



TO THE MAYOR AND COUNCILLORS OF THE MACKENZIE DISTRICT COUNCIL

Membership of the Asset and Services Committee:

Cr James Leslie (Chairman)
Claire Barlow (Mayor)
Cr Noel Jackson
Cr Evan Williams
Cr Russell Armstrong
Cr Murray Cox
Cr Graham Smith

*Notice is given of the Meeting of the Asset and Services
Committee to be held on Tuesday 7 June, 2016, following the
conclusion of the Finance Committee meeting.*

VENUE: Council Chambers, Fairlie.

BUSINESS: As per agenda attached

WAYNE BARNETT
CHIEF EXECUTIVE OFFICER



ASSET AND SERVICES COMMITTEE

Agenda for Tuesday 7 June, 2016

APOLOGIES

DECLARATIONS OF INTEREST

MINUTES:

Confirm and adopt as a correct record the minutes of the Asset and Services Committee meeting held on April 26, 2016.

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REPORTS:

1. Asset Manager's Report to April (attached)
2. Asbestos Disposal and Charges (attached)

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ADJOURNMENTS: 10.30am - Morning Tea
12pm - Lunch

MACKENZIE DISTRICT COUNCIL

MINUTES OF A MEETING OF THE ASSET AND SERVICES COMMITTEE HELD IN THE COUNCIL CHAMBERS, FAIRLIE, ON TUESDAY 26 APRIL, 2016 AT 10:30AM

PRESENT:

Cr James Leslie (Chairman)
Cr Graham Smith
Cr Murray Cox
Cr Russell Armstrong
Cr Evan Williams
Cr Noel Jackson

IN ATTENDANCE:

Wayne Barnett, Chief Executive Officer
Bernie Haar, Asset Manager
Suzy Ratahi, Roading Manager
Geoff Horler, Utilities Manager
Angie Taylor, Solid Waste Manager
Keri-Ann Little, Committee Secretary

APOLOGIES:

Resolved: that an apology be received from Mayor Barlow.

Cr Smith/ Cr Williams

DECLARATIONS OF INTEREST:

There were no declarations of interest.

MINUTES:

Resolved that the minutes of the meeting of the Asset and Services Committee held on March 15, 2016 be adopted and confirmed as a correct record.

Cr Smith/ Cr Williams

ASSET MANAGERS MONTHLY REPORT:

The purpose of this report was to update the Asset and Services Committee on the progress on various projects and also on the normal operation of the department for the past month.

Resolved:

1. That the report be received.

Cr Cox/ Cr Armstrong

Utilities:

Mr Horler took the report as read, and spoke to the following points;

- Twizel water upgrade has finished and is running.
- Water remain replacement is underway, Maryburn will be changed over tomorrow.
- Twizel wastewater is stagnant.

Mr Haar added that the Twizel watermain trial will not take place until next year's contract as the timeframe required to accommodate has expired. Mr Haar said he is proposing the trial take place with next year's contract on Tekapo, Godley and McCauley Place. He said he is negotiating a rate similar to what has been in place.

Mr Horler continued:

- Tekapo Reservoir reline/sealing complete, waiting for the seal to harden and will be refilled around the 9th of May. Later in the year, the Council will look to start the outside, the bypass has worked well.
- The Kimbell line is completed.
- Fairlie intake investigations are ongoing.

Cr Smith stated he had received a complaint regarding the Twizel water and chlorine dosing. He asked if the chlorine dose has been reduced now that the upgrade is completed.

Mr Horler responded that there was an incident when the dosage was increased. He added the chlorine is off at the moment while Council determine why there was an overdose.

Cr Smith asked if the Kimbell line works will be compacted and the area tidied.

Mr Horler said it has been improved and boulders moved to the fence line. He said the area will be left to settle and re-evaluated in a year's time.

Roading:

Mrs Ratahi took her report as read and highlighted the following points:

- Very busy with re-seals and minor improvements.
- NZTA visited and completed a "RAPT" tour looking at a forward works programme to see if they agree with our level of expenditure. Council submitted a cost scope adjustment form for more funding to meet Council's funding levels which was approved as Council's Long Term Plan process. Gordon Macdonald and Graham Clark looked at the network and made some comments this was very beneficial. Mrs Ratahi said they would like Council to complete more work on risk modelling on some of our sealed networks.

Mrs Ratahi added that she is looking at utilising the DTEMs which is a modelling software programme to assist her in pricing the before NZTA will improve the increase requested.

Mrs Ratahi said the NZTA will also assess unsealed pavements and the Haldon Road 2ks, which she thinks would benefit from surfacing. This

Road is receiving a considerably higher traffic count throughout the off season.

- Most of minor improvements completed.
- Lilybank Road traction seal join the two seals and are now holding off on this works due to late timing in the season. Council will now look at doing a timber face side rail around Lakeside Drive.
- Fairlie Community Board recently debated the dust nuisance from Fox View Road and passed a resolution for Council to consider sealing approximately 120 metres back from SH8, Council would either have to carry this work out as unbudgeted works or allow for the project in the 2018-2028 Long Term Plan.

Mrs Ratahi added she has received complaints in regards to the dust problem also at Eversley Reserve and this is part of a bigger picture that will feed quite nicely into the Transportation strategy.

Cr Jackson commented that he has visited Everlsey Reserve and seen the dust problem first hand.

Mrs Ratahi reiterated this is a good conversation to have as part of the Transportation Strategy, however sealing Eversley Reserve is currently in year 9 of the Long Term Plan.

Cr Jackson asked if this could be brought further forward, Mrs Ratahi replied this would depend on what Council decides in the next Long Term Plan, or whether there would be an amendment to the Long Term Plan next year.

Mrs Ratahi said because of the low level of traffic using the road it would not meet NZTA funding criteria and would have to be solely funded by Council.

Cr Smith referred back to Fox View Road adding there will have to be prioritisations made. Mrs Ratahi agreed adding this will all be part of the Transportation Strategy.

Solid Waste:

Angie Taylor added the following points to her report, taken as read;

- Paper for trees a recycling programme in Schools continues to be popular and is funded by the waste levy we receive from the Ministry which is currently \$1,200 a year.
- The Glass stockpile has gone, which is a fantastic story and Ms Taylor plans to engage with the media.
- Change is glass collection procedure, no extra cost to Council

Mrs Taylor said Council is working on their contract with Envirowaste, improving Council's Health and Safety reporting. Ms Taylor added that this is something she will start to add to her report.

Cr Smith referred to Asbestos disposal and asked if Council had addressed its safe disposal.

Ms Taylor said the contractor has an arrangement with a Christchurch Contractor.

Cr Cox asked if solid waste collection in Tekapo is based on Wheelie Bins emptied every time from every house or was it based on the fact that 60% of bins would be emptied only.

Mr Haar replied, the rate set is a recovery on the cost of supplying the service on a total amount of waste collected on an annual basis.

So this was not based on the fact the truck would stop at every place, clarified Cr Cox and continued on to ask if there will be an increase in cost.

Mr Haar said the contract cost is that Council pay a fee for every bin each month for collection regardless of whether it's picked up or not. He said Envirowaste would have made an assumption that perhaps only 60-70% would be emptied. Mr Haar agreed with Cr Cox that the waste stream was increasing.

Mr Haar continued to add that Ms Taylor has been speaking with Holiday Home owners offering a two bin service to allow for extra waste and subsequently they are charged a double set of rates.

Mr Haar concluded the Asset Manager's Monthly report informing the Committee that there are three contracts running at the moment other than utilities services contracts. He said there is no Health and Safety issues that have been reported to Council and reiterated that the Water Supply Reservoir relining and covering is complete. Mr Haar asked the Committee to note the contract value was \$195,000 and Council have paid \$181,000 resulting in the works coming in under budget.

