



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Invercargill City Council
to be held in the Council Chamber,
First Floor, Civic Administration Building,
101 Esk Street, Invercargill on
Tuesday 7 March 2017 at 4.00 pm**

His Worship the Mayor Mr T R Shadbolt JP
Cr D J Ludlow (Deputy Mayor)
Cr R L Abbott
Cr R R Amundsen
Cr A J Arnold
Cr K F Arnold
Cr T M Biddle
Cr A H Crackett
Cr I L Esler
Cr G D Lewis
Cr I R Pottinger
Cr L F Soper
Cr L S Thomas

EIRWEN HARRIS MITCHELL
MANAGER, SECRETARIAL SERVICES

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	To be tabled.	
13.	URGENT BUSINESS	
14.	PUBLIC EXCLUDED SESSION	
	Moved, seconded that the public be excluded from the following parts of the proceedings of this meeting; namely	
	(a) <i>Confirming of Minutes of the Public Excluded Session of Council 31 January 2017</i>	
	(b) <i>Receiving of Minutes of the Public Excluded Session of the Bluff Community Board 13 February 2017</i>	
	(c) <i>Confirmation of Minutes of the Public Excluded Session of the Community Services Committee 20 February 2017</i>	
	(d) <i>Confirmation of Minutes of the Public Excluded Session of the Regulatory Services Committee 21 February 2017</i>	
	(e) <i>Confirmation of Minutes of the Public Excluded Session of the Infrastructure and Services Committee 27 February 2017</i>	
	(f) <i>Confirmation of Minutes of the Public Excluded Session of the Finance and Policy Committee 28 February 2017</i>	
	(g) <i>Report of the Chief Executive</i>	

The general subject of each 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)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
(a) Confirming of Minutes – Council 31 January 2017	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
(b) Receiving of Minutes – Bluff Community Board – 13 February 2017	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
(c) Confirmation of Minutes – Community Services Committee 20 February 2017	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
(d) Confirmation of Minutes – Regulatory Services Committee 21 February 2017	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
(e) Confirmation of Minutes – Infrastructure and Services Committee 27 February 2017	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
(f) Confirmation of Minutes – Finance and Policy Committee 28 February 2017	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

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| (g) Southland Regional
Development
Strategy | Enable any local authority
holding the information to
carry on, without prejudice
or disadvantage
negotiations (including
commercial and industrial
negotiations) | Section 7(2)(i) |
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7 March 2017 TO: COMMUNITY SERVICES COMMITTEE
FROM: CHIEF EXECUTIVE OFFICER
MEETING DATE: 7 MARCH 2017

INVERCARGILL YOUTH COUNCIL

Report Prepared by: Mary Napper, Community Development Manager

SUMMARY

The Invercargill Youth Council has elected their Co-Chairpersons for the 2017 year.

RECOMMENDATIONS

That the report be received.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> No
2.	<i>Is a budget amendment required?</i> No
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> No
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> No
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> N/A
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

FINANCIAL IMPLICATIONS

No implications.

INVERCARGILL YOUTH COUNCIL

The Invercargill Youth Council has elected its Co-Chairpersons for the 2017 year. There are twenty-three young people on the Youth Council.

The Overs Group has elected Jack Shaw, Meg O'Connell and Laura McDonald as their co-chairs. The Unders Group have elected Meg Laker, Calvin Jenkins and Emilia Dermody as their co-chairs.

The Co-Chairpersons hope to attend the Council meeting to introduce themselves.

COUNCIL AGENDA'S

National Action Plan for Reduction in Risk and Harm of Dog Attacks. - Youth Council members are interested in the action plan and will be following the introduction of this with interest.

MINUTES OF THE MEETING OF THE INVERCARGILL CITY COUNCIL HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING, 101 ESK STREET, INVERCARGILL, ON TUESDAY 31 JANUARY 2017 AT 4.00 PM

PRESENT: His Worship the Mayor Mr T R Shadbolt
Cr D J Ludlow – Deputy Mayor
Cr R L Abbott
Cr R R Amundsen
Cr A J Arnold
Cr K F Arnold
Cr T M Biddle
Cr A H Crackett
Cr G D Lewis
Cr I R Pottinger
Cr L F Soper
Cr L S Thomas

IN ATTENDANCE: Mr D J Johnston – Director of Finance and Corporate Services
Mr C A McIntosh – Director of Works and Services
Mrs P M Gare – Director of Environmental and Planning Services
Mrs E Harris Mitchell – Manager Communications and Secretarial Services
Mr D Booth – Manager Financial Services
Ms M Short - Manager Strategy and Policy
Mr P Horner – Manager Building Assets and Museum
Mr R Pagan – Parks Manager
Mrs M Foster – Manager Library and Archives
Mr R Pearson – Roading Manager
Mr P Thompson - Manager Aquatic Services
Mr J Botting - Management Account
Mr M Morris – Legal Advisor
Miss K Graber – City Centre Co-ordinator
Miss A Goble - Policy Analyst
Ms L McCoy - Building Assets Administration
Ms L Kuresa – Governance Officer

2. **APOLOGIES**

His Worship the Mayor informed the meeting that Mr King would not be attending the Council Meeting due to a family emergency and that Mr Johnston would be taking his place.

Cr I L Esler.

Moved Cr Ludlow, seconded Cr Abbott and **RESOLVED** that the apology be accepted.

3. **PUBLIC FORUM**

3.1 **Loss and Grief Centre**

3.1.1 ***Caroline Loo was in attendance to speak to this Item.***

Mrs Loo, Manager of the Loss and Grief Centre tabled a copy of her submission requesting Council to consider funding the Centre through the Annual Plan process as a commitment to ensuring that this intervention was available for all Invercargill and Southland residents in a long term capacity. She took the meeting through the key points in her submission.

In response to questions, the following answers were given:

1. The Centre was established with a grant from the ILT Foundation and that's seen us through till now. We have had the CHLC Trust come through with a small grant. The Southland District Council has added us to their Draft Annual Plan, which is a big win for us because they are acknowledging that people are coming from all around our region to use the service. We have some generous benefactors and we've looked at the Southern Trust for funding. We are forming our own Trust at the moment which will open a lot of other possibilities. I feel very strongly that this is an idea that came from within our community and I totally believe in the generosity of Southland that will be part of what sustains us.
2. We are requesting Council for funding at \$15,000 per year. That's future planning for the future of our community. We know that there will be more suicides, more car crashes, more people who move into our community, who come here for a good reason and we want to grow healthy people. We don't want to always be the person at the other end who picks up the pieces, so we really want to focus on early intervention and making sure that anyone at any stage in their life can access that support the need.
3. The paperwork was signed last night making our Centre a registered Charitable Trust. We have worked carefully about who the Trustees are. We have Ann Henderson, Jill King and we've included a few more Directors as well. We want to ensure we have the right people, so we've taken the time to talk and investigate, so that we have a good representative of people in the community.
4. The charge of \$40.00 is with me privately in relation to "My Kids in Grief" Training. I manage the Loss and Grief Centre as half of my work as part of what my husband and I have decided to do in giving to the community through the loss we experienced with our daughter and the general support we received. The other half of my time I do the training at a very cheap price, so that everybody can access it because it's about growing confidence and wisdom skill sets. When we run courses at the Centre we charge a little bit more but again, money shouldn't be a barrier to someone accessing the knowledge that they need, but it does need to generate funding.
5. Up to now I've been staffing the Centre while we've been growing. We need more staff but there is a Catch 22 that in order to secure the staff that have the right skill set, I have to find them security through some secure funding. We have people as far away as Wellington who will move to Invercargill to facilitate with me but in good conscience, I can't do that if I can't guarantee that there's funding there for them.
6. At the moment I'm doing 20 hours per week, 12 hours of that is paid and the rest is voluntary. That's running three support groups once a month for each and I've already got two more that I could start tomorrow. On the conservative, maybe 25 hours per week because I still believe that part of what we give back is our voluntary time as well.

7. We did some training last year around pregnancy, stillbirth, miscarriage and those types of scenarios, so that's one of the support groups I'm ready to go with. Once we have more funding I can grow that area. I'm one person and I'm trying to do good self-care because I know I carry my own grief as well and it's important that I don't burn out. One of the things I've learnt through Sara dying is to be good to myself.
8. It will make me very proud of our community if we are able to have Hospice patterned through the Centre.

His Worship the Mayor thanked Ms Loo for taking the time to present to Council.

3.2 **World Shearing Championship**

3.2.1 ***Tom Wilson from the World Shearing Event Committee was in attendance to speak to this Item.***

Mr Wilson updated Council on the World Shearing Championships. He said he was aware that it was a big part of social media at present and was excited with having the event here in Invercargill. It had been an ongoing rollercoaster ride and there was a great Organising Committee and a Working Committee experienced in running events. The event was a week away and everything was well on course with good sponsors on board, funding from the Invercargill City Council, ILT Foundation and MBIE Funding, which was very much appreciated. They also had good commercial sponsors on board and they were well supported within the community from the whole of Southland. He could not think of a better place to hold the event. The farmers who were prepared to look after the sheep for the event said they were very lucky to have the Indoor Stadium for the event. He said everything was coming together and they were appreciative of everybody's support for this event.

In response to questions, the following answers were given:

1. Sales are going phenomenally well. I was told that Southlanders usually brought their tickets at the last minute. The Friday and Saturday evening sessions are near to capacity at the moment and we are looking at other arrangements, but if anybody wants a ticket please get online and buy it now.
2. Our responsibility in terms of accommodation is to the competitors and officials. Many of the people who are coming have been here before or know of people in the area who they can stay with. The pressure on motels and hotels impacts on our ability to house all the world champ tourists, especially with Chinese New Year at this time of the year.

His Worship the Mayor thanked Mr Wilson for taking the time to present to Council.

3.3 **Invercargill Public Library**

3.3.1 ***Tania Faulkner-McKenzie***

Mrs Faulkner-McKenzie said she wanted Council to know that it was not just older folk who were concerned about moving the Children's Library. She was a mother of two children, aged 8 years and 12 years, who were both frequent Library users. She had been a primary school teacher for almost 30 years this year with 10 years as a Reading Recovery Teacher. She had also been responsible for the school Library at almost every school she had taught at, so it was more than 20 years' worth of experience in dealing with maintaining an enticing and vibrant Library environment.

She currently taught at Myross Bush School and she had been responsible for its Library for 10 years. At first the Library was a newly built space, behind the school offices and was a spacious rectangular room and because the walls were all shelved to hold the books, the only windows were up high and narrow. There were great books available for the children, colourful posters and it was beautifully comfortable and appealing with keen student Librarians, but almost no children came to the Library even though it was promoted and available. Through different circumstances, the Library was moved several times in the following years and its current location was by far the most successful location in terms of attracting children to use the Library. It had the same comfortable seating, the same books, same keen student Librarians, it was promoted and available but this location was more central to the school. It had windows on two sides, so it had lots of light and it let the sunshine into the Library and views to the outside. It allowed those children to be connected with the outside and it was full every single lunch time, unless it was a beautiful sunny day. She said she read in the Council Agenda that some of the experts felt that Option 4 offered the most efficient use of the space for all users of the Library, but efficient was not necessarily the most effective use. It was likely that the majority of teenage users and probably many of the adult users began using the Library as children. If children were not encouraged to embrace the Library and view their space as important or inviting, which she personally thought that by relocating the Children's Library to the back corner of the Library was unlikely to encourage children, which meant that the future users of the Library was likely to be diminished. She also heard of the possibility of skylights being installed into the north west corner and it would be a good thing regardless of whatever section of the Library was eventually located there as natural lighting had been proven to be beneficial for human health and wellbeing. Skylights would not help with the issue of the Children's Library needing to connect with the outside. Children were very sociable beings and they loved to see what was going on around them, including outside. This had made a major difference in the Myross Bush School Library. She believed that the Children's Library needed to be accessible to have the most appeal to children. They need to be visible to passers-by, seen to be valued enough to have a prominent position and that they had an open outlook to the world and beyond. Option 5 allowed easier access and kept children closer to the toilet facilities and to the central Help Desk and it should be cheaper than Option 4 since it would require ceiling proofing in the north west corner site. The non-descriptive squiggle indicating a low wall that the Architecture put in for Option 5 seemed almost to be a deliberate attempt to antagonise some supporters of keeping the Children's Library at the present site. Most of the people that she had spoken to had said that the key issue was location, not details of escalators, toilets, noise, and so on. She referred to the statements in the agenda and said it seemed dissembling for the sake of obscuring the issues. Why was the Library being compared to other spaces connecting to museums and swimming pools? That was not a possibility before Council, it was the issue of the best use of the space available. Discussing Library users as clients versus customers and Library users versus retail experience did not clarify anything. It seemed that the public could be bamboozled by words in the hope that the solution that some people want over the solution that the majority (55% of the public) want in their Library. She said she also wanted to know if there was any public record of the view point of the Library staff. The public had heard from some but not staff who worked at the Library and it was such an important issue. She had no problem with removing walls and making the Library an open space or if the Children's Library was near exits or escalators because being a parent, risks were a part of life everywhere children were. It was parents' responsibility to supervise their children and they were responsible for their safety wherever they may be, including the Library.

Parents were supposed to teach children how to behave in a variety of situations, including how to walk and speak quietly indoors. She said her only concern with the proposed plan was the moving of the Children's Area to a less desirable, less prominent, less bright and natural lit location within the Library space. She was asking Council to vote for Option 5, which retained the Children's area in its current location while still allowing for refurbishment and the reorganising of the area for a more effective use of Library space. It was a compromise on both sides of the issue, but one that satisfied what the majority of the public wanted in the Library.

3.3.2 **Christine Ford**

Mrs Ford said she was of the understanding that Council was considering two options at today's meeting including Option 4 to move the location of the Children's Library to the back of the Library, which caused her a great deal of angst and concern. She said she was a mother of a 2 year old boy who visited the Children's Library most Friday mornings and the staff at the Children's Library greeted him by his name because they knew him. She was also a teacher and having spent the last nine years as the Assistant Principal of an Intermediate School in Christchurch, where she had specific responsibilities, including literacy and the Library Information Centre prior to moving to Invercargill last June. She also had the privilege of being the Secretary for the Canterbury Literacy Association for the past eight years. All of these roles meant that she had literacy at the heart of her life. She was passionate about books, specifically children's involvement in literacy with the Library. Whether that be the school or the community Library at the heart of learning. This passion had also seen her speak at various lectures within the Canterbury University setting where she had always pushed the need for children to be involved and encouraged to visit the local community Library. When they moved to Invercargill she was so impressed with the layout and the position of the Children's Library. Dedicating a specific room for the children was fantastic. Her two year old found it very difficult to stay quiet in the Library and he was so excited about being at the Library, which he demonstrated vocally. She said she was a Mum first and secondly an educator. Her son's passion and enthusiasm for books was awesome. He was able to share his delight in a room dedicated specifically for children, where the only other adults were those with children and staff who also got pleasure out of seeing the sheer excitement of her two year old son. If the Children's Library was to be integrated with the Adult Library, she saw a huge number of difficulties and issues. She saw no benefits for children at all. The issue she saw were, adults had the right to a quiet space to browse and enjoy literature would be disturbed and disgruntled with the enjoyment young children would exhibit in the same space. Parents would feel the pressure to keep their children quiet and this would increase anxiety and stress, meaning that they could feel less inclined to take their children to the Library. There would be a possibility of the Library becoming more crowded with adult readers as well as children and their caregivers all in the same room. Currently the Children's Library was organised in such a user-friendly way, would this be maintained when moved to a shared space? Suitability of material, currently young and older children were exposed to material of a suitable nature for their age. The young children (my son), knew exactly where to find "his books". She had no fear of him being exposed to material not suitable for his age. This would not be the case if the Children's Library was moved as set out in the Option 4 plan. Children would be able to have access to books where the content was not appropriate. The fact that this proposal had no windows where children were free and able to make connections with the outside world was a concern.

She said her and her two year old son would often be reading a book together at the Library using a tractor or two and make connections to his world through the windows by counting any tractors that may drive past, for example. To place the Children's Library away from such learning opportunities to an area that had no natural light, would not be inviting, let alone invigorating and interesting. It was with a great deal of passion that she was given the opportunity to express her concerns and opinion and for that she was grateful. Her final message for Council was to carefully consider not moving the Children's Library. It would be her desire as a frequent consumer of the Library that the Children's Library stayed where it was. It was spacious, inviting, warm and a relaxing children-centred environment with a fantastic collection of material for all ages. She urged the elected Members of Council to vote for Option 5, to keep the children of this wonderful City at the forefront of the Library facility, in an area away from adult consumers where they were free to explore the enthusiasm and passion literacy had to offer.

His Worship the Mayor thanked the submitters for taking the time to present to Council.

4. **MINUTES OF THE MEETING OF COUNCIL HELD ON 13 DECEMBER 2016**

Cr Abbott said with regard to Item 2.1.1, Page 8, the word "site" needed to be amended to "sight".

Moved Cr Abbott, seconded Cr Ludlow and **RESOLVED** that the minutes be approved with an amendment.

5. **REPORT OF THE DIRECTOR OF WORKS AND SERVICES**

The report and the Supplementary Report on this matter had been circulated.

5.1 **Temporary Road Closure**

Moved Cr Ludlow, seconded Cr Thomas and **RESOLVED** that Council agrees that the proposed events (Glengarry Community Concert and Speed Shearing, NZ Vintage Car Club Rally Start, South Alive Rimu Street Cart Race and Nitro Circus-Rugby Park) will not impact traffic unreasonably;

AND THAT

As permitted under the Local Government Act 1974 (Section 342 Schedule 10) approves the temporary closures of the roads for the events, times, dates and locations as specified in the report.

5.2 **Contract 741 – Branxholme Water Treatment Plant Upgrade 2015 Notification of Payment in Excess of \$1,000,000**

Moved Cr Ludlow, seconded Cr K Arnold and **RESOLVED** that the report be received.

5.3 **Library Layout**

The report had been circulated and Mr McIntosh took the meeting through it.

Cr Ludlow said he had wrestled with this matter and today was a prime example of having an opinion. In the last 15 minutes he had only been able to put this issue to bed personally. He had supported Option 4, which was not a unique view in his family where there had been vigorous discussions with teenagers in particular. He was grateful for the two submissions that Council had listened to this afternoon because it triggered off something that made sense. Thanks to Council he was able to attend an international Town Centres Community Conference in a place called Geelong, two year ago. Geelong was a place that with a dying community with some dire issues. It re-invented itself with some State Government assistance and they shifted a Government Department there and the old Wool Store became the university. They had a massive inner city upgrade and in that inner city upgrade, there was a pristine waterfront, a picture book setting and an area that was set aside for young people. It was a mixture of a skate park and a place for children to gather. It would have been very easy for the city fathers of Geelong to sell off that land and make a fortune for it by having very expensive hotels built there. What they decided was to value the young people in that community and give them the space to show how much they thought of them. He said there was no vandalism which was a way the young people thanked this community. By putting on his Child, Youth and Family Friendly hat: what did Council want to say about our young people with regard to the Library? This was the issue that raised the most passion in the people who had come forward. The Library staff had genuinely come forward with an idea that provided opportunities with a great use of space was innovative and that was exactly what this Council was asking for. There had also been feedback about the location of the Children's Library and he now got the whole window thing because he had noticed that when he went to the Library with his boys. It was not about having them on display for people walking past, it was about the space, the light and it was nice walking past as a pedestrian and seeing children playing. It was a joyous thing and it made people feel good and that was at the forefront of the decision that Council was making today. There were some great suggestions from the Library staff but there were also some important feedback that had come from the community and having heard the feedback, and push for the extra information around Option 5, he was happy to support and stand behind Option 5. There was no option about postponing because there could be other suggestions, it was a hard decision and Council needed to make that decision tonight.

Cr Abbott agreed that Council needed to make a decision about the Library at this meeting because it had been a long and repetitive process. He wanted to remind Council that initially it would have been a staff report to the Community Services Committee with a recommendation of a proposal to market and improve the Library. In this instance, led by Ms Miller who approached Council and wanted to speak at Public Forum on this matter, it was a courteous thing to do to involve the public by listening to them and formulate a compromise. He said he had listened intently to the feedback from all the submitters on this matter, considered the survey where 55% were against the Children's Library being moved and over 829 people who signed the petition with an open mind. He was very concerned with the criticism that staff had been subjected to in many instances and some of the criticism had come from around the table. He wanted to remind Council that Staff were charged with the responsibility of preparing reports to bring forward the best cost options for consideration. He was also concerned about some of the criticism that the Consultation process was flawed. He did not believe it was flawed.

He referred to Page 19 and said that there had been one-on-one contact with people with the biggest form of consultation ever conducted by Council with the biggest response being received from the public. He acknowledged the people who did respond. He said everybody needed to recognise the skills of Library staff. They were the people on the cold face with great qualifications and they needed to be respected for their un-emotive response when they formulated different options on this matter. He congratulated Library staff for the hard work and their unquestionable skills and said that he did not like to see staff slighted and Council needed to consider the fact that Council relied on staff for good advice on matters. He said that Cr Soper had been a good advocate for the Children's Library and he did not question her qualifications in the past as a Librarian but he did question the fact that libraries had evolved and it was a new decade. He congratulated Cr Soper for being a courteous advocate who had responded, discussed this matter with him and while they had agreed to disagree, Cr Soper had stayed a good advocate on this important matter. He said he had been informed that there was the possibility of there being an Option 6 that it may involve deliberations with SIT. He said he had not been informed of that but he had been told that change was led by Cr A Arnold and he expected some courtesy on that. He quoted what Cr K Arnold said at the previous Council meeting, "She was getting the sense that until certain Councillors got the outcome they wanted, the consultation process would continue to be criticised". He said Cr Amundsen suggested that, "Council was almost falling into the trap of the talk of compromise to please everybody and that was not Council's job. Council's job was to take a balanced view of the information provided and then make a decision on what was most important on this matter". He agreed with what Councillors K Arnold and Amundsen said, including Cr Esler who was a respected teacher of young minds, who said that in his research, people were looking forward to an open space and the opportunities that came with it. He reiterated that it was a courtesy thing extended to certain members of the public and he wanted people to think about the fact that 55% of the survey said no and 45% said yes with 829 people against the proposal. Invercargill had a population of over 55,000 people, the calculation on that was 1.6% of the people had been represented.

Cr Lewis said at the recent Community Services Committee meeting, it was suggested that there would be an Option 5. He was open to Option 4 but with the proviso that the Children's Library stayed where it was. There had been many consultations and approaches by individual Councillors by email and telephone and he was not pre-empting which way the motion would go tonight but he took his hat off to all the people who had a strong voice on this matter, one way or the other.

Cr K Arnold said she had spent a lot of time reflecting on this proposal since it was brought to Council at the December meeting. She congratulated Library staff because the strongest message that had come out of the submission process was how loved the Library was. She did not think that came about through bricks, water and panes of glass, Library staff lead by Manager, Marianne Foster had developed a space that was a privilege for the young people to enjoy. The matter that was before Council today was the fact that Council needed to make a decision about a Library development that encompassed all library users. This was never a proposal to shift the Children's Library. It was about a new development and as Councillors, they needed to be careful that when listening to submissions that the loudest voice did not always win the argument or the debate. Council needed to consider quantity of submissions verses quality and she had spent a lot of time when testing the submitters who were opposing Option 4 and wanted the Children's Library to remain where it was.

When she tested the rationale behind it, she was perplexed about the reasoning behind it. For some reason it seemed as though as soon as a parent or caregiver stepped inside the Library doors, they lose the ability as a parent to look after their children and children lose the ability to behave properly. She had seen Letters to the Editor such as children running amuck in the Library. She grew up in the 1970s and used the Library in Don Street and you could not be further away from the public eye than upstairs. They had to go through the Adults Library, upstairs and into the Children's Library where it was the children's space but were they were not looking out and counting trucks. They were upstairs and they were not second hand citizens at all, that was emotive language. People kept talking about windows and being able to see the children but to her it sounded like a fish bowl. When she tested the submissions last month, not only were children being seen through the windows but children were still being dropped off at the Library and left unattended. As a parent, there was a huge risk leaving children unattended and unsupervised in a room where adults could see into. If people thought that it was a ridiculous idea, where was Madeleine McCann? She was somewhere in this world and nobody knows where. James Bolger was a 2 year old boy in England when he was stolen by two teenagers and taken out of a shopping mall to be tortured before killing him. If people think that things like that could not happen in Invercargill, two weeks ago was the 25th Anniversary of little Sarah Jane Curry, who was snatched off the streets of this city, she was raped, murdered and dumped behind some pine trees on Bluff Road. She said talking about safety and valuing children, she would want them to be somewhere safe because if parents or caregivers were going to leave their children at the Library and leave them on display so that anybody could see who was not been supervised, then there could be a real problem. It was not second rate to have a child enjoying a lovely Library atmosphere at the back of the Library. As children, we loved to build huts with blankets draped over the furniture, it was about imagination and about what children were being provided with inside the Library. Were the children engaged? Everybody was aware that Invercargill had the best Librarians when it came to developing programmes that engaged the children. It was not about bricks and mortar. Mrs Foster had been at the Library for 25 years, so this was not a competition between Librarians about who knew what and who had the most experience. Mrs Foster was in charge of the Library and she believed in it. Last week Council developed a vision for this City that said, Council wanted to enhance the city, preserve its character but embrace innovation and change. Here was the opportunity, it was innovative, it was change and it was for the future. She said the Library as it stood was built last century in 1989 and this Council needed to get its act together and create something for the now and for the future.

Cr Biddle said she encouraged Council to consider an Option 5 at the previous Council meeting and she was happy that an Option 5 was now on the table for discussion. She acknowledged that she was invited to be a part of the Working Group to discuss Option 5 and she agreed with Cr K Arnold that the passion from staff was incredible. There was a lot of robust discussions about potentially moving different parts of the Library. At that time the Working Group had not seen Option 5 because the Architect was still on holiday. The first time she had seen Option 5 was in the Council Agenda. Being part of the Working Group had not changed her stance on this matter at all. She believed that staff were passionate and that there was an extremely talented group of staff at the Library. When she looked at her own personal opinion on this matter after calculating everything, nothing had been taken away from the Library by leaving the Children's Library where it was. She said everything that was designed in Option 4 remained in Option 5.

She was a strong believer that the main heart of a nation or city lay on the proper education of our children. She said she still believed that moving the Children's Library would be the wrong decision for Council to make when the community felt so strongly about it. After a lot of debate and a lot of conversations, she supported Option 5.

Cr Pottinger said after reading Option 5, he had contacted Kevin Russell, who wrote this option to get a better understanding. It was interesting to find out that Mr Russell knew nothing at all of the controversy that had happened, which was not in his brief but part of his job was to design electronic systems and it was good to know everything that was happening with it and it helped to fill in some of the gaps. They discussed the way libraries were and how it would tie in with Invercargill's CBD revitalisation. They spoke about the importance of activity centres and the importance of open plan, which gave more efficiency. After speaking to Mr Russell he came away with more questions than answers. He asked if Council was selling the Library short by spending \$900,000. The Library was a very important part of the City and he was keen on doing the basic maintenance to the Library and not supporting either option. He said Council needed to look at the Long Term Plan, sort out a decent budget and treat the Library with the respect it deserved. Council could make a decision on an option now but when talking about \$20 million to \$40 million for the Museum and after nearly 30 years, Council should be looking seriously at staff, they had worked on a shoestring to come up with this, and they had done a great job but unfortunately, there was collateral damage and that was with the Children's Library. Mr Russell was now aware that you could not cut holes in concrete slabs, it was not an option. He suggested that this matter be treated seriously and give staff the credibility they deserved by working for a better budget and to take on board everything that had been said about keeping the Children's Library where it was and move forward. This was a community facility. In Manakau they hired out sports equipment to families who could not afford it, so libraries were changing. He was not in favour of moving with any of the options but he did not want to see the Children's Library moved to the north west area.

Cr Soper said she was keen to see an Option 5 and she believed that Option 5 delivered everything that staff had suggested in a way that fulfilled what the community had passionately told Council that the Children's Library could remain where it was and achieve the advances needed to move forward on this matter. She said like Cr Ludlow, she was keen to make advances and signal that Council was serious about the CBD redevelopment by doing this development. The time had come to make a decision and there was no realistic Option 6. She said she would be voting for Option 5.

His Worship the Mayor said he supported change and his thoughts on this matter was that everybody needed to think of the children but there was the wonder of democracy that there was the ability to change your mind and be swayed by people who felt strongly about issues. He got caught up in the issue that Cr Abbott raised and this was what happened when you stimulate interest and debate because more ideas start to circulate. He had become an advocate for Option 6. He did not think that Council should feel embarrassed about not making up its mind and it was a good option because it had worked in other parts of the world where universities and councils had got together and carried out a partnership project that had worked very well. It was not an issue that Council had discussed or looked at and Council should look into it. He said he would be voting to receive the report but he would like to take it a step further because it was a golden opportunity for a purpose filled Library.

At the moment Invercargill was trapped by the bricks and mortar of what the Library had to offer and the options were limited but if Council went to a greenfield it would give Council a lot more options, for the future.

Cr Thomas asked what was stopping Council from adopting the plans and making the Library interchangeable. He wondered how simple it would be not to nail down everything but make some change within the Library. It was like changing your living room at home, the furniture was in a different place when he went home some nights and he asked if it was any different to what Council was doing to the Library. He asked if it was any more logistically harder to accept Option 5 and incorporate Option 4 by moving the Children's Library for say six months and then move it back or somewhere else. He said it created freshness and it was not difficult. Council was looking at making a decision tonight and then an Option 6 was thrown in the mix to go back to square one and the submitters had wasted their time in submitting to Council on this matter. It would mean that the Consultation process would start all over again and there could be a different group of people sitting in the same gallery saying the same thing in a different way. If the Library could be made interchangeable he believed it would work for everybody's benefit. He said he would be voting for Option 5 with the proviso to make it interchangeable every six months, yearly or something like that.

Cr Pottinger said the emphasis of the Activity Rooms was discussed and moving forward he suggested that the north-west area would be an ideal space for the Activity Rooms for the adults. There was a new make a space area proposed that could become the Children's Activity Centre and if the current activity room was free there was a chance to move children further away from the window. There were a lot of options and Cr Thomas had touched on that but did not know where the \$900,000 was coming from for Option 5.

Cr Abbott said he would like some clarification from Cr Horner, or Mrs Foster or the Director of Works and Services as to whether Options 4 and 5 could be incorporated.

Cr Ludlow said Option 5 was Option 4. He wanted to test the feeling of the meeting by putting the motion on the table.

Cr Abbott said he wanted an answer to his question before that happened.

Mr McIntosh said staff had said that they could make Options 4 or 5 work. Both options gave the benefits in terms of the operation of the Library. Staff believed that either option would give the benefits to Invercargill City that everybody was looking for in terms of it being a good place to live.

Moved Cr Ludlow, seconded Cr Soper that the report be received;

AND THAT

Council adopts Option 5.

Note: Cr Pottinger raised a Point of Order. He said he wanted the answer to his question as to where the cost was for Option 5 and how it seemed to be more costly than Option 4.

Mr McIntosh said the team did its best in the period between Council meetings and they had not had the opportunity to run that through the quantity surveyor process. There was the cost involved in underpinning work of removing walls process. He did not have a breakdown. To answer another question that Cr Pottinger raised, he was speaking on behalf of the Library staff about whether they would rather have the commitment now or potentially with more money sometime in the future. In the interest of the Library and the City he urged Council to make a decision on this matter at tonight's meeting.

Cr Abbott said he still had not been told as to whether the interchangeable Children's Library could go into the new plan and then be reallocated into the old plan. He said that would influence his vote.

Cr Soper said she would have thought that having an interchangeable Children's Library would be an enormously expensive exercise that would take staff time. If it was done every six months, that money would be better spent on delivering Library services rather than changing furniture.

Cr Biddle said the shuffling of Options 4 and 5 was a cop out. Council needed to make its decision based on the information it had on the table for Option 4 or 5. What was the point in having all this discussion and debate to find that Council votes for Option 5 and then next week we find that the Children's Library was at the back of the Library?

Cr K Arnold said she had heard the other submissions and she accepted that perhaps Option 5 would be the preferred option today and she was happy to support that if that was the case. She said she believed that this Council needed to be aware of what she called a fish bowl affect. Council needed to always have in the back of its mind, that children would be left unattended, unsupervised in the Library and they would be seen by others whose intentions may not be always good. She said she hoped it would never happen but it was a genuine concern she had.

Cr Biddle said it was probably more realistic that a child been taken from the back of the Library than the front of the Library.

Note: A division was called for:

The following eight Councillors voted for the resolution:

Councillors Biddle, Soper, Ludlow, A Arnold, Crackett, Lewis, Thomas and Pottinger.

The following three Councillors voted against the resolution:

Councillors Abbott, K Arnold and Amundsen.

The motion, now being put, was **RESOLVED** in the **affirmative**.

5.4 **Teviot Street Reserve Development and Disposal Proposals**

The report had been circulated and Mr McIntosh took the meeting through it.

Cr Thomas said he attended a public meeting last Monday and there was a concern about ownership of land and it was confirmed that the reserve status was lifted and it was reverted back to the Crown. That was what the public wanted to hear at this meeting before the public consultation process closed.

Moved Cr Ludlow, seconded Cr Thomas and **RESOLVED** that the report be received for information.

6. **REPORT OF THE DIRECTOR OF FINANCE AND CORPORATE SERVICES**

The report had been circulated and Miss Graber took the meeting through it.

6.1 **End of Year Briefing and Upcoming Events**

Cr Soper said she hoped this led to more outdoor murals because the comments had been exceptionally good.

Moved Cr Ludlow, seconded Cr Abbott and **RESOLVED** that the report be received.

7. **MAYOR'S REPORT**

The report was tabled.

Moved His Worship the Mayor, seconded Cr Ludlow and **RESOLVED** that the report be received.

8. **URGENT BUSINESS**

Nil.

11. **COUNCIL IN PUBLIC EXCLUDED SESSION**

Moved His Worship the Mayor, seconded Cr Ludlow hat the public be excluded from the following parts of the proceedings of this meeting, namely:

Mr Johnston informed the meeting of a late Item in relation to Item 5.1, 2 and 10 Deveron Streets, under Public Excluded Session.

With the permission of the mover and seconder, that the late Item be included in the resolution, the motion was **RESOLVED** in the **affirmative**.

- (a) *Confirming of Minutes of the Public Excluded Session of Council 13 December 2016*
- (b) *Report of the Director of Environmental and Planning Services*
- (c) *Report of the Director of Works and Services*
- (d) *Report of the Director of Finance and Corporate Services*

The general subject of each 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)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
(a) Confirming of Minutes – Council 13 December 2016	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
(b) Carter Holt Harvey v ICC	To prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial	Section 6(a)
(c) Electricity Purchase Contract	Maintain legal professional privilege	Section 7(2)(g)
(d) 2 and 10 Deveron Streets	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

**MINUTES OF THE EXTRAORDINARY MEETING OF THE INVERCARGILL CITY
COUNCIL HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION
BUILDING, 101 ESK STREET, INVERCARGILL ON TUESDAY 14 FEBRUARY 2017 AT
4.00 PM**

PRESENT: His Worship the Mayor Mr T R Shadbolt
Cr D J Ludlow – Deputy Mayor
Cr R L Abbott
Cr R R Amundsen
Cr K F Arnold
Cr T M Biddle
Cr A H Crackett
Cr I L Esler
Cr G D Lewis
Cr I R Pottinger
Cr L F Soper
Cr L S Thomas

IN ATTENDANCE: Mr D J Johnston – Director of Finance and Corporate Services
Mr C A McIntosh – Director of Works and Services
Mrs P M Gare – Director of Environmental and Planning Services
Mrs E Harris Mitchell – Manager Communications and Secretarial
Services
Mr D Booth – Manager Financial Services
Ms M Short - Manager Strategy and Policy
Mr P Horner – Manager Building Assets and Museum
Mr P Thompson - Manager Aquatic Services
Mr J Botting - Management Account
Mrs C Montgomery – Graphic Designer
Mrs K Simmonds – Accounting Technician
Mr J Leask – Web Administrator
Ms L Devery - Senior Planner - Policy Focus
Miss A Goble - Policy Analyst
Ms M Brierley - Governance and Corporate Administrator
Ms L Kuresa – Governance Officer

1. **APOLOGIES**

Cr A J Arnold.

Moved Cr Abbott, seconded Cr Lewis and **RESOLVED** that the apology be accepted.

2. **REPORT OF THE DIRECTOR OF FINANCE AND CORPORATE SERVICES**

The report had been circulated and a copy of the report on the 2017/18 Annual Plan – Amendments was tabled and Cr Ludlow took the meeting through it.

2.1 **Adoption of the Annual Plan 2017/18 Consultation Document and Supporting Documents**

Cr Ludlow said Council had a very good Engagement Process through the workshop. There was an amendment to the document as set out in the tabled report.

Moved Cr Ludlow, seconded Cr Amundsen that Council adopts the supporting information, with the removal of the “New Dog Fee” from the Fees and Charges for consultation purposes;

AND THAT

Council adopts the 2017/18 Annual Plan Consultation Document, with the inclusion of the Mayor’s comment for public consultation.

Cr Thomas said there were a couple of amendments that needed to be made to the document in relation to the Pools. He was aware that the anticipated costings for the full upgrade within that section, but in Option 1, Council had indicated that it was to build the additional changing rooms at Splash Palace at a cost of \$1.4 million, whereas it should say that it was for building additional changing rooms, café, foyer and external works. Council was not spending \$1.4 million within that option, Council was spending \$1.4 million on three different projects within the pools and he wanted clarification on that.

Ms Short said that amendment could be added to the document for adoption at this meeting.

Cr Thomas said that there should be an amendment on Page 17 under Festive Lights because Council’s preferred option was Option 2 but it also said that Council’s preferred option was Option 1. That sent out some confusion to the ratepayer and it needed to be amended that Council’s preferred option was Option 2.

Cr Esler said he did not have an opportunity to discuss the document because it was discussed at a Council Workshop he was unable to attend. There had been some comment in his absence from the Workshop, but in May he was asked to assist in leading a trip to Sub-Atlantic Islands from 20 May to 2 February. In November there was talk about Council’s Strategic Planning Workshop and he was not asked about a suitable date and when he enquired about it, he was told that it would be held on 22 and 23 January but he was unavailable. He said while it was insulting to find out that his input was of no value, he was surrounded by 1,000 penguins, while everybody here was being “dotted”.

