for a splitter island would give the added benefit of providing that refuge option. Many Road Controlling Authorities (RCA's) have switched to using fluoro discs rather than belisha beacons which is worth considering. The two poles here are also in need of maintenance with the black and white markings not being very clear. They weren't as bad as some we saw but you can see in the photo that the one with the stop sign attached is hardly recognisable as a pedestrian crossing pole.

4. Summary

The options suggested in Mr Byfield's report if implemented are likely to significantly improve the safety of all road users at this intersection including pedestrians.

Mr Byfield appears to favour the second of the options he has described along with option 3. Installation of "Stop Ahead" pavement markings as described in option 3 is a low cost measure and arrangements have been made for our pavement marking contractor to carry out this work. It is estimated that option 2 is likely to cost around \$30,000 to construct however this will need to be confirmed once the islands are designed. The work would be funded from the urban minor works budget (\$48,500).

The question raised as to whether the pedestrian crossing should be retained needs to be decided. In my opinion the suggestion to remove the zebra markings and install a splitter island with a pedestrian refuge in it to provide some physical protection for pedestrians while at the same time making pedestrians think more carefully before crossing, makes sense.

RECOMMENDATION

THAT the report be received,

AND THAT the Council approve the implementation of option 2 including removal of the existing pedestrian crossing subject to the cost being able to be met by the urban Minor Works budget.

8. REFUSE - RECYCLING REPORT

(Report from Asset Manager, Utilities – 16.08.12)

The new wheelie bin collection service for the Gore District urban residents commenced on 2 July 2012. The delivery of the new wheelie bins delivery started in late May and delivery continued into June. Additional small bins (80 litres) were sourced to meet the requests from residents for the small bins. Residents are still choosing to change over the size of their wheelie bin but this is now slowing. They are happy to pay the \$80.00 change over fee.

The Gore District collection is divided into four areas with collection being undertaken on Monday through to Thursday. If the collection on the Monday and Tuesday is refuse, the collection on the Wednesday and Thursday is recycling. The following week is the opposite. This has been done so that all of the recycling is uplifted in the same week. This allows a more even flow of recycling arriving at the recycling centre.

The first month of collection has shown that areas one and four have low presentation of bins but more weight (23.69 and 22.72kgs) in the bin whereas area two and three have a higher rate of presentation and less weight (19.14 and 18.61 kgs) in the bins for refuse. The recycling shows areas two and three are very similar with weight in the bins (11.34 and 10.53 kgs) and areas one and four are heavier in weight (15.12 and 13.65 kgs).

The report on tagged bins shows the most common reason is the bin is not facing the correct way to be picked up. An orange tag is put on a bin when it is too close to another bin, packed too tight or facing the wrong direction. A red tag is placed on the bin when the bin is either contaminated, over full, or has excessive weight. In the first month, eight people reported that their bin had not been emptied. This was a combination of not being out on the right day or not out early enough and missed collection. In some cases the contractor has gone back the next day to empty the bin.

As reported at the last Council meeting the comments from staff at the recycling centre is that they are very pleased with how clean the recycling is. Also people using the wheelie bins find the service very good.

Transfer Station - weights (tonnes) from January 2012

	Refuse	Recycling bin	Green Waste	Metal	Clean fill	Glass	Refuse Bin	Refuse 10/11	Refuse 09/10	Refuse 08/09
Jan--2012	438		65	3	17	15		493	571	543
February	556		72	3	27	14		489	535	513
March	554		110	5	28	14		550	614	581
April	475		96	2	11	15		470	500	588
May	559		63	1	14	13		556	500	597
June	443		31	1	99	9		467	492	597
July	456	56	55	2	76	8	160	477	523	532
Total	3481	56	490	17	272	88	160	3501	3735	3952

Quantities received at the transfer station for July are less than the weights received in previous years. This can be attributed to the new wheelie bin service. Quantities for wheelie bin collection refuse and recycling are also shown in the table. When July refuse and recycling are combined this shows 512 tonnes of product collected in the Gore District. The expectation is that recycling collected at kerbside will increase over the coming months, especially over the summer. For June and July there was less glass deposited at the transfer station when compared to previous months. This was expected as the residents were using the new wheelie bins to recycle their glass.

Roadside dumping occurred in July three times. These sites were all on the fringe of the urban area of Gore. Green waste and rubbish was also dumped at the gate of the Mataura transfer station.

RECOMMENDATION

THAT the report be received.

9. WASTE DISPOSAL FEE

(Memo from Asset Manager, Utilities – 16.08.12)

A letter has been received from JD Souness requesting the opportunity to negotiate a new contract for continued use of the Gore Transfer station at a discounted price.

When the transfer station opened in 2005, the Council formulated an agreement with Paddy's Bins and J D Souness Ltd regarding the disposal fee per tonne, the contractors would pay. A discount level was set at that time with annual adjustments to be calculated using movements in the consumer price index (CPI). Over time the gate fee increased and the CPI adjustments did not increase at the same rate. In June 2012 the gate fee was \$145.00 with Souness paying \$111.85. The gate fee for the 2012-2013 year is \$160.00 per tonne. This allowed for the Government waste levy and the ETS to be introduced in January 2013. Currently Souness is paying \$160.00 per tonne for refuse.

The collection of large volume of refuse from the Gore District is collected by two contractors, J D Souness, and Paddy's Bins Ltd. Paddy's Bins has deposited 2,049 tonnes (average per month 170 tonnes) and J D Souness 2,417 tonnes (average per month 201 tonnes) of refuse in the last year. Allowing for landfill gate fee and the haulage costs to the landfill leaves a small balance to contribute to the operation costs of the transfer station.

A discount of 10% of the gate fee was given to Paddy's bins from 2012 until 2019.

If the Council was of a mind to provide a discounted price for JD Souness Ltd the discount should only be on the refuse rate excluding the Government waste disposal levy and the ETS levy. Based on the same discount given to Paddy's the refuse rate to Souness would be \$126.91 (excl GST). The current waste disposal fee and ETS levies would then be added to this.

With the introduction of wheelie bins the expectation is the amount of refuse deposited by both Paddy's and Souness will reduce. In July 2012 Paddy's Bins collected and paid for 151 tonnes of general refuse which is down 19 tonnes on average. Souness collected 163 tonnes which is down 38 tonnes on average. Overall, the weight for refuse received at the transfer station in July 2012 by Souness did show a decline for July. This decline could be due to the first month of operation of the wheelie bin service and Souness could be currently taking some loads to Balclutha. Currently in Clutha the refuse is deposited at Mt Cooe at a rate of \$83.00 per tonne.

The options are to retain the status quo or offer Souness a discounted price as given to Paddy's. The first option could result in less refuse coming into the Gore transfer station which would mean a shortfall in revenue. By securing all the refuse that is produced in the Gore District, the Council is then controlling the correct disposal of the refuse in the controlled landfill at Browns.

RECOMMENDATION

That the report be received,

AND THAT the Gore District Council offer a discount to J D Souness Ltd similar to that offered to Paddy's Bins Ltd.