The first progress payment for the Twizel Water Main Replacement has been made.

The Chairman congratulated Mr Haar on his report once again.

Resolved:

2. That the report be received.

Cr Cox/ Cr Armstrong

**THERE BEING NO FURTHER BUSINESS THE
CHAIRMAN DECLARED THE MEETING CLOSED AT 10:50AM**

CHAIRMAN: _____

DATE: _____

MACKENZIE DISTRICT COUNCIL

REPORT TO: ASSETS AND SERVICES COMMITTEE
FROM: ASSET MANAGER
SUBJECT: ASSET MANAGER'S MONTHLY REPORT
MEETING DATE: 7th JUNE 2016
REF: WAS 1/1
ENDORSED BY: CHIEF EXECUTIVE OFFICER

REASON FOR REPORT

To update the Assets and Services Committee on the progress on various projects and also the normal operation of the department for the past month.

RECOMMENDATION:

1. That the report be received.

BERNIE HAAR
ASSET MANAGER

WAYNE BARNETT
CHIEF EXECUTIVE OFFICER

UTILITIES

Project updates:

Twizel Water Upgrade

This is almost complete with only the install of a power cable so the submersible river pumps can run off the generator at the treatment building. The treatment plant has been working well except during a recent a power cut, when the automatic start on the generator failed. We are working with the supplier of the Generator to ensure this does not happen again. The over dosing of chlorine has been resolved just waiting for one small part to prevent it happening again.

Twizel Water Main Replacement

Maryburn St is complete with full reinstatement of the footpath and road crossings. Mt Cook Rd pipe laying and house connections are complete. Road crossing have been repaired with Asphalt Concrete. The footpath reinstatement is planned for completion when it gets warmer in September to ensure it is a good result at the end. Whitestone Contracting have carried out this work in a timely manner as well as ensuring the disruption to consumers is kept to a minimum.

Staff will be preparing the contract documentation for the next stage ready to go out to tender so that an earlier start can be made.

Twizel Waste Water Disposal Upgrade

There has been no more movement on this project since the last report.

Tekapo Reservoir Reline.

Work on the sealing of the reservoir has been completed the reservoir filled. There are no leaks showing up so it has been successful outcome. The reservoir is now back on line.

Tekapo Waste Water Disposal

The investigation of possible alternative disposal options is underway. Testing for one of the options has been completed and the data compiled, the second option is underway now. Once all the data from that work is collected and correlated a report will be presented to council on the preferred option.

Kimbel – Fairlie Water Main Replacement.

Staff need to start planning for the next stage of this work. As the first stage was so successful, both in cost and efficiency of delivery along with the quality of the project, it may be appropriate negotiate the completion of stage 2 with Whitestone Contracting Ltd. This procurement procedure has the advantage of expediting the procurement and ultimately saves cost.

The water main replacement on Gray St, postponed this year is programmed for 2017, tender documents will be prepared shortly.

Fairlie Intake Investigation

This has been progressing well over the last year. Data to date looks promising.

SCADA

Two of the three sewer pump stations in Tekapo are now on line with the third due to come on line in the next two weeks. Once that is completed the contractor will move onto the next site at the Fairlie sewer ponds. This work will be completed by the end of June.

General

The low dissolved oxygen levels at the Twizel treatment ponds have now been corrected. Unfortunately there will be some added cost to achieve this as a large pump had to be hired to circulate and aerate the pond water to force oxygen in to correct the issue. Looking at data from the two sewer pump station that are on line there has been a lot of storm water ingress over the weekend with the heavy rain. There will be a need to carry out some smoke testing to find where it is entering the sewer system

Budget Breakdown

Water:

End of April the Operation and Maintenance expenditure. Electricity cost \$107,394 is over budget by \$23,644. Contractors \$330,386 is over budget by \$153,220. This is mainly due to the Kimbell line issues, Toby replacements in Twizel and the Tekapo water by pass at the reservoir. Water quality monitoring \$21,622 is over budget by \$872. This will be due to having to carry out retests. Consent monitoring cost \$1,055 is under budget by \$5,779.

Wastewater:

End of April the Operation and Maintenance expenditure. Electricity cost \$19,761 is under budget by \$2,632. Contractor \$108,654 is over budget by \$29,572. This was due to sewer main blockages from tree root intrusion in the three townships and an unexpected pump failure in Tekapo. Consent monitoring \$13,385 is under budget by \$844.

Storm water:

End of April the Operation and Maintenance expenditure. Contractor \$12,509 is under budget by \$5,741. Consent monitoring \$1,016 is under budget by \$984.

ROADING

General Maintenance

The sealed road resurfacing programme has been completed in time and within budget this season. The work has been undertaken to a high standard and currently there are no signs of visual defects on the completed roads (other than isolated pavement damage, which isn't related to the resealing quality). The Roading Manager has been busy the last few weeks working on the finalised resurfacing programme for next season, while this is "final" it should be considered indicative only, as a lot will depend on the effect winter has on the network.

The re-metalling programme is nearing completion with the final worst frost heave sections at the top of Lilybank Road receiving a wearing course. Other roads completed this year are the worst sections of Braemar Road, Haldon Road, and Manuka Terrace. With heavy spot metalling on Hakataramea Pass Road and Mackenzie Pass Road.

One Network Road Classification

The Road Efficiency Group (REG) have released a new document "*One Network Road Classification (ONRC): A General Guide*" which has been included with this report, it is a high level document that shows the intention of ONRC. Again, staff are waiting for the finer detail of what the performance measure will look like before any gap analysis can be undertaken on the Mackenzie Network.

Collaboration Update

Staff have met to review the memorandum of understanding and check for the relevance now we are 2 years further down the road. Specific Collaboration Aspects, MoU Objectives and roles, responsibilities and deliverables were looked at, with various work streams and tasks being allocated to various work stream leaders, responsible for delivery of the MoU objectives. There is much work to crack on ahead with and, where possible, it is seen as beneficial to reduce duplication.

Environmental Maintenance

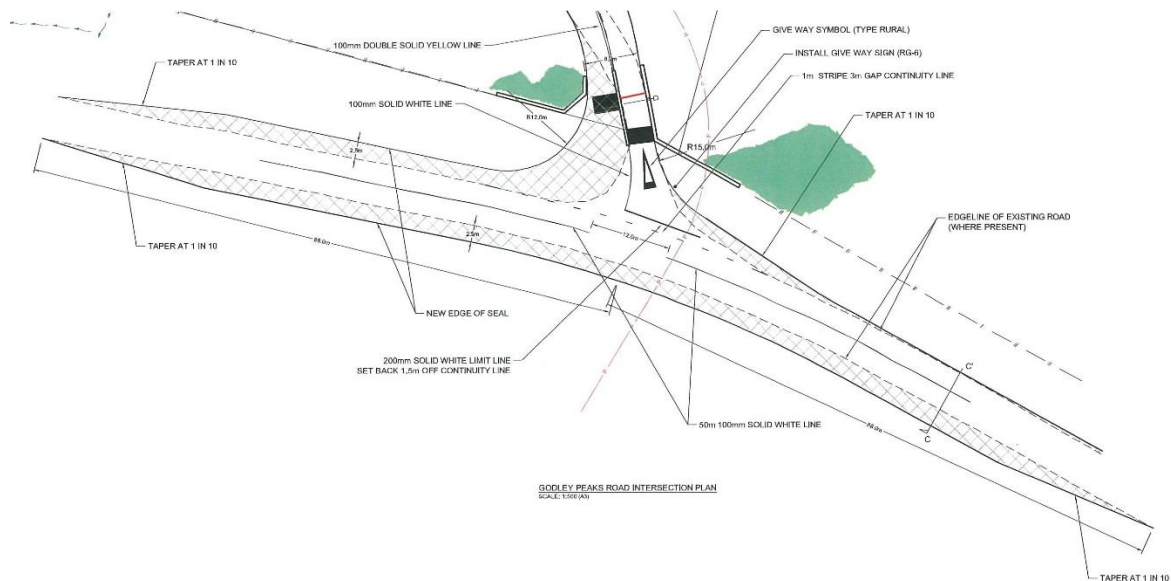
Total spend to date is \$124,103.35 for snowfall (not associated directly with the June 2015 snow event), gritting and roadside spraying, and mowing and \$65,780.18 in gritting/tree clearance/Pavement repairs directly associated with the June snow event. This is likely to go over budget but expenditure will be reduced in other areas to account for the difference.