Cr Ludlow said with respect, the rates Workshop was after the previous Council meeting and not at the Strategic Meeting.

His Worship the Mayor said it was difficult to schedule meetings that suited everybody and he knew that staff tried to accommodate all Councillors, which was an impossible task because Council was working within the timeframes of what it was required to do.

Cr Pottinger said in support of Cr Esler, the Local Government Act clearly stated that workshops were very encouraging and should be used to formulate ideas but they were not to be used for any form of outright decision making process. There was still an opportunity for debate on this matter today and make amendments to the document.

Cr Esler said he was curious about the Stead Street Stopbank and why it was included in the document and yet, the Bluff to Invercargill Walkway was not included.

His Worship the Mayor said he mentioned in his introduction that Council was looking at water being of vital importance in this day and age. Usually it was to do with the Hastings affair with the poisoning of the water supplies but in this case it was looking at the protection of the Airport being the gateway to Otatara. He was aware that there was a back road as well and the rates were particularly high this year because of infrastructure, which was mentioned by Cr Thomas in this morning's newspaper. This was a measure of security and access and one of Southland's most strategic or important strategic assets being the Airport. He realised for tourism, which was dear to Cr Esler's heart was the Invercargill to Bluff Walkway and it would be a great facility when it was completed but security had a higher priority.

Cr Pottinger asked for clarification on Page 97, where it gave explanations of Major Variances between the Long Term Plan and the Annual Plan in respect to the statement of comprehensive revenue and expense. It explained the changes but when going back to the changes on Page 88, there was one under "Employee Benefit Expenses" where there was a \$580,000 increase in that and he wanted to know what Employee Benefit Expenses was.

Mr Booth said the Employee Benefit Expenses included a wide range of expenses such as staff salary, which was the most obvious and all the associated expenses such as sick leave, annual leave, staff training and that type of expense.

Cr Pottinger asked if there should be an explanation on why there was a \$580,000 differences and was Council not given an explanation on changes of staffing expenses. That was well over a 1% rate increase.

Mr Johnston said a lot of those changes were through the individual budgets and activity areas. Each one in each self was perhaps not as significant and when they were accumulated altogether, it came out as been a big number. A lot of it was spread right through each budget. He said you could not look at that one line in isolation without the rest of the budget for that department and the activity across Council.

Cr Pottinger said something so significant should have an explanation, whether it be what Mr Johnston had just said because in the Local Government Act, Section 95, it said that, you had to identify significant material differences and explain these matters so that they were readily understood by interested or affected people. The interest and affected people were the ratepayers in this instance.

Mr Johnston said it had been explained via each activity plan and each activity statement on the way through.

Cr Pottinger said it became significant when it was all pulled together and all of a sudden there was \$580,000 worth of Employee Benefit Expenses to Council.

Cr K Arnold said in support of Cr Pottinger, this document meant that when there was an increase in the budget it was one thing and then you explain by looking at Stead Street and that was what happened, it accumulates and there was an increase at the end that Council needed to work through.

Council could not just say that the rates was increasing by almost 5% because everything equalled that, Council was looking at it budget by budget or project by project. She found it slightly uncomfortable to say that the employee expenses had increased but Council could say if the Consultant fees had gone down. That should be a known because it represented some change in philosophy or policy within Council. If that had not happened then Council could assume, without any information to the contrary, that Consultants may have stayed the same or increased along with this and this should be clarified in this document. The onus should be back on Mr King if this kept increasing and Council needed to be aware of that as his employer.

Mr Johnston said Mr Booth could go back and look at each individual budget and look at which areas had changed in wages of any significance and prepare a report that way to explain the changes in each area and how it had come about.

Cr K Arnold asked if that could include the Consultant's budget and Mr Johnston said that could be included in the report as well.

Cr Soper said the increase could relate to there were a number of older staff members who had all become entitled to long service leave but it was no additional wage cost. It would be very useful for Council to know that detail. If it was long service leave for instance, Council should be happy about the fact that it was being a good employer.

Cr Thomas asked if there had been any change to the Government Legislation around the Restricted Reserves and Ms Short said that the Local Government Act 2002 did change endowment aspects of it and it was Section 140 and 141 and Council still had to use the fund from it or the land for the purpose. She drew the Council's attention to the fact that it was not just the Local Government Act, each individual piece of property would need to be looked because if it was under the Reserves Act, then it would be something different and if it was reclamation land, it would be under the Reclamation Act. She said it was hard to say if things had changed but it still applied.

Cr Thomas said that was something else that Council needed to clarify because he would hate to think that it was under that Act and yet it had been changed.

Mr Johnston said Mr Booth was working through tidying up the reserves list and getting it to the point where Council was aware on what each reserve was used for and why it was there.

Cr Biddle said it was fair to say that Council had asked for the reserves list previously and the Endowment Policy and there was a copy of some reserves included in the agenda but not all of them. She said Council was asking for information to be provided and not necessarily getting it to make informed decisions, which was becoming frustrating for her as a new Councillor. If that matter could be clarified for Cr Thomas, then Council would be able to make decisions based on the correct information.

Cr Soper said with regard to Page 131, she said looking at the long restricted reserves and wondered about the possibility of transferring some non-descriptive reserve monies into a rating reserve fund for future use, as a mechanism for the smoothing out of rating increases, going forward. Council seemed to have a sizeable amount of funds in non-restrictive reserves.

Mr Johnston said if Council wished to change a designation in its reserves, it was entitled to do so. A lot of them were rated through a rate type for that activity and there were no restrictions for movement of reserves, as long as Council moved a resolution to do so.

Cr Thomas said it was great that Council had some publicity around the rate increase and it had created some feedback. Council had gone out with a 4.5% increase but this was only the start of it. Councillors had brought this down to 4.5% and it was now up to the public to inform Council on what it wanted. It did not need to be around what the Consultation Document said, there could be other things that Council had missed. He said judging by the feedback, Council had a tough decision to make on the final day and he hoped that the public feedback was available for Council to analyse.

Cr K Arnold said the message that was missing today was that the proposed rate increase without public consultation was less than that broadcast under the Long Term Plan. Council had made a good start and it was now up to Council to listen to the public and their points of view.

The motion, now being put, was **RESOLVED** in the **affirmative**.

There being no further business, the meeting finished at 4.25 pm.

MINUTES OF A MEETING OF THE BLUFF COMMUNITY BOARD HELD IN THE BLUFF MUNICIPAL CHAMBERS, GORE STREET, BLUFF ON MONDAY 13 FEBRUARY 2017 AT 7.00 PM

PRESENT: Mr R Fife (Chair)
Mr W Glassey (Deputy Chair) (up to 8.04 pm)
Mrs G Henderson
Mr G A Laidlaw
Cr I L Esler

IN ATTENDANCE: Cr L F Soper
Mr R Pearson – Roading Manager
Mr R Pagan – Parks and Reserves Manager
Mrs N Allan – Service Centre Manager
Ms L Kuresa – Governance Officer

1. **APOLOGY**

Mrs P Young.

Moved G Henderson, seconded W Glassey and **RESOLVED** that the apology be accepted.

2. **NOTICE OF PUBLIC FORUM ITEM**

The Chairman said the Presentation by Awarua Research and Development should be under Public Forum and not in Public Excluded Session. He said that Mr Tyrone Strongman was running late due to his plane being delayed in Christchurch. He would try and make it to the meeting and when he arrived, the Board would come back to this matter. He also informed the Board of a second matter under Public Forum with regard to Emergency Management in Bluff.

3. **PUBLIC FORUM**

3.1 **Civil Defence**

Angus McKay and Delia Riley from Emergency Management Southland were in attendance to speak to this Item.

Mr McKay said that part of his role as the Manager of Emergency Management Southland was to ensure that the communities in Southland were prepared for an emergency. He was aware that people say that Emergency Management Services came to Bluff three years ago and they were not seen since, which was a fair criticism around Southland. He said one of the problems they had was that they had a model of 21 different geographical locations in Southland and that did not include Invercargill city, so they would come in, set something up and disappeared because they were going around the other 20 locations to get back to Bluff. That may take two to three years and the original people who set things up had moved on and that was not a very sustainable way to do things.

Emergency Management had a five year plan of its work programme and they had just completed that process over the last year. One of the key things they needed to do was to renew that community engagement. With the new process they needed a new pilot and Bluff was a good community to try this out because it had a geographically well-defined area. Bluff already had a good community structure in place and lots of good community initiatives going on. From Emergency Management's point of view, there were some risks in relation to tsunami, the Tiwai Smelter, a port and one road in and out of Bluff. It was an area that Emergency Management needed to be involved. It was difficult to come in and engage and put structure and on top of it there was a lot of planning involved on how to approach this project. Emergency Management intended to hold a community Hui in early March to bring everybody together and explain what its role was and to raise awareness in Bluff. From that general awareness meeting, Emergency Management would follow that up with training sessions, which would be open to everybody. The training would be carried out a week apart and it would be an informal and generalised where a BBQ would be provided. He hoped to get some involvement in the community. Emergency Services would also be doing a lot of pre-work talking to what already existed such as Rotary, Lions, Scout Group or the Marae. Unfortunately every little community was completely different and not one model fitted everybody. It was more effective for Emergency Services to get other people to spread the message and be able to engage with those communities and talk about it at their meetings, rather than Emergency Services imposing a whole new structure on top of it. They had already spoken to the Runanga at the Marae and they were keen to be involved. He said Kaikoura had taken things in their stride when they had an earthquake by getting on with it to look after their community, so there was no point in reinventing the wheel when it was better to make use of what was already there. Through the process they had come across a few key people who want to be more engaged in this process, so they would be offered more training. He said in an event on an emergency, he needed to be able to speak to somebody who knew what was going on in this area. He needed them to be able to open up a hall or Marae for people for refreshments and they needed to tell him that the emergency was getting out of hand and they needed more resources from outside Southland. If those things were done well, it meant there was a good basis for everything else. It was like the old days where there was lots of paperwork to fill in and reports because the experience in Kaikoura recently showed that did not work at all. The question was, what role the Board had in this matter and was the Board willing to be involved in the wider community meetings that Emergency Management would be holding in Bluff.

The Chairman said the Board needed to play a role because the community looked at the Board as leadership in the community. It was important that the Board played a role in the aspect in any sort of emergency in Bluff. Three years ago the Board had looked at having some people trained in this area but he was not sure if anything eventuated from that.

G Laidlaw confirmed that he had attended one lot of training that was held in Bluff.

Ms Riley said the issue was that it only happened once and it should be ongoing.

G Laidlaw said Bluff was an isolated place because in the event of a tsunami, Bluff would be on its own. Emergency Services would not be able to get to Bluff and residents would not be able to get out of town.

Mr McKay said another part of their message was not to expect the Civil Defence armies to come over the hill because all they did was to coordinate what services were already out there.

The Board discussed this matter further and agreed to look into this matter and engage the community in relation to the Hui at the Marae. There was also discussion on who should be invited to the Hui. It was also agreed that the Chairman would be contacted with all the necessary arrangements, including confirmation of a time, date and venue for the Hui.

Cr Esler said it would be good to have the Department of Conservation involved in this project as well. He had put in a submission on this because the Department of Conservation manages 70% of Southland and probably 70% of the coastline and they had a lot of local knowledge on who was on board.

Mr McKay said because of Cr Esler's submission, the Department of Conservation was involved in a lot of Emergency Services Committees and plans and that was explained in the plan. There was some good stability with the Department of Conservation at the moment, so they were getting some good people involved.

The Chairman thanked Angus McKay and Delia Riley for taking the time to present to the Board.

3.2

Presentation by Awarua Research and Development

Mr Tyrone Strongman was in attendance to speak to this Item.

Mr Strongman said the issues with the initial proposed site at 75 Suir Street came down to contamination issues. He said that initial investigations towards gaining Resource Consent was that OPUS, the consultants, reported that there were too many unknowns at the site. There was water coming off the land and they were now in a position where they were in a position to put any more public money into this site with the risks that it would be unsuitable. They had discussed this matter with Robin Pagan towards the end of last year about getting a contingency site in the meantime and they were now looking at the Ocean Beach Reserve. It was one of the southern sports fields behind Konini School that was not utilised and it would include the carpark and toilet facilities. The proposal was the same as before with a change of location to be established and set up with the key points being access to the carpark and the area would need to be upgraded to a higher standard during the sub-development phase. The upgrade would need to include refurbished toilets and they were looking at building a small container reception in that area, off the carpark as an entry point for guests. They needed another access road off the back beach access road towards the water treatment plant, so that was another issue they needed to resolve. They were also looking at fencing off a large section of the top field to contain the site and to provide ease of access to Te Araroa Trail users. He said those were the major issues with taking over that site and to recover the lost funds that they had already spent on 75 Suir Street, they would be seeking an extension of the fee lease period. He said initially Council had approved a two lease free period and they would be looking at extending that from three to five years to recover those funds and to ensure that the long term feasibility of the project. The piece of land behind Konini School was nice and flat and clear, which was a lot more straight forward and ensured the liability of this project.

In response to questions, the following answers were given:

1. The set up costs would be less because the field is already flat compared to the site at 75 Suir Street. It won't necessarily be a long term location because we still want to go into 75 Suir Street if it can be made suitable in the future. We will be happy to look at that location again in five years' time if it's an option. The Ocean Beach Reserve site is about 100 metres away from the nearest house, so there shouldn't be any issues. We will be looking at using 75 Suir Street, if it can be made suitable for another future project.
2. We still have to do some research development but we will be looking to take this proposal back to Council and ideally we want to secure the site so that we can start getting things started.
3. If this is not feasible in three years' time, the clean-up of the site is part of the Lease Agreement. We are setting this up so that it's guaranteed to be feasible.

In response to a question by R Fife, as to what the site would be classified as with an activity like this, Mr Pagan said it was a recreational type activity but it would be classified as a commercial site but it did not interpret commercial activity on a reserve. There would need to be aspects of it considered in relation to access and carparking. It was remote enough but if there was to be annoyance to neighbours. There would be cars coming and going to the activity, but it depended on how that was managed. They still needed some information on the proposal to take it back to Council for further consideration. There were a lot of organisations out there that were struggling to pay rental on their sites, it would be for Council to decide on the lease.

The Board discussed the Suir Street site and Mr Pagan said that a report had been done on that site by Malcolm Loan. The Board requested a copy that report.

The Chairman thanked Mr Strongman for taking the time to update the Board on this matter.

4. **MINUTES OF THE MEEITNG HELD ON 21 NOVEMBER 2017**

Moved W Glassey, seconded G Henderson and **RESOLVED** that the minutes be accepted as a true and correct record.

5. **MATTERS ARISING**

5.1 **Bluff School Timeline Project**

W Glassey informed the meeting that there had been a lot of positive feedback on this project and it looked very good.

5.2 **Argyle Beach Access Ramp**

W Glassey informed the meeting that there had been a lot of positive feedback on the beach access ramp, especially from the elderly as it made it easier for them and young children to access the beach.

5.3 **Environment Southland**

G Laidlaw asked if there had been a response from Environment Southland as per request at previous meeting and the Chairman said he had not heard from Environment Southland to date.

6. **REPORT OF THE BLUFF PUBLICITY/PROMOTIONS OFFICER**

The report had been circulated.

The Chairman said Mr Beer had put in an apology due to his flight been delayed. His report was taken as read.

6.1 **Burt Munro Challenge 2018**

6.2 **11/12 February Weekend**

6.3 **Emergency Management Southland**

Moved W Glassey, seconded Cr Esler that the report be received.

Cr Esler said he had attended some of the events over the last weekend, including the Wind Farm Event, the Flower Show and the Book Sale and he hoped they were reasonably well patronised.

G Henderson said the Triathlon was a great success. They had a better turnout than last year.

The motion, now being put, was **RESOLVED** in the **affirmative**.

7. **REPORT OF THE DIRECTOR OF WORKS AND SERVICES**

The report had been circulated and Mr Pearson and Mr Pagan took the meeting through it.

7.1 **Bluff Action Sheet**

In response to a question by W Glassey, as to whether street sweeping in Bluff could be carried out the day after rubbish day, instead of the day before, and Mr Pearson said he did not see any reason why that could not happen and he would follow it up with the contractor.

In response to a question by W Glassey, for an update on the Elizabeth Street Speed Bump and Mr Pearson said he would find out this was progressing. He had not received a lot of angst on this matter but it was one of those matters that would come up again.

In response to a question by G Henderson as to what was happening with the Morrison's Beach signage that had been discussed at a previous meeting and Mr Pearson said that was ongoing work at this stage.

In response to a question by R Fife, as to what was happening to the slippery footpath around Stirling Point and Mr Pearson said it had been water blasted and it should be done every fortnight. He was looking at putting a slot behind it but other people had suggested putting a ramp over top of it. It had been included in the February programme which was yet to start.

Cr Esler said there was a material that he had seen at the wharf near the ferry channel. It was green plastic mesh that they were using for the boardwalks on the quarry. It was made in Tasmania and it was recycled plastic that was reinforced with fibreglass and it was extremely tough material that sat on top of the sub-stray. It had excellent grip and it would last for a very long time, it could be worth following on it. He said he was aware that Tony Preston from the Department of Conservation was interested in that as a potential track making material. Mr Pearson noted that for further investigations.

Note: W Glassey left the meeting at 8.04 pm.

In response to a question by R Fife, as to when the resealing would be carried out, and Mr Pearson said the work would be started in March with some minor repairs. The resealing was not extensive but they needed to be done.

In response to a question by R Fife, for an update on New Zealand Transport Agency regarding the Marine Parade matter and, Mr Pearson said New Zealand Transport Agency had come up with a clever idea that included putting a kerb on the seaward site. He said he had not seen a proposal on that.

Cr Esler said with regard to Omaui, he wondered if the Council was monitoring the beach that was eroding quite rapidly after several years, which meant that the erosion problem along the edge of the road could reappear. It had been on hold for several years because of the lagoon but he predicted the sandy area could disappear quite rapidly.

Mr Pearson said the Council was not formally monitoring the beach but it would be added to the list because it would start to affect some of those areas.

Moved W Glassey, seconded G Henderson and **RESOLVED** that the report be received.

8. **CHAIRMAN'S REPORT**

The report was tabled and the Chairman took the meeting through it.

8.1 **Community Board Bursaries**

The Chairman informed the meeting that the Bursary Committee had some very hard decisions to make with regard to the Community Board Bursary applications received. There was a very high standard of applicants with the bursaries being awarded to Serena Russell who would be studying for a Bachelor of Commerce and Tremaine Maka who would be studying towards Health Science, both studying at Otago University. The Board wished them and all unsuccessful applicants best wishes for all future endeavours.

8.2 Local Government Community Boards Conference 2017

The Chairman said the Local Government Community Boards Conference 2017 would be held at Methven on the 12 and 13 May. The normal procedure was that, if it was held in the North Island then three people would attend and if it was in the South Island, an invitation was extended to all Board Members. He said the Board needed to sort that out at some stage, but he had not received any details of when Board names were to be put forward. Once he received that information he would contact all Board Members on who could attend the Conference.

Moved R Fife, seconded Cr Esler and **RESOLVED** that all Board Members have the opportunity to attend the Local Government Community Board Conference 2017 being held in Methven on 12 and 13 May.

8.3 Annual Tour of Inspection

The Chairman said the Tour of Inspection would be held in March/April and a date would be confirmed where key staff members were available.

G Henderson said she had spoken to Mrs Gare on another matter earlier today and she also mentioned to Mrs Gare about derelict houses in Bluff. She said Mrs Gare would be happy to speak to the Board about earthquake prone buildings and derelict buildings before the Tour of Inspection.

The Chairman said Mrs Gare had mentioned a workshop before the end of last year and he would follow it up with her to arrange a workshop date to go over some of the issues involved.

8.4 Bluff/Konini Schools Reunion

The Chairman said that the Bluff/Konini School reunion was held a week ago. There were about 400 registered to attend the reunion and the town hummed that weekend and the businesses did very well with the number of people who attended this event. He acknowledged the work of the School Reunion Committee. They worked very hard and the event was very well run. It was a generally good and overall successful event. He also congratulated all the other community organisations that had events last week. It was great to see more people coming to Bluff, which was what everybody was trying to achieve for the good of the town.

8.5 Empty Section on 208 Gore Street

The Chairman said the other matter that was raised at the previous meeting was the empty section on Gore Street and the fact that it had been changed from an industrial property to a residential property. The owners of that property had made contact with him and they wanted the Board's support but he was not sure how to proceed on this matter, because that decision was made prior to this Community Board. The decision was made by the last Community Board where the District Plan was changed and the Board was able to make submissions to it. There were no submissions regarding that section to be changed to residential, and he believed there was bit of a push to do so by a group of people. He said he did not know where this Board's stance was to try and reverse it but he believed it would be very difficult. The Board also needed to be aware of the fact that there were other residential houses on either side of the property.

He understood their plight but he was not sure what the best action was. He said that maybe this Board should stay neutral on this matter because of the consequences that could arise from it.

G Laidlaw said the section was commercial and the owner had intentions of building a shed onto it but it had now been changed back to residential and they needed to build a house on that section, but there was a stormwater pipe running underneath it, so there was no point of building a house on it, so that property was worthless to build a house on. If somebody came along and built a commercial property on it and turn it into a shop, he would have no issues with that. If somebody was to come along and store scrap metal on that site, he would object to it because that site needed to be kept tidy. He also raised the matter of the Ravensdown property and wondered if that property would be changed to residential.

G Henderson said there had been discussions at a meeting before this Board and she was of the understanding that where there was a house, it would stay as a house and where there was an industrial building, it would remain as that but there were limits as to how big they could build. When she spoke to Mrs Gare, she was told that there were two submissions on this matter, one was from South Port and the one was from Mr Smellie. A Hearing had been scheduled on the District Plan in relation to those two submissions and wondered if Cr Esler was aware of it.

Cr Esler said he was not aware of the Hearing and the Chairman said a Hearing had been scheduled on the District Plan to hear those submissions, but he was not sure of the date.

Moved R Fife, seconded G Laidlaw and **RESOLVED** that the report be received.

9. **FINANCIAL STATEMENTS**

The report had been circulated and a copy of the 2017/18 Budget was tabled and the Board went through it together.

Moved R Fife, seconded G Henderson and **RESOLVED** that the Financial Report be received.

The Chairman said that the 2017/18 Budget had just been tabled at tonight's meeting and wondered if the Board wanted to schedule a workshop to discuss the 2017/18 Budget thoroughly before making a decision.

After discussions, it was agreed that a workshop would be scheduled for the Board to discuss this matter further.

Moved G Laidlaw, seconded G Henderson and **RESOLVED** that the report be received;

AND THAT

The Board would hold a Workshop to discuss the 2017/18 Budget. The final recommendations will be made by 31 March 2017.

10. **URGENT BUSINESS**

Nil.

11. **PUBLIC EXCLUDED SESSION**

Moved R Fife, seconded Cr Esler and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

(a) *Confirmation of Public Excluded Session Minutes held on 21 November 2017*

The general subject of each 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)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
(a) Confirmation of Minutes – 21 November 2016	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

MINUTES OF A MEETING OF THE COMMUNITY SERVICES COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING, 101 ESK STREET, INVERCARGILL ON MONDAY 20 FEBRUARY 2017 AT 4.00 PM

PRESENT: Cr R L Abbott (Chair)
Cr A J Arnold (Deputy Chair)
Cr T M Biddle
Cr I L Esler
Cr R Currie – Environment Southland

IN ATTENDANCE: Mr R W King – Chief Executive
Mr C McIntosh – Director of Works and Services
Mr P Thompson – Aquatic Services Manager
Mr S Ridden – Manager Corporate Services
Mrs E Harris Mitchell – Manager Secretarial Services and Communications
Mr P Horner – Manager Building Assets and Museum
Mrs M Foster – Manager Library and Archives
Ms L Kuresa – Governance Officer

1. **APOLOGIES**

His Worship the Mayor Mr T R Shadbolt, Cr G D Lewis and Cr L F Soper.

Moved Cr Esler, seconded Cr Biddle and **RESOLVED** that the apologies be accepted.

2. **PUBLIC FORUM**

2.1 **Invercargill Bus Proposal**

Mr Vic West and Mr Colin Maynard were in attendance to speak to this Item.

A copy of the submission was tabled and Mr West and Mr Maynard spoke to it.

Cr Abbott said it was a pleasure to see a submission with some suggestions and ideas. He was not sure if Mr West and Mr Maynard were aware but as part of the Strategic Plan Council was doing with the buses, Council had been conducting and talking with the consultants about the Regional Public Transport Plan on the network routes and reviews. He said two weeks ago he, together with other Councillors, attended a workshop as a preliminary to this investigation. The problem was identified that was set out in the submission with regard to route changes and timings. All that had been compiled into a report that would be submitted to Council shortly and there could be some operative changes made going forward.

In response to a question by Cr Esler, as to whether the submitters had any issues with the seating and comfort of the buses that could be improved, Mr Maynard said in general the seating was okay because as a joke he often sat at the front seat of the bus and tells the driver he was the navigator. He said the system of telling passengers where they were was excellent, especially for someone with a disability.

It would be good to get more people using the buses by looking at the issues with it. They were not here to criticise, they were here because they wanted the bus service to carry on, but with some improvements as set out in their submission.

Cr Abbott thanked Mr West and Mr Maynard for taking the time to present to Council.

3. **MONITORING OF SERVICE PERFORMANCE**

The report had been circulated.

3.1 **Levels of Service**

3.1.1 ***Community Development***

3.1.2 ***Library and Archives***

3.1.3 ***Pools***

3.1.4 ***Housing Care***

3.1.5 ***Bus and Transport***

Cr Biddle congratulated Mr Thompson on supporting local businesses and said it should be something that Council should be doing more often. She was looking forward to trying the new coffee now available at the Splash Palace café.

Cr Abbott said after attending the workshop as mentioned earlier, it was interesting to learn that the farebox recovery was not such an important issue to the people who provided the funding. He said that could be very encouraging for the future.

Moved Cr Biddle, seconded Cr Esler and **RESOLVED** that the report be received.

4. **MONITORING OF FINANCIAL PERFORMANCE**

The report had been circulated.

4.1 **Financial Summary**

4.2 **Community Development**

4.3 **Library**

4.4 **Pools**

4.5 **Housing Care**

4.6 **Bus and Transport**

Moved Cr A Arnold, seconded Cr Esler and **RESOLVED** that the report be received.

5. **OTHER BUSINESS**

The report had been circulated.

5.1 **Report of the Chief Executive**

5.1.1 ***Community Development Projects***

A further report was tabled and Mr King took the meeting through it.

Cr Biddle said she had a concern about the “Friendly” brand and whether it was effective in the work that they carried out. She did not want to offend anyone but as an event organiser, whether you did something voluntarily or not, when an application was made for the Friendly brand, you received balloons and other things like that but she was not sure if that was enough for businesses and events to become branded “Friendly”. She wondered if it was time to revisit the brand to see if it could be made more attractive to people and for people to be more aware of it. She was not sure how that could be progressed for the money that was spent on the brand.

Cr Abbott suggested that Cr Biddle attend another meeting of the Child, Youth and Family Friendly Sub-Committee and promote some ideas on this matter.

Cr Biddle said there were discussions around how the brand could be made more known through advertising and that lead the Committee to the conversation around the Council website but that was obviously being done and done well according to the material that was tabled by Mr King. She was hoping for some discussion and innovative ideas from the Community Services Committee on this matter.

Cr Esler said last year there was a workshop facilitated by Allison Broad on the “Friendly” brand and there was a report done as a result of that. There was a slight feeling of disappointment that the brand was what had come out of discussions about the branding of this city and the fact that Invercargill ended up with the Family Friendly City. Other cities such as Wellington was doing “Absolutely Positively Wellington” and he felt it was a part of what should be a bigger branding exercise. He said maybe Council needed to go through that again. One of the terms mentioned by Blumskey was “Invergiggle”, which he thought was a fantastic selling point for the city but everybody said that Invercargill would be the laughing stock, the same way they said that calling a swimming pool, Splash Palace would make Invercargill the laughing stock of the country. He said that maybe calling the city “Invergiggle” was a step in another direction and Council could look at more branding exercises.

Cr A Arnold said he disagreed with Cr Esler in relation to the city been called “Invergiggle” because it was derogatory. He wondered how much Council paid for the brand and what it achieved for the city. He asked if there was any measurement for getting people to Invercargill because of the “Friendly” brand.

Cr Abbott said he was of the understanding that this city did not have the sole rights to the Family Friendly brand anyway because it existed in other cities throughout New Zealand.

Mr King said he had heard other cities as Family Friendly cities. The intent was that Council advertised the city as “Family Friendly” to encourage more people, especially families to come and settle in Invercargill.

Mrs Harris Mitchell said last year, Communications Advisor, Andrei Robertson, showed the initiative and wrote a report about the brand and where he thought it was working and what was not working. He took the report to the Sub-Committee and they gave him a very good hearing and she understood the Sub-Committee was to hold a workshop after that. She did not know if that workshop had happened but Mr Robertson had made some suggestions to the Committee, showing the value of the brand and the tangible benefits of it.

Cr Abbott said the Committee needed to follow up on that and to confirm if there was a workshop on this matter and Cr Biddle said that she would do that.

Moved Cr Biddle, seconded Cr Esler and **RESOLVED** that the report be received.

6. **URGENT BUSINESS**

Nil.

7. **PUBLIC EXCLUDED SESSION**

Moved Cr Abbott, seconded Cr Esler and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

(a) *Report of the Chief Executive*

The general subject of each 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)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
(a) Appointment of Funding Committee Members 2016	To protect the privacy of natural persons, including that of deceased natural persons	Section 7(2)(a)

MINUTES OF A MEETING OF THE REGULATORY SERVICES COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING, 101 ESK STREET INVERCARGILL ON TUESDAY 21 FEBRUARY 2017 AT 4.00 PM

PRESENT: Cr R R Amundsen – Chairperson
Cr T M Biddle – Deputy Chairperson
Cr K F Arnold
Cr A H Crackett

IN ATTENDANCE: Cr L S Thomas
Cr G D Lewis
Cr I L Esler
Mrs P M Gare – Director of Environmental and Planning Services
Mr S Tonkin – Development Liaison Manager
Mr T Boylan – Manager Planning
Mr J Youngson – Manager Environmental Health and Compliance
Mr B Monaghan – Building Regulation Services Manager
Mr M Morris – Legal Advisor
Mrs L Devery – Senior Policy Planner
Ms L Kuresa – Governance Officer

1. **APOLOGIES**

His Worship the Mayor, Cr D J Ludlow and Cr L F Soper.

Moved Cr Biddle, seconded Cr K Arnold and **RESOLVED** that the apologies be accepted.

2. **PUBLIC FORUM**

Nil.

3. **MONITORING OF SERVICE PERFORMANCE**

3.1 **Levels of Services**

3.1.1 ***Alcohol Licensing***

3.1.2 ***Animal Control***

3.1.3 ***Building Control***

3.1.4 ***Compliance***

3.1.5 ***Total Mobility***

3.1.6 ***Environmental Health***

3.1.7 ***Resource Management***

3.1.8 ***Valuation***

Moved Cr K Arnold, seconded Cr Crackett and **RESOLVED** that the report be received.

4. **MONITORING OF FINANCIAL PERFORMANCE**

The report had been circulated.

4.1 **Directorate Overview**

4.1.1 ***Administration***

4.1.2 ***Valuation***

4.1.3 ***Building***

4.1.4 ***Alcohol Licensing – Inspection Services***

4.1.5 ***Alcohol Licensing – District Licensing Committee***

4.1.6 ***Animal Services***

4.1.7 ***Environmental Health***

4.1.8 ***Compliance***

4.1.9 ***Resource Management***

Moved Cr K Arnold, seconded Cr Crackett and **RESOLVED** that the report be received.

5. **ACTIVITY PLAN REVIEW**

N/A.

6. **DEVELOPMENT OF POLICIES/BYLAWS**

N/A.

7. **OTHER BUSINES**

7.1 **Report of the Director of Environmental and Planning Services**

7.1.1 ***National Action Plan to Reduce Risk and Harm of Dog Attacks: Application for Funding to Undertake a Neutering Programme for Dangerous and Menacing Dogs***

The report had been circulated and Mr Youngson took the meeting through it.

In response to questions, the following answers were given:

1. It's fair to say that we have a lot of Pitbulls in Invercargill that we don't hear from. Their owners are responsible and we don't have any problems with them at all.

The dogs we have problems with are the dogs that have been implicated in an attack and we have to assess whether they are dangerous dogs or menacing dogs. They are the dogs that are our problematic dogs, it's not necessarily the dogs by breed that are classified dangerous.

2. The impression we have is, the Government wants to breed classified dogs out of existence. We haven't seen the regulations or the details yet so we are aiming that this is more around the dogs that have been classified because of an event.
3. We are working with our Communications Team to visit all the dog owners on our database and hand out a pack and a voucher that means they can go to a vet of their choice if the dog hasn't been neutered. The pack we want to provide them has details about what they need to know, including information on the Internal Affairs website as to how it could impact on them.
4. The Act and Regulations will have penalties included in them. I've seen them and they are quite high but again it needs to go through the Parliamentary procedure but from what I've been told, Internal Affairs is not expecting too much change because the Government is well aware of what's going on. There has been a lot of consultation about it these changes.
5. We believe that we have a high number of menacing dogs on our books that we don't where they are. We have around 140 dogs that need to be neutered and we went around all the vets and got a price range of what they charge. There is quite a variety of prices, depending on the weight of the dog. I take my hat off to Animal Control Services who have done this.
6. We received confirmation from Internal Affairs that we will get the funding and we have submitted an invoice for the funding. We are expecting to receive the funding this week.
7. What this is saying to dog owners is, here's an opportunity to get your dog completely legalised for nothing but if you don't take this opportunity, then it's a cost to the dog owners. This is giving dog owners to the end of this financial year, (the end of June) the opportunity to get this done for free.
8. For the short time we have, the Government want dog owners to take their dogs to the vet of their choice. It's all about making it easy for people to comply, but we have stipulated that it has to be an Invercargill vet within the city boundaries.
9. I'm sure there will be rules around the high risk dog owner licence and there is that criteria that dog owners need to meet, which is their knowledge, demonstration and whether the property is appropriate and that the dog has been de-sexed. We haven't seen the details on that yet but I'm sure those details will include having the dog in a locked cage with minimum dimension and height. We're lucky that our Bylaw already addresses a lot of these things, so we are halfway there.
10. Identifying dangerous dogs is an art but if it's on our list, then it will automatically come up that a dog has to be registered as a dangerous dog and that incurs extra costs.
11. If this Bill is passed it will cause us a lot of difficulty because it will be the cost to dog owners who don't take advantage of this opportunity. For dog owners who have these dangerous dogs, to gain compliance will not get them de-sexed, they will go underground, so it will be difficult. We see this as being a difficult time for Animal Control Services and they will be attending a course 15 March on how to have these difficult conversations with people.
12. We will be working with Mrs Harris Mitchell and the Communications Team to make people aware of this. In the past we have involved Councillors in the design of our Animal Service vehicles and I agree that this will be a good opportunity because we are a community.

13. The way we did the vehicles, which was a very good way, was to have a focus group. I agree that we have an opportunity here to go the bureaucratic way and we're here to help these people and work with them because a lot of people are not going to be able to do this straight away.
14. We have until the end of the financial year, so we have from now until the end of June to have it done. We can easily meet that but we need to move quickly on it.

Moved Cr K Arnold, seconded Cr Biddle and **RESOLVED** that the report be received.

7.1.2 ***Electronic Lodgement to Resource Consents***

The report had been circulated and Mr Boylan took the meeting through it.

Moved Cr K Arnold, seconded Cr Crackett and **RESOLVED** that the report be received.

7.1.3 ***Property Sales in the Invercargill District***

The report had been circulated.

Moved Cr K Arnold, seconded Cr Crackett and **RESOLVED** that the report be received.

7.1.4 ***Training on Legislative Responsibilities Relating to Alterations and Change of Use***

The report had been circulated and Mr Monaghan took the meeting through it.

In response to questions, the following answers were given:

1. Rosie Killip's words are her words that she said to the group on the day. She knows that throughout the country there are constant issues that arise doing this kind of work between developers and councils. She was saying that if we work together and realise that there are requirements that we both have to meet. If that comes upfront rather than coming in at the end of the process, it may simplify the process. What has been happening is that plans have evolved, they've gone through the process of asking the client what they want, the documentation has been prepared and not necessarily considered these factors and she's saying, let's consider them upfront so that they are aware of it. Ms Killip does a lot of education within our sector. We did not prime her on what to say and, to be fair, I would suggest that she said some things that surprised us. There were some softer lines she recommended to help certain processes.
2. There were some strategies for doing analysis of the buildings that included what they want upfront, instead of ignoring the obvious. We now have some people going through this process who have prepared a Project Information Memorandum prior to preparing full documentation, so they can go to their client and tell them where they are at and what they need to consider. Some of the talks about the ability to look at small incremental gains and she talked through what that means and how people could better present that information to Council so we don't automatically say that nothing has happened. This will help us to see upfront what the initial betterment is in these areas. I felt that was very useful to the designers more so than us.

3. The reason why this is not included in the report is that in my opinion, there was no major change and it was to do with the processing of the Building Consent applications.

Cr K Arnold said if the Committee was receiving these important reports to keep the Committee informed, there should be a more balanced approach, so that the Committee was getting the full picture. It was not about what the Manager felt should be included in the report, it was about what the Committee felt it needed to know. She said this report was saying that it was not about Council because it was doing everything right. It was all up to the designers and building owner and Council was off the hook. It would have been more beneficial for her, to have some sort of balance that Council staff services was not saying that it was all up to you. She said surely there needed to be approaches that assist as well.

Mr Monaghan said maybe Council staff stance had been that in the past and this was why Council wanted to bring someone in to help staff, help others. Staff felt this was softening Council's stance and not heightening its stance. He apologised if he had conveyed that incorrectly.

Cr K Arnold said it was some of the language used in the report, was fighting talk. She said that was what she felt about the job and she could be out of line but that was some feedback for staff.

Cr Esler said he did not interpret the report as Cr K Arnold did at all. It was a good wide ranging and positive report where Council had engaged someone from outside to help bridge that gap between Council and developers. He saw a lot of positive aspects coming from that, particularly at a time when the number of regulations was increasing all the time. It was Council's responsibility as a local authority to support the community to make maximum use of buildings, particularly in the inner city where changing the function of the building was important. He said he saw this as a very positive outcome.

