

## KEY INFRASTRUCTURAL WORKS

Council continues to be in a consolidating phase during the period of this LTCCP, having undertaken a substantial program of improvement and renewal works to roads, water supplies and other infrastructure during the 1990's and early 2000's.

These improvements have left most of Council's significant assets in a sound condition, generally requiring only modest routine maintenance and routine renewals to achieve desired levels of service over the 10 years to 2019.

### Roading

Council recognises that the availability of a safe and efficient roading network is important for all residents, and has particular significance for many rural ratepayers, for whom the provision of roads represents by far the most significant benefit that they receive from Council.

The significance of roading for rural ratepayers has been reflected in a long history of works to improve rural roads throughout the District. Investment in this area is planned to continue, even though the majority of the roads in the District have already been substantially improved, and those which remain in an unimproved state generally have very low traffic volumes, typically less than 30 vehicles per day.

Road improvement works are indicated to continue throughout the entire period of this LTCCP, though the rate at which these improvements will be delivered during the early years of this period will be lower than what has occurred in recent times. This slower rate improvements reflects both the financial constraints that Council is currently facing (in particular those constraints associated with servicing the debt incurred in delivering previous road improvements) and unfavourable changes in the manner in which the subsidy for such works is provided by the New Zealand Transport Agency (NZTA).

In the past the NZTA has provided subsidy, at around the 50% level, of the cost of approved seal extensions and improvements of local

roads. In recent times such subsidy has been withdrawn to reflect changes in Land Transport policy at a national level that have placed greater emphasis on improvements of more major ' Strategic Corridors', with a resultant reduction of funding for works to improve less heavily trafficked local roads.

The total cost of major road improvements over the period from 2009/10 to 2018/19 is indicated to be \$6.71 million, which can be broken down as follows:

- Unsealed Road Smoothing - \$3.55 million
- Seal Extensions - \$1.47 million
- Smoothing & Widening of Sealed Roads - \$1.69 million

The particular major road improvement projects indicated for the first three years of the LTTCP period are shown in the table below. The scheduling of these projects, and others in the period beyond the 2011/12 year may be subject to change.

Project	Affected Road Length	Scheduled Completion Year	Estimated Total Project Cost
Unsealed road smoothing, Okupata Road	3.1km	2009/10	\$193,000
Unsealed road smoothing, Aotea Road	1.0km	2009/10	\$46,000
Unsealed road smoothing, Te Rauamoia Road	5.2km	2009/10	\$162,000
Seal Extension, Newman Road	1.25km	2010/11	\$86,000

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Project	Affected Road Length	Scheduled Completion Year	Estimated Total Project Cost
Unsealed road smoothing, Rakanui Road	3.3km	2010/11	\$98,000
Unsealed road smoothing, Huirimu Road	3.7km	2010/11	\$124,000
Unsealed road smoothing, Te Raumauku Road	2.8km	2010/11	\$91,000
Unsealed road smoothing, Puketawai Road	1.8km	2010/11	\$53,000
Seal Extension, Newman Road	1.25km	2011/12	\$86,000
Unsealed road smoothing, Kaimango Road	2.8km	2011/12	\$251,000
Unsealed road smoothing, Scott Road	0.9km	2011/12	\$41,000
Unsealed road smoothing, Puketawai Road	1.7km	2011/12	\$48,000

Other Infrastructural Works

The 'business as usual' case also generally applies to other infrastructural activities, but some improvements are planned during the LTCCP period, the most substantial of which are listed in the table below:

Project	Completion Year(s)	Estimated Total Project Cost
Water Quality & Quantity Upgrade, Otorohanga / Waipa Water Treatment Plant	2009/10/11	\$1.56 million
New pre-treatment stage, Sewerage System, Otorohanga	2012/13	\$488,000
Construction of additional timber water reservoir, Otorohanga	2010/11	\$347,000
Renewal of existing concrete water reservoir, Otorohanga	2017/18	\$419,000
Sewer main renewals, Otorohanga	2015/16/17	\$351,000
Stormwater Capacity Upgrade - SH3 / OTC area, Otorohanga	2009/10	\$160,000
New Stormwater Drain, Bledisloe Avenue, Otorohanga	2010/11	\$103,000
Stormwater systems improvements Hinewai & Haerehuka Streets, Otorohanga	2011/12	\$105,000
Water Quality & Quantity Upgrade, Kawhia Water Treatment Plant	2009/10/11	\$440,000
Water Main Renewals, Kawhia	2015/16/17	\$109,000
Wharf Renewal, Kawhia	2011/12 & 2016/17	\$145,000
Waiwera Street Subdivision Development, Kawhia	2009/10	\$1.21 million
Foreshore protection works, Kawhia	Various, 2009-2018	Circa \$300,000

A significant proportion of the cost associated with these works has arisen from improvement projects related to water supply.

Some of these projects are being undertaken in response to recent changes in legislation requiring higher standards of water treatment, which Council do not believe to be justified.

Works are also being conducted to increase the capacity of some water supply systems to avoid water shortages that currently occur at times of peak demand, particularly in Kawhia.

The Kawhia community poses a particular challenge in respect of water supply, since the existing spring source can only provide a limited quantity of water, and if this became fully used in the future through development of new properties or other increased water use, a new water source would have to be developed at a substantial cost to the community.

Council has responded to this threat by introducing an innovative system of 'seasonal metered water charges' that will be applied to new developments in the Community, to limit demand for water and provide additional funding for future upgrading of the water supply.

It is recognised that this approach may contribute to constraining growth in the community, but this appears to be an unavoidable consequence of environmental and social factors affecting Kawhia.

Another substantial project indicated for completion in Kawhia is development of a residential subdivision on Waiwera Street, but the progress of this project will be dependant on environmental issues and the prevailing economic climate. The project is only likely to proceed if there is a high level of confidence that the development will yield a direct financial benefit for the community.