Minor Improvements

The minor Improvements list is being programmed for the next two years, the final list will be reported in the next assets and services report

Godley Peaks Road Intersection Improvement

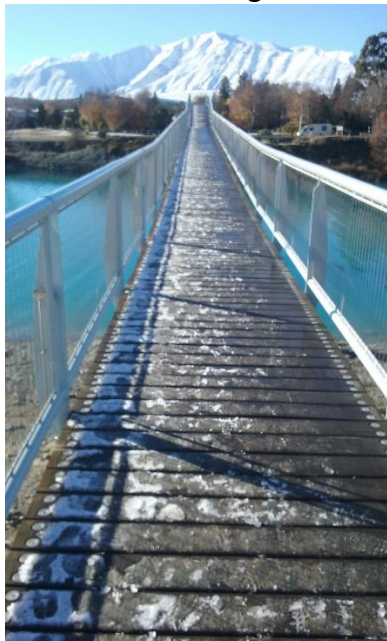
Earth and Sky have experienced significant growth in visitor number to the top of Mt John. This has driven a review of the safety of their access off Godley Peaks Road. The access has been widened from single lane to two way and there is widening on both sides of Godley Peaks Road, see plan below.



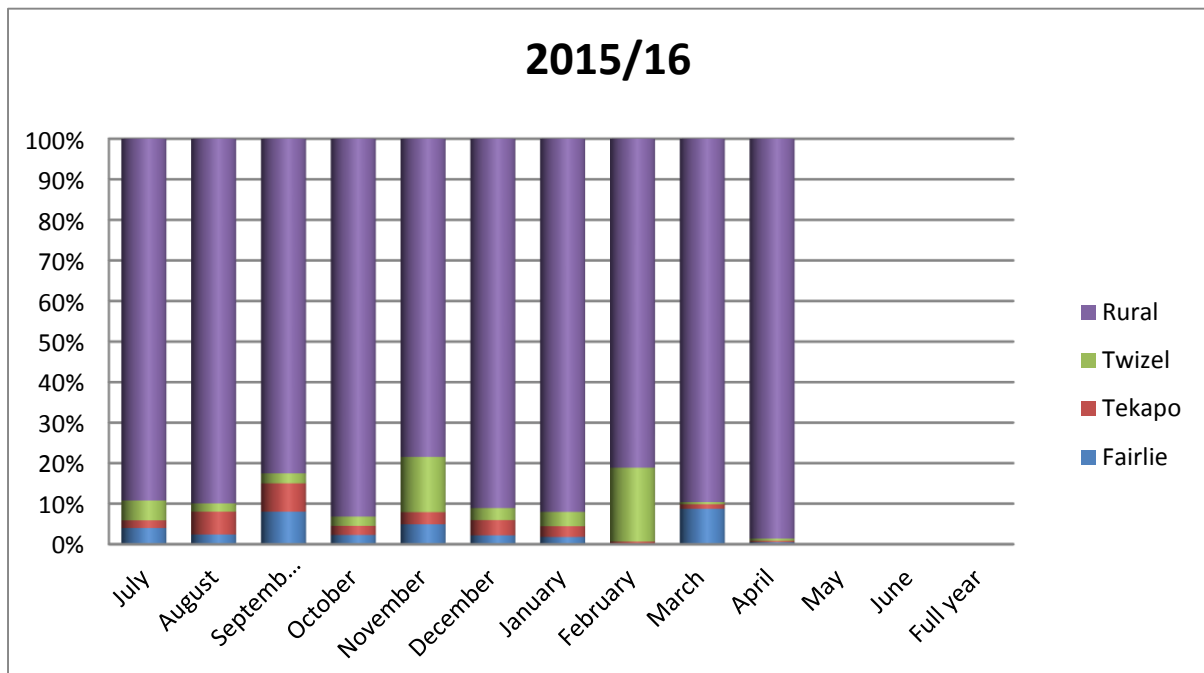
This work was paid for by Earth and Sky and they will pay for the second coat seal in twelve months' time. After that the extra seal width will be added to Councils asset register.

Tekapo Footbridge

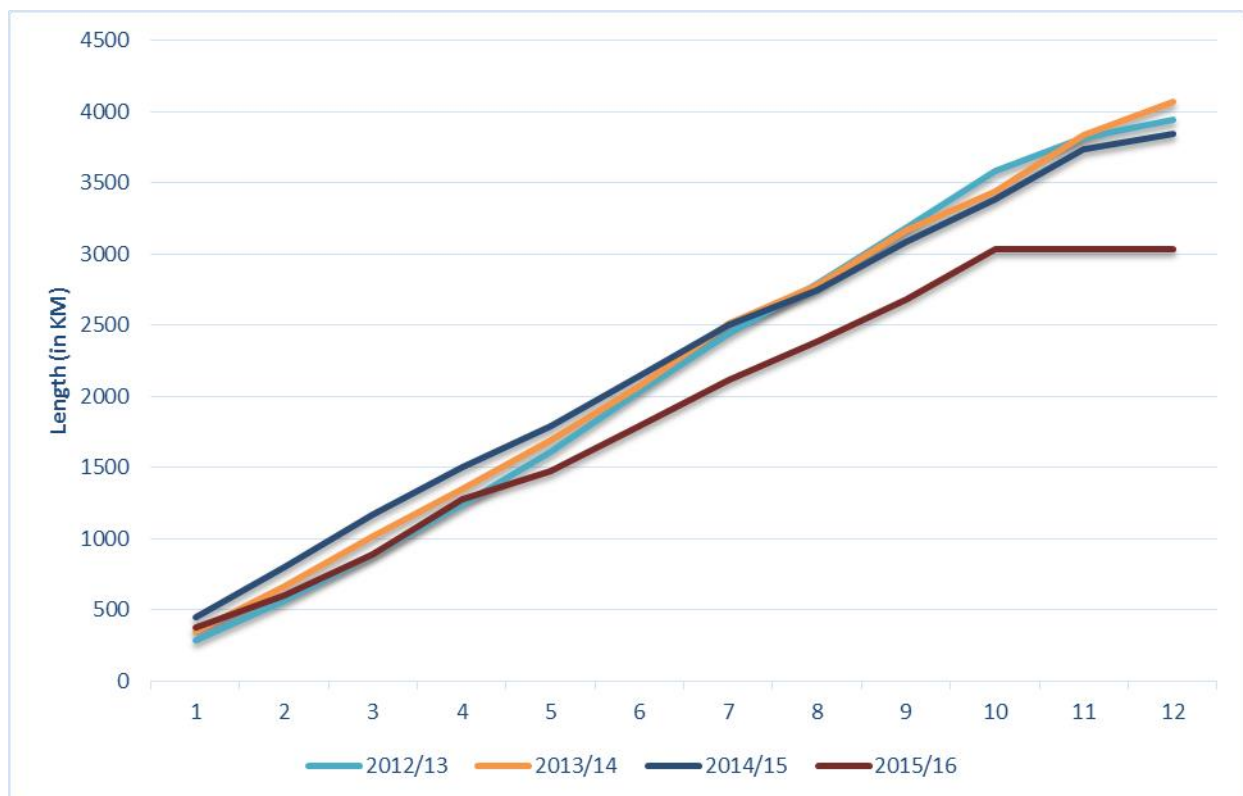
As predicted the Tekapo Footbridge is causing issues with icing. The arch has a maximum gradient of 16% and any ice on it creates a safety hazard. Whitestone have had to close it on a number of occasions and are looking at various options to make it safe. We always knew there would be issues with snow clearance for bigger events, but there are equally as much concern with the light snowfall and frost.