Cr Biddle said she could see what Cr K Arnold was referring to and from her perspective how that could be taken and interpreted. She wondered if the developers found it helpful and what feedback they had about the training.

Mr Monaghan said staff had not gone out and solicited any formal feedback. The developers who he had spoken to were thankful that they had the opportunity to be involved in this training. He had received comments that they felt they learnt something on the day, whether that had translated to changes in behaviour was something to be seen but the initial feedback was positive from people who attended.

Cr Biddle said this highlighted that there should be more training. On one hand Council was doing all this incredible work towards making the city a better place and building the heart of our city and on the other hand, there was the compliance that Council needed to go through, so Council was giving out of one hand and taking from the other hand. She said that collaboration was important and she congratulated staff on this because it was a good initiative that needed to happen more often.

Cr Thomas said to assist Mr Monaghan he had received some feedback on this training and it would be beneficial to put some survey forms out for participants to complete. This would mean the data was available to analyse because receiving feedback through hearsay was difficult to analyse. It would make it clearer for everybody, whether it was negative or positive overall.

Cr Amundsen agreed and said it was good to keep going with the education because it was valuable and helpful for the community to understand what was going on and what the rules were. It was also a great way to gather feedback from the community about how they found the experience and a way for Mr Monaghan to understand what other aspects the community should learn about.

Cr Biddle said it was interesting how Cr Amundsen brought up the interpretation and how it was extremely important because, for example, she was looking at a particular sentence, "The alterations will comply as nearly as reasonably practicable". Some people would read that and it would mean something different. She had been contacted by so many ratepayers wanting to discuss that particular phrase. Mr Monaghan said there was an explanation by MBIE but did not clarify it greatly. He said the name of Ms Killip's presentation was, "As Near as Reasonably". It was hard to define exactly as practicable because there was no exact definition but the Ministry had ruled that money alone was not a determining factor in not being reasonably practical.

In response to a question to a question by Cr Crackett, as to how that was measured, Mr Monaghan said there no exact line across it for measurement.

In response to a question by Cr Amundsen, as to what other aspects could be taken into consideration if it was more than just money, Mr Monaghan said when looking at the development, often issues of accessibility came into effect. If it was a fully concrete structure and there was a need to extend the width of doorways, you could be looking at \$20,000 worth of work with the structural requirements needed to do the work. All they wanted to do was to put in a wash hand basin, so you could argue that this was not reasonably practicable. If somebody was doing a \$200,000 fit out but they did not want to do what they should be doing for say \$5,000, it did not make sense. He said someone's reasoning for not doing it, may not be sound. Staff would need to look at it and consider whether it could be done and then make the best decision.

In response to a question by Cr Biddle, as to whether the reasons that Mr Monaghan gave explained why people felt that there was some inconsistency in the process, Mr Monaghan said he was not sure if he could comment on why people felt there was an inconsistency. The point that Ms Killip was making was that when looking at it, a solution could be found that would work in practice. He had suggested that across the country, some people were going in and saying that they would not be doing as much and that created Ms Killip's impression that in most cases that staff dealt with Section 112 and 115 well.

Cr K Arnold said on Page 31, it could be turned around and instead of saying that Ms Killip's key message was that designers should work with councils to improve the building stock, Council could have easily said that Council should work with designers to improve the building stock. The two were interchangeable and she found it frustrating someone was more in the right than someone else. It should be about compromise and about the two parties equally working together to improve the building stock, rather than the onus being on one more than the other.

Moved Cr Biddle, seconded Cr K Arnold and **RESOLVED** that the report be received.

7.1.5 ***Building Warrants of Fitness Process and Associated Audits***

The report had been circulated and Mr Monaghan took the meeting through it. He also took the meeting through a PowerPoint Presentation on the Building Warrant of Fitness process.

In response to questions, the following answers were given:

1. We don't inspect the specified systems for the building warrants, they are supplied to us once the owner had all the appropriate checks undertaken. Our role is a record holder. We are entitled to carry out audits and paperwork onsite. The warrant of fitness application has some prescribed information, for instance the building owners name and contact details in case something goes wrong and when they turn up with the name of the owner but no other details as prescribed, we go back and ask for it. The forms that IQPs (Independently Qualified Practitioners) complete are prescribed by the law and they know what information should be supplied to us.
2. I'm getting a lot of feedback from the public. I had one building manager in the city who is looking after a building and he told me it was a public relations nightmare. As a building manager, he had done nothing to put his warrant of fitness into Council from August last year. The building warrant of fitness was required to ensure that those life safety support systems were in place and functioning. Some IQPs have had a complete about face and were now supplying fantastic information and they have seen a real improvement in what they are doing. They have consistency in what they need to supply and are doing a great job. With this process there is always the potential to get offside with some people and I don't believe in being heavy handed as such, but we are getting compliance and we are saying that our building stock is safer. We are also finding things have been changed that we were unaware of and tidying these up.

Cr Thomas said that he had some documents put in his mailbox where a person had written to Mr Monaghan because he was sent an invoice for \$500.00. He said there were some frustrated people out there and he had concerns about how the process was being managed because people want to get on with their business. He said it was frustrating and it reflected back through Councillors who received it as feedback. The process needed to be right because it was about working with the community and Council needed to be smart.

In response to a question by Cr K Arnold, as to how the independently qualified persons became independently qualified, Mr Tonkin said the South Island had a South Island IQP Register. That means an IQP could apply to work anywhere in the South Island. There is a set criteria that each IQP had to meet, whether it was fire alarms or parts of the Building Act that related to the warrant of fitness and what they did.

In response to a question by Cr K Arnold, as to whether it was a matter where a Council could write to the IQP body that somebody was registered but not complying and could that person be removed from the register, Mr Tonkin confirmed that could be done. Once a complaint was received a Hearing would take place to determine if that IQP should be withdrawn.

Cr K Arnold said this report was saying that there was resistance from IQPs based on historic practices, even though they were aware of what they needed to supply. Instead of Council putting up with trying to get people to conform, then Council should be looking at doing that.

Mrs Gare said she saw the complaint process as a last resort.

Cr K Arnold asked as to how much time and resource Council needed to invest in trying to get the IQPs to do what they should be doing. They were getting paid to do it and they were causing Council and building owners problems and there should be a process to deal with this issue.

Mrs Gare said staff were talking to the building owners and advising them of what they needed to provide Council. They had alternate IQPs that they could go to, so if they were not getting a good service from one particular IQP, they could transfer to another.

Cr K Arnold said that became an issue between the Council and the building owner where the building owner felt as though they were receiving poor services from Council, when the problem was with the IQP. She asked if that meant that Council became heavy handed with building owners because the person that they had paid to do the work on their behalf had not done it properly.

Mrs Gare said maybe Mr Tonkin could be asked as to how many complaints they had received.

Mr Tonkin said the IQP Register had received four complaints to date. Three of them had been withdrawn and the first one was going to a Hearing this week.

In response to a question from Cr K Arnold, as to whether what she had suggested was beneficial for the IQP Group to know that there were issues, Mr Tonkin said the South Island Register was made up of every Council in the South Island. Each Council had a representative and they met every two months where the issues were discussed and the Complaints process would be used if the group was received complaints. Everybody was aware of it and the IQPs were advised at the training that the Compliance Schedule was the number one document they needed to look at, so they were aware of what to expect and maintain. They had also been told about the Complaints procedure and it was there to be used.

Cr Amundsen said this was something that the Committee needed to look at through Mr Monaghan, Mr Tonkin and Mrs Gare to consider what options were available to Council.

Moved Cr Crackett, seconded Cr K Arnold and **RESOLVED** that the report be received.

7.1.6 ***Appeals on Decisions on Proposed District Plan***

The report had been circulated and Mrs Devery took the meeting through it.

Moved Cr K Arnold, seconded Cr Biddle and **RESOLVED** that the report be received.

7.1.7 **Delegation for Mediation of District Plan Environment Court Appeals**

The report had been circulated and Mrs Gare took the meeting through it.

Moved Cr Amundsen, seconded Cr Biddle and **RESOLVED** that the Director of Environmental and Planning Services in consultation with either the Chair or the Deputy Chair of the Hearings Panel be given delegation on behalf of Council to sign off mediated agreements to Environment Court Appeals and other proceedings lodged in the Environment Court.

8. **URGENT BUSINESS**

Nil.

9. **PUBLIC EXCLUDED SESSION**

Moved Cr K Arnold, seconded Cr Amundsen and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, namely:

The general subject of each 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)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject matter of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Development Liaison Update	Enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
Local Authority Compliance Certificates	Maintain legal professional privilege	Section 7(2)(g)
Report on Housing Pilot Project	Protect the privacy of natural persons, including that of deceased natural persons	Section 7(2)(a)

**MINUTES OF A MEETING OF THE INFRASTRUCTURE AND SERVICES COMMITTEE
HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION
BUILDING, 101 ESK STREET, INVERCARGILL ON MONDAY 27 FEBRUARY 2017
AT 4.00 PM**

PRESENT: His Worship the Mayor Mr T R Shadbolt
Cr L S Thomas – Chairperson
Cr I R Pottinger – Deputy Chairperson
Cr A J Arnold
Cr K F Arnold
Cr I L Esler

IN ATTENDANCE: Cr R R Amundsen
Cr L F Soper
Cr T M Biddle
Mrs G Henderson – Bluff Community Board Member
Mr C A McIntosh – Director of Works and Services
Mr R Pearson – Roading Manager
Mr R Pagan – Parks Manager
Mr P Horner – Building Assets and Museum Manager
Mr M Loan – Drainage Manager
Mr A Murray – Water Manager
Ms M Short - Manager Strategy and Policy
Mr R Keen – Manager 3 Waters
Miss L McCoy - Building Assets Administration
Ms L Kuresa – Governance Officer

1. **APOLOGIES**

Cr A H Crackett.

Moved Cr K Arnold, seconded Cr Pottinger and **RESOLVED** that the apology be accepted.

2. **PUBLIC FORUM**

2.1 **Disk Golf – Queens Park**

Jarrold Cappie and Martin Conway from Disk Golf South Club were in attendance to speak to this Item.

Mr Cappie said Healthy Families aims to create a community where the healthy choice is the easy choice in the places where we live, learn, work and play. One way of doing this was to promote what they had to offer the community. Last year Mr Conway and seven other Members of the Disk Golf South Club who were all keen on Disk Golf discussed the prospect of setting up a Disk Golf Course at Queens Park, which was supported by the Invercargill Youth Council. They had put a proposal together and had discussions with Mr Pagan as to how it could progress further. He said by increasing activities options in parks and by promotions of parks made people want to go there.

Mr Conway said Disk Golf was a sport he was passionate about. This was the second version of the proposal and working closely together with Mr Pagan they had come up with a more suitable area at Queens Park to set up the Disk Golf Course. They were happy with the area they would be using as it would make use of the less frequently used areas of the park. He was happy with the safety of the other users of the park, which was the most important aspect of the proposal.

Cr Pottinger asked if it was fair to consider other users who used that area of Queens Park by consulting them to get some feedback. Council had received very good feedback on the Library development with regard to moving the Children's Library and without doing that Council would have gone ahead with the developments and this was a similar matter to that. It needed consultation, not on the Annual Plan but on Queens Park.

Mr Cappie said it would be a great idea to consult the community on this matter. They had consulted the Youth Council last year and they had given their feedback. It was a family friendly activity for everybody, from 2 years olds to grandparents, parents and children to take part in. He said they were more than happy to consult the community.

In response to questions, the following answers were given:

1. We've had discussions with the Community Trust of Southland and the Invercargill Licensing Trust last week and it's been confirmed that Sport Southland will own the baskets and equipment and the Council will maintain the grounds around it, so we can apply for further funding.
2. We will look at having some sort of way that people who come into the area, such as tourists and visitors who don't have their own disks to buy one for \$5.00 at the Museum.
3. I didn't envisage paying rental for the use of the park and I don't envisage there being much commercial activity. The good thing about it is getting a Frisbee to play the game for people who play regularly.
4. It's not a preferred option to have 9 holes because it does not promote as much competition as 18 holes does. The area that we are looking at is a decent size and you can fit 18 holes in that area, so there will be no issues with funding it.
5. There is a tournament going on throughout New Zealand. They tour around and play this and it would be great for Invercargill with around 50 people involved in the tournament.
6. It would be great to have a raised course out at Sandy Point but we want to wait and see how the Queens Park Course goes and how many people get involved with it.

At the request of Cr Biddle, Mr Conway took the meeting through the set-up of the Disk Golf Course, the equipment needed to play it and how it was played.

Cr Biddle said in all due respect to the consultation process, which she respected, she had concerns that something so innovative and successful all around the world, would be that two years down the track when Council went out on consultation, that Council would receive some negative feedback on, which alternately could be a low risk project in relation to Cr Pottinger's concerns.

In response to a question from His Worship the Mayor, as to why the mini golf proposal did not happen after it got approval from Council, Mr Pagan said the proposed site was at the kiosk carpark and there was a need to have a kiosk there to hire out the clubs and equipment needed. There was a lot involved in that and the need for volunteers to make it happen, so it never got off the ground. He said in a tourist centre like Queenstown and Cromwell, where there was a lot of people passing through, it seemed very successful, but waiting for the community to come and play was more difficult to get the numbers. The Lions Group decided that it was not viable for them.

In response to a question from Cr Biddle, as to what maintenance would be needed at the park for this proposal, Mr Pagan said it would depend on what standard was required for the areas proposed were already mowed. If those areas were acceptable there would be no extra maintenance required. Cr Thomas thanked Mr Cappie and Mr Conway for taking the time to present to the Committee.

2.2 **Te Araroa Trail**

Cr Thomas said Cr Esler wanted to speak briefly about the Te Araroa Trail.

Cr Esler said there would be around 500 people using the Te Araroa Trail this year, which was great for the city. A couple of years ago Council got some plaques made which was a metal on a wooden base to give out to people when they completed the Te Araroa Trail. He had been looking at some options for changing the plaques because the current plaques were expensive to make. They needed to be individually carved and put into the frames and they were looking at shortcutting the process. He said Mrs Chapman had come up with a plastic alternative, which could be massed produced for a about \$1.00 each.

He passed the plastic one around with the metal one for the Committee to appraise. The Committee did not make a decision on this matter at this meeting.

3. **MONITORING OF SERVICE PERFORMANCE**

The report had been circulated.

3.1 **Levels of Service**

3.1.1 ***Parks and Reserves***

3.1.2 ***Public Toilets***

3.1.3 ***Roading***

3.1.4 ***Sewerage***

3.1.5 ***Solid Waste Management***

3.1.6 ***Stormwater***

3.1.7 ***Water Supply Activity***

Moved Cr K Arnold, seconded Cr A Arnold and **RESOLVED** that the report be received.

4. **MONITORING OF FINANCIAL PERFORMANCE**

4.1 **Works and Services**

4.2 **Services**

4.3 **Toilets**

4.4 **Engineering Services**

4.5 **3 Waters**

4.6 **Drainage**

4.7 **Parks Operations**

4.8 **Property**

4.9 **Roading Services**

4.10 **Water**

4.11 **Park Assets**

4.12 **Solid Waste**

4.13 **WasteNet**

Moved Cr Pottinger, seconded Cr K Arnold and **RESOLVED** that the report be received.

5. **OTHER BUSINESS**

5.1 **Report of the Director of Works and Services**

5.1.1 **Stopping of Roads – Deveron Service Lane**

The report had been circulated and Mr Pearson took the meeting through it.

Moved Cr K Arnold, seconded Cr A Arnold and **RESOLVED** that it be **RECOMMENDED** to Council that Council gives approval to commence the consultation to consider the stopping of service lane as shown in the attached appendix;

AND THAT

Any costs associated with this application are met by the applicant.

Note: Cr Thomas declared a conflict of interest and refrained from commenting and voting.

5.1.2 **Stopping of Road – Sussex Street**

The report had been circulated and Mr Pearson took the meeting through it.

Moved Cr Pottinger, seconded Cr Esler and **RESOLVED** that it be **RECOMMENDED** to Council that Council approval is given to commence the consultation to consider the stopping of legal road, Sussex Road and adjacent unformed roads as shown in the report.

5.1.3 **Use of Paxster Vehicles by NZ Post Approval**

The report had been circulated and Mr Pearson took the meeting through it.

Moved Cr Thomas, seconded Cr K Arnold and **RESOLVED** that it be **RECOMMENDED** to Council that Council approves the use of the Paxster vehicle for use by NZ Post on Council footpaths within the Invercargill City urban area until revoked by Council

5.1.4 **Reserves Classification**

The report had been circulated and Mr Pagan took the meeting through it.

Moved Cr Esler, seconded Cr Pottinger and **RESOLVED** that it be **RECOMMENDED** to Council that Grant Road, John Street, Matua Road, Omaui, part of Taiepa Dune and Paterson Reserves be classified as Scenic Reserve as per the Environmental Reserves Omnibus Management Plan 2011.

5.1.5 **Anderson Park House**

The report had been circulated and Mr Pagan took the meeting through it.

Moved Cr Thomas, seconded Cr K Arnold and **RESOLVED** that the report be received.

5.1.6 **Public Vehicle Access to Queens Park**

The report had been circulated and Mr Pearson took the meeting through it.

Moved Cr Pottigner, seconded Cr A Arnold and **RESOLVED** that it be **RECOMMENDED** to Council that vehicular access is permitted for organised groups and retirement homes or individuals beyond defined carpark areas by arrangement with the Parks Division and that scheduled Wednesday openings cease from 29 March 2017

5.1.7 **Method of Disposal of Ex Reserve Land**

The report had been circulated and Mr Pagan took the meeting through it.

Moved Cr K Arnold, seconded Cr Esler and **RESOLVED** that it be **RECOMMENDED** to Council that the local Real Estate Agents are asked to provide their fees for the disposal of these areas of land and we engage the Agency that provides the best service and price to Council.

5.1.8 **Disk Golf – Queens Park**

The report had been circulated.

Cr Esler said this would be an asset to the city, particularly with the possibility of having an international circuit in Invercargill. He was surprised that it had a low impact with the facility having a small footprint. It catered for a range of ages and abilities and as long as Council was happy that it did not impact with other users of the park, then Council should support this proposal.

Cr Pottinger said he accept that consultation could be taking it too far but sitting around the Council table, the Committee was looking at a map that did not have very good detail. The Committee needed to make a call Council's role was for Councillors to walk the track and see it. How would Councillors know unless they walked the track and played the game? He suggested that a time and date be organised for all Councillors to go and walk the track with Mr Cappie and Mr Conway and that this matter could be deferred to the next Council meeting.

Cr Thomas agreed with Cr Pottinger and said he had some concerns about holes 1 and 2 that went down the Herbert Street entranceway. The best thing to do was to see it so that Council could progress this matter.

The Committee agreed that Mr Pagan would organise a suitable time and day for this visit before the Council meeting.

Cr K Arnold said she was surprised to hear about the fact that this was not just for families and getting people involved and that there was talk about tournaments. She asked how that worked having a Disk Golf Tournament two days over the weekend.

Cr A Arnold said he felt it would be fine because it was now different to a Golf Tournament. When it was mentioned about having a kiosk, then could be the potential in using part of the golf kiosk as well. At the end of the day, if there were four people per hole, it would be 72 people playing the game at once.

Cr Thomas said that Mr Cappie did mention that it could cater up to 50 people on a course.

Cr Biddle said this was an exciting proposal that was played around the world as seen online, there were different options available for this game. Anybody could play the game and there was collaboration with Sport Southland wanting to communicate and work with the Council. It would encourage youth to be out in the parks and it was a low cost friendly activity and at the moment, Invercargill was family friendly city with nothing to do in people's eyes. She said this would be another option for people, whether it be winter or summer and she saw that it would not impact hugely on the park.

Mr Pagan said with regard to the disruption for two day in the weekend, there would probably be less disruption than there was from the Surf to City where there were around 3,000 going through the park. If it was really successful that would be when the problem would arise, so there could be the need to limit the number of tournaments held. He encouraged Councillors to have a look at the course when walking around to get an idea that it was the least use area of the park.

Moved Cr Thomas, seconded Cr A Arnold and **RESOLVED** be received;

AND THAT

The report be deferred to full Council.

5.1.9 **Tuatara and Kakapo Facility**

The report had been circulated and Mr Horner took the meeting through it.

In response to questions, the following answers were given:

1. I will go back to the previous report to see what the eight conditions are that was initially brought to Council.
 2. We will have to answer all those outstanding questions initially discussed at Council to get more certainty and less risk around the proposal.
 3. Venture Southland has voted for \$15,000 to pay for a consultant to assist with this business case. The funding of the project itself is meant to be commercially based. We will be expecting it to be supported by loan funding and a grant application for a GTP or a Tourism Growth Partnership grant.
- Cr Amundsen said the \$15,000 was for the feasibility study, and was from the Venture Southland Enterprise Fund, which was funding provided by the Community Trust of Southland for that purpose.

Moved Cr Pottinger, seconded Cr A Arnold and **RESOLVED** that it be **RECOMMENDED** to Council that Council supports the proposal to undertake a full feasibility study and business case, including tourism product concept development, forecast operational budget, building plans and order of cost estimate for a tuatara and kakapo facility. In the first instance, this will support an application for co-funding from the MBIE Tourism Growth Partnership Fund.

5.1.10 **Contract 741 – Branxholme Water Treatment Plant Upgrade 2015 Notification of Payment in Excess of \$1,000,000**

The report had been circulated and Mr Keen took the meeting through it.

Moved Cr K Arnold, seconded Cr Pottinger and **RESOLVED** that the report be received.

6. **URGENT BUSINESS**

Nil.

7. **PUBLIC EXCLUDED SESSION**

Moved Cr Thomas, seconded Cr Esler and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, with the exception of Mrs Gloria Henderson, Bluff Community Board Member, namely:

(a) Report of the Director of Works and Services

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Contracts Awarded Under Delegated Authority	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
Contract 630 – Water and Drainage Network Maintenance – Extension to June 2020	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
Supply of Coagulant Chemical: Branxholme Water Treatment Plant	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

MINUTES OF THE MEETING OF THE FINANCE AND POLICY COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING, 101 ESK STREET, INVERCARGILL, ON TUESDAY 28 FEBRUARY 2017 AT 4.00 PM

PRESENT: His Worship the Mayor Mr T R Shadbolt
Cr D J Ludlow – Chair
Cr G D Lewis – Deputy Chair
Cr R R Amundsen
Cr I R Pottinger
Cr L S Thomas

IN ATTENDANCE: Cr K A Arnold
Cr I L Esler
Cr T M Biddle
Cr A J Arnold
Mr R W King – Chief Executive
Mr D J Johnston – Director of Finance and Corporate Services
Mr C A McIntosh – Director of Works and Services
Mr D Booth – Manager Financial Services
Mr P Horner – Manager Building Assets and Museum
Ms M Short - Manager Strategy and Policy
Mr P Casson – Chief Executive Officer – Venture Southland
Ms L Kuresa – Governance Officer

1. **APOLOGY**

Cr R L Abbott.

Moved Cr Thomas, seconded His Worship the Mayor and **RESOLVED** that the apologies be accepted.

2. **REPORT OF PUBLIC FORUM**

Nil.

3. **MONITORING OF SERVICE PERFORMANCE**

3.1 **Levels of Service 1 July 2016 to December 2016**

Moved Cr Amundsen, seconded Cr Pottinger and **RESOLVED** that the report be received.

4. **MONITORING OF FINANCIAL PERFORMANCE**

4.1 **Report of the Director of Finance and Corporate Services**

4.1.1 ***Financials to 31 December 2016***

Moved Cr Thomas, seconded Cr Amundsen that the report be received.

In response to a question from Cr Thomas, who wondered if an explanation could be provided when something was under budget and how it would even out, Mr Booth said it was possible to do that but it would be a lengthy process.

Cr Thomas said he only wanted it for significant amounts, for example the \$91,000 that was mentioned in the report on Page 18.

The motion, now being put, was **RESOLVED** in the **affirmative**.

5. **ACTIVITY PLAN REVIEW**

N/A.

6. **DEVELOPMENT OF POLICIES/BYLAWS**

N/A.

7 **OTHER BUSINESS**

7.1 **Report of the Director of Works and Services**

7.1.1 ***Quarterly Report – Southland Museum and Art Gallery***

The report had been circulated and Mr Horner took the meeting through it.

In response to a question by Cr Thomas, as to whether the World War I Expedition project continuing to be funded by the grant that was received from central government, Mr Horner said there was about \$20,000 of expenditure that remained from that grant, which would be used for this project. The rest would come from operational funds.

Moved Cr Ludlow, seconded Cr Pottinger and **RESOLVED** that the report be received.

7.2 **Report of the Director of Finance and Corporate Services**

7.2.1 ***Review: Policy on Appointment and Remuneration of Directors***

The report had been circulated and Ms Short took the meeting through it.

In response to a question from Cr Ludlow, as to whether the Office of the Auditor General had come to a distinction between holding companies and trading companies, Ms Short said she would have a copy of the Best Practice Guide for the next meeting, where the Office of the Auditor General had drawn that distinction between holding companies and trading companies.

Cr K Arnold said this Council needed to have a review of the whole appointment procedure. She felt that Council owned and Council Controlled Organisations should have the very best Directors appointed and Council did not have the expertise around the table to know what was best. She wondered if Council should have an outside review or an independent review. There were a few issues with this matter during the last Council term on how things operated. She had a long history of following Council Controlled Organisations on contracts and she knew that when it was bad, it was really bad.

Going forward, Council should have confidence that the policy that was in place was robust and had the best interests of this Council and the ratepayers at heart. She suggested that Council seek a report on what was best for this Council, or have an independent review.

Cr Pottinger said he supported Cr K Arnold's suggestion and said the Policy for Remuneration and, as Ms Short had said, it needed to be split from appointment and re-appointment. Council needed to ask the question as to whether this Council was doing what was right with regard to Councillors as Directors. He was in favour of an independent review driven by Council, not by Invercargill City Holdings Limited to answer the questions Council wanted answers to. He said that, he was not keen on Councillors being Directors, but that was his own personal view. He would sooner have somebody qualified to bring that review back to Council as a way forward and also look at the company structure and how things were set up within the Council owned Companies. It was way overdue because he had been on Council for over six years and this was something that if Councillors needed to get behind and move forward on. He said he would be happy as Chair of Audit to run some ideas and bring a report back to Council on this matter.

In response to a question from Cr Ludlow, as to who Council could get to conduct the review on this Policy, Mr King said he could provide a list of suitable people to carry out the review at the next Council meeting.

Cr Lewis said Council needed to be careful in excluding existing Councillors from such organisations. If it was totally definitive for Councillors not to be Directors on those Council owned Companies and there were not sufficient applications from independent Directors to be on the Board, would that not create some major problems?

Mr King said there was a limited pool of outside Directors. Dunedin City Council had gone further afield from Otago, so it depended on what this Council wanted.

His Worship the Mayor said he thought that a review had already been carried out on this Policy and he wanted to know how many reports Council had already received on this matter. When looking at this, if you went right through and traced the bottom line of how well Invercargill City Holdings Limited had been doing, the graphs indicated that it was increasing year after year, decade after decade. The reviews tend to be seen as a kind of a punishment or some kind dissatisfaction with the status quo, that something was terribly wrong with Invercargill City Holdings Limited.

Cr Ludlow said Council was talking wider than Invercargill City Holdings Limited. Council was discussing carrying out a review of the entire Appointment Policy that Council wanted to adopt. That would also apply the criteria that Invercargill City Holdings Limited had to consider when it was appointing Directors to its subsidiaries as well.

Cr Pottinger said in 2012, Dunedin City Council carried out a review and they engaged Warren Larson who was a very well respected Director and businessman in New Zealand. He came back and the review had gone live on the Dunedin City Council website. He said that Warren Larson would be a good person to look as someone who had looked objectively at councils and the way things were set up.

One of the things he did come back with in the review was that he favoured increasing the remuneration in getting as good Directors as possible. That was what Invercargill City Holdings Limited was all about, making maximum returns to Council.

In response to a question from Cr Ludlow, as to whether there was a timeline to get this Policy adopted by Council, Ms Short said the Policy stated that it would be reviewed three yearly but there was no actual date by which it needed to be completed. She said it would not fall over if it was not reviewed in a certain timeframe.

Cr Ludlow said if Council was looking at somebody to conduct review, that could come back to the next meeting but he was not sure how long it would take to prepare a report for the next Committee meeting.

Cr Biddle said she wanted to know what issues Council had around this Policy. She was of the understanding that there was a clear message in December that one of the major problems was that there were Councillors on Council Controlled Companies. The Policy itself and not the entire Policy needed to be changed and she wondered if decisions could be made about the Policy as a Council in relation to what the issues were.

Cr Ludlow said the comments made at the December meeting were subjective and a matter of opinion. From what he heard, there was a lot of misunderstanding amongst members of the public around the fact that there was an appointments process and there was a criteria that some of the candidates were not aware of. The Policy needed to be reviewed anyway.

Cr Biddle said Council was ignoring the fact that for a long time now, members of the public were unclear about the transparency of this particular Policy. This was Council's opportunity to make that right. She was not convinced that a Chief Executive bringing forward names or recommendations for somebody to carry out an independent review was going to satisfy people.

Cr Ludlow said it was a Catch 22 because who did Cr Biddle want to carry out the review.

Cr Biddle said she had no idea because she had no experience in this matter but she knew that the public were very unsettled about this particular issue and it needed to be discussed. Council needed to be transparent and deal with it. She said Council needed to be specific about what its issues were.

Cr Ludlow said that was the purpose of this report, to discuss what the issues were and Cr Biddle said that was her point, she wanted to know what the issues were. She said one of the issues was the fact that there were Councillors on Council Controlled Companies who may not have the experience to sit on those Boards.

Cr A Arnold said the issue had always been that the public's perception was that it was an 'old boys' club' and that it was a favour given to particular Councillors to sit on these Boards. He said Councillors Pottinger, Biddle and K Arnold were all saying that if a review was carried out, it would resolve that issue and it would seem like it was old boys club anymore? From a personal point of view, Councillors represented the public and yet Councillors on the Boards had to leave the room and could not be part of discussions. He said he could not see how a Councillor could represent the public and also be a Director on Council Controlled Organisations.

Cr Amundsen said she liked the idea of having a review of the Policy for Appointments and Remuneration and it should in itself address the issues that Councillors had and were coming through from the public. Part of the reason that there seemed to be a misunderstanding with the public about how Council did this was because Council did not educate the public enough about this process and therefore they were not aware as to how things happened. She was in favour of a review by somebody independent and as Mr King suggested getting some names brought back to Council for discussion was the way to go. An independent person could look at what Council did and how things were set up in Invercargill and how the Council Controlled Organisations operated.

His Worship the Mayor said if Council was putting in questions it wanted answered through this review, he wanted to know why Invercargill City Holdings Limited was so successful.

Moved Cr Ludlow, seconded Cr Amundsen that the report be received;

AND THAT

It be **RECOMMENDED** to Council that Council call for suggestions of people to conduct an independent report of both the Appointment and the Remuneration Policies.

Note: Cr Pottinger raised a Point of Order. He said that Cr K Arnold had said that the scope was not just the Policy and that the review should be done of the whole structure of Invercargill City Holdings Limited and how it was set up with the subsidiary companies.

Cr Ludlow said the whole Policy would be reviewed and Cr Pottinger said if Council passed a resolution to just look at the Policy, then that limits the scope completely.

The Appointment and Remuneration Policies were two different things.

Cr Pottinger asked if Council needed to move a second motion to look at something else and Cr Ludlow said if Council wanted to look at how Invercargill City Holdings Limited operated or the subsidiary companies then another motion would need to be moved. At the moment Council was looking at conducting a review on Policy and not the success or otherwise of the Invercargill City Holdings Limited.

Cr Pottinger said in that case he agreed with Cr Biddle that if Council was to review the Policies then it was something that Council could carry out itself and where the expertise was needed was within the big picture. That justified looking at the value of everything and what worked well.

Cr Thomas said if Council wanted to review Invercargill City Holdings Limited, it could put that in place but what the Committee was looking at was the Policy at the moment. He said a recommendation could be brought to Council setting out the reasons why there should be a full review of Invercargill City Holdings Limited.

Cr Ludlow said an amendment could be made that was not contrary to the motion.

Mr King said it was not a direct negative. To the best of his knowledge, there had not been a full review carried out by Council. He was at Council when it was

first set up and the reasons why it was set up. Apart from glitch with regard to Bond Contract Limited, it had performed admirably well. Dunedin City Council did a review in 2012 and it was not going so well now.

In response to a question from Cr Ludlow, as to whether Mr King saw any issues with the motion if it was expanded to include a review of the operations of Invercargill City Holdings Limited, Mr King said the review of the Policy was one thing and it would be extended to the review of Invercargill City Holdings Limited operation as an amendment.

Moved Cr Pottinger, seconded Cr Ludlow and **RESOLVED** that it be **RECOMMENDED** to Council that the original motion includes that the process of the operations of the Invercargill City Holdings Limited's structure.

Note: His Worship the Mayor voted against the recommendation.

The motion, now being put was **RESOLVED** in the **affirmative**.

His Worship the Mayor asked what costs would be involved in this review and Mr Johnston said it could be around \$100,000.

Cr Ludlow said more clarity on the cost of the review would be provided at the Council meeting.

Cr Pottinger recommended that the review be paid for by Invercargill City Holdings Limited.

When Cr Ludlow asked why Invercargill City Holdings Limited should pay for the review Cr Pottinger said as a shareholder, Council could instruct the Holding Company to do that.

Cr Ludlow suggested that Cr Pottinger get the sufficient number of Councillors to support his motion at the full Council Meeting. What the Committee was looking at today was to review a Council Policy and he did not see why Invercargill City Holdings Limited should shoulder the financial burden. If it was a going to be a significant cost, why should Invercargill City Holdings Limited pay for it? It was not Invercargill City Holdings Limited's Policy. He said it was a strange way of doing business.

7.2.2 **Community Grants**

The report had been circulated and Ms Short took the meeting through it.

In response to questions, the following answers were given:

1. We wouldn't prevent people from applying to the Annual Plan but through the submission response process, you could advise that Council was not considering their applications at this time and advise them of the next funding round. We can then put them onto the grants applications.
2. My original thought is that it would be separate from the Annual Plan process altogether. It will be up to Council to decide through that framework as to whether it wanted to make all applicants and applications public or not, or if Council just wanted to put in place some framework that the community could submit on in the first instance that gave Councillors guidelines about what should be considered and what shouldn't.

3. We currently have a community funding application form but some people choose to use it and some people don't. There's no real structure around who chooses to use what at the moment.
4. One of the things that I've mentioned is what is called the discretionary fund, which will be part of the framework where something urgent comes up and there's no way it can wait for the next funding round. There were also other matters where Council can say that it will make a determination on that at the next Council Meeting or at this meeting if it was through Public Forum. It's for the majority of applicants who don't have an urgent need, they are just planning next year's operations to be able to come to Council and have strong sense of what guidelines Council is looking for when applying for public funding.

His Worship the Mayor said he was taking a minority view on a lot of issues and surely there was room for Council's hearts to be moved by a submitter. There were not many submissions that slipped through and if you looked through over 23 years and he had been on Council, there was one about one submission a year, where somebody came along and made a passionate plea to some emotionally charged issue. There was one this time round and people around the table felt genuinely moved with that submission and wanted to help out immediately. At the Infrastructure and Services Committee meeting yesterday, he sat through an hour long discussion about throwing Frisbees at Queens Park. Council was getting so caught up in procedural issues that it lost its humanity.

Moved Cr Ludlow, seconded Cr Lewis and **RESOLVED** that it be **RECOMMENDED** to Council that a Grants Framework and Policy is developed to be implemented alongside the 2018-2028 Long Term Plan.

7.2.3 ***Southland Warm Homes Trust – Accountability Reporting***

The report had been circulated and Ms Short took the meeting through it.

Moved Cr Thomas, seconded Cr Amundsen and **RESOLVED** that the report be received.

7.3.4 ***Endowment Property and Funding***

The report had been circulated.

Moved Cr Ludlow, seconded Cr Amundsen and **RESOLVED** that it be **RECOMMENDED** to Council that the report on Endowment Property and Funds be accepted.

8. **URGENT BUSINESS**

Nil.

9. **COUNCIL IN PUBLIC EXCLUDED SESSION**

Moved Cr Ludlow, seconded Cr Amundsen and **RESOLVED** that the public be excluded from the following parts of the proceedings of this meeting, with the exception of Mr Murdoch and Mr Loan, namely:

Cr Thomas said he wanted to ask a question around the framework of properties under Public Excluded Session and it was agreed that it would be allowed.

(a) *Report of the Director of Finance and Corporate Services*

The general subject of each 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)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Invercargill City Holdings Limited – Six Monthly Reports Potential	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial or industrial negotiations	Section 7(2)(i)
Disposal – 2 Deveron Street, Invercargill	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial or industrial negotiations	Section 7(2)(i)
Insurance – Riskpool and Civic Liability Pool	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial or industrial negotiations	Section 7(2)(i)



To: Invercargill City Council

Date: 7 March 2017

Subject: Venture Southland Quarterly Report - December 2016

Author: Hunter Andrews – Communication Manager

Approved: Paul Casson – Chief Executive Officer

SUMMARY

The report contains a complete breakdown of Venture Southland's Business Plan Key Objectives/Performance Measures for 2016/17. Alongside each Key Objective/Performance Measure is a progress update for the quarter being reported on.

Each measure has a status provided; green for completed, orange for ongoing and red indicating work is yet to start.

RECOMMENDATION

THAT THE INVERCARGILL CITY COUNCIL RECEIVE THE VENTURE SOUTHLAND QUARTERLY REPORT – December 2016

COMPLIANCE STATEMENT

This recommendation is consistent with the Venture Southland Business Plan 2016/2017, which has been adopted following public consultation.



QUARTERLY REPORT Second Quarter 2016/17

This report contains a complete breakdown of Venture Southland's Business Plan Key Objectives/Performance Measures for 2016/17. Each measure has a commentary and a status provided; green for completed, orange for ongoing and red indicating work is yet to start.

Additional information may be provided at the end of each section or as an appendix.

Some highlights contained within this report

Digital Survey complete – 214 responses received. Internet speed test complete and submission made to Rural Broadband Initiative/ Ultra-Fast Broadband/ Mobile Black Spot Fund Crown Fibre process.

MOU signed with MBIE outlining collaborative approach forward between MBIE and Venture Southland. The MOU is consistent with the Southland Labour Market Strategy, Youth Futures Initiative and enables the implementation of The Regional Labour Market and Settlement activities.