Amaglamated Roading Budgets Graph Showing Percentage Share



Unsealed Road Grading (Cumulative)



ASSET MANAGEMENT

Roading Manager Resignation and Replacement

Suzy has resigned from her position and will take up a new role with Timaru District Council. Her last day of work with Mackenzie will be the 8th July 2016. Even though we lose Suzy to Mackenzie' Assets team she will still be an integral part of the Mid-South Canterbury Rooding Collaborative.

Suzy has made a very positive contribution to the roading network within Mackenzie in the five years she has been with us and I am sure we all wish Suzy well in her new role.

The replacement position has been advertised and closes shortly.

Asset Management Plan Reviews

With the lead up to the 2018 Long Term Plan, Council's 30 Year Infrastructure Plan and Asset Management Plans will have to be reviewed and updated. In the past this work has always been completed in-house by Council staff. With the resignation of the Rooding Manager there will naturally be a shift from would could be completed in-house to requiring some external assistance.

There is money in the 2016/17 budget ear marked for LTP assistance but not yet allocated. However in light of the current situation it may not be enough.

SOLID WASTE

Education

Love Food Hate Waste



Love Food Hate Waste will be launching a three year education campaign during June this year. The main aim of the campaign is to reduce the large amount of food that is wasted in New Zealand households. The Mackenzie will be involved in promoting Love Food Hate Waste.

Enviroschools

St Joseph's school in Fairlie is well underway with introducing the Enviroschools programme, with teacher training in Timaru organised for June. Tekapo School has expressed interest in the programme and is currently working with the Enviroschools coordinator.

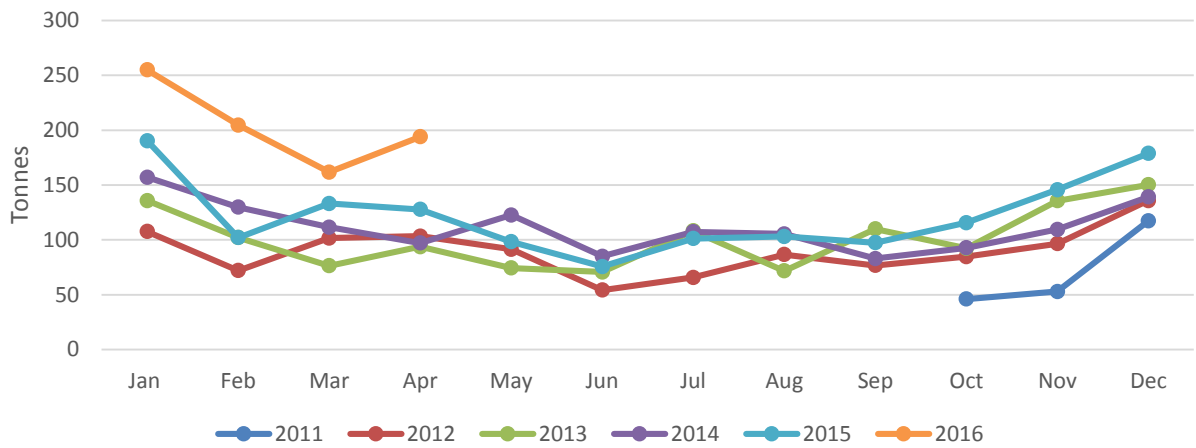
Health and safety

Work is underway on improving the health and safety systems for the Council's clean fill sites. Cleanfill sites are located in Twizel, Tekapo and Fairlie, with all sites used on an infrequent basis by contractors and the public.

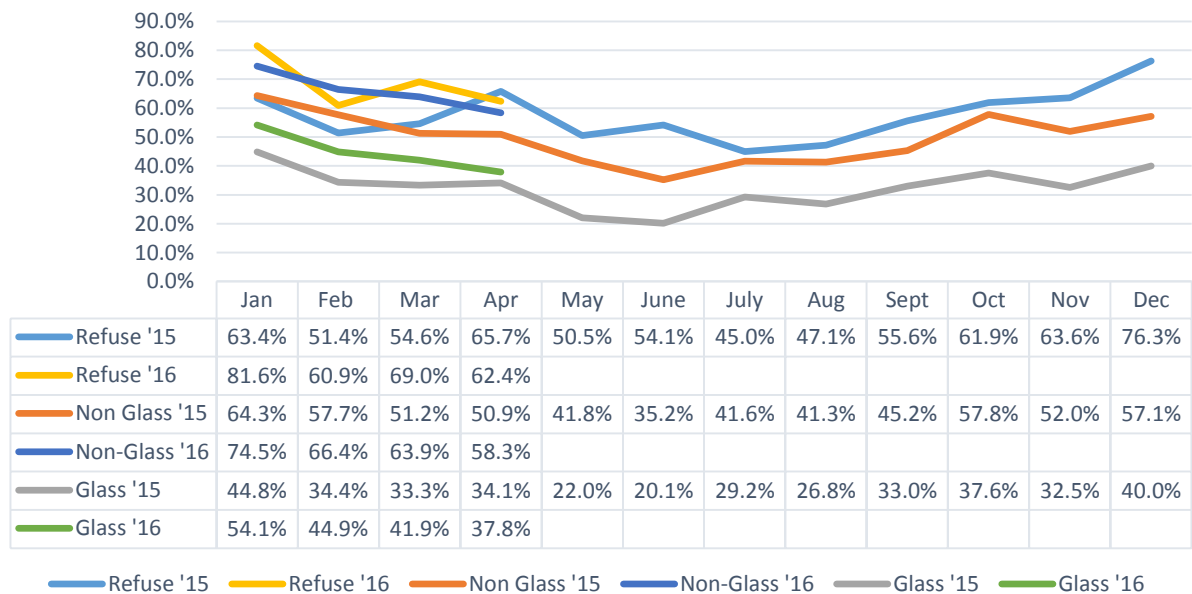
Asbestos

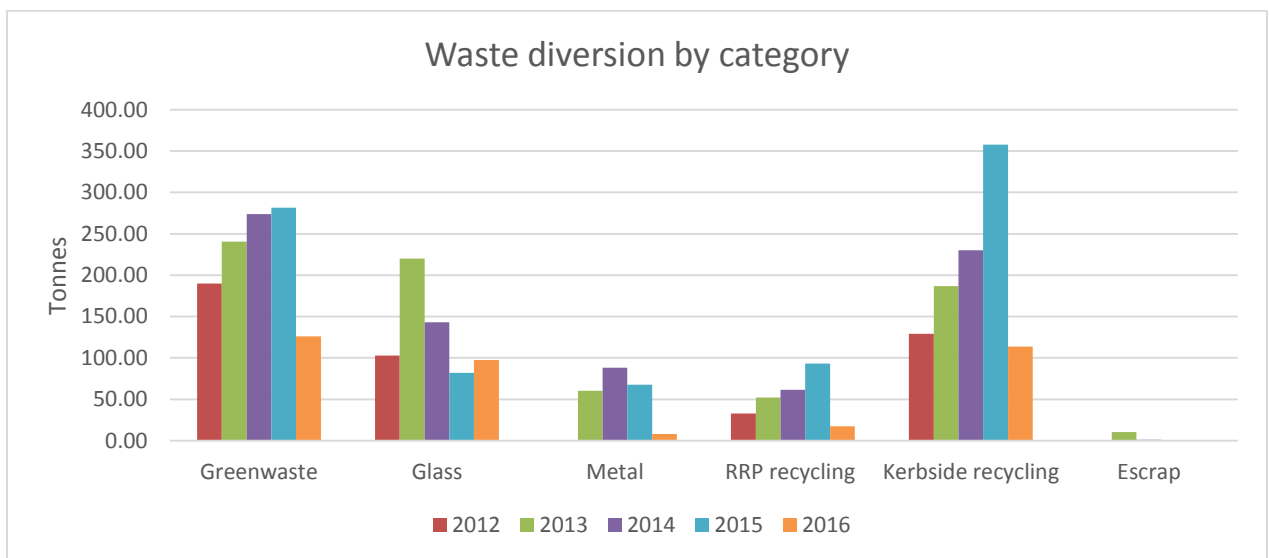
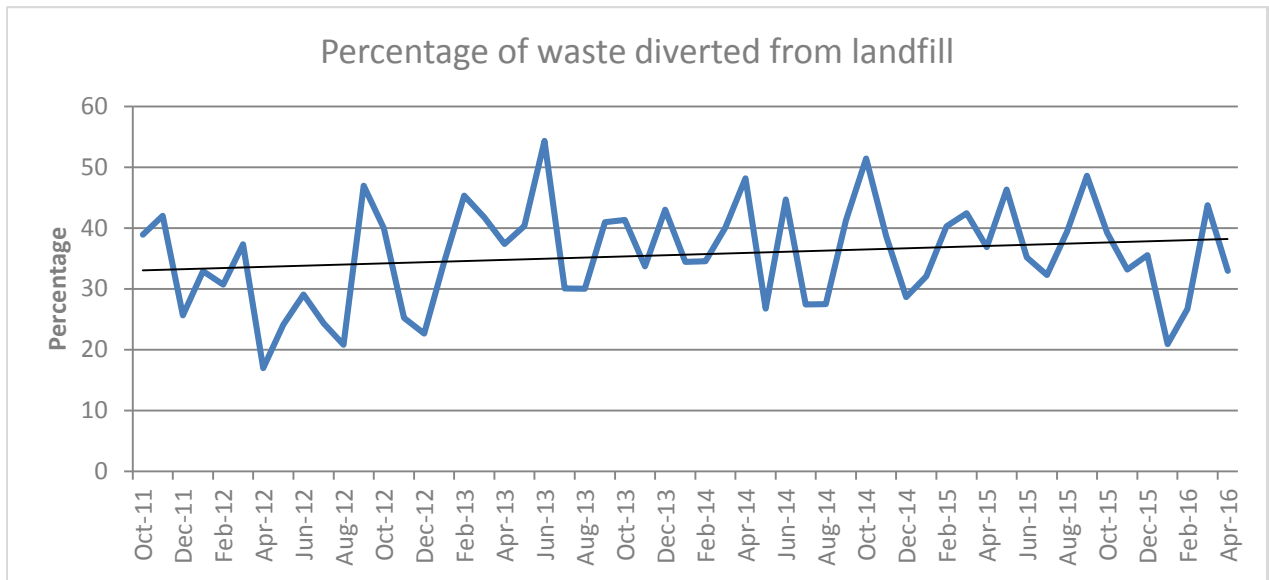
Covered in separate report.

Residual waste sent to landfill



Bin presentation rates





Contract Progress

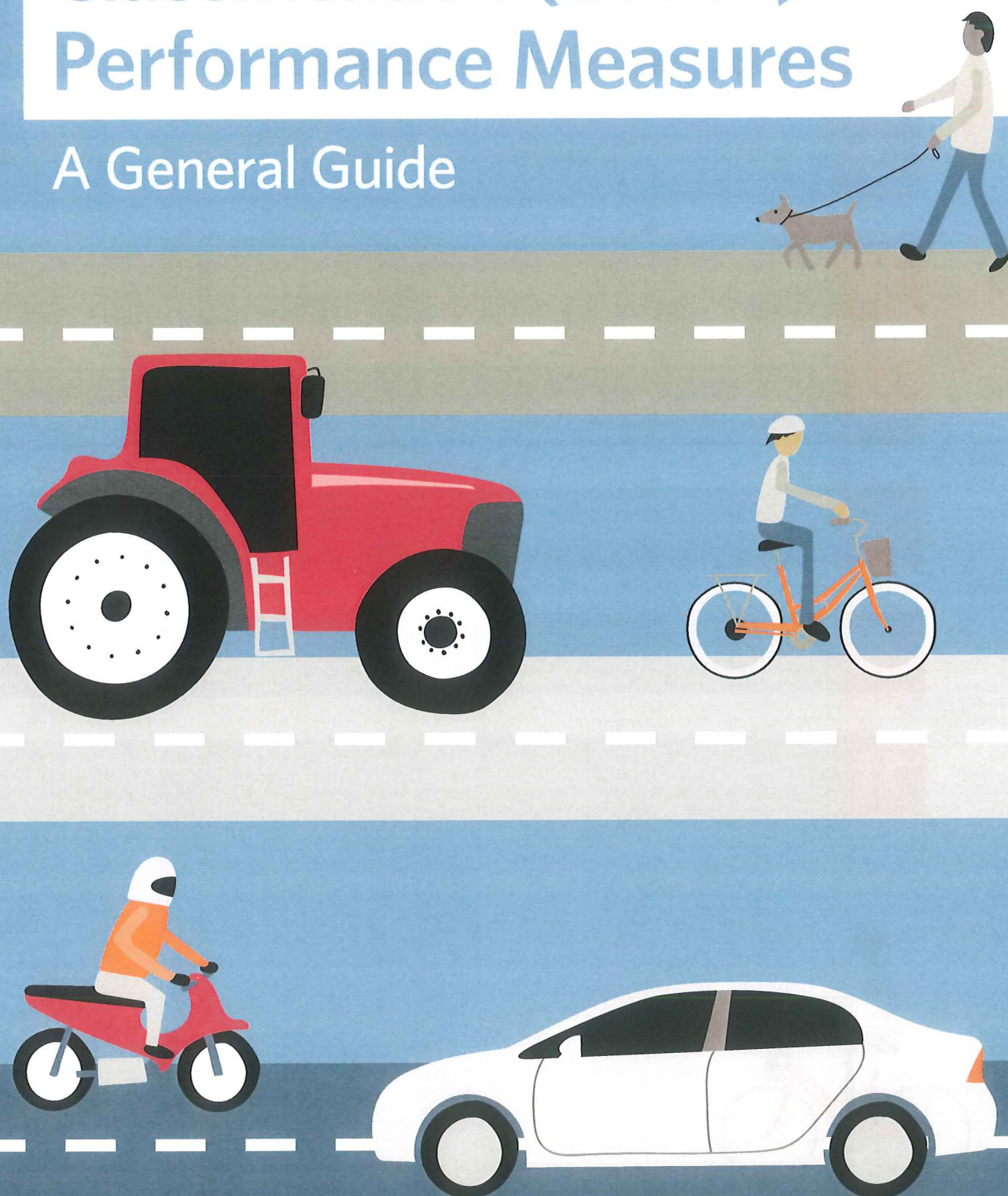
Contract - 1226	Shared Service - Re-Surfacing
Tender Acceptance	August 2015
Site Possession	October 2015
Construction Period	Two Years
Contract Value	\$8,478,267.30
Contract Status	
Health & Safety	Nil
Progress Payments	Payment #1 Issued 16 th December 2015 - \$344,623.08 Payment #2 Issued 31 st January 2016 - \$304,700.38 Payment #3 Issued 29 th February 2016 - \$11,208.41 Payment #4 Issued 31 st March 2016 - \$50,523.43
Variations	Nil