Paper submitted to Electricity Authority aimed at promoting equitable transmission pricing and the associated benefits for Southland. The document included coordinated submissions from Southland stakeholders.

Southland secured the Ultimate Waterman event (1 – 9 April 2017) which will be filmed as a 3 part documentary by Red Bull Media House and available online free to a worldwide audience. Location scouting and promotional support are being provided.

The Southern Regional International Education Strategy has been completed. The document was sent to Education New Zealand for feedback and was presented to the Southern Education Alliance Governance Group for feedback and approval on the 21 November 2016 prior to the Southern Regional Development Strategy launch on the 30 November 2016.

A funding provision agreement has been entered into between Education New Zealand (ENZ) and Venture Southland for three years.

Annual Regional Statistics

Priority Area: Increase in Population – SOURCE: 2013 CENSUS

Population	97,300	↑	+3961	UP ON 2006 CENSUS
Population Over 65	16.1%	↑	+0.4%	NZ: 14.6%

Priority Area: Increase in Regional GDP - SOURCE: MBIE 2016

GDP Per Capita	\$50,119	↓	-10.5%	NZ: \$52,953
Regional GDP	\$4.9 billion	↓	-9.90%	

Priority Area: Increase in Number of New Businesses – SOURCE: MBIE

Business Units	13947	↑		
New Businesses	1173	↑		

Priority Area: Increase in Job Opportunities – SOURCE: MBIE MAR 2016

Numbers employed	56,300	↑	+200	NZ
Participation Rate	74.7%	↓	-1.7%	68.9%
Unemployment Rate	5%	↑	0.4%	5.7%
NEET Rate (youth not in employment, education and training)	13.4%	↓	-0.7%	11.6%

Priority Area: Increase in Household Income – SOURCE: MBIE MAR 2016

Mean Household Income	\$84,836	↓	-2.4%	NZ \$91,198
Mean Weekly Earnings	\$880	↑		
Mean Weekly Rent	\$226	↑		\$406
Mean House Value	\$220,788	↑	4.8%	\$568,681
Deprivation Index	5	-		NZ: 5.4
Household Internet Access	71.6%	-		76.8%

Priority Area: Increase in Number Visitor Nights and Occupancy Rate

SOURCE: STATISTICS NZ COMMERCIAL ACCOMODATION MONITOR YEAR END OCTOBER 2016

			Visitor Numbers
Southland Guest Nights RTO	8.6%	↑	437,342
International Guest Nights	26.3%	↑	143,209
Domestic Guest Nights	1.6%	↑	294,134
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Fiordland Guest Nights RTO	13.9%	↑	608,155
International Guest Nights	19.4%	↑	433,064
Domestic Guest Nights	2.2%	↑	175,091
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YEAR END DECEMBER 2016			
Southland Total Spend	3.9%	↑	\$391,000,000
Fiordland Total Spend	14.9%	↑	\$217,000,000
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Overall Southland Occupancy Rate	34.9%	↑	Increased from 33.4%
Overall Invercargill Occupancy Rate	39.44%	↓	Decreased from 41.03%
Excluding holiday parks	43.5%	↑	
Overall Fiordland Occupancy Rate	40.5%	↑	Increased from 36.6%

KEY INITIATIVES

Section 1: Regional Strategies, Assessments and Advocacy

As a regional organisation Venture Southland is able to act in the best interests of the region as a whole, rather than being confined by traditional council boundaries. This is evident when preparing and facilitating strategies, assessments and advocating on the region's behalf.

Key Objectives/Performance Measures

Successfully facilitate the completion of:

		Status	Notes
1.1	Southland Cycling Strategy	ONGOING	Draft document complete - undergoing stakeholder consultation.
1.2	Southland Visitor Strategy	YET TO START	Awaiting recommendations from Councils. RFP prepared.
1.3	Community Organisation and Volunteers Futures Project	ONGOING	The project brief has been finalised by SDC and the project is on schedule. Currently in the community consultation phase. See 10.1
1.4	Swimming Pool Heating Assessments	COMPLETE	Pool heating assessments have been completed for eight identified pools. A generic report providing a summary of the findings for use by any pool committee, is currently being finalised. Work overlaps to Section 4, Energy Efficiency & Section 10 Community Development.
1.5	Regional Export Value Research	ONGOING	Working with Statistics NZ to develop tools that will allow this to occur.
1.6	Provision of support and advice towards the development of cycle ways in Gore	COMPLETE	A range of support provide to Gore District Council and the local community. Funding of \$20,000 approved from Impetus Fund.
1.7	Facilitate a stakeholder's meeting to progress the Southland Museum and Art Gallery redevelopment	YET TO START	Working alongside SMAG, ICC and Southland Regional Heritage Committee to investigate and progress the project.
1.8	Support Sport Southland in the creation of a Southland Sport and Recreation Strategy	ONGOING	Initial discussions held with Sport Southland.
1.9	Southland Perception Study	ONGOING	Preparation for conducting the perception study has begun.

Support the implementation of the following:

		Status	Notes
1.10	Southland Regional Development Strategy	ONGOING	Venture Southland prepared extensive information that was included in the preparation of the strategy. Venture Southland participated and serviced the following strategy action teams: Vibrant Urban Centres, Destination Attraction and Tourism, Inclusive communities, New Industries, Broadband and Education.
1.11	Southland Regional Labour Market Strategy 2014-2031	ONGOING	MOU signed with MBIE outlining collaborative approach forward between MBIE and Venture Southland. The MOU is consistent with the Southland Labour Market Strategy, Youth Futures Initiative and enables the implementation of The Regional Labour Market and Settlement activities. Action plan developed focusing on local workforce skill development, attraction and retention to the region. To be delivered by new Regional Labour Market Coordinator.
1.12	Southland Digital Strategy	ONGOING	Digital Survey complete – 214 responses received. Internet speed test complete and submission made to Rural Broadband Initiative/ Ultra-Fast Broadband/ Mobile Black Spot Fund Crown Fibre process. Digital Strategy action plan review commenced.
1.13	Southland Regional Heritage Research 2016	COMPLETE	Research has been completed and Venture Southland are currently working alongside the Southland Regional Heritage Committee to finalise the document and assess implementation options.
1.14	Southern NZ Cruise Destination Strategy 2016	COMPLETE	Strategy complete and implementation options currently being assessed considering wider sector happenings- cruise network, key actions and resources.
1.15	Catlins Tourism Strategy Review 2016	COMPLETE	Strategy complete and implementation underway alongside Catlins Coast Inc. Opportunities to partner with Lotteries also being investigated.
1.16	Around the Mountains Cycle Trail Business and Marketing Plan	ONGOING	Continued activity of promotions in coordination with the NZCT (New Zealand Cycle Trail), ATMCT (Around the Mountains Cycle Trail), trail operators and Southland District Council.
1.17	Creative New Zealand's Regional Arts Pilot 2016-17	ONGOING	Creative NZ project commenced with governance group, planned activities and resources attributed.
1.18	Electricity Authority submitted to on cheaper public network pricing	COMPLETE	Paper submitted to Electricity Authority aimed at promoting equitable transmission pricing and the associated benefits for Southland. The document included coordinated submissions from Southland stakeholders.

1.19	Participate in the Milford Opportunities Project	ONGOING	<p>Awaiting direction from SDC.</p> <p>Ongoing visitor and visitor flow monitoring has been undertaken and reported. Visitor satisfaction social media monitoring has been undertaken.</p>
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Section 2: Diversification of Southland's Economy

Venture Southland works to identify opportunities for investment which are complementary with the regional economy and ensure they are promoted to relevant domestic and international markets. Opportunities include silica, oat based health and wellness foods, aquaculture, oil, gas and lignite exploration, tourism and satellite tracking.

Venture Southland's role is to investigate the potential of these opportunities. Some of the projects are ongoing. It is important to have relevant and up to date information available so that when the time is right, an investor will take up the opportunity.

Key Objectives/Performance Measures

Successfully facilitate the completion of:

		Status	Notes
2.1	Facilitate six investment opportunities	ONGOING	Investment profiles completed for Oats opportunity and Curio Bay Heritage Centre. Proposal for Singapore Airforce Training Base compete. Promotion continues of Awaura and Lochiel Ground Stations and Earth AdVantage concept. Silica opportunity report and profile completed – no further action until silica pricing strengthens.
2.2	Aerial Magnetic & Radio Surveys completed and data available to Stakeholders	ONGOING	First portion of survey work completed. Second component is in progress. The southern Southland area commissioned by ICC, SDC, GDC and ES has been completed ahead of schedule, during the 2015 – 2016 summer period. An RFP is currently being prepared to undertake interpretation of this data.
2.3	Deliver services to 5 international satellite and space organisations	ONGOING	Ongoing assistance to Planet, European Space operations Centre, Spire Global and Spaceflight, with assistance being given to Kronsberg Satellite for a new groundstation. Currently negotiating with European Space Agency arrangement for a further 5 years. Outcome expected next quarter
2.4	Aquaculture - target water space identified and environmental investigations commenced	ONGOING	Spaces have been identified – awaiting feedback and direction from stakeholders for any further actions.
2.5	Identify film opportunities for the region	ONGOING	Working with Film Otago Southland to promote film opportunities for the region. Southland secured the Ultimate Waterman event (1 – 9 April 2017) which will be filmed as a 3 part documentary by Red Bull Media House and available online free to a worldwide audience. Location scouting and promotional support are being provided.

Section 3: Business Service Efficiency and Competitiveness

Venture Southland offers business services to Southland businesses, such as business advice referral services, funding support, and facilitating mentoring services. This is to ensure Southland businesses are operating as efficiently as possible and to encourage research and development and innovation.

In addition, Venture Southland runs specific business efficiency services such as Lean Manufacturing and Dairy Lean “Farm Tune” and facilitates business innovation programmes such as new product development workshops and digital enablement training.

Programmes delivered through business services enables extension of existing businesses and industry.

Key Objectives/Performance Measures

3.1 Facilitate the Regional Business Partner Programme

	Status	Notes
\$200,000 in funding allocated to Southland businesses	ONGOING	\$120,000 allocated for first half of contract – on target.
50 Mentor Client Matches	ONGOING	25 matches made Year-to-Date – Increase in requests anticipated in 1 st quarter 2017. Southland has maintained its rating as an ‘A’ mentor agency
Complete 140 Client Assessments	ONGOING	92 – on target. Increased numbers expected in early 2017
Train 50 mentors	ONGOING	5 new Mentors trained in November. Adding to the total of 54. New programme targeting Community Mentors is currently being investigated

3.2 Coordinate and promote business efficiency through Lean Management and Lean Dairy in Southland

	Status	Notes
Deliver Lean Management training to seven businesses	COMPLETE	Lean Management Cluster Programme has been completed with 6 businesses participated in the six month programme after the 7 th decided to withdraw due to other commitments. The average increase in business efficiency gains following the completion of the programme is 25% Interest in the 2017 programme is high. With registrations currently being taken for the March start date. Further programmes have been developed to meet the growing demand of smaller businesses. These programmes include a stand-alone Process Improvement Programme and Workplace Management course.
Deliver Dairy Lean to 12 farms	ONGOING	Interest in the programme continues to be high. Venture Southland is currently working with DairyNZ to leverage off the success of the Southland programme to develop a sustainable national delivery model. The national programme is currently being peer reviewed

		by Venture Southland and support will be provided for local delivery.
30 Businesses attend other lean support initiatives including site-visits, networking and the Southland Lean Forum	ONGOING	Health checks completed in November, with additional Health checks planned for February. Site visit to Tiwai was held in November, with 40 people attending.

3.3 Development of a report identifying gaps within Invercargill business/industry and tourism and what is needed to fill those gaps

	Status	Notes
Deliver four Research and Development and innovation events/programmes	COMPLETE	<p>Four workshops delivered on Design Thinking – with over 40 business attending.</p> <p>Workshops Delivered:</p> <ul style="list-style-type: none"> • New product development • Design thinking • Practical application of design thinking tools • Integrating product development into day to day business

Section 4: Energy Efficiency

Venture Southland has a number of projects that aim to promote energy efficiency and alternative fuel sources in Southland. This is one of the ways Venture is promoting business efficiency and competitive advantages.

Key Objectives/Performance Measures

		Status	Notes
4.1	Switch 0.15 PJ of boiler capacity to waste wood fuel	ONGOING	<p>Project is progressing well with five months remaining. There are 3 high priority engagements ongoing.</p> <p>The Grants Programme closed to feasibility studies in December, with two studies and one trial completed in the last quarter. 31 March is the deadline for capital grants.</p> <p>The final conference of the programme is planned for April 2017.</p>
4.2	Facilitate a professional development programme in partnership with EECA and The Bio Energy Association of New Zealand	ONGOING	First programme delivered in Wellington. South Island workshop planned for April.
4.3	Complete trial of methane recovery on dairy farms	ONGOING	New Zealand's first dairy pond methane recovery and generation system has been commissioned and early issues are being worked through. Third party monitoring to be undertaken during 2016/17 season.

Section 5: Attracting and Retaining Skilled Workforce

Southland, like other regions, is facing a workforce shortage due to an aging population. For business to grow, skilled staff are required. Venture Southland is active in attracting migrants to the region, and also ensuring the skilled workers remain in the region. Without people, new businesses and new industries cannot develop, and existing industries cannot be extended.

In 2014 Venture Southland commissioned the Southland Regional Labour Market Assessment from the University of Waikato, to provide insight into the expected labour market conditions in Southland for 2014 to 2031. The assessment used historical population data to project future labour supply and demand.

Overall the report highlighted the need for the Southland region to develop plans to increase its labour supply to meet the projected demand. Southland is not alone with this challenge, which highlights the importance of implementing a strategy now to minimise the impact in an increasingly competitive market.

The Southland Regional Development Strategy has also set a population target of 110,000, an increase of 13,000 from the current population.

Venture Southland host MBIE support personal on a monthly basis and also hosts the immigration stakeholder meetings in conjunction with MBIE.

Key Objectives/Performance Measures

Successfully facilitate the completion of:

		Status	Notes
5.1	Identify with employers, industry groups and Immigration New Zealand (MBIE) initiatives to support migrant attraction and retention	ONGOING	Venture Southland and MBIE are working with a range of employers to assist with migrant retention and attraction. Specific work being undertaken with the dairy sector around pathways to residency. Survey of dairy farm owners was completed by DairyNZ at the end of 2016 asking about potential impacts of immigration changes on migrant work forces. Venture Southland is coordinating a survey of migrants on the same topic to enable a full understanding of potential social and economic impacts of changes to immigration policy.
5.2	Work with Education New Zealand for pathways to employment	ONGOING	Pathways to employment is one of the six strategy goals and work is ongoing through Southern Education Alliance.
5.3	Work with the Relationship Manager at (MBIE) to assist with joint initiatives for migrant retention	ONGOING	MOU signed with MBIE to establish joint development of programmes that support migrant retention. Work currently underway to develop a regional development agreement. Action plan currently being developed as the basis of a regional partnership agreement.
5.4	Deliver 2 management skills workshops, based on regional workforce need where there is a gap in the market	COMPLETE	Delivered digital enablement workshop 2015 and retail workshop 2016.

5.5	Complete and circulate welcome to Southland packages to new employers and other sectors	COMPLETE	Complete and available online. Further update of materials and additional information being undertaken in partnership with MBIE.
5.6	To have 11 youth employment programmes operating in Southland	ONGOING	Southland Youth Futures continues to work with employers to develop pathways for youth employment, this includes supporting existing programmes and develop new programmes as required. Dates for employer talks to schools is now completed. Planning underway for site visits and Year 12/employer 'speed dating' programme.
5.7	To have trained 30 'youth friendly' employers in the region	ONGOING	Nine foundation youth friendly employers established, a further 25 identified or partially through training. Reach of this programme is currently being expanded to meet increased demand on services.
5.8	To have all secondary schools in Southland actively participating in the Southland Youth Futures	COMPLETE	All Southland secondary schools engaged. Planning underway for 2017 delivery.

Section 6: International Education

Key Objectives/Performance Measures

Successfully facilitate the completion of:

		Status	Notes
6.1	Review and update the Regional International Education Strategy with Education New Zealand	COMPLETE	The Southern Regional International Education Strategy has been completed. The document was sent to Education New Zealand for feedback and was presented to the Southern Education Alliance Governance Group for feedback and approval on the 21 November 2016 prior to the Southern Regional Development Strategy launch on the 30 November 2016.
6.2	Implementation of the Regional International Education Partnership Programme	ONGOING	Inaugural meeting of the Southern Education Alliance was held on the 21 November 2016 A funding provision agreement has been entered into between Education New Zealand (ENZ) and Venture Southland for three years.
6.3	Establish an International Education Governance Group for Southland.	COMPLETE	An inaugural Education Governance Group has been established – through an invitation sent by the Chair of SoRDS.
6.4	The appointment of a Southland Education Alliance (SEA) coordinator	ONGOING	A job description and recruitment process underway to recruit for the Southern Education Alliance (SEA) coordinator.
6.5	Align regional education opportunities to Education New Zealand's vision for continued growth of international education	COMPLETE	The Draft Southern Regional International Education Strategy has been aligned to Education New Zealand's vision. The establishment of a Regional Partnership Programme will support the development and growth of international education in Southland in early 2017.

Section 7: Destination Promotion

While Venture Southland and Destination Fiordland's approach aligns with being Regional Tourism Organisations (RTOs) and is promotion, marketing and industry focussed, it is becoming more and more evident that there is a need for an integrated approach across the community development, business, tourism and events teams. There is also a need to ensure appropriate infrastructure development which aligns with the tourist experience proposition and this requires collaboration with Councils and other providers.

The Venture Southland work programme approach consists of seven key work programmes as listed below and these are delivered by the two RTOs (Venture Southland and Destination Fiordland) as well as the Invercargill i-SITE.

Key Objectives/Performance Measures

Media Engagement

		Status	Notes
7.1	Generate 52 media pieces with 18 media famils	ONGOING	59 media pieces published in Q2 7 media famils conducted (media experiencing tourism product and locations). Please see Appendix A for a detailed list. Individual articles can be provided on request.

Develop Trade Channels

		Status	Notes
7.2	Engage with 105 IBO/wholesale/trade agents through a minimum of four Trade Shows presenting regional profile and product offerings of 60 Southland operators	ONGOING	261+ engagements BoNZ (Best of New Zealand) Attended 2 trade shows. 2017 trade manual in development. Further Information regarding Develop Trade Channels provided in appendix B.
7.3	Participate in eight International Marketing Alliance activities and develop three trade itineraries/campaigns	ONGOING	2 International Marketing Alliances (IMA) activities undertaken. 6 trade itinerary prepared.

Marketing and Promotional Campaigns

		Status	Notes
7.4	18 campaigns facilitated as part of annual programme	ONGOING	10 campaigns executed (15 to date) see additional notes below.
7.5	Create tourism marketing packages with a specific focus on the Chinese Market	ONGOING	Chinese Market Marketing: <ul style="list-style-type: none"> • Social Media - Weibo/WeChat • China Pay - implemented at Invercargill i-SITE • SkyKiwi Media partnering with Funshare for product promotion • Facilitated translation of destination and operator information • Trade Itinerary - Pure Southern Land distributed in China and Taiwan with SOUTH (Christchurch Airport Alliance)

Additional Notes:

Marketing and Promotional Campaigns executed:

1. TravelTalk Pure Southern Land (Australia Trade)
2. TNZ South Island Journeys (Australia)
3. Australia Classic Motorcycling
4. NZME Classic Southland (Auckland, Wellington, Christchurch)
5. Southlandnz.com rejuvenation
6. Southland Visitor Guide 2017 (National)
7. Southern Scenic Route Consumer promotion (Canterbury)
8. Home and Living Promotion (Otago)
9. World Shearing and Woolhandling Championship promotion
10. 12 days of Xmas promotion

Marketing and Promotional Campaigns Pending:

1. On Your Doorstep (Local)
2. Bluff Oyster and Food Festival & Air NZ (National)
3. The Life
4. AA On your Bike (Domestic Special Interest)
5. AA Road Trips (Domestic Touring)
6. Tourist Times (International Touring)
7. ATMCT Brochure / Map

Digital Marketing

		Status	Notes
7.6	Growth of consumer/trade digital databases (+5%), social media community (+12%) and website traffic (+8%)	ONGOING	Digital database + 3,846 (+42%). Social media community + 2,698 (+5%). Website Traffic (36% of target). Specific breakdown provided in appendix C.
7.7	120 operators, 24 destination events, and 24 events articles listed online through Southlandnz.com and Newzealand.com	ONGOING	<ul style="list-style-type: none"> • Operators (354) • Events (30% - 2 + 5) • Articles (69)

Engagement with Industry

		Status	Notes
7.8	Facilitate three regional tourism workshops and engage with 100 tourism operators within the Southland region	COMPLETE	5 workshops held in "Winter Workshop Series" with 96 participants overall.
7.9	Participate in nine national tourism activities (including Tourism New Zealand, RTONZ; TIANZ; SOUTH, i-SITE and TEC)	ONGOING	2 national tourism meetings (9 in total to date)

Additional Notes:

October- December 2016 activity breakdown:

1. October - ICC, Invercargill Community - Anderson House Project
2. October - December - Invercargill i-SITE operations review
3. October - Operator Meetings - ILT, SGCC, Tussock Country, BDT, Humpridge Jet, Folster Gardens
4. October - CBD projects
5. October - Northern Southland event development - DownRiver Dash, WRT
6. October - IMA meeting (INV)
7. October - Western Southland product development - Clifden
8. October - TNZ and Qualmark
9. October - Community Hui on Events and Alcohol
10. October - Air NZ partnering - regional marketing meeting
11. October - What's on Invers channel development
12. October - December Cruise strategy development with General Travel, IDNZ
13. November - ATMCT Official Partner Programme

14. November - TourismConnect (Auckland)
15. November - Meeting with Destination Queenstown, Hauraki Trail Reps, Mayor of
16. November - Operator meetings - Real Journeys, ILT, BRTW, Riverton Lodge, Mohua Park
17. November - TIA Tourism Summit (Wellington)
18. November - South Catlins Promotions Group
19. November - Southern Institute of Technology Tourism Advisory
20. November - Stewart Island Promotions Association
21. December - Westpac Business Awards Committee
22. December - Destination Fiordland Networking
23. December - Operator meetings - Stewart Island Backpackers. Scenic Sights, BDT, ILT, BRTW

Product Development

		Status	Notes
7.10	Undertake research to identify gaps for tourism product in Invercargill and Western Southland and research into current Southland visitor characteristics and behaviour	ONGOING	Integrative framework draft prepared to undertake research and development into current Southland visitor characteristics and behaviour with implementation underway. Understanding market insights from 7.12 important part of this objective.
7.11	Assist with the development of four new trade ready tourism sector products	ONGOING	<ul style="list-style-type: none"> • Three trade products assisted with • 8 businesses assisted with feasibility and concept development • Two Tourism Growth Fund applications out of four assisted are proceeding through the process to the next stage.
7.12	Statistics, Market Insights and Analysis	ONGOING	<ul style="list-style-type: none"> • Two generic monthly reports completed, uploaded on VS website and distributed via tourism and business newsletters • Nine individual reports prepared as requested (inc. Milford Sound Monitoring Report, two Stewart Island reports, Curio Bay market analysis, Fiordland analysis, report for SIT and Emergency Management Southland)

Visitor Information

		Status	Notes			
7.13	Undertake review of operations with growth of total sales income by 14% per annum	ONGOING		Jul – Dec 2015	Jul – Dec 2016	% Change
			Retail Sales	\$14,199	\$14,782	4.1%
			Commissions	\$37,339	\$39,130	4.8%
			Advertising Revenue	\$24,366	\$29,584	21.40%
			Ticket Sales Commissions	\$2,639	\$3,588	36.0%
			Additional revenue yet to be invoiced. Expected to be in-line with previous year.			
			Staff dealt with 1960 other non-financial enquiries in this quarter which averages to about 32 per day. These can vary in length depending on the complexity and visitors can often use this information to book themselves online after seeing a consultant.			
7.14	Development of the Invercargill i-SITE review findings for the consideration of the associated visitor information network requirements across the region	COMPLETE	Review complete and initial changes implemented.			

Additional Notes:

Tourism New Zealand and i-SITE NZ have just released the latest Deloitte report which analyses comparable i-SITES across a number of metrics so you can see how each i-SITE performs against others of a similar size and location. The key finding from this year's report show that total turnover, revenue and profitability before funding are all up on 2015 (see Appendix D for further information). People are definitely booking online but still using information centres. It is thought that this might be also reflecting the strong Free and Independent Travel market.

The Market Economics report from last year is still the best measure of the wider indirect benefits

- For every \$1 transacted in an i-SITE there is a direct influence of a further \$4.05 in spending direct with suppliers
- For every \$1 transacted in an i-SITE there is a direct influence of a further \$1.48 in spending direct with suppliers which wouldn't have taken place without i-SITE involvement
- For every \$1 provided by Councils in funding, the network returns on average \$8.70 in GDP

Successfully facilitate the completion of:

		Status	Notes	
7.15	Investigate the strategic and operational issues and opportunities for the region associated with combining the Destination Fiordland and Venture Southland Regional Tourism Organisation functions	YET TO START	SDC has suggested the investigation be delayed at this stage.	Bobbi

Additional Notes:

Destination Fiordland Key Activities:

Fiordland experienced an extremely busy last quarter of 2016. November and December were particularly busy with many accommodation establishments displaying No Vacancy signs. October Commercial Accommodation figures show a 20% increase in total guest nights for the month of October 2016 compared with October 2015. Figures for November and December are not available yet. There was a growth in Tourism Spend of 15% for the year ending December 2016 to \$217m compared with 2015. This percentage growth was the 2nd biggest out of all the RTOs in New Zealand (second to Wanaka). (Source MBIE)

Section 8: Conference Attraction

Venture Southland collaborates with local event organisers to promote the Southland region and its facilities as conference destination. To promote the region Venture Southland positions Invercargill specifically as a value based destination, with world class facilities and differentiated propositions (including food, heritage, entertainment and recreation). The wider Southland region is positioned as an accessible incentive destination to complement the facilities found in the major centres of Invercargill, Gore and Te Anau.

For more detail see Appendix G.

Key Objectives/Performance Measures

Successfully facilitate the completion of:

		Status	Notes
8.1	Prospect 50 conference opportunities, undertaking 12 bids to attract 6 additional conferences	ONGOING	27 to date See additional notes below for more detail
8.2	Represent the region through 4 events/activities and industry channels	ONGOING	Staff attending Meetings 2016 (Auckland) Convene South (Christchurch) 2016/17 Professional Conference Organisers (PCO) famil See additional notes for more detail.
	Undertake an investigation of Southland destinations (Te Anau and Gore) as potential conference destinations	ONGOING	Site inspections of conference venues in Te Anau and Gore

Additional Notes:

Conference Prospects and Conference Support

Pending Conferences:

1. NZ Dairy Awards – May 2018 (confirmed)
2. The Fun Family Expo – May 2017 (confirmed)
3. Safe Systems Conference – March 2017 (confirmed)
4. Southern Rural Fire Dinner – June 2017 (confirmed)
5. LandSar National Conference – June 2018 (re bidding for 2020)
6. Pipe Bands Association – March 2019 (presenting in March at the Nelson event)
7. Fonterra Regional Shareholders – May 2017 (still pending)
8. Dan Davin (NZ Short Story) – September 2017 (confirmed)
9. Young Farmer of the year - July 2018 (Final stages – still pending)
10. NZ Electricians Conference – October 2017 (prospect)
11. NZ Airports Regional Conference – 2020 (prospect)
12. NZ Farm Environment Trust May 2017 (confirmed)
13. APICULTURE National Conference 2018 or 2020 (new GM appointment, will discuss in Feb)

14. Top 10 Holiday Park Conference 2019 (meeting in Feb)
15. Motor Home Association Conference 2018 (meeting Southland representatives)
16. International Cities, Town Centres and Communities 2019 (working on funding avenues)

Conference Support:

1. Lions Club (100 years) – March 2017
2. NZ Farm Environment Trust - May 2017
3. National Showcase for Balance Farm Environment Awards - May 2017
4. Rural NZ Women – November 2017
5. NZ Family Budgeting Services – November 2017
6. CATE – November 2017
7. NZ Dairy Awards - May 2018

Venture & ILT to target Wellington Associations & PCO's

The current list is 186 organisations

Proposed PCO Famil:

8. Soltius New Zealand Limited – Company Conference February 2017
9. Promote Ltd – Transport Conference 2018
10. Orbit Tauranga – Stewart Island big draw card
11. Events 4 You – Medical Conferences
12. akB Conference Mang – Refresh of venue facilities
13. Cievents – Christchurch based
14. Dinamics – Queenstown Research Week Conference August 2017
15. Gilpin Travel – Auckland based
16. Orange Exchange – Queenstown based

Section 9: Events

Southland is known for high quality events which add diversity, vibrancy and a sense of well-being to the region's residents and ratepayers. Venture Southland believes that events are an important aspect of our approach to develop and promote Southland as an attractive place to live, study, work and visit. We run a number of events but support an even larger number of events with a variety of support, resources and expertise.

Key Objectives/Performance Measures

Successfully facilitate the completion of:

		Status	Notes
9.1	Facilitate events that generate spectatorship of 40,000 per annum and support other regional events with spectatorship of 40,000 per annum	ONGOING	9,000 facilitated (20,000 to date) 3,000 supported (14,000 to date)
9.2	Three event impact assessments undertaken to investigate the social and economic benefits	ONGOING	1 complete, 2 in development
9.3	52 promotional activities undertaken across various media, trade, campaign and digital programmes	ONGOING	6 undertaken to date (see 7.3, 7.5)
9.4	Facilitate two workshops to investigate opportunities to cluster with event organisers and provide event planning advice to other community events	YET TO START	Investigating an events forum alongside Sport Southland Working with Sport Southland who is the key agency on Healthy Families forum (Events and Alcohol)
9.5	Provide marketing support to 32 events per through marketing initiatives such as website, social media, competitions, design, publishing and sponsorship advice	ONGOING	Ongoing support being provided
9.6	Investigate the feasibility of two new regional events	YET TO START	Working on proposals for Air NZ with ILT, Chamber of Commerce and Invercargill Airport

9.7	Development of a platform for reviewing and planning coordination of events across the region	ONGOING	Internal build of events website undergoing
9.8	Created a Tourism / Events calendar combining all Invercargill facilities.	ONGOING	Calendar live on www.southlandnz.com
9.9	Establishment and/or further development of two events in the Southland region	ONGOING	WSWHC, Heritage Month, DownRiver Dash

Section 10: Community Development

Southland is known for its strong and vibrant communities which contribute to a quality of life not found elsewhere. Venture South-land, by way of its funding agreement with Southland District Council is proud to play a part in supporting local communities and maintaining this proud Southland community spirit, particularly in rural areas.

The approach is twofold and relies on a relationship approach of working alongside local people and groups (at their pace and where they live/in their neighbourhoods) and secondly partnering with Councils, community funders and other stakeholders on a range of projects and initiatives. The projects are many and varied. These activities support the outcomes of making rural Southland a desirable place to live, grow up, run a business, raise a family and enjoy a safe and satisfying life.

The work programme undertaken by Venture Southland reflects this approach and it can be split into four main areas: building community capacity and capability, community planning, local community initiatives and community funding. It is also acknowledged that there is close alignment between the SDC Community and Futures group and the Venture Southland Community Development team. This will be reflected with the collaborative approach progressing on a number of projects, some of which are detailed in the key objectives and listed as Council priorities.

Key Objectives/Performance Measures

Community Capacity and Capability Building

		Status	Notes
10.1	Facilitate and deliver the Community Organisation and Volunteer Futures Project	ONGOING	Community consultation is nearing completion and work has begun on the analysis and preparation of the report on the findings.
10.2	In partnership with SDC implement the findings of the Community Organisation and Volunteer Futures Project stocktake and gap analysis by leading two community sector future projects	YET TO START	The Community Organisation and Volunteers Futures project (above) is required to be completed before two community sector projects can be identified.
10.3	Initiate a district wide community facility stocktake with intent to develop future facility planning protocols and guidelines	ONGOING	Work has begun on updating the facilities database. Planning is underway for the second stage of the project – consulting with facility operators. Stage three of the project is consultation with users of the facilities and will begin once stage two is completed.
10.4	Deliver a series of workshops to be held throughout Southland to educate the local community about a relevant issue i.e. Health and Safety for community groups	YET TO START	The workshop series are planned for quarter 3 and 4 of the financial year.

Community Planning

Status	Notes
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«Record No.»

10.5	In partnership with SDC assist with the further development of the SDC community planning approach to link in with the implementation of the Southland Regional Development Strategy and the SDC Community and Futures group's work associated with the Community Futures project	ONGOING	Venture Southland is continuing to partner with SDC to develop the community planning approach to link in with The Southland Regional Development Strategy Projects such as the Volunteers Future research are important in understanding how the community can cope with increasing the population of Southland alongside other labour work issues.
10.6	Support SDC to develop and deliver a Stewart Island/Rakiura Community Facilities project – to include an assessment of current facility provision and the future facility provision requirements of public community facilities for Stewart Island/Rakiura	ONGOING	Contractor has been engaged. Project underway. Community consultation due to commence in first week in February.
10.7	Facilitate individual project planning for identified communities which align with SDC and community priorities	ONGOING	Project planning advice provided to a number of groups including local community boards and CDA subcommittees, Catlins Coast Inc, South Catlins Development Trust, Northern Southland Community Resource Centre Trust, Wyndham Rugby Club, Southland Heritage and Building Preservation Trust, Rakiura Heritage Centre Trust, Wyndham and Districts Historical Society, Fiordland Housing Group, Switzers Waikaia Museum.
10.8	Facilitate the implementation of the Curio Bay Tumu Toka Vision, including the Natural Heritage Centre development, camp ground upgrade, DOC and SDC infrastructure upgrades	ONGOING	Venture Southland's involvement and facilitation continues with input from business, tourism and community teams: <ul style="list-style-type: none"> • MBIE funding applications prepared for Trust and SDC • SDC waste water project is in implementation phase, the DOC carpark and walking track project is to due to be completed in Feb and the Heritage Centre development and camping ground upgrade are on schedule. • Process to identify an investment partner continues as well as business modelling
10.9	Support SDC Community Futures approach by providing community organisations with appropriate:	ONGOING	<ul style="list-style-type: none"> • Project planning advice provided to 20 groups including Catlins Coast Inc, Northern Southland Community Resource Centre Trust; Wyndham Rugby Club; Rakiura Heritage Centre Trust; Te Anau Housing

	<ul style="list-style-type: none"> • Project planning advice and coordination • Project funding advice • Volunteer training programmes 		<ul style="list-style-type: none"> • 40 groups worked alongside regarding funding advice including Switzers Waikaia Museum Inc; Southland Heritage and Building Preservation Trust and Winton Memorial Hall and Fiordland Housing Group. <p>See Appendix E for a further snapshot and more detailed lists of groups worked alongside can be provided on request.</p>
10.10	Support the delivery and implementation of the findings from the SDC’s Service and Public Facility Provision in Wyndham Project	COMPLETE	<p>Research undertaken alongside SDC and key stakeholders.</p> <p>Report prepared and submitted to SDC early July 2016.</p>

Additional Notes:

Local Initiatives

		Status	Notes
10.11	A minimum of 100 community groups assisted to support and lead their own development and community projects; which align with District priorities and regional and national initiatives	ONGOING	<p>In this 3 month period, worked alongside 50 groups in a variety of roles. A selection below:</p> <ul style="list-style-type: none"> • Otautau Flowers, Quilts and Crafts Day • Wyndham Rugby Club & Menzies Rugby Club • Wyndham and Districts Historical Society • Catlins Coast Incorporated • Gorge Road Country Club • Southland Heritage and Building Preservation Trust • Otautau Skatepark • Lumsden Heritage Trust • Mossburn Information Kiosk • Winton Skate Park • Moores Reserve Combined Sports Complex Trust • Central Southland Vintage Machinery Club • Fiordland Housing Group • Brydone Community Centre • Thornbury Vintage Tractor and Implement Club

Additional Notes:

Community Funding

Status	Notes
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10.12	A minimum eight funds administered on behalf of SDC/SRHC/ John Beange Fund/Sport NZ/Creative Communities NZ/Wyndham Charitable Trust/Stewart Island Rakiura Visitor Levy over two rounds per annum	ONGOING	The majority of these funds are administered through two rounds a year, March and September, with the remainder having one allocation per year. More information can be provided in the next quarter's report.	Bobbi
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Additional Notes:

Ongoing support still provided to access funding for the restoration of war memorials. Recent support has been provided to Mandeville, Quarry Hills, Winton and Wallacetown memorials.

Full list of projects can be provided upon request but a snapshot as below:

- Wallacetown Memorial gates
- Winton Memorial gates
- Edendale Vintage Machinery Club
- Catlins Coast
- Tokanui Pool
- Gorge Road Jubilee committee
- Winton Maternity Centre
- Blackmount Community Pool
- Orawia Community Centre
- Water Treatment Course
- Otautau Museum
- Otautau New Life Church
- Mossburn Playcentre
- Mossburn Senior Citizens
- Tuatapere Bushmans Museum

Listed below are the priority projects contained in the letters of expectation received by Venture Southland from council stakeholders.

Next to each priority is the reference number or comment or both, indicating where work is being undertaken towards fulfilling the requirements outline in the letters of expectation.