Contract - 1227	Twizel Water Supply Reservoir Relining and Cover
Tender Acceptance	25 th November 2016
Site Possession	9 th February 2016
Construction Period	To be Nominated
Contract Value	\$195,812.65
Contract Status	Complete
Health & Safety	Nil
Progress Payments	\$181,973.38
Variations	Nil

Contract – 1228A	Twizel Watermain Replacement 2016
Tender Acceptance	22 nd December 2015
Site Possession	10 days after award
Construction Period	12 weeks
Contract Value	\$362,443.51
Contract Status	Complete apart from resurfacing the footpath on Mt Cook Street
Health & Safety	Nil
Progress Payments	\$189,672.98
Variations	Nil

One Network Road Classification (ONRC) Performance Measures

A General Guide



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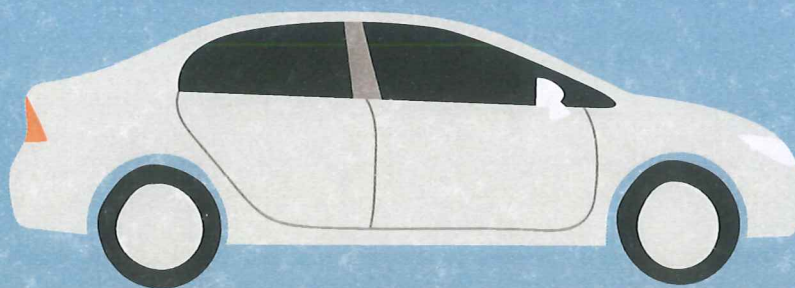


Who should read this guide?

This guide provides an overview of the One Network Road Classification (ONRC) and important context for the detailed descriptions in the *One Network Road Classification Performance Measures: a guide to practical application*.

If you are an elected member, council manager, contractor or other interested party, this document will help you understand the road management framework. You will be able to ask the right questions of road managers and contractors, to ensure that your region gets the best road network for money spent. You will be able to understand how your road infrastructure fits into local, regional and national priorities.

If you are reporting against the ONRC Performance Measures for a Road Controlling Authority (RCA), you should read this **first** – the high level priorities and messages will be invaluable when considering individual measures; building your business case for the National Land Transport Plan (NLTP); and in discussions with managers and elected members.



Introduction

The One Network Road Classification (ONRC) supports a major shift in the road management framework at national and regional levels. Successful implementation requires not just a change in reporting, but also in our thinking about road infrastructure and its purpose. It is a **minimum requirement** that the ONRC is embedded in investment decision making for the 2018-21 NLTP.

The most important concept behind the ONRC is that it places the customer at the heart of every investment decision.

It is an opportunity to work smarter, moving beyond embedded maintenance schedules, which have in some cases led to major local variances in the quality of roads with similar user profiles. This inconsistency poses problems for transport companies and others seeking to get goods to market, when they must cover roads of widely and unpredictably varying condition. There are also equity issues where a producer in, say, Whangarei faces greater difficulty getting the same goods to market compared to a producer in Tauranga or Southland. The ONRC provides national standards for road activity management, in a step towards ensuring equity and consistency.



What is the One Network Road Classification?

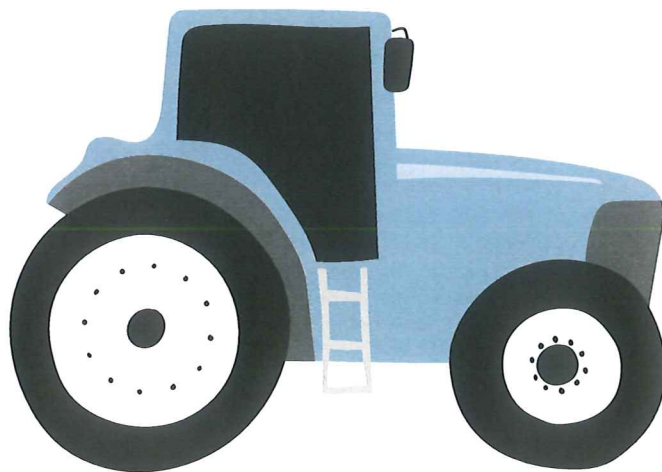
The ONRC divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available:

- National – link major population centres and transport hubs
- Arterial – link regionally significant places and industries
- Regional – major connectors between and within regions; often public transport routes
- Primary collector – link significant local populations and industries
- Secondary collector – provide secondary routes, can be the only route to some places
- Access – small roads facilitating daily activities

The ONRC was developed by local government and the NZ Transport Agency as a joint initiative and was completed in December 2013.

All councils submitted their classified networks for moderation in 2015.

Through this simple classification, RCAs and the Transport Agency can now compare the state of roads across the country, and direct investment where it is needed most. Users will see an increase in the quality of some roads, and a decrease in others that have been over-specified in the past. Overall, RCAs and their ratepayers will get the right level of road infrastructure where it is needed, determined by a robust, impartial, nationally consistent tool – the ONRC.



The One Network Road Classification

ACCESS

This is often where your journey starts and ends. These roads provide access and connectivity to many of your daily journeys (home, shops, school, etc). They also provide access to the wider network.

SECONDARY COLLECTOR

These are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites. They may be the only route available to some places within this local area.

PRIMARY COLLECTOR

These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or population areas.



REGIONAL

These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports and airports. They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.

ARTERIAL

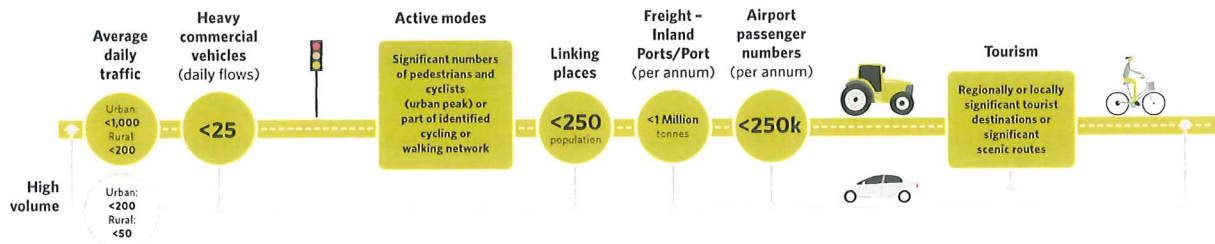
These roads make a significant contribution to social and economic wellbeing, linking regionally significant places, industries, ports or airports. They may be the only route available to important places in a region, performing a 'lifeline' function.

NATIONAL

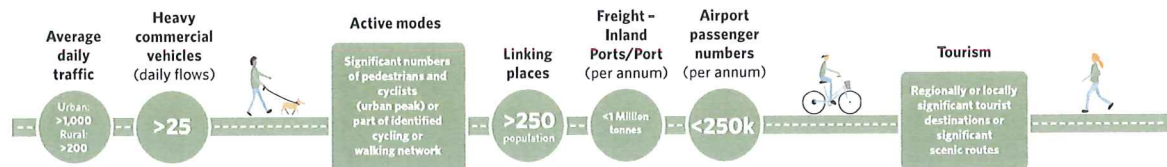
These roads make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports, and have high volumes of heavy commercial vehicles or general traffic.

The One Network Road Classification

ACCESS



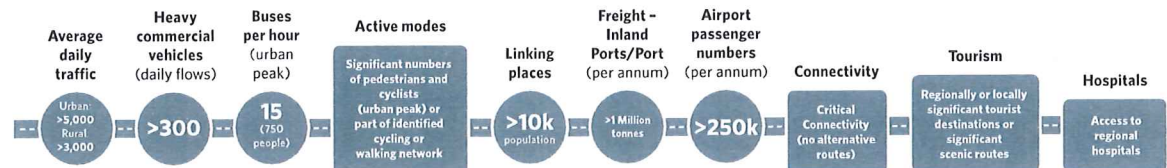
SECONDARY COLLECTOR



PRIMARY COLLECTOR



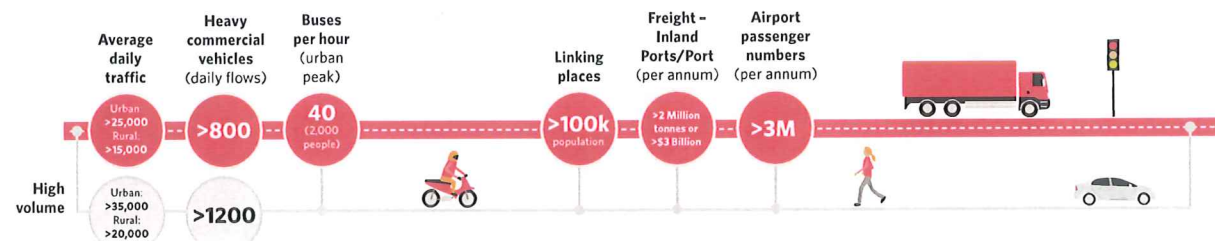
ARTERIAL



REGIONAL



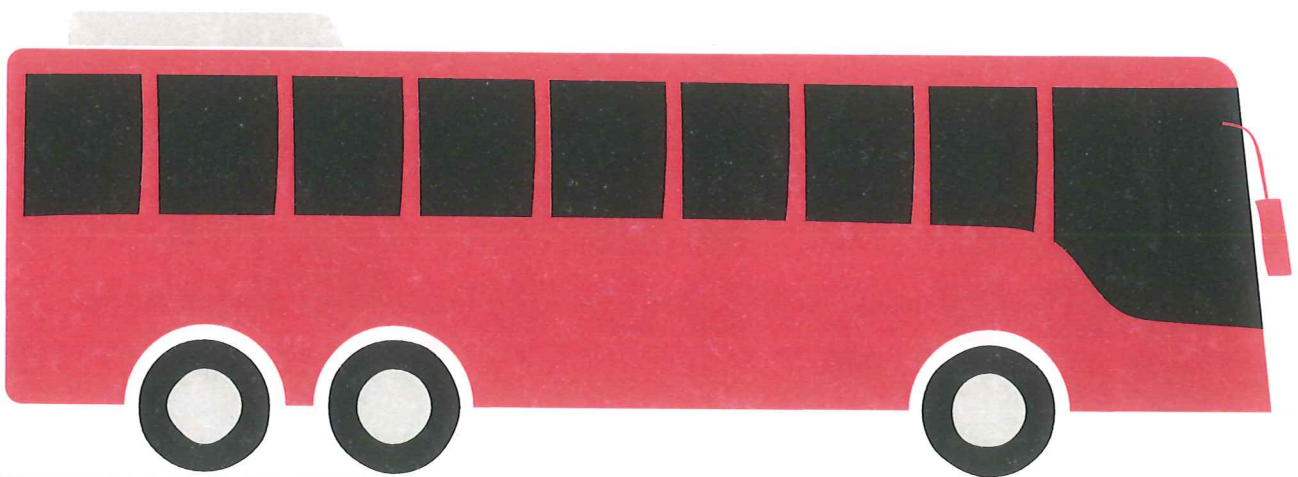
NATIONAL



Customer Levels of Service

Once a road has been classified under the ONRC, it should be maintained to the Customer Level of Service (CLoS) for roads of its type. The Customer Levels of Service are:

- Mobility (travel time reliability, resilience of the route)
- Safety
- Amenity (travel quality and aesthetics)
- Accessibility (land access and road network connectivity)



Performance Measures

RCA's will know they are addressing their Customer Levels of Service by using the ONRC Performance Measures.

For example for a good Safety outcome, instead of measuring the length of roadside grass, you would evaluate whether motorists' sightlines are adequate. The focus shifts from technical solutions to customer outcomes, and because of this the performance measures do not prescribe specific operational tasks. RCA's can come up with their own solutions and work programmes, as long as they demonstrate good customer focus – the customer includes both users and tax/rate payers.

There are three types of ONRC performance measures:

- Customer Outcome
- Technical Output
- Cost Efficiency

Together, they measure an RCA's efficiency and effectiveness at meeting the Customer Levels of Service.

The Performance Measures are a key tool for RCA's when building their business cases for national funding. RCA's don't have to use every performance measure for every road, as long as they demonstrate that they are addressing all Customer Levels of Service. RCA's can also supply additional information if the performance measures do not adequately support the arguments for their business cases.

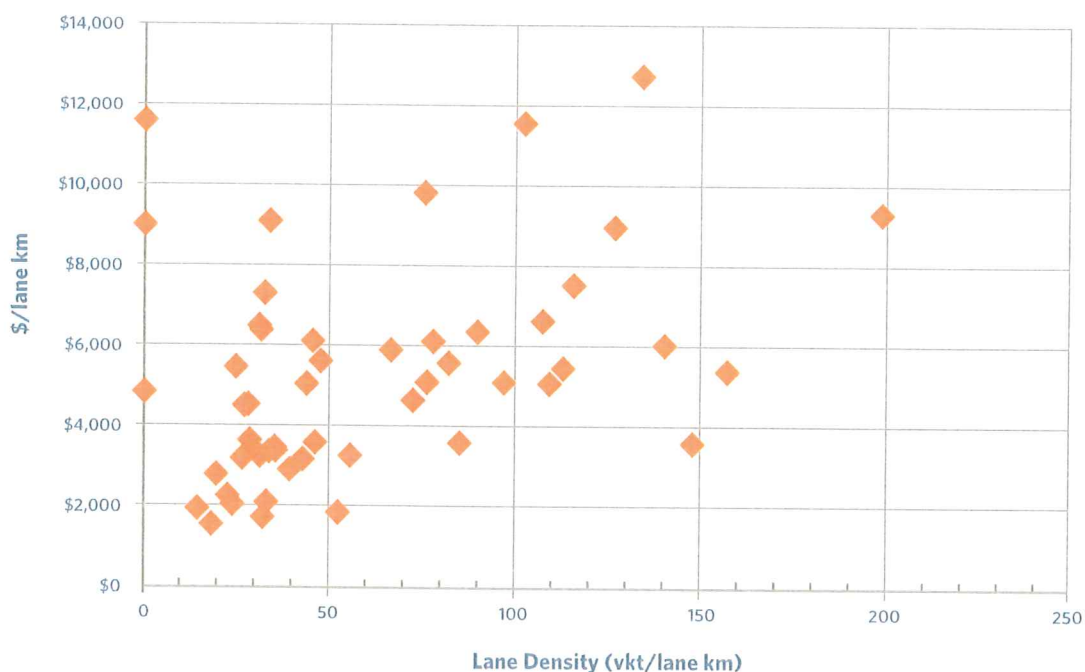


Benchmarking

As the evidence base grows, the ONRC and its performance measures will enable us to benchmark the performance of each RCA's network. We will be able to easily identify varying levels of customer outcome across the country, and inconsistency of costs.

The graph below shows the maintenance, renewals and improvements expenditure of rural councils between 2004 – 2013 on the basis of cost per lane kilometre and lane density (traffic flow).

Cost/lane km vs Lane Density — "Rural" Networks Maintenance, Renewals, Improvements Expenditure 2004-2013



Applying the Performance Measures to your Business Case: an example



When it is reporting and benchmarking customer outcome measures, an RCA finds it is under-performing on Resilience outcomes. Their customers on Primary and Secondary Collector roads lose an unacceptable number of journeys during minor flood events. They have identified a strategic case for change.