Regional joint projects:

Project	Section/Comment
Supporting the implementation of the regional development strategy as lead by the Mayoral Forum.	1.10
Production of economic data at a regional and territorial local authority level in time for the councils' planning processes.	Conducted meetings with Council staff several times to discuss and align wherever possible
Development of a platform for reviewing and planning coordination of events across the region (if not completed in the 2015-2016 financial year).	9.7
Visitor experience product and packaging development opportunities progressed with up to four new initiatives advanced to support 'trade ready commissionable' product across the region.	7.11
Establishment and/or further development of two events in the Southland region.	9.6
Development of the Aeromagnetic Geological Survey project data for councils, industry and community to access and utilise.	2.2
Support the Southland Regional Heritage Committee to lead the Southland Museum Network Concept Design and Development Project as initiated by the Southland Mayoral Forum.	1.13 ICC priority re Southland Museum and Art Gallery
Development of the Invercargill i-SITE review findings for the consideration of the associated visitor information network requirements across the region.	7.14
Investigate the strategic and operational issues and opportunities for the region associated with combining the Destination Fiordland and Venture Southland Regional Tourism Organisation functions.	7.15
Maintain an advocacy role to support the resource allocation of the Southland Digital Strategy and associated implementation requirements.	1.12
Participate in the Milford Opportunities Project (subject to the project receiving suitable external resource allocation and the possibility of Venture Southland reallocating internal resource).	1.19
Participate in the Service Delivery Review process for Tourism and Economic Development for all councils as per Section 17A of the Local Government Act 2002.	Currently on hold – ICC SDC

SDC community development specific projects:

Project	Section/Comment
Implementation of the Around the Mountains Cycle Trail business strategy and associated operational structure review requirements.	1.15
Facilitate community planning opportunities as a result of the follow up to the Community Futures Project research (specifically Ohai and Nightcaps initially).	10.1, 10.2 and 10.9
Report on the Community Organisation Needs Assessment Review findings, produce a community Human Asset Mapping inventory and develop a community organisation resource bank (SDC to develop the project brief).	Upon feedback from SDC this activity has evolved and is covered by 10.1, 10.2, 10.7 and 10.9
Participate in a review of the level of support that is provided to community groups following completion of the Community Organisation Needs Assessment Review (SDC to develop the project brief).	See above
Support the delivery and implementation of the findings from the SDC's Service and Public Facility Provision in Wyndham Project.	10.10
Lead the project design, development and delivery for an assessment of the future provision requirements for public community facilities for Stewart Island/Rakiura (SDC to develop the project brief).	10.6
Initiate a district-wide Community Facility Stocktake and develop Future Facility Planning Protocols and Guidelines (SDC to develop the project brief).	10.3
Further development of the Community Planning approach to link in with the development of the Regional Development Strategy and the SDC Policy Development work associated with the Community Futures Project. (SDC to develop the project brief).	10.5 and 10.8
Develop, design and deliver a SDC Community Leadership Programme to support community volunteer development and community organisation capability and capacity building. (SDC to develop the project brief).	Upon consultation with SDC findings deferred until 2017/18. 1.3 will provide scope for this project

Invercargill City Council specific projects:

Project	Section/Comment
Develop a report that identifies the gaps within Invercargill business / industry and tourism and identifies what is needed to fill the gaps.	3.3, 7.10 and 7.12
Create tourism marketing packages with a specific focus on the Chinese Market. (It is Council's intention that these packages will be able to be presented to representatives of our Sister City, Suqian.)	7.5
Create a Tourism / Events calendar combining all Invercargill facilities. (This will enable events to be strategically placed throughout the year and assist in avoiding clashes).	9.7
Facilitate a stakeholder's meeting to progress the Southland Museum and Art Gallery Redevelopment project.	1.7

Appendix A:

Further Information Media Engagement Section 7.1: “Generate 52 media pieces with 18 media famils”

Media Results

1. Media Result - Wilderness Magazine, Nic Low, Tramping the Maori Way, Fiordland, Southland - October 2016
2. Media Result - AA Regional Travel Guide 2017, Inside Cover Advert, Bill Richardson Transport World, Catlins, Stewart Island - October 2016
3. Media Result - Tourism New Zealand Media, Cream of the Crop: New Zealand's Top Stops for Dairy Delights, Seriously Good Chocolate Company - October 2016
4. Media Result - Arrival Magazine, Southland, Bluff, Wheels, Water, Wilderness, Wildlife - October 2016
5. Media Result - KiaOra Magazine, AirNZ, Tour of Southland, Event listing - October 2016
6. Media Result - Tourist Times, Southland, Western Southland, Eastern Southland, Invercargill, Gore - October 2016
7. Media Result - NZ Today magazine, Southern Dash for Cash, Jacqui Madelin, Around the Mountains Cycle Trail - October 2016
8. Media Result - Manawatu Guardian, Monument Mania, Bluff Link, Esk St Umbrella, Colac Bay - October 2016
9. Media Result - Our NZ Escape, TVNZ, Fiordland and Southland - October 2016
10. Media Result - The Shed magazine, Recreating Nature, Sue Allison, Stewart Island, Pounamu Carving - October 2016
11. Media Result - Stuff.co.nz, Adele Redmond, Brando Yelavich to polish off Wildboy journey with Stewart Island - October 2016
12. Media Result - Drive Australia, Andrew Maclean, Great Drive, Southern Scenic Route - October 2016
13. Media Result - Stuff.co.nz, World Famous in NZ, Bill Richardson Transport World, Invercargill - October 2016
14. Media Result - Hauraki Radio, Brando Yelavich, Wildboy, Stewart Island - October 2016
15. Media Result - Scoop.co.nz, Burt Munro Challenge, Bluff Hill Climb, Classic Motorcycle Mecca - October 2016
16. Media Result - Hauraki Rail Trail Newsletter, Around the Mountains Cycle Trail - October 2016
17. Media Result - KiaOra Magazine, Burt Munro Challenge, Event listing - November 2016
18. Media Result - KiaOra Magazine, Coastal Gems, Marine Reserves, Ulva Island, Stewart Island - November 2016
19. Media Result - Wilderness Magazine, 7 Life-lessons from the trail, Bluff - November 2016
20. Media Result - Traveltalk magazine Australia, Jon Underwood, Keeping the Drive alive, Invercargill - November 2016
21. Media Result - Tourism New Zealand Media, How to explore nature and help save it, Wairaurahiri Jet, Ulva Island Tours, Stewart Island - November 2016
22. Media Result - NZ Herald, Great NZ Summer Road Trip guide, Southland - November 2016
23. Media Result - Tourism New Zealand Media, Ultimate spring magic at New Zealand's top waterfalls, Purakaunui Falls, The Catlins - November 2016
24. Media Result - Tourism New Zealand Media, Guy Martin to open Classic Motorcycle Mecca in Invercargill - November 2016
25. Media Result - NZ Herald, Wildboy's new adventure, Stewart Island - November 2016
26. Media Result - Great NZ Summer road trip, Southland, Southern Scenic Route, the Catlins, Invercargill, Western Southland - November 2016
27. Media Result - TV3 Story, British star revs up Invercargill's Classic Motorcycle Mecca, Guy Martin, Burt Munro Challenge - November 2016
28. Media Result - Manawatu Standard, Burt's Challenge a boon for business, Southland tourism - November 2016

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29. Media Result - Tourist Times, Gore, Western Southland, Invercargill, Southland, Stewart Island - November 2016
 30. Media Result - Otago Daily times, Speed and the people, Burt Munro Challenge, Invercargill - November 2016
 31. Media Result - Huanyingsouth.nz, Chinese Language, Southland, Tuatara, Riverton, Gore, Bill Richardson - November 2016
 32. Media Result - Huanyingsouth.nz, Chinese Language, Catlins, Purakaunui Falls, the Catlins - November 2016
 33. Media Result - NZ Herald Travel, Eleanor Ainge Roy, Gore a town by any other name - November 2016
 34. Media Result - Jinghua, China, Guide to destinations to taste oysters in New Zealand, Bluff, Southland, Stirling Point - November 2016
 35. Media Result - Otago Daily Times, Burt Munro Challenge draws more to race - November 2016
 36. Media Result - Elveliu, China, How to have a big meal while no needing to worry about weight, Bluff Oyster and Food Festival, Southland - November 2016
 37. Media Result - Advocate South, Burt Munro Challenge - November 2016
 38. Media Result - Hotel Magazine, Heartland Hotel Croydon, Gore, Ascot Park Hotel, Invercargill - November 2016
 39. Media Result - Southland Times, Strong local and national following for racing event, Burt Munro Challenge - November 2016
 40. Media Result - Media Result - North & South magazine, Steve Nally, Invercargill Brewery - December 2016
 41. Media Result - North & South magazine, Gone to the dog, Dog Island, Stewart Island - December 2016
 42. Media Result - Wilderness magazine, Wildboy takes on Stewart Island, Brando Yelavich - December 2016
 43. Media Result - Media Result - KiaOra Magazine, Down River Dash, Around the Mountains Cycle Trail, Event listing - December 2016
 44. Media Result - Media Result - Regional News - Connecting Wellington, South Island is open for business, Southland Museum and Art Gallery, Bluff Oyster & Food Festival, World Shearing Champs, Edendale Crank Up, Southland Heritage Month - December 2016
 45. Media Result - Tourist Times Newspaper, East and West Southland, Invercargill, Southland, Bluff, Stewart Island - December 2016
 46. Media Result - NZ Today Magazine, Around the Mountains Cycle Trail, Northern Southland - December 2016
 47. Media Result - NZ Today Magazine, Finding a place on the tourism map, Room to Roam, Northern Southland, Welcome Rock Trails, Stu's Fly Fishing, Garston, Around the Mountains Cycle Trail, Lumsden - December 2016
 48. Media Result - NZ Life & Leisure Magazine, Insiders Guide 2017, Coastal Southland, Events, Invercargill, Bluff, Riverton, Queens Park, Southland Museum and Art Gallery, BRTW, CMM, Burt Munro - December 2016
 49. Media Result - TNZ China, Three Ways to Explore New Zealand Oysters, Oyster Cove Bluff, Invercargill Ocean Seafood Restaurant, South Seas Hotel - December 2016
 50. Media Result - Southland Express, Janette Gellatly, Burt's 'one hell of a week' as always, Burt Munro Challenge - December 2016
 51. Media Result - Tourism New Zealand Media, TNZ, 17 reasons to visit New Zealand in 2017, Bluff Oyster Festival, Pete's Dragon, Southland - December 2016
 52. Media Result - NZ Herald News, Southland, Moonshine and myth, Eleanor Ainge Roy, Gore, Hokonui Moonshine Museum, December 2016
 53. Media Result - Stuff.co.nz, Stewart island visitor numbers grow over winter period, Stewart Island - December 2016
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54. Media Result - Seven Sharp Video, You guys are so sneaky, the epic Christmas surprise for an adventurer as he emerges from the bush, Wildboy, Stewart Island - December 2016
 55. Media Result - Arrival Magazine, Food and Drink, Bluff Oysters - December 2016
 56. Media Result - Arrival Magazine, Southland, Savour the South, Classic Motoring, Water Adventures, Wilderness and Wildlife, Invercargill Brewery, Seriously Good Chocolate, Blue River Dairy, Burt Munro, Bill Richardson, Stewart Island - December 2016
 57. Media Result - Driven.co.nz, NZ Herald, 5 reasons Invercargill should be officially named the Classic Motoring Capital of NZ, Transport World, Classic Motorcycle Mecca, Burt Munro, E Hayes - December 2016
 58. Media Result - Stuff.co.nz, Milford Sound welcomes fourth-largest cruise ship in the world, 'like a mobile Gore', Stewart Island, Bluff, Fiordland - December 2016
 59. Media Result - Tourism New Zealand Media, Be the first to see the light of 2017 in New Zealand, Oban, Stewart Island, South Seas Hotel - December 2016

Media Famils

1. Media Famil - NZ Herald, October 2016
2. Media Famil - BackpackerGuide.NZ, October/November 2016
3. Media Famil - China National Geographic, November 2016
4. Media Famil - Australian Motorcycle News, November 2016
5. Media Famil - Classic Restos, November 2016
6. Media Famil - Wildboy, November 2016
7. Media Famil - NZ Herald, December 2016

Media Famils Pending: Great Adventurers Programme (Asia Travel TV), Destinations Magazine, KiaOra Air NZ inflight magazine, Zeit.de and laviva.com (German Travel writer),

Appendix B:

Further Information regarding Develop Trade Channels (Section 7.2)

1. 17-22 July 2016: **International Marketing Alliance (IMA) representation.** Best of NZ Roadshow with Tourism NZ and 7 other NZ suppliers. Opportunity to train and interact with over 460 travel sellers (230 companies) and 50 wealthy consumers. 4 Cities, 13 events, 5 days.
2. 2-5 August 2016: **Lower South Island Trade Days.** Enterprise Dunedin, Waitaki, Central Otago, Destination Fiordland run event. 74 travel sellers (31 companies) plus Tourism NZ trade team attended. 3 Southland operators represented.
3. August 2016: **IMA activation** in Jet Star magazine.
4. 20/21 August: Hosted **Crystal Cruises Famil** to Stewart Island
5. 3-4 September 2016: Hosted **Flight Centre Famil.** 10 travel sellers from around Australia plus 1 Tourism NZ host. Met at Clifden Bridge, down Western Southern Scenic Route (SSR) to Invercargill. 6 Operators visited.
6. 24-25 September 2016: Hosted **i-SITE Conference Famil** in conjunction with Real Journeys (RJs). Attended by 17 i-SITE staff, 3 RJs hosts.
7. Shanghai Donghu International Travel Service - Southland added to itinerary
8. Enjoy Holiday - Southland added to itinerary
9. Funshare - Southland added to itinerary and added to OTA (Online Travel Agent) platform
10. DSFF (Chinese social network) - Southland added to itinerary
11. RRUU Chinese social network) - added to OTA platform
12. Taiwan Joyful Travel - Southland added to itinerary
13. Asuka Taiwan - Southland added to itinerary

Appendix C: Social Media Destination Promotion

Channel	Current Total Likes/ Followers/ Subscribers - As at 31/12/2016	Total Followers/ Subscribers as at June 30 2016	Total Reach July 1 2015 - June 30 2016	Total New Followers/ Subscribers Oct 1 2016 - Dec 31 2016 (This Quarter)	Total Reach Oct 1 2016 - Dec 31 2016 (This Quarter)
Newsletter Databases	13,064	9,218	N/A	3,846	N/A
Facebook Southland NZ	33,740	33,359	5,377,565	36	218,478
Instagram Southland NZ	20,256	12,926	N/A (Instagram Analytics not yet released)	1,856	65,371
Twitter Southland NZ	3,332	3,177	60,611	65	35,300
Facebook Invercargill i-Site	2,861	1,698	144,151	741	231,101
Total	73,253	60,378	N/A	6,544	N/A

Channel: southlandnz.com Data sourced from Google Analytics	Sessions	Users	Pageviews
Year: July 1 2015 - June 30 2016	47,804	38,471	115,727
Quarter 1: July 1 2016 - Sep 30 2016	10,426	8,588	25,288
Quarter 2: Oct 1 2016 - Dec 31 2016 (New site launch 28/11/16)	18,641	15,713	48,854
Annual/Quarterly Target	51,628/12,907		

Sources:

Southland Industry Event Calendar

<http://www.southlandnz.com/Visit/Things-to-Do><http://www.southlandnz.com/Visit/Events><http://www.newzealand.com/us/southland/><http://www.newzealand.com/us/events/>

TO: COUNCIL
FROM: THE CHIEF EXECUTIVE
MEETING DATE: TUESDAY 7 MARCH 2017

STANDING ORDERS – COMMITTEE QUORUM

Report Prepared by: Richard King – Chief Executive

SUMMARY

Setting Council Quorum.

RECOMMENDATIONS

It is recommended that the quorum for a Council Committee or subcommittee be set at two members physically present, effective from 8 November 2016.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> Yes.
2.	<i>Is a budget amendment required?</i> No.
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> No.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> Included in Annual Plan.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Through Annual Plan.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

REPORT

Section 23(3)(b)(i) of the 7th Schedule to the Local Government Act provides that the quorum for a Council Committee “is not fewer than two members of the committee (as determined by the local authority ...).

Clause 10.2 of the Standing Orders adopted by the Council on 8 November 2016 provides that the “Council sets the quorum for its committees and subcommittees either by resolution or stating the quorum in the terms of reference”.

TO: COUNCIL
FROM: THE CHIEF EXECUTIVE
MEETING DATE: TUESDAY 7 MARCH 2017

TRIENNIAL AGREEMENT

Report Prepared by: Richard King – Chief Executive

SUMMARY

Triennial Agreement for the triennium October 2016 to October 2019.

RECOMMENDATIONS

It is recommended that the triennial agreement for the triennium October 2016 to October 2019 be adopted.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> Yes.
2.	<i>Is a budget amendment required?</i> No.
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> No.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> Included in Annual Plan.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Through Annual Plan.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

REPORT

Section 15 of the Local Government Act provides that by 1 March after each triennial general election all local authorities within a region must enter into an agreement that provides for:

- Protocols for communication and coordination between the authorities
- Processes for proposals relating to new regional council activities
- Processes and protocols through which all local authorities can participate in identifying, delivering and funding facilities and services of significance to more than one district.

The triennial agreement for the period October 2016 to October 2019 is attached for Council adoption. I understand that this was approved for consideration for each Council at the Mayoral forum on 14 February 2017.

Triennial Agreement Southland Region

For the triennium October 2016 to October 2019



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STATEMENT OF INTENT

This agreement represents the shared desire of local government in the Southland Region to pro-actively collaborate and co-operate with each other, to maximise effectiveness and efficiency and to meet the current and future needs and interests of their respective communities.

PREAMBLE

The Local Government Act 2002 recognises that each individual local authority is only one player in the achievement of community needs and interests, and that attaining those objectives goes beyond local authority boundaries. The Act, through its principles further recognises that local authorities will need to actively seek to collaborate and co-operate with other local authorities and bodies to improve the effectiveness and efficiency with which it achieves its identified priorities and desired outcomes. The main framework for co-ordinating the collaboration between different local authorities is the Triennial Agreement.

This Agreement is deemed to meet the requirements of section 15 of the Local Government Act 2002.

For the legal context see Appendix 2.

PURPOSE

Through this Triennial Agreement, local authorities are encouraged to work together to recognise and promote the needs and interests of their communities in all of their social, economic, environmental and cultural aspects, consistent with the principles of sustainable development. This agreement provides an opportunity to reinforce the principle of collaboration and improve communication and co-ordination at all levels of local government in the Southland Region.

It is recognised that a significant level of formal and informal collaboration and co-operation already exists between the local authorities. The success of the Triennial

Agreement will be demonstrated through expanded relationships that help the local authorities to work co-operatively and collaboratively to advance community goals for the region as a whole. This agreement does not address local authorities' relationships with Central Government agencies or other important sectors of the community, each of which will also be important to the effective delivery of community outcomes.

Appendix 1 lists possible areas of collaboration.

SIGNATORIES

The parties:

- Gore District Council
- Invercargill City Council
- Southland District Council
- Environment Southland (Southland Regional Council).

PRINCIPLES AND PROTOCOLS

The parties agree to work in good faith together for the good governance of their localities and the region.

Signatories to this agreement recognise that:

1. the communities within the Region are diverse and encompass a range of desired outcomes. Issues and concerns that are shared by some local authorities may be of little relevance to others. This Triennial Agreement acknowledges that it must have a range of sub-agreements or protocols developed for communication and co-ordination on local issues and media responses between and among local authorities.
2. collaboration among local authorities is necessary to address increasingly complex governance issues. Many issues cannot be solved by any one agency acting alone. Issues such as community safety and sustainable

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development do not have simple solutions. This includes a commitment to make staff available across local authority boundaries during emergencies.

3. it is desirable that collaboration occur at both the governance and operational levels.
4. collaboration can make planning more efficient, reduce costs, increase available resources and help make strategic judgments about the allocation of resources and the delivery of services.
5. collaboration can help the local authorities promote the social, economic, cultural and environmental needs and interests of communities in the Region.
6. this agreement establishes a platform for ongoing discussion and consultation on issues, policy and programmes.
7. the councils agree to act in good faith on issues of information and disclosure.
8. the councils agree to work collaboratively in an open and transparent manner.
9. as signatories to this agreement all councils will ensure provision of the following:
 - (a) Early notification to affected councils, through the distribution of draft documentation and information, of major policy discussions which may have implications beyond the boundaries of the decision-making council. This specifically includes the development of consultation policies and policies on significance and engagement.
 - (b) Opportunities for all councils in the region to be involved in early consultation on the development of one another's draft Annual Plan and draft Long-term Plan

and other significant policy consultation processes or consultation documents.

- (c) The application of a 'no surprises' policy, whereby early notice will be given over disagreements or differences between councils concerning issues, policy or programmes, before critical public announcements are made.
- (d) Where practicable, avoidance of unnecessary duplication by jointly or in a collaborative manner, engaging with communities and agencies in order to identify outcomes considered as desirable for communities and to prioritise those outcomes, in the context of s10 and s14 of the Act.

MAYORAL FORUM

The Mayoral Forum is a non-statutory body made up of the Mayors, regional Chair and their Chief Executives and its purpose is to provide leadership to programmes and projects with a regional perspective that cut across the local authorities and which require integrated leadership. Its mandate is provided by this Agreement.

A protocol for the operation and meeting format of the Mayoral Forum has been agreed by the parties as part of this Agreement. See Appendix 3.

CEOs will be the "clearing house" for addressing and agreeing any strategic, emerging or identified issues, with information and meeting notes to be distributed to the Mayoral Forum irrespective of the issues. Emergency meetings between the combined CEOs can be called as required.

This does not preclude meetings being co-ordinated by councils other than the council next on the rotation, on request. All public communications from these meetings will be approved by all participants prior to their release.

GENERAL APPROACH TO CONSULTATION

Signatories to this agreement will endeavour to:

1. work jointly to share resources for the purpose of preparing background information on the various communities within the Region. Such information may include demographics, survey data and scientific studies and the analysis of social, economic, environmental and cultural trends.
2. actively collaborate and cooperate with government agencies and local authorities outside the region as considered appropriate to promote or achieve regionally focused priorities and desired outcomes, while making efficient use of resources, and in situations where issues and potential solutions cross local authority boundaries.
3. develop agreed or joint approaches to engaging with the media (including development of joint media statements), Government agencies, tangata whenua, and other organisations.
4. develop processes, protocols and agreements through which the councils can jointly participate in identifying, delivering services (e.g. S.17A, LGA), and funding facilities of significance to more than one district.
5. promote communication and co-operation among the local authorities in the Region.
6. provide early for notification/circulation of information, and participation in, decisions that may affect other local authorities in the Region.
7. make draft strategies, policies and plans available to all local authorities in the Region for discussion and development.
8. recognise that shared services in the region, or joint procurement approaches with joint or separate contracting, can bring efficiencies and savings in terms of planning, administration, consultation and operations; increases in available resources and promotion of cooperative approaches to the allocation of resources (refer to Appendix One).
9. use our statutory reporting documents to report steps taken to implement the intent of this document.
10. the following consultation process (in terms of Clause 3A, First Schedule RMA) will apply to any change, variation, or review of the Regional Policy Statement for the Southland Region, and the preparation of any future Regional Policy Statement:
 - (a) Environment Southland will seek the input of territorial authorities into the review of the Regional Policy Statement for the Southland Region.
 - (b) Environment Southland will make available to all local authorities, for discussion and development, draft copies of:
 - any change or variation to the Regional Policy Statement
 - any proposed Regional Policy Statement.
 - (c) territorial authorities will be given a reasonable period of time, but no less than 30 working days, to respond to any such proposal. Environment Southland agrees to consider fully any submissions and representations on the proposal made by territorial authorities within the region.

SIGNIFICANT NEW ACTIVITIES PROPOSED BY THE REGIONAL COUNCIL

If Environment Southland or a regional council-controlled organisation proposes to undertake a significant new activity, Section 16 of the Local Government Act 2002 shall be adhered to.

As part of this communication process, the parties agree to discuss the issues involved at one or more of the existing forums, and to provide early drafts of proposals to affected councils for early comment. This includes amendment of the Environment Southland's significance and engagement policy.

Where it is proposed that Environment Southland undertakes significant new activities that are undertaken or have been proposed in a consultation document to be undertaken by one or more territorial authorities within the Region:

- a. Environment Southland will as soon as practicable inform all territorial authorities within the Region of:
 - the nature of the activity proposed to be undertaken
 - the scope of the proposal (including size, districts covered and why)
 - the reasons for the proposal.
- b. territorial authorities will be given a reasonable period of time, but no less than 30 working days, to respond to any such proposal. Environment Southland agrees to fully consider any submissions and representations on the proposal made by territorial authorities within the Region.
- c. should there be substantive disagreement between the local authorities about whether

Environment Southland should undertake the activity, the parties agree to refer the matter to mediation, as set out in the process in this agreement for resolving disagreement.

DECISIONS OF A LOCAL AUTHORITY

If a decision of a local authority is significantly inconsistent with, or is expected to have consequences that will be significantly inconsistent with this agreement, the local authority must, when making the decision, clearly identify —

- (a) the inconsistency; and
- (b) the reasons for the inconsistency; and
- (c) any intention of the local authority to seek an amendment to this agreement.

As soon as practicable after making any decision to which the above applies, the local authority must give to each of the other local authorities within the region notice of the decision and of the matters specified in subsections (a) – (c).

RESOLVING DISAGREEMENT

In the event of a disagreement over the terms of this agreement, the parties agree to refer the issue of disagreement to mediation for a resolution within 3 months of any such disagreement arising. If no agreement is forthcoming a mediator will be appointed by the president of the Southland District Law Society. If mediation is unsuccessful, any of the local authorities affected may ask the Minister of Local Government to make a decision on the proposal.

AUTHORITY

This agreement is signed under seal by the following on behalf of their respective authorities:

Environment Southland (Southland Regional Council)

Chair

Chief Executive

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Southland District Council

Mayor

Chief Executive

Invercargill City Council

Mayor

Chief Executive

Gore District Council

Mayor

Chief Executive

APPENDIX 1

Existing structures that promote communication and collaboration include, but are not limited to:

Assistance with WINZ System
Barberry Control
Emergency Management Welfare Group
Co-ordinating Executive Group
Election Returns
Emergency Management Southland
GIS Data Sharing
Gravel Management
Hazardous Waste Group
Hazardous Waste Response Group
Information Technology
Laboratory Testing and Monitoring
Maintenance of Boundary Roads and Bridges
Milford Community Trust
NZAA Register Update
Public Information Management Team (SEMO)
Rakiura National Park Report
Regional Advisory Group (Transport)
Regional Transport Committee
Representation Review projects
Review of the Southland District Plan
Review of the Southland Regional Policy Statement
Riverton Harbour Committee
Road Safety Committee
Road Safety Co-ordination (joint employment)
Road Safety Southland Trust
Snow Pole Route Closure
SoRDS Southland Regional Development Strategy
Southern Rural Fire Authority
Southern Scenic Route Signs
Southland Coastal Landscape Study
Southland Emergency Management Group
Southland Heritage Building Preservation Trust
Southland Regional Heritage Committee
Southland Shared Services Forum
Spartina Control
Specification/Policy Sharing and Development
Te Anau Basin Planning Study
Te Roopu Taiao
Tender Evaluations
Urban Fire Risk
Venture Southland
Waiau River Working Party
Wastebusters Group
WasteNet/Waste Advisory Group
Wetlands on Private Land

APPENDIX 2

LEGAL REQUIREMENTS – Local Government Act 2002

This document is deemed to duly constitute fulfillment of section 15 of the Local Government Act 2002.

Section 15 requires that:

(1) Not later than 1 March after each triennial general election of members, all local authorities within each region must enter into an agreement under this section covering the period until the next triennial general election of members.

(2) An agreement under this section must include—

- (a) protocols for communication and co-ordination among the local authorities; and
- (b) a statement of the process by which the local authorities will comply with section 16 in respect of proposals for new regional council activities; and
- (c) processes and protocols through which all local authorities can participate in identifying, delivering, and funding facilities and services of significance to more than 1 district.

(3) An agreement under this section may also include—

- (a) commitments by local authorities within the region to establish or continue 1 or more joint committees or other joint governance arrangements to give better effect to 1 or more of the matters referred to in subsection (2); and
- (b) the matters to be included in the terms of reference for any such committees or arrangements, including any delegations.

(4) An agreement under this section may be varied by agreement between all the local authorities within the region.

(5) An agreement under this section remains in force until it is replaced by another agreement.

(6) If a decision of a local authority is significantly inconsistent with, or is expected to have consequences that will be significantly inconsistent with, the agreement under this section that is currently in force within the region, the local authority must, when making the decision, clearly identify—

- (a) the inconsistency; and
- (b) the reasons for the inconsistency; and
- (c) any intention of the local authority to seek an amendment to the agreement under subsection (4).

(7) As soon as practicable after making any decision to which subsection (6) applies, the local authority must give to each of the other local authorities within the region notice of the decision and of the matters specified in that subsection.

In addition, other sections of the LGA also require collaboration:

Section 14 (e) –

a local authority should actively seek to collaborate and co-operate with other local authorities and bodies to improve the effectiveness and efficiency with which it achieves its identified priorities and desired outcomes;

Section 14 (g) –

a local authority should ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets

Section 16 – (summary)

if regional council, or a regional council-controlled organisation, proposes to undertake a significant new activity, the regional council must advise all the territorial authorities within its region of the proposal and seek their agreement

LEGAL REQUIREMENTS – Resource Management Act 1991

Clause 3A, First Schedule -

- (1) A triennial agreement entered into under section 15(1) of the Local Government Act 2002 must include an agreement on the consultation process to be used by the affected local authorities in the course of—
 - (a) preparing a proposed policy statement or a variation to a proposed policy statement; and
 - (b) preparing a change to a policy statement; and
 - (c) reviewing a policy statement.
- (2) If an agreement on the consultation process required by subclause (1) is not reached by the date prescribed in section 15(1) of the Local Government Act 2002,—
 - (a) subclause (1) ceases to apply to that triennial agreement; and
 - (b) 1 or more of the affected local authorities—
 - (i) must advise the Minister and every affected local authority as soon as is reasonably practicable after the date prescribed in section 15(1) of the Local Government Act 2002; and
 - (ii) may submit the matter to mediation.
- (3) If subclause (2) applies, the parts of the triennial agreement other than the part relating to the consultative process referred to in subclause (1) may be confirmed before—
 - (a) an agreement on the consultative process is reached under subclauses (4) and (5)(a); or
 - (b) the Minister makes a binding determination under subclause (5)(b).
- (4) Mediation must be by a mediator or a mediation process agreed to by the affected local authorities.
- (5) If the matter is not submitted to mediation or if mediation is unsuccessful, the Minister may either—
 - (a) make an appointment under section 25 for the purpose of determining a consultation process to be used in the course of preparing a proposed policy statement or reviewing a policy statement; or
 - (b) make a binding determination as to the consultation process that must be used.
- (6) The consultative process must form part of the triennial agreement, whether or not the other parts of the triennial agreement have been confirmed, in the event that—
 - (a) an agreement is reached under subclause (4) or subclause (5)(a) as to a consultative process, as required by subclause (1); or
 - (b) the Minister makes a binding determination under subclause (5)(b).
- (7) In this clause, "affected local authorities" means—
 - (a) the regional council of a region; and
 - (b) every territorial authority whose district is wholly or partly in the region of the regional council.]

APPENDIX 3 – MAYORAL FORUM PROTOCOL

Status

The Mayoral Forum is a non-statutory body. It is formed by the agreement of the local authorities that comprise it. Its power to act on any matters is prescribed through the Triennial Agreement made between those local authorities at the beginning of each Triennium. This Agreement can be revisited and updated at any time but must be consulted on with each of the local authority signatories.

Purpose

The purpose of the Mayoral Forum in Southland is to provide governance leadership to programmes and projects with a regional perspective that cut-across the local authorities and which require integrated leadership. These are “horizontal” programmes of a regional nature that require a joined-up regional approach in order to be successful.

Regional Direction

There are a number of regional documents that need to be co-ordinated into the consensus direction overseen by the Mayoral Forum and delivered by the councils. Arguably, the primary document is the Regional Policy Statement which identifies the high level directions of the region. This is a community consensus document.

The Regional Policy Statement is then given effect to in other documents:

- Regional Plans (Environment Southland)
- District Plans (of each of the territorial councils)

The SoRDS strategy reflects the desire for a strong focus on regional social and economic development to be acknowledged in the Regional Policy Statement, in the regional and district plans, and in the Long-term Plans (LTPs). There is a role for the Mayoral Forum to seek alignment across those primary management documents to ensure that steady progress is being made to achieve their higher level goals.

Operation of the Mayoral Forum

<i>Frequency –</i>	the Mayoral Forum meets four times a year
<i>Chairing –</i>	the Mayoral Forum is chaired for a period of one year by a mayor agreed by the other mayors on a rota which means that all mayors or chair would have served as a chair in a period of four years. The period of a year is chosen to give the chair an opportunity to develop a solid programme of action.
<i>Meeting location –</i>	the meeting location is circulated around the region on a meeting by meeting rota.
<i>Servicing –</i>	the council organisation of the incumbent chair would be responsible for servicing the Mayoral Forum which would include developing agendas, inviting guests, arranging their presentations and organising the annual forums listed below. This would involve a significant commitment for that organisation and advance planning would be necessary to ensure all responsibilities are met. The proceedings of the Mayoral Forum would be held in a Dropbox to which all the members of the Forum would all have access.

Meeting format

1. **Internal Business** (30 minutes) – the Mayors and chief executives will meet alone for the purpose of identifying any issues and dealing with any local-authority-specific business.
2. **Regional Development** (40 minutes) – the Mayors and chief executives will receive a report from the Chair of the Southland Regional Development Strategy Governance Group at every meeting. This report will include reporting against the targets set out in the Southland Regional Development Strategy, and the Action Plan, once it is completed later this year.

This section of the meeting is able to be attended by the local MPs and Ngai Tahu representatives (as agreed).

3. **Regional Forum** (one hour) – the Mayors and chief executives will receive brief presentations from pre-arranged contributors. A regular report would be provided by the Chair and CEO of Venture Southland (on an 'as required' basis) to review progress on major regional projects. From time to time (and not less than annually) the forum will receive reports from the leaders of local agencies such as the DHB, Police, WINZ, Ngai Tahu, CTOS and the Licensing Trusts. The purpose of these discussions will be to identify regional level issues and responses that may benefit from Mayoral support or involvement.

This section of the meeting is able to be attended by the local MPs and Ngai Tahu representatives (as agreed).

4. **Shared Services** (15 minutes) – a brief shared services report would be provided by the chief executive of Southland District Council which oversees the Shared Services operation.
5. **Annual Events** – up to two events are to be considered for placement onto the annual agenda and held in conjunction with a regular Mayoral Forum meeting. They are:
 - **Central Government Forum** – this will comprise a gathering of Ministers and Central Government officials (and local MPs where agreed by Ministers). Its purpose is to cover off the major issues of concern for the region that relate to Central government policies and services. It would be normally expected that at least some of the Regional Economic Development Ministers would attend and that the profile of this gathering would be steadily built over a number of years so that it is a recognised and anticipated annual event.
 - **Local Organisations Forum** – this is a gathering of representatives from local organisations and agencies who have the opportunity to discuss major issues of importance to Southland. It would be themed along such lines as facilities and infrastructure, youth unemployment and training, poverty and housing. The purpose of these Forums would be to sensitise the Mayors to local issues and identify any actions that need to be taken or facilitated by local government. It may be considered that this overlaps with the regional forum outlined above and could be one in the same.

TO: COUNCIL
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: TUESDAY 7 MARCH 2017

DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2018/19 - 2027/2028

Report Prepared by: Russell Pearson – Roading Manager

SUMMARY

The Ministry of Transport has recently released the draft Government Policy Statement (GPS) on Transport for the next ten year period commencing from July 2018. This provides guidance about where the Government's priorities will focus, the objectives and funding levels for land transport for the next ten year period.

This is a high level policy statement which sets at a national level the monies allocated to transport and the range of which each category of transport is funded (eg how much is allocated to maintenance, renewals, improvement, safety, policing, etc).

Feedback is sought by the Ministry of Transport.

Background information is provided on the draft policy statement in *Appendix 1* attached.

RECOMMENDATIONS

It is recommended that this report is received

AND

Council authorises the Chair of Infrastructure and Services Committee to submit feedback on the draft Government Policy Statement for Transport (if appropriate) and to report this to the April Infrastructure and Services Meeting.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> No.
2.	<i>Is a budget amendment required?</i> No.
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> No.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> No.

5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> No.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> No.

FINANCIAL IMPLICATIONS

The impact the draft GPS will have on funding for the 2018-2021 years is not known.

BACKGROUND

The Government Policy Statement (GPS) sets out the Government's priorities, objectives and funding levels for land transport.

This is a high level policy statement which sets at a national level the monies allocated to transport.

The Minister of Transport has released the draft GPS for the 2018/19 to 2027/28 years and is seeking feedback by 31 March 2017.

Attached in *Appendix 1* is the Policy Statement along with a summary of some of the frequently asked questions and answers.

This document was not available for inclusion in the Infrastructure Agenda but is provided to Council to receive.

Although the draft document has been delayed, it has been published much earlier in the year than previously (August 2015) to better align the transport planning process with the National Land Transport Funding bids and Council's Asset Management (and Long Term) Plans.

The draft Policy Statement has three strategic priorities being:

- Economic growth and productivity
- Road safety
- Value for money

Given the timing of future Council meetings, this report recommends authority be given to the Chair of the Infrastructure and Services Committee to submit feedback on the GPS (should this be appropriate) after having sufficient time to analyse and consider the document.

Any submission would be reported back to the April round of meetings. It is also likely that a regional response may also be considered from the Regional Transport Committee.

CONCLUSION

The Ministry of Transport has recently released the draft Government Policy Statement (GPS) for Transport for the next ten year period commencing from July 2018.

The release date of the draft has meant that the plan is still being reviewed. It would however seem from early indications that the draft plan has a similar direction to the current GPS.

Government Policy Statement on land transport 2018 Questions and Answers

What is the GPS?

While the term GPS might be more familiar when talking about global positioning, in the transport sector it's more commonly used to refer to the Government Policy Statement on land transport.

Instead of directing us where to go, this GPS helps to direct money – like petrol taxes and road user charges – from the National Land Transport Fund into things that the government wants to achieve for New Zealand's transport network.

How does the GPS work?

The GPS helps to guide investment in transport by providing a longer-term strategic view of how we prioritise things in the transport network. The priorities set out in the GPS are given effect to by the NZ Transport Agency and taken into account by councils when making transport investments.

Why do we need the GPS?

The GPS sets aside money to:

- maintain our existing transport network to ensure we can get where we need to go, and this includes maintaining our roads
- improve our land transport network so that it functions better, through investing in roads like the Roads of National Significance, in public transport services, and in walking and cycling initiatives like through the Urban Cycleways Programme
- deliver specific objectives including lifting economic growth and productivity, improving safety, and improving preparedness for events like the Canterbury and Kaikoura earthquakes.

Where does the money allocated through the GPS come from?

The GPS informs how the money in the National Land Transport Fund is allocated.

Revenue for the National Land Transport Fund comes primarily from road users through fuel excise duty, road user charges and from motor vehicle registration and licensing fees. There are also modest contributions from sources such as the rental or sale of State highway land, and interest from cash invested.