They use the ONRC Technical Output Measures as a guide in their Asset Management Planning, and by also working closely with neighbouring networks, the RCA is able to define the problem with consistent evidence.



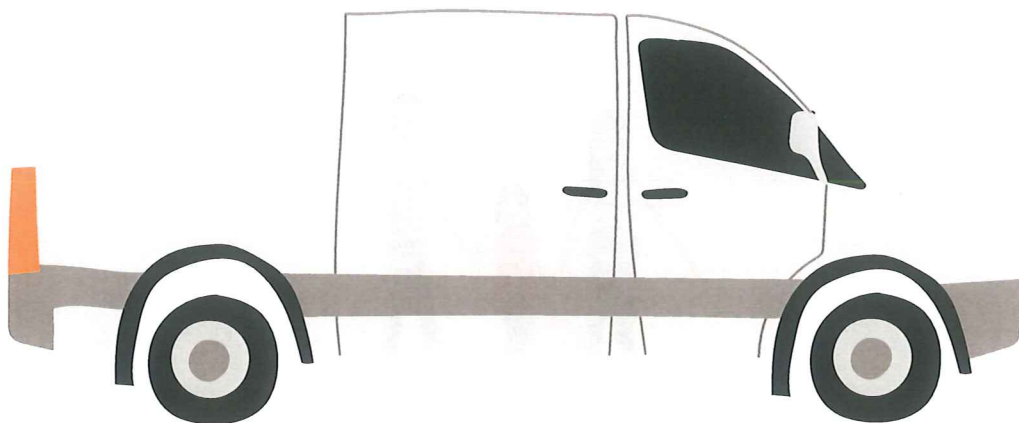
They can now pinpoint their vulnerable routes, the viable alternatives (including through neighbouring networks) and the specific interventions needed to manage the risk of closure to more acceptable levels and at the least whole-of-life cost. They also establish that they are not informing customers of closures quickly enough to influence their journey choices when closures cannot be mitigated.



On the other hand, they find their performance on Amenity outcomes is too high. Rather than compromising their cost efficiency by asking for more money, they reprioritise their investment out of Amenity and into making their routes more resilient, especially as journey reliability is a key contributor to economic productivity and growth.



The roading team is also collaborating with neighbouring councils, their regional council and NZ Transport Agency to utilise rainfall and river flow modelling, and also to communicate to customers via a central communication hub.



How the ONRC creates new opportunities

The ONRC's customer levels of service and performance measures are a new way of working, and in the early stages this can seem onerous. Some may also be concerned that it will lead to budget cuts.

There is no question that value-for-money is driving this change in the funding structure. Spending on roads has increased unsustainably over the past decade, which cannot continue. However the ONRC has been created as a way of turning this limitation into an opportunity for smarter activity management and greater collaboration.

Once the ONRC is embedded, RCAs will have access to far better information about the whole road network. They will be able to exchange information and learn from each other, because they have consistent information to aid comparison – comparing apples with apples, instead of peaches or pears. For the same reason, RCAs will be able to collaborate across boundaries, achieving greater efficiencies and more consistency for the customer. New Zealand will have a stronger road network to support economic growth.



MACKENZIE DISTRICT COUNCIL

REPORT TO: ASSET AND SERVICES COMMITTEE

SUBJECT: ACCEPTANCE OF ASBESTOS

MEETING DATE: 7 JUNE 2016

REF: WAS 18/6

FROM: MANAGER – SOLID WASTE

ENDORSED BY: CHIEF EXECUTIVE OFFICER

PURPOSE OF REPORT:

There are currently no facilities in the District where asbestos can be disposed of, with the closest disposal location being in Timaru. Asbestos was widely used in building materials up until the 1990's, but of particular importance for the Mackenzie is the common use of asbestos building materials in Twizel hydro dwellings and garages.

To aid safe handling of asbestos for homeowners and builders, it is proposed to supply Hazibags, specifically designed bags that meet the requirements for safe asbestos packaging. This report proposes new fees that need to be introduced to cover the cost of the bag, transport and disposal at a suitable landfill.

STAFF RECOMMENDATIONS:

1. That the report be received.
2. That the following new charges be included in the Solid Waste fees and charges schedule. Prices include Hazibag, transport and disposal of material at an appropriate landfill:

3m ³ Hazibag	\$685.90 incl gst
1.5m ³ Hazibag	\$407.90 incl gst
1m ³ Hazibag	\$199.30 incl gst

ANGIE TAYLOR
MANAGER – SOLID WASTE

WAYNE BARNETT
CHIEF EXECUTIVE OFFICER

ATTACHMENTS:

N/A

BACKGROUND:

Building materials and products containing asbestos have been used throughout New Zealand and are known to be particularly common in Twizel buildings from the hydro project era. Asbestos is not currently accepted in the Council's Resource Recovery Parks or anywhere in the District. While largescale works involving asbestos are typically managed by specialized asbestos removal contractors who are able to transport and dispose of the material outside the District, there is a lack of local disposal options for smaller renovation or maintenance works and particularly works undertaken by homeowners.

POLICY STATUS:

There is no existing Council Policy in relation to this issue.

SIGNIFICANCE OF DECISION REQUESTED:

It is considered that the decision is not significant in terms of the Council's Policy on Significance.

ISSUES AND OPTIONS:

It is proposed to introduce a collection point for small volumes of asbestos at the Twizel Resource Recovery Park and possibly Tekapo. Due to the strict regulations regarding handling of asbestos, it is proposed to offer Hazibags, which are designed for containing this material. Customers will be able to purchase the bags for a set price that includes the bag, transport and disposal costs. It is intended that customers will purchase the bag, then take this to their building site where they fill and seal the bag before returning to the recovery park. Hazibags are available in three sizes.

To introduce Hazibags for asbestos disposal in the Mackenzie, new charges need to be added to the Solid Waste fees schedule, these are detailed below:

3m ³ Hazibag	\$685.90
1.5m ³ Hazibag	\$407.90
1m ³ Hazibag	\$199.30

CONSIDERATIONS:

Legal Considerations:

New regulations around working with asbestos were introduced on 4 April 2016. Hazibags have been specifically designed to meet the requirements to safely contain asbestos materials and therefore will assist those working with asbestos in the District to comply with the new regulations. Envirowaste staff are undertaking training to ensure they understand correct procedures for accepting and handling asbestos under the new regulations.

Financial Considerations:

The proposed charges will cover the cost of the bags, transport and disposal, therefore there is not expected to be any additional costs to the Council, other than education of safe asbestos disposal and promotion of the new service.

Other Considerations:

N/A

ASSESSMENTS OF OPTIONS:

The proposed new charges will allow the Mackenzie to accept asbestos for disposal in a safe manner. Asbestos is currently not accepted in the District and this raises concerns of whether this material is being disposed of appropriately, particularly considering the health risks associated with this material.

The proposed charges offer a user-pays solution to small scale asbestos disposal in the Mackenzie. This service is aimed at homeowners and builders undertaking renovations involving small areas of asbestos. It is considered that large volumes of asbestos, such as through building demolition, are likely to be managed by specialized asbestos removers that will continue to take material out of the District for disposal.

It is questionable whether homeowners are aware of how to identify building materials containing and this may lead to inappropriate disposal. To accompany the introduction of the Hazibag options, a local education campaign is proposed to help residents identify asbestos and present information on safe handling and disposal.

CONCLUSION:

It is considered the introduction of Hazibags and the proposed new charges will provide an option for safe disposal of small volumes of asbestos in the Mackenzie. This will help to address the issue of asbestos disposal, particularly from Twizel hydro home renovations and maintenance. To accompany this new service, education to increase awareness of how to identify and dispose of asbestos appropriately will help to reduce the risks associated with asbestos in the District.