The National Land Transport Fund is a hypothecated fund. This means revenue is ring-fenced for investment in land transport.

Does the draft GPS 2018 propose to continue the Government's existing priorities?

Yes, the draft GPS continues with the three strategic priorities of value for money, safety, and economic growth and productivity.

What is the focus of GPS 2018?

Building on the priorities of previous GPSs, this draft GPS looks to continue to provide the right infrastructure at the right level and to the best cost. It also continues to support the Safer Journeys Strategy.

There is an increased focus under the economic growth and productivity priority, particularly on:

- high growth areas
- freight
- regional improvements
- resilience

These priorities are supported by an approach including:

- technology
- One transport system

How would GPS 2018 support Auckland?

– The draft GPS 2018 supports the Auckland Transport Alignment Package. This includes addressing the four critical Auckland challenges identified by Auckland Transport Alignment Project:

- *enable a faster rate of housing growth*
- *address projected declines in access to jobs and education*
- *address increasing congestion on the motorway and arterial road network*
- *increase public transport patronage on congested corridors*

However, funding decisions for ATAP have not been made yet. The final GPS 2018 is expected to change once these funding decisions have been made.

How would GPS 2018 support high growth areas

The draft GPS 2018 focus supports High Growth Urban Areas through ATAP (as above) and the Housing Infrastructure Fund (HIF).

HIF will enable transport infrastructure projects to be brought forward where necessary to unlock housing developments in high growth areas.

How would GPS 2018 support freight?

Continuing the emphasis on supporting critical transport connections that support economic growth and productivity by:

- optimising the use of the current network (maintenance, resilience and technology)
- considering the long-term strategic view of inter-regional routes
- increasing network capacity (road, public transport, walking and cycling)
- increasing funding for road improvements and maintenance

How would GPS support this regional focus?

The draft GPS 2018 has an increased focus on regional development. It has greater emphasis on important inter-regional corridors, tourism and resilience and increased funding in the Regional Improvements activity class to help support this..

How would GPS 2018 support resilience?

By focusing on resilience at the most critical points, and giving priority to investment that improves route resilience where disruptions pose the highest economic and social costs. Also by supporting the development of regional plans to improve resilience

How would GPS 2018 support road safety

Since 2014, road fatalities and injury trends on our roads have worsened. Safety remains important for GPS 2018, and it supports safety by:

- giving greater emphasis to the Third Safer Journeys Action Plan
- increasing the funding ranges for Road Policing and Road Safety Promotion

How would GPS 2018 support value for money?

GPS 2015 made significant gains towards value for money by:

- allowing roads to be able to carry more high productivity motor vehicles
- improving rail freight travel time
- reducing maintenance costs per kilometre for some regions
- improving farebox recovery

GPS 2018 seeks to continue the progress made in value for money by:

- support the implementation of the One Network Road Classification
- continuing to emphasise improved returns from road maintenance and public transport

- use innovation and technology to increase net benefits from land transport investment and use.

How does the GPS propose to take new transport technologies into account?

Future transport demand is uncertain - transport demand is changing and these changes are expected to accelerate with technology changes.

The draft GPS 2018 emphasises the need to take a one transport system approach, that considers all modes of transport and coordination between those who are responsible for the different modes of transport. It also provides for new transport technologies and innovations that create new transport options.

Does the GPS fund maritime or air transport or rail?

While the Minister of Transport has a role in guiding coordination within the transport sector including between road, rail and maritime transport sectors, investment in rail and maritime is not currently covered under the GPS.

The draft GPS 2018 does emphasise a one transport system with an expectation for greater coordination between the GPS and those responsible for different modes of transport to help to maximise the benefits of transport to the economy.

How much funding is forecast under this GPS?

The draft GPS 2018 proposes an expenditure target of \$3.7 billion for the 2018/19 financial year; and allocates a total of \$11.35 billion over the first three years (2018/19 to 2020/21).






These expenditure targets assume that the current fuel excise duty and road user charge will continue unchanged.






Why does the draft GPS 2018 only indicate the first three years of funding?

Under the Land Transport Management Act 2003, the GPS must outline the funding ranges for activity class for the next 10 years. However, due to uncertainty around funding decisions for issues like the Kaikoura earthquakes and the Auckland Transport Alignment Plan the draft GPS 2018 only includes the funding ranges for the first three years.

The final GPS 2018 will include funding for ten years 2018/19-2027/28.

What are the key changes proposed to the activity classes in the draft GPS 2018?

<i>Activity class</i>	<i>Funding change from GPS 2015</i>	<i>Rationale</i>
<i>State highway improvements</i>	 Increase maximum funding available by 10 percent	This is to: <ul style="list-style-type: none"> • complete the freight improvements such as Roads of National Significance (RONS) • support pavement and bridge improvements to support High Performance Motor Vehicles (HPMVs) and 50 MAX vehicles • complete strategic regional corridor projects • support safety and technology improvements.
<i>Local road improvements</i>	 Decrease maximum funding available by 8 percent	This reflects the expected demand for local road improvements
<i>Regional improvements</i>	 Increase the maximum funding available by 57 percent	This activity class has increased to reflect demand to support regional economic development. This includes important strategic regional corridors and improving roads to cater for increased tourism.
<i>Walking and cycling improvements</i>	 Increase the maximum available funding by 17 percent	Funding for 2016/17 and 2017/18 was increased in December 2016 to support cycle ways initialled as part of the Urban Cycleway Fund. Proposed GPS 2018 funding proposed the continued development of urban cycleway networks and the tourism great cycle rides.
<i>State highway maintenance</i>	 Increase the maximum available funding by 9 percent	Funding has been set recognising increased VKT by heavy vehicles and the need to implement the One Network Road Classification work. The increase is moderate to

		continue the push for value for money.
<i>Local road maintenance</i>	 Increase the maximum funding available by 6 percent	<p>Funding has been set recognising increased VKT by heavy vehicles and the need to implement the One Network Road Classification work.</p> <p>The increase of \$40 million in GPS 2015 (2017/18) for the Kaikoura earthquake makes the percentage increase seem smaller.</p> <p>The increase is moderate to continue the push for value for money.</p>
<i>Public transport</i>	 increase the maximum funding available by 11 percent	This rate of increase reflects current and projected patronage growth, and allows for some public transport infrastructure investment.
<i>Road policing</i>	 Increase the maximum funding available by 9 percent	This is to reflect cost increases and for additional effort to support the implementation of the latest road safety action plan
<i>Road safety promotion</i>	 Increase the maximum funding available by 10 percent	This is to support the implementation of the latest road safety action plan.
<i>Investment management</i>	 Increase the maximum funding available by 4 percent	This is to support a continued focus on reporting, research, and particularly investing in safety research and technology trials.

How does the draft GPS 2018 propose to deal with the Kaikoura Earthquake?

The Kaikoura Earthquakes in November 2016 have disrupted transport connections in the South Island, particularly State Highway 1 and the rail freight line around Kaikoura.

The Government has agreed in principle to fund the costs of reinstating State Highway One along the existing coastal route. The uninsured cost of reinstating the rail line will be funding through Crown appropriation.

Improvements to the standard of alternative routes, and other work to improve route resilience, are still being considered. These will be funded through the GPS, but the scope and implications of this work will not be ready for the draft GPS 2018. The final GPS 2018 will include the outcome of these decisions

NEXT STEPS

How do I provide feedback about the draft GPS?

The draft GPS will be released for public engagement from February 2017 to March 2017.

Feedback can be emailed electronically to gps2018@transport.govt.nz or submitted in writing to:

Attn: GPS Policy Team
Ministry of Transport
PO Box 3175
WELLINGTON 6140

Feedback closes at 5pm Friday 31 March 2017.

Who do I contact if I have any questions?

If you have any questions which are not covered online or in these Q & A you can contact the GPS project team on gps2018@transport.govt.nz

When will the final GPS 2018 be issued?

The Ministry of Transport will consider comments received during engagement and prepare a final GPS for the Minister of Transport's consideration. The Minister must also consult with the Board of the NZ Transport Agency before the GPS is finalised.

A decision about the timing of publishing the final GPS 2018 has not been made yet.

New Zealand Government

The GPS at a glance...

Background information

What is it?

While the term GPS might be more familiar when talking about global positioning, in the transport sector it's more commonly used to refer to the Government Policy Statement on land transport.

Instead of directing us where to go, this GPS helps to direct money – like petrol taxes and road user charges – from the National Land Transport Fund into things that the Government wants to achieve for New Zealand's land transport network.

How do we achieve this?

The GPS helps guide investment in transport by providing a longer term strategic view of how we prioritise things in the transport network. The NZ Transport Agency and councils then collaborate on how National and Regional Land Transport Plans can help deliver these priorities.

Why do we need it?

The GPS sets aside money to:

- maintain our existing transport network to ensure we can get where we need to go, and this includes maintaining our roads
- improve our land transport network so that it functions better, through investing in roads like the Roads of National Significance, in public transport services, and in walking and cycling initiatives like through the Urban Cycleways Programme
- deliver specific objectives including lifting economic growth and productivity, improving safety, and improving preparedness for events like the Canterbury and Kaikoura earthquakes.

How do we keep it relevant?

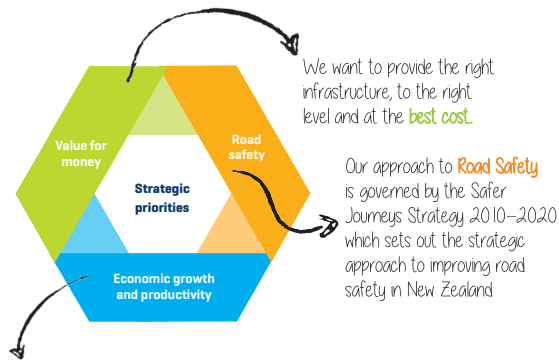
A new GPS has been released every three years, and each of them provides a 10 year horizon. The next GPS will come into force on 1 July 2018, and will cover the period 2018–2028. It is usually released 6–12 months ahead of when it takes effect, so the NZ Transport Agency and local councils can use it in their planning.



VIEW A DRAFT OF THE GPS 2018 ONLINE AT: WWW.TRANSPORT.GOV.NZ/GPS2018

Where we're at

Since 2009, the Government has focussed investment on the following three priorities – these remain largely unchanged



Conversations we've had with the sector, lessons learned from recent events and some big challenges on the horizon globally have led us to update our approach to supporting economic growth and productivity



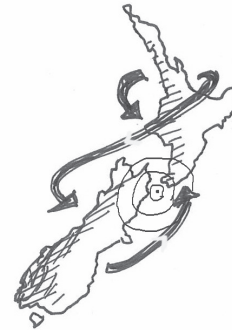
For GPS 2018 we're focussing on...

- putting the right infrastructure in place to support high growth urban areas
- supporting the regions – for us we need our local economies to support regional freight and to increase the resilience of critical freight routes
- improving how freight moves focussing on high quality and resilience



Resilience

We're also focussing on ensuring that our network is resilient to shocks and challenges – like responding to earthquakes or increasing numbers of tourists using our transport network. We want to minimise the risk of transport disruption.

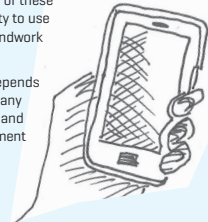


What we need to think about

There are some broader challenges we need to think about as we deliver the strategic priorities

Technology

Technology is changing so many aspects of our lives – and transport is no exception. New opportunities are being created every day. We need to start planning now to take advantage of these opportunities, whether that's increasing our ability to use wireless and smart technology or laying the groundwork we need to support autonomous vehicles.




How fast and how much transport will change depends on a range of other factors including the cost of any new technology, people's willingness to adopt it, and central and local government creating an environment that supports change. GPS 2018 encourages investment in innovative or new technology and its potential to offer different solutions to how people and goods move around New Zealand.

One-transport system approach

These changes are going to have a big impact on how we use the transport network. We have to look past land transport and across the whole system to plan for how we adapt to get the benefit of new technologies. GPS 2018 encourages a one-transport system approach, seeking the best solutions across transport modes (road, rail, sea, air) with seamless connections between them.



DRAFT (FOR ENGAGEMENT)
NOT GOVERNMENT POLICY
February 2017



Government Policy Statement on Land Transport

2018/19
—
2027/28

New Zealand Government

DRAFT GOVERNMENT POLICY STATEMENT

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1

Land transport context

- ¹ The purpose of this section is to:
- summarise the role of the Government Policy Statement on land transport
 - outline changes in the land transport system and Government policies that have shaped the direction of Government Policy Statement on land transport [GPS 2018].

A: Role of the Government Policy Statement on land transport

2. Transport is a critical part of daily life for all New Zealanders. We use transport for access to services, travel for work, education, and for visiting family and friends. Transport networks allow businesses, regions, and cities to be well connected and productive.
3. Transport investments have long lead times, high costs, and leave long legacies. This requires planning ahead, while allowing for uncertainties, to ensure today's transport network will be able to meet our future needs.
4. The Government Policy Statement on land transport (the GPS) outlines the Government's strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the Government will focus resources. The Land Transport Management Act 2003, sets out the scope, and requirements for the GPS [see Appendix A, B and C for details].
5. The GPS influences decisions on how money from the National Land Transport Fund (the Fund) will be invested across activity classes, such as State highways and public transport. It also guides the NZ Transport Agency and local government on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme.
6. The GPS provides guidance on how over \$3 billion of New Zealanders' money is spent through the Fund each year. It also provides signals for spending of a further \$1 billion each year on land transport through local government investment and another \$1 billion a year of Crown investment is spent each year.
7. The GPS takes into account how changes to New Zealand's transport needs and changes in Government policies affect land transport investment.

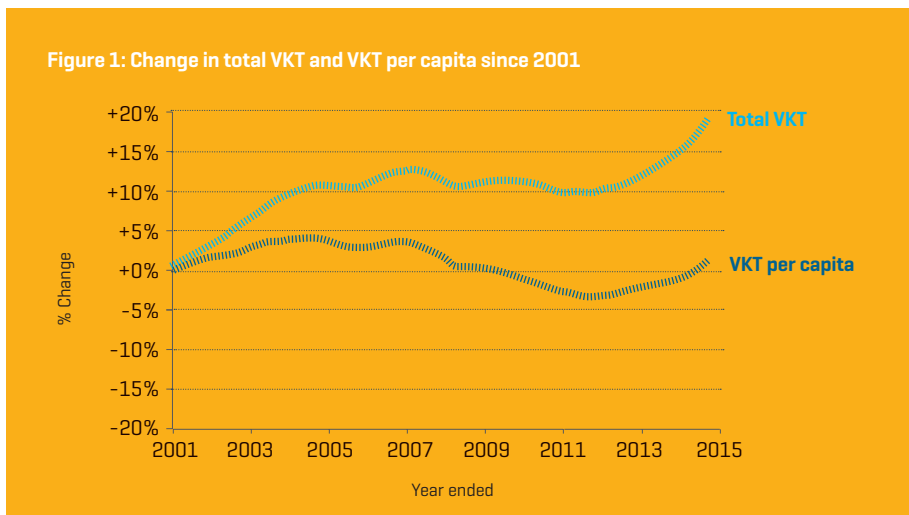


B: Transport changes

8. There is increasing pressure on our transport network, and the Government needs to respond to current and future demand. There are also new opportunities for the way that people and freight will travel on our network in the future, due to developments in technology.

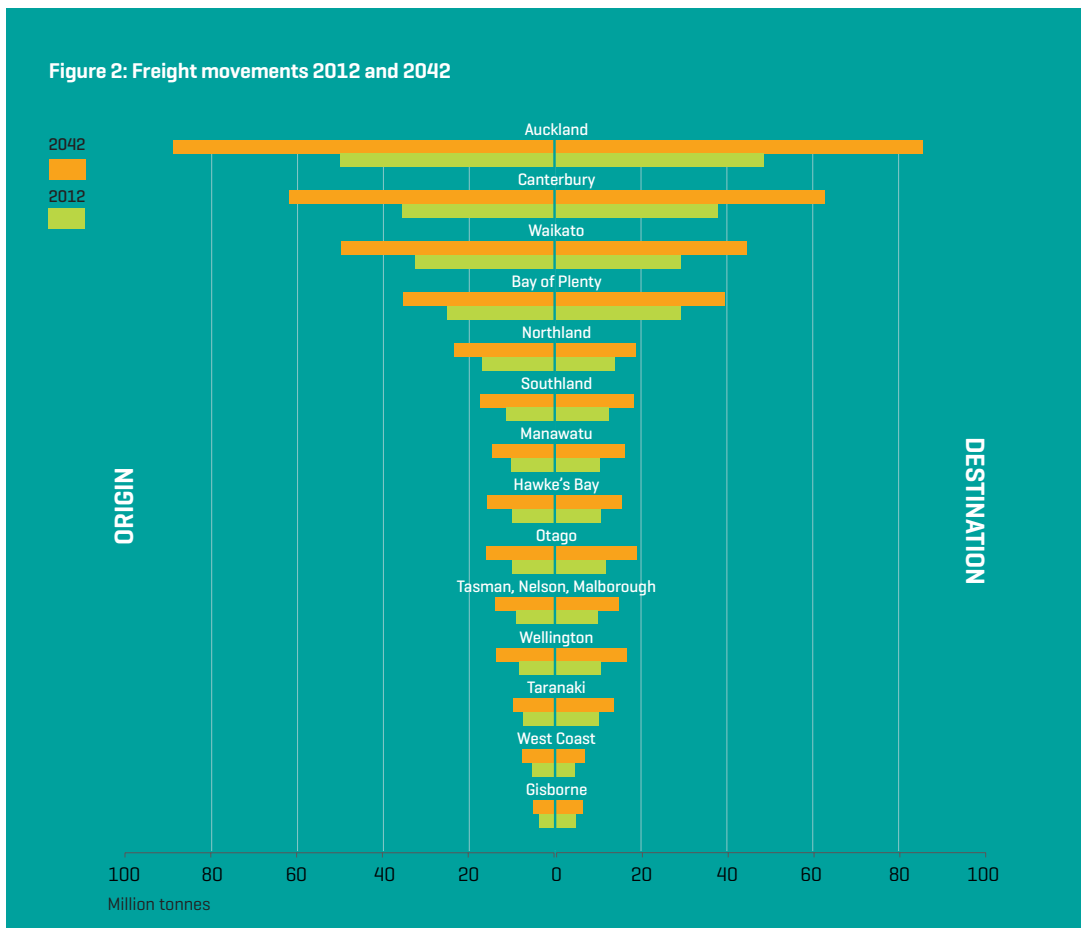
Transport demand

9. Land transport demand is measured by the number of vehicle kilometres travelled (VKT). Growth in VKT has increased significantly since 2013, as shown by the light blue line in Figure 1. Population growth, an improving economy, and lower fuel prices appear to be influencing this change.
10. VKT vehicle travel per capita declined between 2005 and 2012 with slight increases since [see Figure 1].
11. Although there has been an overall increase in VKT, there have been stronger increases in commercial vehicle travel with only a very small increase in light vehicle travel.
12. There are a number of factors that are influencing the change in transport demand, including:
- **Changes in population.** Population is growing in urban areas, increasing demand on the transport network – particularly in Auckland, Wellington, Christchurch, Hamilton and Tauranga.
 - **Changes in freight movement.** The regions with the most freight movements are Auckland, Canterbury, Waikato and Bay of Plenty.
 - **Tourism.** The increase in tourist numbers in some regions has a much larger effect than population growth or changes in freight movements. Tourist numbers have grown significantly – doubling since 1999 to over 3.1 million visitors in 2015. Increased tourism puts additional pressure on road infrastructure. Tourism creates demand for different quality roads, for example tourists’ needs are different from those of freight operators.
 - **Public transport use.** There is strong growth in the number of people using public transport in Auckland and in Wellington. Outside these two cities, growth is lower.
 - **Cycling.** There has been increased participation in cycling in urban areas especially where new cycle networks have been developed. This growth is expected to continue as dedicated infrastructure is put in place that separates those who walk or cycle from vehicles.
 - **Other factors.** Decreasing numbers of young people getting their driver licences, an increasing percentage of elderly people who tend to drive less, and an increase in use of the internet which can replace travel for personal business [such as shopping and social travel].
13. Part of the response to increasing demand will be to influence this demand – such as choice of travel times or modes.



Future transport demand forecasts

- 14. Over the next three years, transport demand will continue to increase. There is more uncertainty around the level and type of transport demand in the medium-term (4-10 years). However based on current trends, we know population is expected to grow, freight movements will increase and tourist numbers will also grow.
- 15. New Zealand’s population is forecast to rise to 5 million by 2028, and around 2 million of those people will live in Auckland. The population growth is expected to be concentrated in the Auckland, Waikato and Bay of Plenty regions. Outside these areas, slower population growth, or even a decline in population, is expected.
- 16. The amount of freight on our network is forecast to grow by over 50 percent by 2042 [from 230 million tonnes in 2012, to over 370 million tones in 2042]. Much of that growth will be in regions that already have a substantial amount of freight, as illustrated in Figure 2. Road transport is expected to remain the primary mode for freight, accounting for about 70 percent of freight moved, with most of the freight growth concentrated in Auckland, Canterbury and Waikato.



17. Tourist numbers are forecast to increase from over 3 million in 2015 to just over 4.5 million in 2022. The regions expected to experience the highest tourist numbers are Auckland, Canterbury, Otago, Waikato and Wellington.
18. While transport demand is expected to increase, the overall change will be influenced by a number of factors including technology change. Many new transport technologies and technologies that affect transport usage are becoming available. Innovations, which create new transport options such as ride sharing and ride hailing services, are increasingly becoming available.
19. Technology will also influence demand and productivity of transport through using sensors, computing and communications technologies on vehicles and transport infrastructure. Intelligent transport systems make the transport system safer, more efficient and more effective by increasing network access and capacity and improving transport flows. Connected vehicles, autonomous vehicles, and smarter transport pricing are expected to accelerate change and alter transport demand in the future.
20. It is difficult to predict how quickly these technologies will become available and how much change will occur. The full effect of some technology changes will not be felt until there is significant network and/or vehicle coverage.
21. How fast and how much transport will change depends on a range of other factors including the cost of any new technology, people's willingness to adopt the technology, and central and local government creating an environment that supports change.
- Transport priorities and demand**
22. The strategic priorities for GPS 2015 were: economic growth and productivity, road safety and value for money.
23. **Economic growth and productivity:** The transport network is not performing well where increases in demand are concentrated, for example, population growth is causing congestion in some urban areas, and freight growth is causing congestion at some locations on key freight routes on regional roads.
24. Changes are needed to support moving freight on our roads, like the development of inland ports and distribution centres, making more use of rail, and investments in road and bridges to allow more widespread use of high productivity motor vehicles.
25. A major influence on future freight demand is the increasing size of international freight vessels. Larger vessels will make visits to fewer ports for loading and unloading freight. This will reduce the international portion of shipping costs but increase domestic freight movement required by road, rail and/or coastal shipping.
26. **Road safety:** The number of death and serious injuries on our roads was decreasing for a long period of time but has increased since 2013. While an increase in VKT can account for some of this increase, behavioural and environmental factors have also significantly contributed to the increase in road trauma. Experience has shown that safety interventions can reduce death and serious injuries even with increased vehicle travel. In addition, there are many emerging safety technologies that have potential to reduce risk despite increases in travel such as technologies that enable the vehicle to detect potential problems and take remedial action sooner.
27. **Value for money:** As transport demand increases so does pressure on the network and the number of transport projects put forward to improve the network. Recognising this pressure, GPS 2015 increased the emphasis on value for money, and progress was made. This included:
- roads being able to carry more high productivity motor vehicles
 - improvements in rail freight travel time
 - the introduction of the One Network Road Classification system and the collaborative efforts of the Road Efficiency Group delivered better coordination and efficiency gains for maintenance activities. Maintenance costs per kilometre have reduced for some regions
 - the new public transport operating contracts have increased competition in the public transport markets and there is evidence that fare box recovery rates are improving.
28. Technology changes are expected to provide more options to drive increased value for money from the land transport system. This includes better delivery options for transport users and those that manage the system.



C: Government policies relevant to transport

29. The GPS takes into consideration a range of Government policies. Those relevant to GPS 2018 are summarised below, and additional detail is included in Appendix D.

Business Growth Agenda

Focus: growing New Zealand's economy, expanding business and creating jobs

Connecting New Zealand

Focus: improving the productivity efficiency of our transport networks

Safer Journeys 2010 – 2020

Focus: a land transport system where deaths and serious injuries are decreasing

Intelligent Transport Systems Technology Action Plan 2014-2016

Focus: enabling intelligent transport systems to enhance the operation, use, and expansion of the transport system

New Zealand Energy Efficiency & Conservation Strategy

Focus: unlocking our energy productivity and renewable potential

National Infrastructure Plan

Focus: providing national direction to infrastructure development in New Zealand, and providing confidence to the private sector so they can make long term investment decisions

Regional Economic Development

Focus: supporting regional economic development plans where regions are missing out on growth opportunities

Housing Infrastructure Fund

Focus: unlocking housing development in high growth areas

Kaikoura earthquake and tsunami recovery

Focus: restoring access to North Canterbury

30. The Auckland Transport Alignment Project is a collaborative exercise between Auckland local government and central government officials. It has provided analysis to inform the development of the GPS. The Auckland Transport Alignment Project identified four key strategic challenges and a strategic approach to investment for Auckland. The strategic approach looks to make better use of existing networks, target investment to the most significant challenges, and maximise new opportunities to influence travel demand.
31. The draft GPS 2018 recognises the Auckland Transport Alignment Project and Kaikoura earthquake but does not fully take the funding implications of Auckland Transport Alignment Project into account. There is expected to be changes to the final GPS 2018 once funding decisions have been made.



2

Strategic direction

³² This section describes the overall strategic direction for GPS 2018, the national objectives for land transport, and the results the Government wishes to achieve through the allocation of funding from the Fund. It then sets out how these components work together.



A: Strategic direction

33. The government raises revenue from road users to deliver transport infrastructure and services. It is important that the revenue is used to deliver the right infrastructure and services to the right level and at best cost.
34. The strategic direction sets the 10 year view for the GPS to drive improved performance from the land transport system.
35. The three strategic priorities, continued from GPS 2015 are:
 - economic growth and productivity
 - road safety
 - value for money.
36. It is expected that maximising value for money will automatically advance economic growth and productivity and road safety. However, there will be investments with a low benefit cost return that are necessary to advance Government policies. In these cases there will need to be a strong policy alignment (as expressed in the GPS) with Government policies and transparency about the reason for the decision.



Strategic priority: Economic growth and productivity



37. The key priority for GPS 2018 is economic growth and productivity.

High quality transport connections

38. The transport sector supports economic growth and productivity by providing quality transport connections that enable goods and people to reach their destinations efficiently. This is achieved by considering the whole transport system (a one transport system approach) which means considering all modes (including those the GPS does not fund). The appropriate transport connections will be a mix of transport modes (road, rail, sea, air, public transport and active modes), and vehicles (car, bus, truck, trains, boats, planes) and hubs (for example, inland ports and bus interchanges). This also means considering both physical changes to the network and digital solutions.
39. Investment in movement of freight by road is covered by the GPS, but investment in movement of freight by rail, sea and air is not. However, coordination between the GPS and those responsible for different modes of transport can help to maximise the benefits of transport to the economy.
40. To provide high quality connections, the current drivers of transport demand (such as growth and changes in population, freight, and tourism) need to be recognised. Consideration is also needed of the future drivers of demand, such as changes in transport preferences [e.g. active transport], technology and innovation, as well as future uncertainties. Because of uncertainties, a staged or adaptive management approach could be necessary to reduce risk.
41. Critical transport connections on the network that support economic growth and productivity include those servicing processing and export operations, important regional markets and tourist destinations.
42. Focusing on these connections also supports Government priorities such as Auckland (including how the Auckland Transport Alignment Project is implemented), housing growth (through the Housing Infrastructure Fund), and regional economic development.
43. In line with the National Infrastructure Plan, GPS 2018 also has a focus on optimising the use of the existing networks and services to deliver an appropriate level of service for users. Optimising requires sustaining the current level of service through maintenance and resilience work (to reduce transport disruptions). It also includes improving the productivity of the land transport network, such as intelligent transport systems, to help manage transport flows and congestion, allow transport users and vehicles to make decisions in real time, and assist management of compliance.

Increasing the capacity of the network

44. In some areas, maintaining high quality transport connections requires increasing network capacity (including the capacity for public transport and activity modes) or rail capacity and vehicle capacity. [Capacity is measured in the movement of people and goods]. Another way to increase capacity is to focus on how to get the most out of existing transport infrastructure, for example, the Auckland Transport Alignment Project recognises that demand management and making the best use of existing networks are part of the solution for Auckland. This includes encouraging increases in vehicle occupancy, and supporting greater uptake of public transport, walking and cycling.

High urban growth areas (including Auckland)

45. Well-connected and accessible cities are critical to New Zealand's economic and social prosperity. GPS 2018 focuses on assisting high growth areas by supporting the Housing Infrastructure Fund and the implementation of the Auckland Transport Alignment Project. The GPS 2018 will explicitly allow for lead investments where needed.
46. Auckland is the major New Zealand growth area and is a priority for GPS 2018. As joint transport-funders with a shared interest in Auckland's success, local and central government officials have worked together on the Auckland Transport Alignment Project to identify a strategic approach for developing Auckland's transport system.
47. The strategic approach identifies four key transport challenges for the next decade:
 - enabling a faster rate of housing growth, particularly in new greenfield growth areas
 - addressing projected declines in access to jobs and education, particularly for people living in the west and the south
 - addressing increasing congestion on the motorway and arterial road network, particularly at non peak times
 - increasing public transport use to relieve congested corridors.
48. The approach involves not only targeting investment to these challenges but also requires an equally strong focus on making better use of Auckland's existing network and maximising opportunities to influence travel demand.

Regional economic development and tourism

49. Transport connections to markets, particularly for exports, are important. The majority of exports come from non-urban areas. In addition, tourism growth in regions is putting pressure on regional transport networks and will need to be addressed.

Strategic priority: Road safety



50. Road safety remains a priority for the Government.
51. New Zealand has made significant progress in reducing the costs resulting from road trauma. Between 2000 and 2013, the rate of road fatalities per year decreased by 45 percent. However, since 2013 there has been an increase in the annual number of deaths and serious injuries. This reinforces the need for renewed focus on actions to improve the safety of all road users.
52. The safety investment in GPS 2018 takes direction from Safer Journeys (the Government's road safety strategy 2010-2020) and its associated action plans.
53. Safer Journeys establishes a vision of a Safe System, increasingly free of death and serious injury. The Safe System approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under the Safe System, all parts of the land transport system are designed to protect people from death and serious injury, including creating safer roads and roadsides, safer speeds, safer vehicles and safer road use.
54. The GPS traditionally directs investment to improve the safety of road users through:
- safer infrastructure (new and improved State highways and local roads, and maintenance)
 - safer road use (education, including road safety promotion, and enforcement such as road policing).
55. GPS 2018 continues this focus by supporting the completion of the Safer Journey's Action Plan 2012-2015 and the implementation of the current Safer Journeys Action Plan 2016-2020 in its four priority areas:
- enabling smart and safe choices
 - ensuring roads and roadsides support safe travel
 - encouraging safe vehicles
 - making motorcycling safer.
56. GPS 2018 also signals greater emphasis on technology, partnerships, and research to deliver a Safe System. The potential contribution of new technology is large including:
- vehicle safety technologies, and connected vehicle technologies to reduce the frequency and consequence of crashes
 - mapping technologies to identify areas that would benefit from safety related interventions
 - automated compliance to support road users to make safer choices on the road in real time.
57. Road safety is a responsibility we all share. Partnerships and shared solutions underpin a Safe System and support value for money across investment by a range of road safety partners. GPS 2018 supports cost effective, coordinated investment in road safety outcomes achieved through partnership between central and local government, industry, and stakeholders.
58. Research and evaluation helps to target road safety interventions and investments to support a Safe System increasingly free of death and serious injury.

Strategic priority: Value for money



59. GPS 2018 increases the emphasis on value for money.
60. Value for money in transport will deliver the right infrastructure and services to the right level at the best cost. Determining the right infrastructure and services to the right level requires considering the strategic priorities, objectives and results in the GPS. It takes into account the benefits and costs over the whole of the life of the investments.
61. For many investments it will be possible to obtain good benefit cost returns while providing the right infrastructure and services at the best cost. However to sufficiently advance some government policies, investments may require a lower than normal benefit cost return (i.e. less than the average Benefit Cost Ratio (BCR) for the National Land Transport Programme (NLTP). Even in these cases, in general it is expected that the benefit cost ratio will at least exceed one.
62. In delivering value for money, investment decisions need to transparently demonstrate the:
- contribution towards the desired results
 - return on the investment including cost effectiveness and benefit cost returns
 - reason for decisions on investment where there is:
 - high efficiency but small contribution to the results
 - low efficiency but high contribution to the results.
63. It is important that work to support lead investments is completed in a robust and transparent manner, under direction from the Government. In GPS 2018, lead investment will progress the construction of the Roads of National Significance and provide serviced land for housing development in high growth urban areas.
64. Investment also needs to get the best use out of existing assets. One Network Road Classification data shows this is being achieved through greater discipline of maintenance expenditure. New evaluation and business case disciplines, and new ways of dealing with uncertainty, will support better decision making.

B: National land transport objectives and results

65. The GPS 2018 strategic priorities are supported by the national land transport objectives and results. Each strategic priority has associated objectives, long term results (for a 10 year period), and short-medium term results (over 1-6 years). Appendix B includes further information on the GPS framework.
66. The objectives that directly support economic growth and productivity are those that look to achieve a land transport system that:
- addresses current and future demand for access to economic and social opportunities
 - is resilient.
67. The objectives that directly link to safety and value for money are for a land transport system that:
- is a Safe System increasingly free of death and serious injury
 - delivers the right infrastructure and services to the right level at the best cost.
68. The other objectives which are important to economic growth and productivity but have less focus in GPS 2018 are for a land transport system that:
- provides appropriate transport choices
 - increasingly mitigates the effects of land transport on the environment.
69. The objectives and associated long term results are described in more detail in the following pages. A summary of the strategic priorities, objectives, and the long term and short term results is captured in Table 1.

Objective:

A land transport system that addresses current and future demand for access to economic and social opportunities

70. To support economic growth and productivity New Zealand's transport system needs to provide quality transport connections so people and goods can reach their destinations safely, economically, and effectively. These connections provide access for economic and social opportunities. The GPS invests specifically in land transport, however the aim is to provide the best outcomes for the transport system. A 'one transport system' approach to transport planning is desired. The GPS 2018 therefore supports coordination between those responsible for different transport modes.
71. Population, freight movements, and tourist numbers are all forecast to increase, changing the demand put on the transport networks.
72. People rely on the transport network for access to economic and social opportunities, so investments under GPS 2018 need to consider the future demands of the network.
- ✓ Result:**
Support economic growth and productivity through the provision of better access to markets, employment, business areas and housing development
73. New Zealand's existing land transport network is reasonably well developed and provides most of the connections needed at a local, national, and regional level. A focus for GPS 2018 is on providing transport connections that are needed for better access to markets, employment, business areas, tourist attractions, and housing development.
74. The GPS funds land transport, however, the best transport connections may involve a combination of modes. Taking a 'one transport system' approach will mean considering all modes [including those that the GPS does not fund] that might need to change to improve transport connections overall. It also promotes a focus on the connections between modes where investment might deliver a more effective and efficient transport system that results in the best level of overall gain.
- National and regional transport roads**
75. Important national and regional transport links need to be high quality and resilient connections. Roads need to be able to provide the right level of service needed to respond to changes in freight movements, population growth and tourist numbers. The right level of service depends on the total transport task, so must take into account other modes [such as rail, sea, air] and logistics, and how technology and innovation can be used to meet changing demands.
76. Completing the Roads of National Significance programme will provide extra road capacity to address constraints on key supply chains. Ongoing investment to increase the percentage of the State highway network that is open to high productivity motor vehicles will also increase capacity. Investment to support the Auckland Transport Alignment Project and the Household Infrastructure Fund, and corridors important for regional development will also help provide capacity. On many routes, improving capacity to meet changing demands could include greater provision of alternative modes of transport, namely public and active transport.
77. The NZ Transport Agency is developing a long-term strategic view of inter-regional routes. This long term view is developed collaboratively with key stakeholders to identify appropriate levels of service on inter-regional routes. Further work with stakeholders, including that undertaken through regional economic development action plans is required to determine the optimal timing, mix of interventions and funding arrangements.

Focus on high urban growth areas

78. Well-connected and accessible cities are critical to our economic and social prosperity. As our urban areas expand, and population in these areas increases, roads, public transport and walking/cycling networks play an increasingly vital role in creating more accessible cities.
79. Transport has a role in enabling people to live in urban areas and access employment and business opportunities. The options for access will change as technology and innovation provide new choices.
80. GPS 2018 focuses on assisting high growth areas by supporting the Housing Infrastructure Fund and the Auckland Transport Alignment Project.
81. To support the Housing Infrastructure Fund, GPS 2018 prioritises lead and other investments in transport infrastructure to help supply serviced land for housing development in high growth urban areas.
82. Auckland has the strongest population growth in New Zealand. Between 2012 and 2015, Auckland has grown by approximately 120,000 people, roughly the population of Tauranga City. Auckland's population growth has driven a marked increase in travel demand. In 2015:
- total vehicle travel increased by around 10 percent, with over 100 million additional trips by car
 - total public transport boardings increased by around 20 percent, to 83 million trips.
83. Auckland's population is projected to increase by 45 percent to 2.2 million people over the next 30 years, accompanied by over 243,000 jobs being created.
84. Consistent with the key transport challenges identified in the Auckland Transport Alignment Project GPS 2018 supports targeted investment:
- in roads and public transport on major corridors to help maintain and improve access to jobs and education in Auckland
 - that will contribute to a faster rate of housing growth in Auckland, particularly in new greenfield growth areas
 - that will address congestion on Auckland's motorways and arterial roads, particularly at inter-peak times
 - which will increase public transport use on congested corridors.

Result:

Support economic growth of regional New Zealand through the provision of better access to markets and tourist destinations

85. GPS 2018 focuses on assisting regional New Zealand by supporting regional economic development and relevant sections of the tourism strategy.¹ The focus is on transport investments that improve regional transport connections vital to a region.
86. There will be an increased focus on regional roads including:
- the development of State highway and local roads that are crucial for linking production points with key distribution points. This includes routes important for exports, and those intra-regional routes critical for getting local goods to market
 - improvements to transport connections (including local roads) that get tourists to their destinations. As more tourists are choosing to self-drive this means more routes have larger tourist demand and need to be at a standard to cater for them
 - increasing the resilience of important regional roads that are prone to transport disruptions because of natural events, especially to support restoring access to North Canterbury (see Resilience Objective).
87. Support for regional economic development will be primarily through the Regional Improvements Activity Class. To ensure local transport projects are put forward by regions, the Government is considering providing additional government support to reduce the local funding contribution.

1. See Appendix D for links to the tourism strategy.

Objective: A land transport system that is resilient

- ^{88.} When the transport network is disrupted, it has flow-on effects for users and those who benefit from the transport system. A resilient transport system manages disruptions in an efficient and effective way – whether it is a shorter term disruption like a road crash, or natural disaster, or a longer-term disruption like gradual environmental changes.
- ^{89.} In all cases, resilience improvements require an assessment of the risks compared to the costs of reducing those risks. Often, taking a ‘whole of system’ approach will create the best outcome, for example, improving a road’s ability to cope with flooding as well as fixing a stop bank, improving response times in the event of a disruption, educating the community on preparedness and creating a better emergency management approach. This involves considering all parts of the transport system (that is, as a single transport system) and also non-transport systems relevant to resilience.
- ^{90.} Resilience is one area where focusing on the ‘whole of system’ for a region may identify where it is most cost effective to mitigate or adapt to resilience risks.
- ✔ Result:**
Improved network resilience at the most critical points
- ^{91.} It is important for economic growth and productivity that the network is resilient at the most critical points. The most critical points on our network have been determined by considering three factors:
- the routes importance (for roads this is linked to its role as per the One Road Network Classification system) and the availability of appropriate alternative routes
 - the risk of transport disruption
 - the performance of any solution (transport or non-transport).
- ^{92.} GPS 2018 gives priority to investment that improves resilience on routes to which disruptions pose the highest economic and social costs. This includes improving the resilience of the land transport system to high impact but low probability events.
- ^{93.} GPS 2018 supports the development of regional plans to improve resilience, and provide investment for the best solutions on the most critical transport routes, for example, in regions that have only one route in and out. This includes the recovery of land transport system into and across North Canterbury and for urban areas such as Auckland, Wellington and Christchurch, which are vulnerable to high impact low probability natural events.
- ^{94.} The best solutions take a ‘whole of system’ approach for a region, such as improvements as part of network upgrades, maintenance and considering non-transport solutions.

Objective:

A land transport system that is a Safe System, increasingly free of death and serious injury

95. A land transport Safe System looks beyond the user and examines the entire system – improving safety by creating safer roads and roadsides, safer speeds, safer vehicles, and safer road users. Safer Journeys drives New Zealand’s approach to creating a Safe System and informs the road safety focus for GPS 2018.

✔ Result:

Reduction in deaths and serious injuries

96. GPS 2018 will continue to support the implementation of the Safer Journeys action plan 2016-2020 and its four priority areas. It will also support the tourism strategy by improving overseas driver safety.
- Ensuring roads and roadsides support safe travel**
97. GPS 2018 will continue to support investment in improvements on roads through the State Highway Improvements and Local Road Improvements Activity Classes.
98. GPS 2018 will support improvements to road infrastructure to encourage road users to travel safely at posted speeds without compromising road safety. Investments will be consistent with the high priority areas identified for improvement through the Speed Management Guide. The Speed Management Guide targets the best practicable speed for reducing deaths and serious injuries and improving economic productivity.
- Encouraging safe vehicle choices**
99. GPS 2018 will continue to invest in educating road users about road safety, through investment in the Road Safety Promotion Activity Class. While education will continue to be predominantly delivered through public advertising campaigns, there will be an increased focus on greater community and public conversations around risks on the road and how these risks are managed.
100. GPS 2018 supports sustained advertising that promotes safe vehicle choices. Vehicle safety features and in-vehicle safety related technology has potential ability to deliver significant road safety gains. Individuals and fleet owners should be informed about the relative safety of the vehicle they are buying and encouraged to buy the safest vehicle they can afford.

101. GPS 2018 will support trials and pilots of new technologies that have a specific road safety purpose or that provide improved safety outcomes as a co-benefit of their deployment. Such trials have the potential to test the benefits of new technology in a New Zealand context and illustrate the benefits of such technology to the wider public.

A framework to support compliance

102. Road policing activities include a broad range of interventions designed to improve the safety, productivity, and reliability of New Zealand’s road network. Road policing saves lives and reduces the number and extent of injuries sustained, and trauma suffered by road users.
103. GPS 2018 seeks continued improvement in productivity and value for money within the Road Policing Activity Class by:
- ensuring staff are undertaking the right activities at the right time to help prevent road trauma by continuing focus on identified high-risk factors including speed, impairment, restraints, distraction, and safety gear
 - investment in streamlined and more efficient automated processes to replace inefficient manual processes so that resources can shift to focus on other high priority front line road policing activities.
104. GPS 2018 will also continue to require improved transparency and reporting of road policing investments.
- Emphasis on road safety research – to inform GPS investment, and better manage risks on the road**
105. GPS 2018 signals greater emphasis on road safety research to build on current monitoring programmes, and develop new programmes to establish a series of metrics that will allow greater ongoing understanding of changes in fatal and serious injuries, and likely causes.

Objective: A land transport system that delivers the right infrastructure and services to the right level at the best cost

106. There are more potential transport projects than there is available revenue to fund them. To support value for money the focus is on investments that deliver the best possible value to New Zealanders. The investment decisions made under the GPS must follow a process that supports value for money outcomes (considering the Government's priorities) allowing for changes in demand, technology and innovations.

Result:
Delivery of the right infrastructure and services to the right level

107. Making the right transport investments helps to achieve the Government's priorities of economic growth and productivity, road safety, and value for money. Good investment decisions require a rigorous investment assessment system backed by evidence. Research and good data gathering systems are vital to support this process. Having data that is easy to find, share and use is important. This investment assessment includes monitoring of transport sector outcomes and the results of investments made.
108. Monitoring of transport outcomes is still developing, however initial results indicate that:
- maintenance investments are providing adequate customer levels of service on the roads
 - public transport funding is resulting in increased use and providing increased throughput in the main metropolitan areas
 - the investment in road safety is not obtaining the desired results given that the road toll is trending up
 - road improvements and improving the operation of the current network have greatly increased the road capacity and throughput on important national routes, and congestion levels have not worsened in the main metropolitan areas
 - demand management will need to be part of the solution – particularly in Auckland.
109. The GPS will continue to support this result by:
- maintaining a rigorous investment appraisal system
 - enhancing reporting on how the GPS 2018 investment strategy has been delivered.

Result:
Improved returns from investments across the land transport system

110. An important dimension of value for money is ensuring that the investment represents the best use of resources. This involves selecting investments that help achieve the Government's priorities as a dimension of providing value for money. This is also supported by a good investment appraisal system, and one that reviews and evaluates the performance of these investments while they are being implemented and when they have been completed.

111. The GPS will support this result through:
- use of a fit for purpose decision making system
 - delivering projects and programmes on time and on budget
 - evaluation of benefit realisation for major investments.

Result:
Improved returns from road maintenance

112. Nationally there has been good progress on improving value for money from road maintenance. The One Network Road Classification has set agreed customer levels of service for each type of road along with relevant performance standards. The collaborative approach taken through the Road Efficiency Group has improved maintenance procurements and operation practices.
113. State highway maintenance expenditure and the cost per kilometre of maintenance are decreasing in many regions, signalling that the efficiency of maintenance investment is increasing.

114. The GPS will support this result through:
- ongoing investment in network maintenance to ensure it provides the appropriate customer levels of service
 - fully embedding the One Network Road Classification, Customer Levels of Service Standards, and performance measures.

Result:
Improved returns from public transport

115. Significant increases in public transport capacity have seen more people using and relying on public transport in the main metropolitan areas. These increases have occurred alongside increasing fare box recovery, indicating that the investment is resulting in more efficient outcomes.
116. The GPS will support this result by:
- continuing to invest in public transport, including modal integration where appropriate
 - continuing the momentum set by GPS 2015 to increase the efficiency of public transport investment.

Result:
Innovation and technology are used to increase the net benefits from land transport investment and use

117. Innovation and technology can support value for money by providing alternatives or better choices in the way investments are made and used. This may occur during the design of a new investment or when considering options for better using the infrastructure or service once it is in place.
118. The GPS will support this result by:
- using innovation in systems, standards, procurement and technology to improve the effectiveness and efficiency of the transport system.

Objective:

A land transport system that provides appropriate transport choices

119. The land transport system needs to support a range of appropriate and accessible transport choices so that all transport users can access employment, education, and social opportunities.
120. Public transport can provide choices for people, as can walking and cycling. Some people may need other services to provide choice, as they cannot access private and public transport. This includes 'Total Mobility' or other transport services. This is particularly relevant for New Zealand's ageing population.
121. Public transport is necessary to enable more New Zealanders to participate in society. While public transport plays a vital role during peak times by moving large numbers of people through the network, it also needs to be available outside of these times to support others in accessing services, getting to work, and visiting friends and families. The land transport system looks to identify and reduce obstacles and barriers to access.
122. Walking and cycling support a more efficient and cost effective transport system, provide transport choice [especially for shorter trips], and provide substantial health benefits.

✔ **Result:**
Provide an appropriate and accessible travel choices, particularly for people with limited access to a private vehicle

123. Public transport in urban areas provides transport choice for those without private vehicles to get to important destinations like work and education. Adequate walking and cycling facilities provide another choice. Further travel choice support is provided with off-peak public transport services and increasing the accessibility of services for disabled people.
124. For those who are not able to use a car or scheduled public transport due to a mobility issue, on-demand services such as 'Total Mobility' schemes are required.
125. GPS 2018 supports:
- increases in public transport capacity to support economic growth which will also provide some transport choice

- off-peak public transport in urban areas where there is sufficient concentration of users to support cost effective public transport
- low-cost enhancements to public transport to support the Disability Action Plan's intentions to increase the accessibility of transport
- continued investment in specialised services such as 'Total Mobility'
- consideration of new options provided by technology change and innovation provide better choices.

✔ **Result:**
Increased safe cycling through improvement of cycle networks

126. Providing walking and cycling choices supports the New Zealand Health Strategy, which recognises the link between active transport, improved health and reduced costs to the health sector.
127. Improved cycle networks are increasing demand for safe cycling networks in all New Zealand's major metropolitan areas. Cycling supports a more effective transport system, provides for transport choice, contributes to more vibrant and connected communities, and is a developing tourism features [e.g. great cycling rides].
128. Cycling provides an alternative for short journeys and for single-purpose trips like commuting for work or school. Like walking, cycling provides cost savings and health benefits for users. There are also wider benefits for business and the health sector through improved wellbeing of those that regularly walk and cycle.
129. The key barrier to getting more people cycling is the perception that cycling is risky. GPS 2018 supports investment to reduce safety concerns for cyclists. Investing in good quality, fit for purpose cycling facilities improves the safety of people on bikes and improves the perception of cycle safety.
130. GPS 2018 will enable the extension of dedicated cycle networks in the main urban areas and improvement of suburban cycling routes. It will also provide co-funding to support the great cycling ride investments.

Objective:

A land transport system that increasingly mitigates the effects of land transport on the environment

- ^{131.} Land transport can have significant effects on the environment. These can be immediate local effects [such as impacts on the quality of air, water, soil, or the visual environment] through to national effects [on public health] and global effects [climate change].
- ^{132.} Managing these effects is an important part of transport project planning, design, and maintenance. For individual projects, standards set outside the transport sector, such as the Resource Management Act 1991, direct the amount and type of mitigation needed.
- ^{133.} Land transport investment can reduce the harmful effects of transport on the environment, for example, through removing traffic from suburban streets, reducing fuel use by enabling shorter or smoother trips, increasing public transport services, and promoting active modes.
- ✔ Result:**
Mitigation of adverse environmental effects, including reduced CO₂ emissions
- ^{134.} Environmental mitigation, like resilience needs to take a 'whole of system' approach [considering all parts of the transport system and non-transport systems relevant to the environment].
- ^{135.} Wider policies outside the transport sector determine the level of reduction expected in possible adverse environmental effects or levels of risk from transport. For example, Resource Management Act approvals address the environmental standards required to reduce local environmental effects. National and global effects are managed by reacting to directives given as part of the Government's wider response to these issues [the Paris Agreement on Climate Change and the New Zealand Energy Efficiency and Conservation Strategy].
- ^{136.} GPS 2018 will support this result through encouraging:
- a 'whole of system' for a region [or sub-region] to mitigating environmental effects, including considering the cumulative effects over time, especially for CO₂ emissions
 - reducing the effects of particulate emissions and road-traffic noise on people and the environment where these issues create significant harm
 - ongoing and clear reporting on the investment in environmental mitigation across GPS investment activities and on a regional or area-wide basis.

C: Mapping strategic priorities, objectives and results

137. The relationship between priorities, objectives and primary results is mapped in Table 1.

Table 1: Relationships between strategic priorities, national land transport objectives, results and reporting

Economic growth and productivity			
National land transport objectives	Long term results Planning direction 10+ years	Short to medium term results Investment priorities 3-6+ years	Reporting measures*
<p>A land transport system that addresses current and future demand for access to economic and social opportunities</p> <p><i>This is a priority for GPS 2018</i></p>	<p>Support economic growth and productivity through provision of better access to markets, employment, business areas and housing development</p> <p>Support economic growth of regional New Zealand through provision of better access to markets and tourist destinations</p>	<p>New Zealand land transport system</p> <ul style="list-style-type: none"> Levels of service appropriate to user needs are maintained to support areas of growth, changes in population, freight and tourism, and to improve safety Land transport and inter-modal connections are improved to support areas of growth, changes in population, freight and tourism, and to improve safety In major metropolitan areas and key logistics corridors, constraints are reduced through networks that are connected and resilient, and provide reliable and predictable journey times Freight vehicle productivity is increased across the network Trials, pilots and model areas are used to develop more reliable and accurate mapping and positioning systems to enable driverless technology Transport data and real time information is increasingly available to inform route choice, improve network management and use, and improve user choice Public transport is provided where there is sufficient demand, particularly for services that connect people to employment and education <p>Regions</p> <ul style="list-style-type: none"> Regional networks are connected and resilient, and journey times on key regional freight routes are reliable and predictable Transport connections, facilities and information are provided on key regional tourist routes that are safe and appropriate for tourist use <p>High urban growth areas and Auckland</p> <ul style="list-style-type: none"> Throughput of people and goods is improved where there are constraints causing congestion within major metropolitan areas Supply of serviced land for housing development is increased in high growth urban areas Access to jobs and education in Auckland is maintained and improved through targeted road and public transport investment on major corridors Transport investment, particularly in new greenfield growth areas, contributes to a faster rate of housing growth in Auckland Congestion on Auckland motorways and arterial routes is addressed, particularly at inter-peak times Public transport use in Auckland is increased on congested corridors 	
<p>A land transport system that is resilient</p> <p><i>This is a priority for GPS 2018</i></p>	<p>Improved network resilience at the most critical points</p>	<ul style="list-style-type: none"> Regional and local system approaches, including investment in non-transport infrastructure where this has clear transport benefits, are used to improve resilience at the economically and socially most critical points of the network Impacts (risk and occurrence) of disruption to key social and economic connections are reduced at the economically and socially most critical points 	
<p>A land transport system that provides appropriate transport choice</p>	<p>Provide appropriate travel choices, particularly for people with limited access to a private vehicle</p> <p>Increased safe cycling through improvement of cycle networks</p>	<ul style="list-style-type: none"> Appropriate public transport is available to system users with limited access to a private vehicle, including disabled people, where there is sufficient demand to support scheduled public transport Specialised services provide access to the transport system for transport disadvantaged people and disabled people who are not able to use a car or scheduled public transport Dedicated cycle networks in main urban areas are expanded and completed Suburban routes for cyclists are improved Cycleway network connections, including to the New Zealand Cycle Trails, are improved 	

* These need to be developed from GPS 2015 measures. Trends, tracking longer term results and reporting on progress in delivering the short and medium term results



Road safety			
National land transport objectives	Long term results Planning direction 10+ years	Short to medium term results Investment priorities 3-6+ years	Reporting measures*
A land transport system that increasingly mitigates the effects of land transport on the environment	Mitigation of adverse environmental effects, including CO ₂ emissions	<ul style="list-style-type: none"> Regional and local system approaches that are evidence-based are used to increasingly mitigate effects of land transport on the environment Significant harmful effects on people and the environment from road particulates and transport noise are reduced 	
A land transport system that is a safe system, increasingly free of death and serious injury <i>This is a priority for GPS 2018</i>	Reduction in deaths and serious injuries	<ul style="list-style-type: none"> Projects under the Safer Journeys Action Plan are progressed, including the business as usual components of the plan Infrastructure is in place to enable deployment of safer in vehicle technologies [e.g. connected and autonomous vehicles] 	

Value for money			
National land transport objectives	Long term results Planning direction 10+ years	Short to medium term results Investment priorities 3-6+ years	Reporting measures*
A land transport system that delivers the right infrastructure and services to the right level at the best cost <i>This is a priority for GPS 2018</i>	<p>Delivery of the right infrastructure and services to the right level</p> <p>Improved returns from investment across the land transport system</p> <p>Improved returns from road maintenance</p> <p>Improved returns from public transport</p> <p>Innovation and technology are used to increase the net benefits from land transport investment and use</p>	<ul style="list-style-type: none"> Projects are delivered on time and on budget Measurable productivity improvements are achieved in operating and maintaining the network Benefit realisation for [major] projects is evaluated Levels of service are fit for purpose for users The cost benefit analysis results are reported for all major projects Efficiency gains are made in the costs of delivering fit for purpose levels of service Avoidable and unexplained variability of the efficiency within networks, services, within modes, and in the operation of networks and services is reduced Core, ongoing programmes [e.g. maintenance, public transport and policing] are more efficient and effective A fit for purpose decision making system is used and is based on a sound evidence and analysis Long term transport related research across government is integrated Net benefits are improved through innovation in systems, standards, procurement and technology Reporting on GPS investment to achieve long term results and to achieve short and medium term results is improved and includes: <ul style="list-style-type: none"> increased transparency in the investments made and the key components of these investments reporting on the measurable value from the investment in results reporting on the measurable value from economic compliance, including the policing of road user charges improved reliability of public transport and road maintenance related data 	

Reporting

- ^{139.} The GPS investment strategy involves three reportable components: results that are being achieved through GPS investment, expenditure under activity classes, and Ministerial expectations [see p29] that relate to how the investment strategy is delivered.
- ^{140.} The reporting arrangements established in GPS 2018 focus on the investment strategy and reporting information that tracks progress and provides GPS investment decision makers with information that will assist with the formation of future GPS land transport investments. Reporting on the performance of the NZ Transport Agency as a Crown Entity is covered by the Crown Entities Act 2004. GPS reporting may complement these arrangements but are not a substitute for them.
- ^{141.} Many land transport investments have long lead in times and long lives. Some of the effects from earlier land transport investments made under preceding GPSs will be captured in reporting under GPS 2018, particularly in the early periods.
- ^{142.} The NZ Transport Agency's first report on GPS 2018 will be made by [a date to be agreed], once required audit requirements have been met.

Reporting on results

- ^{143.} The NZ Transport Agency is required to report at least annually on progress being made in achieving the GPS 2018 short and medium term results, and GPS 2018 long term results, using the reporting measures specified in Table 1.
- ^{144.} The reporting measures will cover and comment on trends, and track progress. Reporting on results using these measures will form an evidence base of information on changes in land transport delivered by GPS investment. It is noted that the frequency of the reporting measures will vary and some will be reported more frequently [for example, quarterly] or less frequently than in each annual GPS 2018 report.

- ^{145.} It is a priority of GPS 2018 for the NZ Transport Agency to establish baselines for reporting. The stability of the reporting process over time will be supported by:
- the establishment of baselines
 - use of measures that would be reasonably expected to be part of a well-functioning investment management system
 - measures that relate well to the results that are being sought from the investment.

Reporting on expenditure

- ^{146.} Expenditure under GPS activity classes is reported under the requirements of the Crown Entities Act 2004 and the provisions of the Land Transport Management Act 2003. For GPS 2018, this reporting is presented by activity class reporting line.

Reporting on Ministerial expectations

- ^{147.} Ministerial expectations in the GPS set out expectations as to how the NZ Transport Agency will carry out the GPS investment strategy. The NZ Transport Agency will report on an annual basis on how it is meeting these expectations.



3

Investment in land transport

¹⁴⁸ This section sets out how funding should be allocated to activity classes and Ministerial expectations for how the NZ Transport Agency gives effect to the investment strategy.



A: Total funding for GPS 2018

- ^{149.} To help achieve the Government’s results for land transport, the funding available for allocation is from the Fund. The revenue for the Fund is projected to increase from around \$3.70 billion in 2018/19 to \$4.25 billion in 2027/28 based on current level of fuel excise and road user charge rates. This funding is likely to be supplemented by about \$1 billion a year of local government transport funding in the form of a local share.
- ^{150.} Central government funding is sourced from fuel excise duties, road user charges, motor vehicle registration and licensing fees. The Government to date has not made any decisions on whether the level of fuel excise duty will change and whether an equivalent increase in road user charges is necessary.
- ^{151.} Contributions from local government to activities included in GPS 2018 will supplement this revenue. Crown funding may also be made available for specific activities in addition to those directed by the GPS activity classes.
- ^{152.} Table 2 below shows the total expenditure target (the expected level of expenditure based on projected revenue) along with the maximum and minimum range for the first three years of GPS 2018. Actual expenditure will vary with actual revenue collected in the Fund.

Table 2: National land transport programme funding ranges 2018/19 to 2023/24

	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Expenditure Target	3,700	3,800	3,850	3,900	3,900	3,950
Maximum Expenditure	3,950	4,050	4,100	4,150	4,150	4,250
Minimum Expenditure	3,150	3,250	3,250	3,300	3,300	3,350

B: Activity class framework

153. Activity classes provide signals about the balance of investment across the GPS. Funding is divided into activity classes as a means of achieving the results specified in GPS 2018. This differs from GPS 2015, which has results and reporting measures directly linked to the activity classes.

154. GPS 2018 allocates funding ranges to 10 activity classes.

The activity classes are:

- State highway improvements
- Local road improvements*
- Regional improvements*
- Walking and cycling improvements*
- State highway maintenance
- Local road maintenance*
- Public transport*
- Road policing
- Road safety promotion*
- Investment management*

* Funding also comes from local government to deliver these activities. Local share is additional to the activity class funding ranges.

155. For each activity class, a funding range is given with an upper and lower limit for expenditure. The NZ Transport Agency is responsible for allocating funding within these ranges to specific activities, while staying within the overall expenditure target in Table 2.

Activity class table

156. The following table sets out the:

- activity classes
- recommended funding ranges for 2018/19 – 2020/21
- rationale for the funding ranges.

157. The activity class funding ranges take into account the expected revenue from road users. It has been agreed by Treasury, New Zealand Customs Service, the Ministry of Transport and the NZ Transport Agency that the draft GPS 2018 for engagement will be based on the Half-Year Economic and Fiscal Update [HYEFU] forecast.

158. We are expecting that the funding available for allocation from the Fund will increase from \$3,700 in 2018/19 to \$3,850 in 2020/21. This is less than forecast in GPS 2015 by about \$50 million in the first three years of GPS 2018 (i.e. in 2018/19, 2019/20, and 2020/21) as GPS 2015 included a Consumer Price Index increase for petrol excise duty and road user charges that did not take place.

159. We have based the adjustments to activity classes on the assumption that petrol excise duty and road user charges remain at current rates. We have adjusted and reallocated these adjustments across activity classes.

160. The Government has agreed in principle that the Crown will fund the work required to recover from the Kaikoura earthquake. The Government is also supportive of the Auckland Transport Alignment Project but funding decisions for this have not been made yet.

161. The funding ranges therefore assume expenditure based on projected revenue, that the Kaikoura earthquake is funded outside the Fund and notes that the effect of Auckland Transport Alignment Project is not fully allowed for in the funding ranges. The final GPS 2018 is expected to change once funding decisions have been made including for the Auckland Transport Alignment Project.

Table 3: Activity classes and proposed funding ranges

Activity Class	Expenditure reporting line	Definition	Existing funding			Proposed GPS 2018 funding			
			2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	
State highway improvements	Existing	Investment in improving the capacity or service levels of existing State highways	Upper	1400	1450	1500	1550	1600	1650
	New	Investment to create new State highways assets that improves capacity or service levels	Lower	1000	1050	1100	1100	1150	1200
Local road improvements	Existing	Investment in improving the capacity or service levels of existing local roads	Upper	230	240	250	210	220	235
	New	Investment to create new local assets that improves capacity or service levels	Lower	150	155	160	120	120	120
Regional improvements	Regional	Investment in transport improvements outside of major metropolitan areas, to support regional economic development	Upper	90	90	90	140	140	145
			Lower	50	60	70	70	70	75
Walking and cycling improvements	Walking and cycling	Investment in walking and cycling that improves capacity and service levels, including promotional activities	Upper	38	55	74	65	65	65
			Lower	15	15	16	16	17	17
State highway maintenance	Operate	Investment in the operation of existing state highway capacity and services	Upper	585	605	620	640	660	680
	Maintain	Investment in the maintenance of existing State highway capacity and services, excludes asset upgrades							
	Renew	Investment in renewal of existing State highway assets, excludes asset upgrades							
	Emergency	Urgent response to transport network disruptions							
Local road maintenance	Operate	Investment in the operation of existing local road capacity and services	Upper	565	605	645	625	635	655
	Maintain	Investment in the maintenance of existing local road capacity and services, excludes asset upgrade							
	Renew	Investment in renewal of existing local road capacity and services, excludes asset upgrades							
	Emergency	Urgent response to transport network disruptions							
Public transport	Infrastructure operation	Investment in public transport infrastructure operation	Upper	390	405	420	435	450	465
	Infrastructure improvement	Investment in improving public transport infrastructure							
	Service operation	Investment in the operation of existing public transport services							
	Service improvement	Investment in new public transport services							
Road policing	Road policing	Investment in road policing	Upper	320	325	330	345	355	360
			Lower	280	285	290	295	300	305
Road safety promotion	Safety promotion	Investment in road safety promotion	Upper	37	38	38	41	41	42
			Lower	30	31	31	33	33	33
Investment management	Planning	Investment in the transport planning research and management	Upper	59	61	65	65	63	64
	Research		Lower	53	54	55	56	57	58
	Management								

Rationale

[Note: these funding ranges do not reflect funding requirements for the Auckland Transport Alignment Project]

State highway funding levels have increased significantly over recent years to fund large nationally significant projects. Many of these are coming to completion e.g. the Roads of National Significance [RoNS]. The Benefit Cost Ratios [BCRs] have been diminishing in this activity class over recent years.

The proposed funding levels are to enable the completion of the RoNS, changes to support High Productivity Motor Vehicles [HPMV] and 50 Max vehicles. It also enables funding towards strategic corridor projects and safety and technology investments.

This activity class has been consistently under spent over recent years and is currently below the lower limit of the funding band. This indicates that local authorities may be investing elsewhere [including prioritising maintenance or other local services] or the projects put forward for funding have low BCRs or low strategic fit.

The activity class funding levels have been decreased to reflect expected demand. As shown below the regional improvements activity class has increased to reflect local road improvements needed to support regional development. The regional improvements class will have different criteria and will not be a straight shift of funding or projects.

Expenditure in this activity class has almost exclusively been spent on State highways.

The proposed increase in funding ranges is to support regional development. The focus is on projects to support transport, tourism, and resilience needs across regions. This change would need to be accompanied by assessment criteria that supports regional priorities and enables the most valuable, integrated projects to proceed first. Consideration is being given to lowering the local share to provide additional funding support.

There has been increased walking and cycling expenditure in response to the Urban Cycleway Fund and the high BCR value of these projects. This has seen the development of local cycling infrastructure planning and promotion.

In December 2016, the upper ranges for walking and cycling improvements were increased for 2015/16, 2016/17 and 2017/18 to give effect to an additional \$65 million of investment to support cycling and tourism.

The funding range for this activity class in GPS 2018 is based on the continuation of the current level of urban cycleway development. This will enable movements towards completion of the network.

State highway maintenance costs have been controlled with increased efficiency and extending the life of assets. This is despite a longer and more complex State highway network, which creates higher operating and maintenance costs.

The increase will enable investment to focus on the implementation of the One Network Road Classification and address increased freight VKT that may cause increased damage to the network.

Local road maintenance expenditure has historically been close to the upper limit of the activity class funding range. The last GPS noted concern about value for money from maintenance [including the regional variability of the costs per kilometre]. However there have now been gains in controlling maintenance expenditure through increased efficiency and extending the life of assets.

In December 2016, GPS 2015 local road maintenance ranges for 2016/17 and 2017/18 were adjusted to raise the upper range by \$25 million and \$50 million respectively. This ensures any additional flexibility required for the Kaikoura earthquake response is available.

The unexplained variability in maintenance expenditure between regions has been reducing and is expected to reduce further with improved procurement, information sharing, and capability building that is being driven by the Road Efficiency Group and One Network Road Classification.

Increases in the funding ranges from 2018/19 onward will support One Network Road Classification implementation and reduce pressure where genuine service standard issues exist. Increases are moderate to continue to embed recent good practice.

Passenger numbers have increased recently and are forecast to increase in Auckland and Wellington over the short term [and in Christchurch in the medium term]. Although forecasts of increased passenger numbers have typically been overly optimistic. Auckland and Wellington public transport plans are based on an increased public transport task.

Fare box recovery rates have improved in Auckland and Wellington.

Currently expenditure is in the middle of the funding range.

The proposal is for a gradual increase in the funding range to cover forecast passenger growth and for some public transport infrastructure work [such as park and ride facilities].

There is a need to keep focus on value for money, and ensure fare box recovery rates are at the expected levels.

Road policing and road safety promotion are at the top of the funding ranges. There is a need to keep the focus on value for money and cost effective road safety expenditure. However, there has been a recent increase in deaths and serious injuries from road crashes.

The proposal is to increase the funding for road safety to see more progress on reducing death and serious injuries on roads.

In December 2016, GPS 2015 investment management ranges for 2016/17 to 2018/19 were adjusted to raise the upper ranges to partly cover the implementation costs for the NZ Transport Agency of the New Zealand Business Number.

The proposal is for a slight increase to support a continued focus on reporting, research and particularly investing in safety research and in technology trials.

Additional funding for land transport

162. The Land Transport Management Act 2003 requires the GPS, subject to the Public Finance Act 1989, to specify any additional expected funding for land transport, including any money Parliament may appropriate for the purpose. The appropriations set out in Table 4 are from Budget 2017 and will need to be updated for Budget 2018 before being included in the final GPS 2018. As part of Budget 2018, decisions will be made about any other Crown funding for items like the City Rail Link, Housing Infrastructure Fund, and the Auckland Transport Alignment Project.
163. Some of these Crown appropriations affect investment from the Fund, while other appropriations supplement investment. All of these funds are directly appropriated by Parliament and in most cases are allocated by the NZ Transport Agency or KiwiRail acting as the Crown’s delivery agent.
164. Current land transport appropriations are described below and the level of investment is captured in table 4.
- **The Accelerated Regional Roads Package** relates to work investigating, designing and constructing regional State highway projects. This funding is appropriated to accelerate 14 regional State highway projects, including funding for seven confirmed projects through Crown Appropriations, three projects through the Fund, one project through a mix of both Crown and National Land Transport funding and the investigation of a further

three projects. The NZ Transport Agency will bring the projects in this package forward to take advantage of the additional funding available. The investment will flow into the Fund when the relevant activities are approved by the NZ Transport Agency.

- **The Auckland Transport Package** relates to a Crown loan to the NZ Transport Agency for investigating, designing, and constructing Auckland State highways. This funding is appropriated to accelerate 11 Auckland State highway projects. The NZ Transport Agency will bring these projects forward to take advantage of the additional funding available. The funding flows into the Fund when relevant activities are approved by the NZ Transport Agency. The loan will be repaid over a 10 year period, with interest written off by the Crown.
- **The SuperGold Card Concessions Package** relates to free off-peak public transport use by super annuitants that hold SuperGold cards. From 2016/17 the funding model for the scheme changed to bulk funding with annual funding for the SuperGold scheme set at \$28 million including an annual consumer price index adjustments [inclusive of exempt services]. This investment is not an approved activity and does not come from the Fund, but proceeds using the NZ Transport Agency as the Crown’s agent.
- **Rail – Public Policy Projects** relate to public policy rail initiatives.
- **Rail – Railway Safety** relate to public safety works.

Table 4: Land transport appropriations 2018/19 to 2020/21

	2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
Rail – Public Policy Projects	3,270	3,270	3,270
Rail – Railway Safety	500	500	500
SuperGold Card Concessions	28,192	28,192	28,192
Accelerated Regional Roading Package	37,000	25,000	10,000
Auckland Transport Package	32,000	-	-

C: Statement of Ministerial expectations

165. Ministerial expectations guide how the NZ Transport Agency gives effect to GPS 2018. Ministerial expectations form part of the Government’s land transport investment strategy.

166. The Ministerial expectations included in GPS 2018 relate to how the NZ Transport Agency leads planning, allocates funding, delivers services, and reports on results being achieved. The key elements of this cycle are summarised in the Figure 3.

167. Under the Land Transport Management Act 2003, Regional Transport Committees and Auckland Transport need to develop Regional Land Transport Plans that are consistent with the GPS.

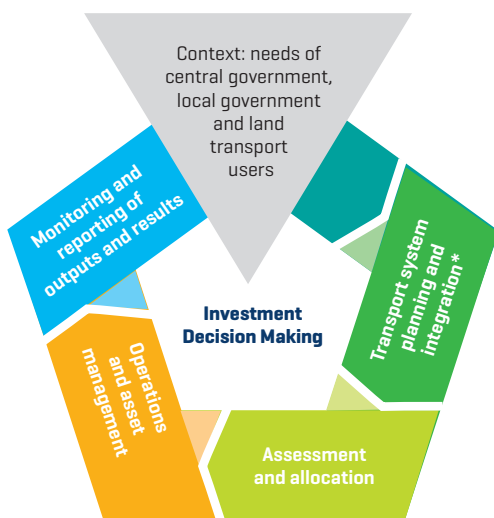
Expectations

168. Under GPS 2018, the NZ Transport Agency is expected to continue to:
- take a lead role in securing integrated planning of the transport system by network providers
 - take a lead role in securing prudent activity management, particularly in road asset management and public transport
 - monitor and report on investment efficiency, productivity changes, and results under the GPS
 - take a lead role in advancing the Auckland Transport Alignment Project’s strategic approach alongside Auckland Transport.

Expectation: The NZ Transport Agency will take a lead role in securing integrated planning of the land transport system by network providers

169. The Minister expects the NZ Transport Agency will:
- take a ‘one transport system’ view to coordinate and integrate land transport investment
 - work collaboratively with the sector to continuously improve demand models to provide better predictive bases for investment decision making
 - employ network classification systems that support the adjustment of service levels (up or down) to reflect changes in current and future demand
 - optimise investment in existing and new infrastructure and services, including improved integration
 - encourage coordinated operations resulting in seamless service delivery to users based on service level standards that are consistent with network use and function
 - encourage consistent, good practice planning so that the interaction between transport use and land use is well managed, including contributions from new development to the costs that development imposes on the system
 - encourage integrated network planning that increases system efficiency.

Figure 3: Land transport investment cycle



* Includes operational policies and processes

Expectation: The NZ Transport Agency will take a lead role in securing prudent activity management and operations

170. The Minister expects the NZ Transport Agency will:
- support whole of life asset and activity management at standards appropriate to demand at the best whole of life cost
 - ensure ongoing value for money including:
 - better aligning the costs of maintaining each part of the network with its use and function, with a focus on improving the network productivity of parts that have higher than average costs due to different activity management practices
 - achieving productivity improvements that are at least in line with those gained in the rest of the economy
 - ensure that standards and operational policies represent the best economic use of resources
 - continue improvements in whole of life activity management performance by all providers, focusing particularly on those with the most scope for improvement
 - support the sharing of good practice across providers.

Expectation: The NZ Transport Agency will monitor and report on investment efficiency, productivity changes and results under the GPS

171. The Minister expects the NZ Transport Agency will continue to monitor and report on, among other things:
- the GPS as a strategy in accordance with the GPS reporting section and short/medium-term results metrics
 - progress against GPS reporting line [as per Table 3] in a consistent way over the life of GPS 2018
 - the relative effectiveness and efficiency of investment in each reporting line identified in GPS 2018 and of any significant new or revised standards or operational practices, including using benefit cost analysis
 - the results of post implementation reviews for a significant proportion of reporting lines and standards
 - productivity improvements made in road maintenance including:
 - an assessment of the state of New Zealand road assets from an asset management quantitative and qualitative basis
 - progress and results arising from the implementation of Road Maintenance Task Force recommendations, including the impact of the One Network Road Classification initiative
 - changes in the scope of maintenance expenditure
 - factors influencing the variance in the costs and returns to road maintenance expenditure per lane kilometre on State highways and local roads

- assessments of any significant changes to strategies, standards and guidelines that impact on expenditure from the Fund, that:
 - ensure all practical options for addressing the problem have been considered
 - ensure the benefits of the preferred option not only exceed the costs, but will also deliver the highest level of net benefit.

Expectation: The NZ Transport Agency will take a lead role in advancing the Auckland strategic approach

172. Under GPS 2018, the NZ Transport Agency is expected to take a lead role in advancing the Auckland Transport Alignment Project's strategic approach alongside Auckland Transport.
173. Consistent with the key transport challenges the Auckland Transport Alignment Project identified for Auckland for the next decade, GPS 2018 supports targeted investment in roads and public transport:
- on major corridors to help maintain and improve access to jobs and education in Auckland particularly in the west and south, where a lot of housing growth is likely to be concentrated
 - that will address congestion on Auckland's motorways and arterial roads, particularly in the inter-peak period
 - that will contribute to a faster rate of housing growth in Auckland, particularly in new greenfield growth areas.
174. The Minister expects that the NZ Transport Agency will work closely with Auckland Transport to:
- target improvements to Auckland's key transport challenges, in a way that delivers best value for money, strengthens the core transport networks, and enables and supports growth
 - focus strongly on making better use of Auckland's current transport networks to increase throughput on key routes including through better use of transport technology
 - maximise opportunities to influence travel demand, including by focusing on better integrating transport infrastructure and services with land use, and actively encouraging increases in vehicle occupancy.



4

Funding sources and management of expenditure

¹⁷⁵ This section includes information about:

- the primary approach to funding land transport
- principles guiding the use of alternative funding sources
- principles guiding the management of expenditure to revenue
- principles guiding the management of expenditure to funding expectations.

A: Primary approach to funding land transport

- ^{176.} The core approach to funding land transport in New Zealand is the use of hypothecated funds within a 'modified pay-as-you-go' approach:
- hypothecation means that the revenue raised from the land transport system [that is from fuel excise duties, road user charges, motor vehicle registration and licensing fees, road tolling, and the proceeds from the leasing or disposing of Crown land held for State highway purposes] is put into the Fund, to be used for land transport purposes
 - a pure 'pay-as-you-go' system is one in which costs [cash outflows] must be met from revenue [cash inflows]. The timing of revenue receipts determines the ability to make payments
 - the funding system adopted in New Zealand is best described as 'modified pay-as-you-go', where some flexibility has been introduced to deal with cash-flow variations when there are very large projects.

- ^{177.} Together, hypothecation and pay-as-you-go form the foundation for land transport planning and funding. They define a relationship between transport network users, the Government, and wider society, which is the starting point for informed discussion about what is needed from the land transport system. The terms of the relationship are that:
- transport revenues will be used to create transport benefits
 - transport revenues will be set in proportion to the funding needs of the whole transport task
 - today's funding will generally address today's priority needs; funding will be available tomorrow when other needs become the priority
 - wider government revenues will be used where wider benefits are sought.

- ^{178.} In practice, the world is more complicated than this relationship allows. Issues such as who actually benefits from land transport infrastructure and services, who should pay, and over what period of time, are all open to debate. Complexity also makes it hard to accurately predict how much revenue will be available when, or the schedule by which expenditure may be incurred.

- ^{179.} In addition to the Government's primary funding sources, local government revenues make a significant contribution to funding the costs of local roads and public transport. Each of these is established through and operated in accordance with relevant legislation.

B: Principles guiding the use of alternative financing sources by the NZ Transport Agency

^{180.} In addition to the primary central government and local government funding sources, it is possible to access alternative government financing through a loan, or from private financing, through public private partnerships. At some point, it may also prove practical and desirable to introduce alternative forms of revenue gathering, such as more sophisticated transport pricing.

Process principles when considering alternative financing

^{181.} Any alternative funding proposal will require a business case. Because adopting the proposal will foreclose other options, it must represent the best course of action for the land transport system. Whether using debt or revenue measures, alternative funding proposals also have implications for the Government's broader fiscal strategy and will need to be considered within an all-of-government context. They must be approved by Cabinet in the context of whole-of-Government financing and borrowing principles.

Design principles for alternative financing measures

^{182.} All proposals involve some form of trade off between competing principles. Transparency around what is being traded off in the design and application of alternative funding measures, and why these trade offs are being made, is important for good decision making and accountability. Particular tensions that should be explicitly analysed include, but may not be limited to:

- achieving economically efficient investment while preserving the intent behind the pay as you go approach
- optimising financial efficiency in the present management of the Fund while preserving the flexibility to respond to future opportunities and risks
- adopting measures that are proportionate to the task to be performed without unreasonably curtailing the reasonable discretion of decision makers.

C: Principles guiding the management of expenditure to revenue

- ^{183.} The NZ Transport Agency is required to match its expenditure to the target expenditure set out in GPS 2018. However, it is legally required to limit its spending to the levels of available revenue in the Fund. Because both the timing and levels of revenue and expenditure are subject to uncertainty, the Land Transport Management Act 2003 provides for an allowable variation to be set in a GPS as a way of managing any imbalances that arise. The Minister may vary the expenditure target if forecasted revenues are higher than the maximum or lower than the minimum expenditure ranges in Table 2.
- ^{184.} A short term borrowing facility for cash flow management provides the specific capacity for allowable variation, where expenditure temporarily exceeds revenue. Although this borrowing facility increases the NZ Transport Agency's flexibility, the Government expects the NZ Transport Agency to manage expenditure in a way that it is fiscally neutral at the end of the 10 year period of this GPS. The specific level and conditions of allowable debt are set by the Ministers of Finance and Transport, in accordance with the principles guiding the use of alternative funding measures.
- ^{185.} Where revenue exceeds expected expenditure, the GPS allows expenditure to be scaled to meet the upper end of each funding range. Surpluses can be carried forward from one financial year into the next.
- ^{186.} Where it is likely that actual revenue levels will vary significantly from expenditure targets, the Ministry of Transport and the NZ Transport Agency will advise the Minister of Transport on the options for aligning expenditure and revenue.

D: Principles guiding the management of expenditure to funding expectations

- ^{187.} The NZ Transport Agency is required to manage expenditure for individual activity classes so that it falls within the upper and lower bounds of the funding range. However, situations may arise where expenditure is projected to fall below the lower band for reasons independent of revenue supply and/or otherwise outside the control of the NZ Transport Agency. Situations may also arise where the opportunity arises for expenditure to exceed the upper funding band, consistent with the policy intent and value for money expectations. In these circumstances, the NZ Transport Agency and the Ministry of Transport will advise the Minister of Transport of the risk or opportunity and possible responses.



5

Appendices



Appendix A: The land transport planning environment

Investment in the land transport network is made under the framework set out in the Land Transport Management Act 2003, which requires the following documents to be issued.

Government Policy Statement on land transport (the GPS)

The GPS is issued by the Minister of Transport. The GPS sets out what the Government wants land transport to achieve through investment in different types of activity (for example, roads, road policing and public transport). It must also set out how much funding will be provided and how this funding will be raised.

Each GPS is in place for a period of 6 years, but must set out the results that the Government wishes to achieve over a 10 year period from the allocation of funding. The GPS also enables the Government to take a longer-term view of its national land transport objectives, policies and measures.

The Crown land transport investment strategy sits within the GPS and must be reviewed every three years. It must state the overall investment likely to be made in the land transport sector over a period of 10 financial years. Components, such as the short to medium term results to be achieved from the allocation of funding, must look forward six years but may look forward up to 10 years. In addition, the strategy's forecast funding ranges must extend out to 10 years.

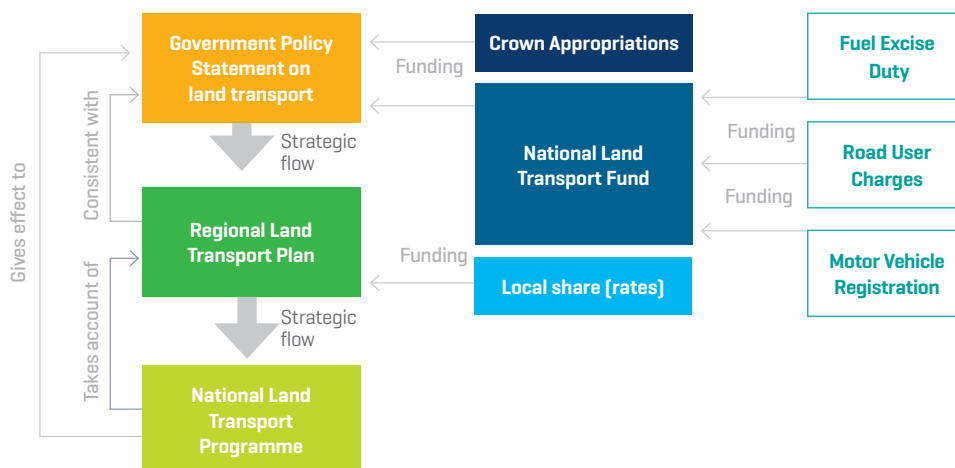
The National Land Transport Programme

The NZ Transport Agency must develop a National Land Transport Programme every three years to give effect to the GPS. The programme sets out the specific activities that will be funded to address the transport objectives in the GPS.

Regional Land Transport Plans

Regional Land Transport Plans are prepared by Regional Transport Committees and, for Auckland, by Auckland Transport. They list all of the planned transport activities for a region for at least 10 years and are used to prioritise applications for government funding through the NZ Transport Agency. Regional Land Transport Plans must be issued every six years and reviewed every three years. Regional Transport Committees and Auckland Transport must ensure consistency with the GPS when preparing Regional Land Transport Plans. The linkages between these different documents are set out in Figure A.

Figure A: Linkages between land transport documents



Funding for land transport investment

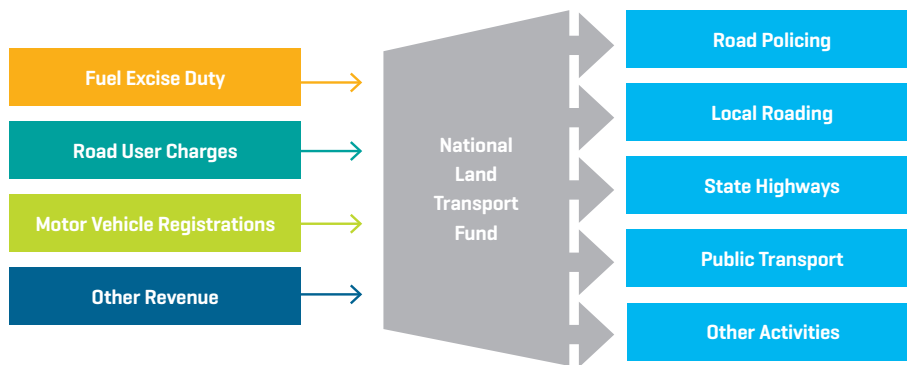
While the GPS provides a national picture of land transport funding, the specific detail of how funding is invested is the responsibility of the NZ Transport Agency. The NZ Transport Agency’s investment in the land transport system is implemented through the Fund. The Fund is the main central Government funding source for the land transport system.

All fuel excise duties and road user charges are allocated directly to the Fund. Additionally, a portion of motor vehicle registration income and other revenue is paid into

the Fund, while a small subset of activity, such as funding for the SuperGold Card free off-peak public transport scheme, is supported directly from the Government’s consolidated fund.

Regional, district and city councils, the NZ Transport Agency, the New Zealand Police and other approved organisations under the Land Transport Management Act 2003, receive funding from the Fund for the land transport activities that they deliver, such as the construction and maintenance of State highways and local roads, road policing, and public transport.

Figure B: Funding flows



Appendix B:

GPS 2018 framework

Purpose of the GPS

The GPS outlines the Government's strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the Government will focus resources, consistent with the purpose of the Land Transport Management Act 2003, which is:

"To contribute to an effective, efficient, and safe land transport system in the public interest".²

Without limiting the legal interpretation of these terms, for the purpose of GPS 2018, a land transport system is:

- effective when it moves people and freight where they need to go in a timely manner
- efficient when it delivers the right infrastructure and services to the right level at the best cost
- safe when it reduces harm from land transport
- in the public interest where it supports economic, social, cultural and environmental wellbeing.

In setting out the Government's investment strategy for land transport, the GPS identifies the national land transport objectives it wants pursued, allocates funding in ranges to different types of activities and sets out the results it expects from that investment.

The NZ Transport Agency, the New Zealand Police and other approved organisations³ will use the framework in the Land Transport Management Act 2003 to deliver investment across New Zealand that is prioritised and coordinated.

GPS 2018 structure

GPS 2018 covers the financial period 2018/19 to 2027/28. The land transport investment strategy, which is included in the GPS, must be reviewed every three years.

The Land Transport Management Act 2003 requires a GPS to include a number of components. These components have been grouped in GPS 2018 so that they move from high level policy direction, through to the more detailed investment strategy, to the machinery provisions about funding flows. Collectively, they cover all the requirements of a GPS found in the Act. Figure C sets out the order in which the various statutory elements of GPS 2018 are presented.

Requirements of the GPS

The Land Transport Management Act 2003 requires the Minister of Transport to issue a GPS.

A core function of the GPS is to set out the Government's priorities, objectives and funding available for the land transport sector. GPS 2018 describes:

- the Government's priorities for expenditure from the Fund from the 2018/19 to the 2027/28 financial years
- how it will achieve these through the allocation of funding ranges in different activity classes (for example, the maintenance of State highways, road policing and walking and cycling)
- how much funding will be provided
- how the funding will be raised.

Under the Land Transport Management Act 2003, the GPS:

- must set out:
 - the results that the Crown wishes to achieve from the allocation of funding from the national land transport fund over a period of at least 10 consecutive financial years (longer-term results)
 - the Crown's land transport investment strategy
 - the Crown's policy on borrowing for the purpose of managing the national land transport programme
- may also set out national land transport objectives, policies, and measures for a period of at least 10 financial years
- must specify any additional expected funding for land transport activities, including any appropriations made by Parliament (subject to the Public Finance Act 1989).

The GPS cannot specify particular projects to be funded, or levels of funding for individual interventions. It also does not cover port, airport, maritime or aviation investment, although it may impact on land transport links to port and airport facilities.

² Section 3 of the Land Transport Management Act 2003

³ Approved organisations: territorial authorities, regional councils, Auckland Transport, the Department of Conservation and the Waitangi National Trust Board.

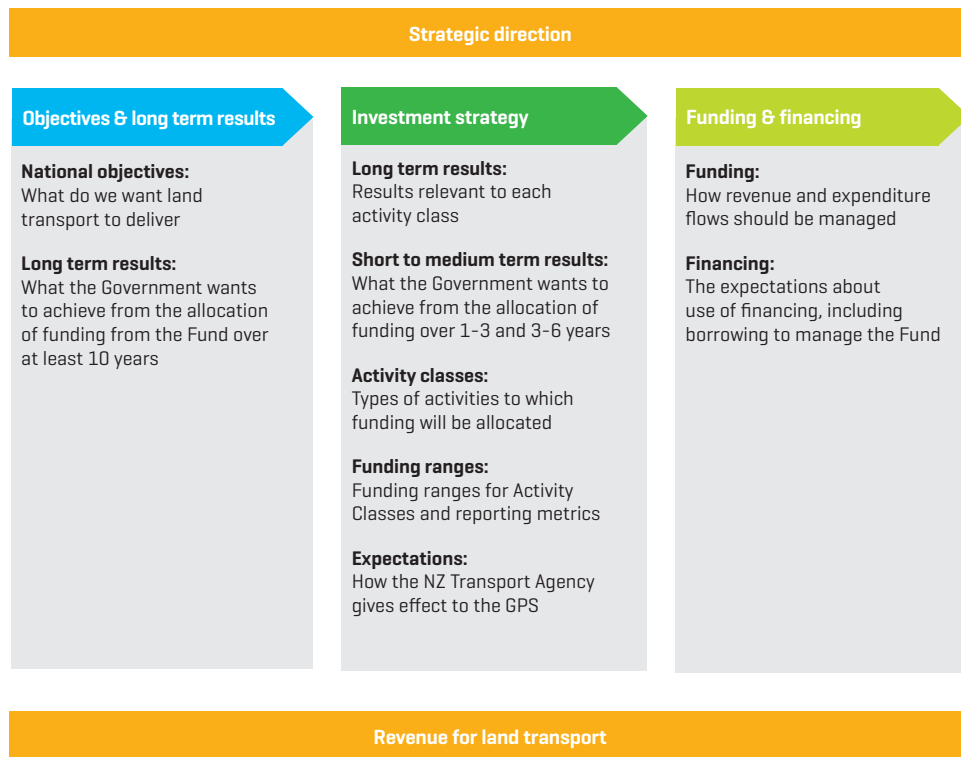
The Crown's land transport investment strategy:

- must link the amount of revenue raised from road users with planned levels of expenditure from the national land transport fund
- must, for the first six financial years of the GPS and any subsequent years that the Minister considers relevant, address the following matters:
 - the short to medium term results that the Crown wishes to achieve through the allocation of funding from the Fund
 - the activity classes to be funded from the Fund
 - likely revenue, including changes to the duties, fees, and charges paid into the Fund
 - the identification of an expenditure target for the National Land Transport Programme for each year
 - a maximum and a minimum level of expenditure for the National Land Transport Programme for each year [subject to the ability to carry forward funds

from the closing balance of the Fund from one financial year to a future financial year]

- an allowable variation between expenses and capital expenditure incurred under the National Land Transport Programme and the inflows received by the Fund
- funding ranges for each activity class
- the allowable reasons for varying the expenditure target when making funding allocation decisions
- a statement of the Minister's expectations of how the NZ Transport Agency gives effect to the GPS
- the forecast funding ranges for each activity class for the period of four financial years following the first six financial years of the GPS
- the overall investment likely to be made in the land transport sector over a period of 10 financial years and the likely or proposed funding sources.

Figure C: GPS 2018 framework



Appendix C:

Scope of GPS 2018

The National Land Transport Fund

GPS 2018 sets funding ranges for investment from the Fund in different activity classes. The NZ Transport Agency then allocates that funding to activities to give effect to the objectives, results and expectations set out in the GPS. Some of the activity classes relate to land transport activities that are the responsibility of local government, such as local roads and public transport. These activities are jointly funded with local government.

Crown contributions

For the period to 2027/28, a number of land transport projects and activities will be funded through annual Crown appropriations rather than through the Fund. This includes funding for capital investment in Wellington and Auckland metro rail, the SuperGold Card free off-peak public transport scheme, and the Accelerated Regional Roads Package [further information about this work is set out in Section 3].

Where the Crown contributes, it may do so in the form of grants or loans. Grant funding does not need to be repaid, whereas loans to bring forward investments do need to be repaid from future revenues to the Fund.

Any Crown contributions are recorded in the GPS.

Rail freight, coastal shipping and freight distribution centres

While the Minister of Transport has a role in guiding coordination within the rail sector and between the rail, road and maritime transport sectors, investment in rail freight services and infrastructure is not currently covered under the GPS.

Investment in rail freight services and infrastructure is managed by KiwiRail under the State-Owned Enterprises Act 1986. There are no current Crown appropriations to rail freight within the scope of GPS 2018. Any future Crown appropriations to KiwiRail would be reflected in the GPS. Investment in urban passenger rail services that is contracted by local government, and uses revenue from the Fund and local rates, is covered under GPS 2018.

Coastal shipping services, ports and airports are considered when planning for land transport services that link to these facilities, but operate on a commercial basis without funding from the Fund. The GPS does not authorise the use of Fund revenue for these activities.

Nevertheless, there is benefit in having the NZ Transport Agency, KiwiRail and local authorities involved in land transport investment coordinate their activities where possible. GPS 2018 recognises the importance of the coordinated approach needed by KiwiRail and the NZ Transport Agency to achieve the best possible outcomes to achieve the Government's objectives.

Growth and development

A priority for land use and transport planning is ensuring the supply of serviced land to support development and the increased supply of housing in high growth urban areas. For the purposes of GPS 2018, these are areas that are projected to grow by more than 10 percent between 2013 to 2023, according to Statistics New Zealand medium projections, in either:

- a resident population of over 30,000 people according to Statistics New Zealand latest resident population estimates or
- at any point in the year, a combined resident population and visitor population of over 30,000 people, using Statistics New Zealand latest resident population estimates and estimates of visitor numbers in the resident population of that urban area.

The GPS authorises the use of Fund revenue for lead investments that support wider government policies to improve the supply of housing in high growth urban areas.

Land use planning

The relationship between land use planning and transport planning is established by the Resource Management Act 1991 and the Land Transport Management Act 2003 respectively. Transport planning determines what investment will be undertaken and is dealt with under the Land Transport Management Act 2003 (for example whether a bypass is proposed and whether it is built). Land use planning regulates how investment can be undertaken, and is dealt with by the Resource Management Act 1991 (for example, whether the alignment of a future bypass is safeguarded from other development and how the local effects of the bypass are mitigated when the bypass is built).

The GPS directs transport planning and informs land use planning processes. For instance, transport planning can identify a network hierarchy that maximises the productivity of a transport system in line with the GPS, but is reliant on land use planning to secure development controls on adjacent land in a way that is consistent with that network hierarchy. The statement of priorities, objectives and results in the GPS enables well informed decision making in each area, while respecting the difference between regulatory and investment planning processes.

Regulation

The development and design of land transport regulation is outside the scope of the GPS. Transport regulation includes Acts of Parliament (for example, the Land Transport Act 1998), transport regulations (for example, Heavy Motor Vehicle Regulations 1974), and transport rules (for example, bridge weight limits). Land transport regulation is undertaken by a range of public bodies, including the NZ Transport Agency, local authorities and the New Zealand Police.

GPS 2018 includes a focus on the better understanding of the funding implications of regulatory policy, particularly in the fields of safety and environmental regulation.

A future GPS could include transport regulation within the scope of its objectives, policies and measures. Decisions to further investigate these issues lie outside this GPS and may require legislative change.

Future developments in systems and technology

Intelligent Transport Systems technologies use sensors, computing and communications technologies and apply these to vehicles, transport infrastructure or services to make the transport system work better (e.g. by making travel safer and more efficient).

Technology can also be used to create and support new concepts and business models that have the potential to improve the transport system, for example, the ability to manage and personalise different transportation services through a single digital platform.

Intelligent Transport Systems helps meet all four of the Government's key goals for transport and various GPS objectives:

- it increases the performance of New Zealand's existing transport infrastructure
- it can make the transport system, and the investments New Zealand makes in it, more efficient
- many of the technologies may, in the future, mean that cars won't be able to be crashed so it improves safety
- it will promote the resilience of New Zealand's transport system, for example by making travellers aware of alternative options when disruption to the network occurs.

There is considerable scope for innovation in the way that the land transport system is delivered, as examined in the Government's Intelligent Transport Systems Technology (ITS) Action Plan 2014-18. This includes a wide spectrum of systems, from the more extensive use of electronic payment methods and asset management practices that increase the productivity of existing networks, through to technologies such as LED lighting that can reduce operating costs.

The ITS Technology Action Plan anticipates that, over the coming decade, technology will play an increasing part in managing network access and capacity. So far relatively small scale initiatives, such as improved traffic light phasing and ramp metering, have led to measurable improvements in traffic flows in the Auckland network. Other initiatives, such as integrated ticketing, the greater use of Global Positioning Systems and smart phones are improving the availability of real time travel information.

This greatly supports new travel demand management initiatives. Securing these and other productivity improvements that can be achieved through cost effective investment in existing technologies is within the scope of the current GPS.

The regulation of potential in-vehicle technologies that interact with fixed infrastructure is currently outside the scope of the GPS. There are promising developments in the fields of collision avoidance technology, autonomous vehicles and in-vehicle telematics, which will affect the efficient management of vehicles and networks. For example, lane control technology and automatic braking systems are increasingly common in new vehicles and could enable significantly reduced separation distances between vehicles, thereby improving traffic flows and increasing network productivity.

Improved communication between vehicles and between vehicles and infrastructure (variously known as connected vehicles or Cooperative Intelligent Transport Systems) also has significant potential to improve traffic flow and safety.

GPS 2018 provides for trails of innovation and technology investment across the GPS and the associated net benefits, but does not endorse any specific form of technology in view of the speed of evolution.

Appendix D: Summary of key policy direction documents

<p>Connecting New Zealand www.transport.govt.nz</p>	<p>Connecting New Zealand contains the Government's broad long-term policy direction for the whole transport sector to assist investment decision making in the transport sector. It is a key document for land transport. Connecting New Zealand identifies economic growth and productivity, value for money and road safety as areas of focus.</p>
<p>Business Growth Agenda www.mbie.govt.nz</p>	<p>The Business Growth Agenda is focused on six key inputs that businesses need to succeed: export markets, investments, innovation, skilled and safe workplaces, natural resources and infrastructure. For transport, this means ensuring that the transport system enables the efficient and effective movement of people and goods from the farm gate, through cities and to overseas markets. While infrastructure is important, the agenda is also focused on minimising the costs of transport on businesses and improving access to export markets.</p>
<p>National Infrastructure Plan www.infrastructure.govt.nz</p>	<p>The National Infrastructure Plan sets the vision that by 2030 New Zealand's infrastructure is resilient and coordinated, and contributes to economic growth and increased quality of life. The plan provides the framework for infrastructure development over the next twenty years and is focused on ensuring better use of existing infrastructure and allocating new investment to meet long-term needs.</p>
<p>New Zealand Energy Efficiency and Conservation Strategy 2011-2016 www.eeca.govt.nz</p>	<p>The New Zealand Energy Efficiency Conservation Strategy (NZECCS) contributes to the delivery of the Government's energy priorities set out in the New Zealand Energy Strategy. The NZECCS sets five year targets and objectives to provide consistency and certainty for investment. In terms of transport, the objective is for "a more energy efficient transport system with a greater diversity of fuels and alternative energy technologies."</p>
<p>Safer Journeys Strategy: New Zealand's Road Safety Strategy 2010 - 2020 www.transport.govt.nz</p>	<p>Safer Journeys is the Government's road safety strategy to 2020. Safer Journeys establishes a vision of a safe road system increasingly free of death and serious injuries. Safer Journeys adopts the Safe Systems approach, which involves safe speeds, safe vehicles, safe road use, and safe roads and roadsides.</p>
<p>Intelligent Transport Systems (ITS) Technology Action Plan www.transport.govt.nz</p>	<p>The ITS Technology Action Plan outlines the Government's strategic approach to encouraging and enabling intelligent transport system technologies in New Zealand. It covers ITS issues and opportunities and provides an outline of central Government's ITS related work over the period of 2014 - 2018.</p>
<p>Public Transport Operating Model www.transport.govt.nz</p>	<p>The Public Transport Operating Model sets the operating environment for the delivery of public transport. It is a fully contracted model with features designed to incentivise commercial behaviour, create efficient networks, encourage a partnership approach to growing use, and reduce the level of public subsidy. Under this model, public transport contracts will be awarded through a mix of direct negotiations and tendering. The legislative elements of the model are set out in Part 5 of the Land Transport Management Act 2003. The operational elements are in the NZ Transport Agency's Procurement Manual and Guidelines for preparing Regional Public Transport Plans.</p>
<p>Auckland Transport Alignment Project (ATAP) www.transport.govt.nz</p>	<p>The Auckland Transport Alignment Project was established to achieve alignment between the Government and Auckland Council on a strategic approach for the development of Auckland's transport system over the next 30 years. The final report published in September 2016 recommends a strategic approach, which contains three integrated elements:</p> <ul style="list-style-type: none"> • make better use of existing networks • target investment to the most significant challenges • maximise opportunities to influence travel demand. <p>The focus is now on how the Government and Auckland Council can best work together to implement the recommended strategic approach.</p>
<p>Tourism Strategy www.mbie.govt.nz</p>	<p>The Tourism Strategy supports the tourism sector to reap the benefits of growth in visitor numbers while managing the pressures this places on businesses, communities and infrastructure. It is designed to help the sector attract high value visitors and investment, not only to tourist hotspots during peak seasons, but to a range of regions and throughout the year.</p>
<p>Housing Infrastructure Fund (HIF) www.mbie.govt.nz</p>	<p>The HIF will enable transport infrastructure projects to be brought forward where necessary to unlock housing developments in high growth areas. The funding would be available for any type of land transport infrastructure that is necessary for a successful housing development, including but not limited to State highway interchanges, local roads, cycleways, and public transport infrastructure.</p>
<p>Regional Economic Development (RED) www.mbie.govt.nz</p>	<p>Concerns that regions were missing out on growth opportunities led the Ministry of Business Innovation and Employment (MBIE) to commission regional economic development studies in partnership with regional stakeholders for Tai Tokerau/Northland, Bay of Plenty, East Coast (Gisborne and Hawke's Bay), Manawatu-Whanganui, and the West Coast. Regional action plans have been prepared to support regional economic growth strategies.</p>
<p>New Zealand Health Strategy</p>	<p>Preventing illness and by making healthy choices easy under guiding principles such as "Collaborative health promotion, rehabilitation and disease and injury prevention by all sectors".</p>

Appendix E:

Glossary

Activity	Defined in the Land Transport Management Act 2003 as a land transport output or capital project, or both.
Activity class	Refers to a grouping of similar activities.
Active modes	Transport by walking, cycling or other methods which involve the direct application of kinetic energy by the person travelling.
Approved organisations	Organisations eligible to receive funding from the NZ Transport Agency for land transport activities. Approved organisations as defined in the Land Transport Management Act 2003.
Connecting New Zealand	A document that summarises the Government's broad direction for the transport sector over the next decade.
Fuel Excise Duty (FED)	Fuel Excise Duty is a tax imposed by the Government on fuel and is used to fund land transport activities.
Hypothecation	The direct allocation of all income from a tax or charge (e.g. Fuel Excise Duty or road user charges) to a particular type of activity, e.g. the Fund.
Land Transport Management Act 2003	The main Act governing the land transport planning and funding system.
Land transport revenue	Revenue paid into the Fund under the Land Transport Management Act 2003.
Local road	Defined in the Land Transport Management Act 2003 as a road (other than a State highway) in a district that is under the control of a territorial authority.
Major metropolitan areas	The following urban areas, as defined by Statistics New Zealand in Classification-Urban Area 2013 v2.0, which have significant areas with employment densities greater than 100 jobs per square kilometre: <ul style="list-style-type: none"> • Northern Auckland Zone • Southern Auckland Zone • Porirua Zone • Wellington Zone • Western Auckland Zone • Hamilton Zone • Upper Hutt Zone • Christchurch • Central Auckland Zone • Tauranga • Lower Hutt Zone • Dunedin
Maintenance	Maintaining a road so that it can deliver a defined level of service, while leaving the fundamental structure of the existing road intact.
Motor vehicle registration and licensing fees	The Register established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, which is continued under Part 17 of the Land Transport Act 1998. It records the details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
Ministry of Transport	The Government's principal transport policy adviser that leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
National Land Transport Fund (the Fund)	The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme.
National Land Transport Programme	A programme, prepared by the NZ Transport Agency, that sets out the land transport activities which are likely to receive funding from the Fund. The National Land Transport Programme is a three- yearly programme of investment in land transport infrastructure and services from the Fund.
National Infrastructure Plan	A document which sets out the Government's 20 year vision for infrastructure. It provides a common direction for how economic and social infrastructure is planned, funded, built and used.
New Zealand Transport Agency (the NZ Transport Agency)	The Government agency with statutory functions to manage the funding of the land transport system and manage the State highway system.
Public transport	Passenger transport infrastructure, and services contracted by local and central government.
Regional Land Transport Plans	Plans prepared by Regional Transport Committees, that set out each region's transport objectives and policies for a period of at least 10 years. This includes bids for funding from the National Land Transport Programme.
Regional Transport Committee	A transport committee which must be established by every regional council or unitary authority for its region. The main function of a regional transport committee is to prepare a Regional Land Transport Plan.
Road controlling authorities	Authorities and agencies that have control of the roads, including the NZ Transport Agency, territorial authorities, Auckland Transport, the Waitangi Trust and the Department of Conservation.
Road user charges (RUC)	Charges on diesel and heavy vehicles paid to the Government and used to fund land transport activity.
Roads of National Significance (RoNS)	Routes which have been nominated by Government as critical to improving economic productivity and growth. Currently there are seven projects on the RoNS programme, based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently.
State highways	A road operated by the NZ Transport Agency, as defined under the Land Transport Management Act 2003.
Total Mobility Scheme	Subsidised taxi services.

Appendix F:

Relevant sections of the Land Transport Management Act 2003

Please note that:

- these sections are excerpts rather than complete replications of the Act
- amendments may be made to the Land Transport Management Act 2003 during the course of the GPS that may affect these sections.

Relevant section

Section 3. Purpose

The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest.

Section 66. Minister must issue GPS on land transport

1. The Minister must issue a GPS on land transport –
 - a. before the start of the first financial year to which it applies; and
 - b. that covers a period of 6 financial years.
2. The Minister must issue a replacement GPS on land transport under subsection [1] before the current GPS on land transport expires. If a GPS on land transport that is issued under subsection [1] is replaced, the GPS on land transport that is replaced expires on the date that it is replaced.

Section 67. Preparation or review of GPS on land transport

1. When preparing or reviewing a GPS on land transport, the Minister must –
 - a. be satisfied that the GPS on land transport contributes to the purpose of this Act; and
 - b. take into account –
 - i. any national energy efficiency and conservation strategy; and
 - ii. any relevant national policy statement that is in force under the Resource Management Act 1991; and
 - c. have regard to the views of Local Government New Zealand and representative groups of land transport users and providers.
2. For the purposes of subsection [1], the Minister must, at least once in every period of 3 financial years, review the Crown's land transport investment strategy required under section 68[1][b].
3. To avoid doubt, nothing in subsection [2] limits section 90[1].
4. Before issuing a GPS on land transport, the Minister must consult the Agency about the proposed GPS on land transport.

Section 68. Content of GPS on land transport

1. The GPS on land transport must include –
 - a. the results that the Crown wishes to achieve from the allocation of funding from the national land transport fund over a period of at least 10 consecutive financial years; and
 - b. the Crown's land transport investment strategy; and
 - c. the Crown's policy on borrowing for the purpose of managing the national land transport programme.
2. The Crown's land transport investment strategy –
 - a. must link the amount of revenue raised from road users with the planned levels of expenditure from the national land transport fund; and
 - b. must, for the first 6 financial years of the GPS on land transport and any subsequent years that the Minister considers relevant, address the following matters:
 - i. the short-term to medium-term results that the Crown wishes to achieve through the allocation of funding from the national land transport fund;
 - ii. the activity classes to be funded from the national land transport fund;
 - iii. likely revenue, including changes to the duties, fees, and charges paid into the national land transport fund;
 - iv. the identification of an expenditure target for the national land transport programme for each year;
 - v. a maximum and a minimum level of expenditure for the national land transport programme for each year (subject to the ability to carry forward funds from the closing balance of the national land transport fund for a financial year to a future financial year);
 - vi. an allowable variation between expenses and capital expenditure incurred under the national land transport programme and the inflows received by the national land transport fund;
 - vii. funding ranges for each activity class;
 - viii. the allowable reasons for varying the expenditure target identified under subparagraph (ii) when making funding allocation decisions;
 - ix. a statement of the Minister's expectations of how the Agency gives effect to the GPS on land transport; and

- c. must specify the forecast funding ranges for each activity class for the period of 4 financial years following the first six financial years of the GPS on land transport; and
 - d. must state the overall investment likely to be made in the land transport sector over a period of 10 financial years and the likely or proposed funding sources.
3. The GPS on land transport —
 - a. may set out national land transport objectives, policies, and measures for a period of at least 10 financial years beginning on the date that the GPS on land transport is issued; and
 - b. must, subject to the Public Finance Act 1989, specify any additional expected funding for land transport activities, including [but not limited to] any money that Parliament may appropriate for the purpose.

Section 69. Status of GPS on land transport

To avoid doubt, a GPS on land transport is not —

- a. a direction for the purposes of Part 3 of the Crown Entities Act 2004; or
- b. a legislative instrument for the purposes of the Legislation Act 2012; or
- c. a disallowable instrument for the purposes of the Legislation Act 2012.

Section 70. Agency to give effect to GPS on land transport in respect of funding of land transport system

1. The Agency must give effect to the GPS on land transport when performing its functions under subpart 1 of Part 2 in respect of land transport planning and funding.
2. To avoid doubt, the GPS on land transport may not impose an obligation on the Agency to approve or decline funding for a particular activity or any combination of activities under section 20.

Section 71. Availability of GPS on land transport

As soon as practicable after issuing a GPS on land transport, the Minister must —

- a. present a copy of the GPS on land transport to the House of Representatives; and
- b. arrange for a copy of the GPS on land transport to be given to each of the following:
 - i. the Secretary;
 - ii. the Agency;
 - iii. the Commissioner;
 - iv. every approved organisation;
 - v. the Auckland Council; and
- c. make a copy of the GPS on land transport publicly available in accordance with section 108.

Section 11. Annual report on national land transport fund

1. After the end of each financial year, the Agency must prepare an annual report on the national land transport fund.

2. The annual report required under subsection [1] must be prepared in accordance with generally accepted accounting practice, and must include —
 - a. an explanation of how the funding of activities or combinations of activities under the national land transport programme has contributed to the achievement of any outcomes, objectives or impacts set out in the relevant GPS on land transport.
3. The provisions of the Crown Entities Act 2004 in respect of the preparation, audit, presentation, and publication of a Crown entity's annual report [including its financial statements] apply, with all necessary modifications, to the annual report required under subsection [1].

Other relevant sections

Section 14. Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport [as the case may be] for approval, the regional transport committee must —

- a. be satisfied that the regional land transport plan —
 - i. is consistent with the GPS on land transport.

Section 19E. Variation of national land transport programme.

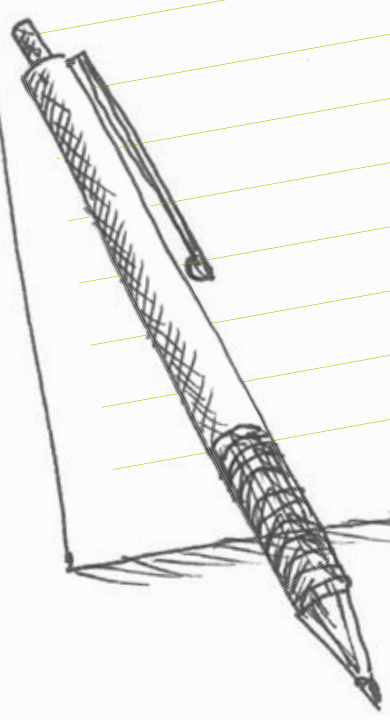
If the GPS on land transport is amended under section 90[1], the Agency must vary the national land transport programme as soon as practicable if necessary to give effect to the amendment.

Section 20. Approval of activities and combinations of activities

1. In approving a proposed activity or combination of activities, the Agency must be satisfied that —
 - a. the activity or combination of activities is —
 - i. consistent with the GPS on land transport;
2. When approving an activity or combination of activities as qualifying for payments from the national land transport fund, the Agency must be satisfied that the expenditure on the national land transport programme and any expenses associated with any borrowing undertaken in accordance with section 10[1][b] in the relevant financial year will not exceed the lesser of —
 - a. the maximum level of expenditure for the national land transport programme outlined in the GPS on land transport for that financial year and the actual or anticipated amount of the closing balance of the national land transport fund at the end of the previous financial year; or
 - b. the sum of —
 - i. the anticipated inflows to the national land transport fund in that financial year; and
 - ii. the actual or anticipated amount of the closing balance of the national land transport fund at the end of the previous financial year; and
 - iii. the allowable variation for that financial year specified in the GPS on land transport.

Please use this page to jot down your thoughts.
Then go online and submit your comments to www.transport.govt.nz/GPS2018

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